

CITY OF LEAVENWORTH

COMPREHENSIVE PLAN

2003

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COMPREHENSIVE PLAN

2003

Adopted August 12, 2003

Mayor

Bill Bauer

City Council

Bill Wells

Jack Koenig

Carl Florea

Keith Tower

Peter DeVries

Carolyn Wilson

Robert Eaton

Planning Commission

Larry Weinert - Chairman

Larry Hayes - Vice-Chairman

Wade Bittle

Farzan Farivar

Larry Milne

Laurie Reister

Jayson Kelly Ringel

Staff

Scott Hugill - City Administrator

Christy Osborn - Community Development Director

Pamela Baugh Trudeau - Assistant Planner

Cheryl Grant - City Clerk/Treasurer

Mike Deason - Public Works Director

ORDINANCE NO. 1209

**AN ORDINANCE AMENDING THE CITY OF LEAVENWORTH
COMPREHENSIVE PLAN, LAND USE DESIGNATION MAP,
ZONING MAP, AND MAKING CORRESPONDING CHANGES TO
THE LEAVENWORTH MUNICIPAL CODE**

WHEREAS, The City of Leavenworth Planning Commission, in accordance with the Growth Management Act and Washington law, conducted a public hearing to review the proposed amendments to the City of Leavenworth Comprehensive Plan and the Land Use Designation Map (with corresponding changes to the City of Leavenworth Zoning Map), and voted to recommend certain amendments to the Leavenworth City Council, and

WHEREAS, The Leavenworth City Council held a public hearing in accordance with the Growth Management Act and Washington law and voted to adopt certain amendments to the City of Leavenworth Comprehensive Plan and the Land Use Designation Map (with corresponding changes to the City of Leavenworth Zoning Map),

NOW, THEREFORE, The City Council of the City of Leavenworth, Washington do ordain as follows:

Section 1. The Planning Commission's recommendations to amend the City of Leavenworth Comprehensive Plan and the Land Use Designation Map (with corresponding changes to the City of Leavenworth Zoning Map) are adopted based on the Findings of Fact and Conclusions as outlined in Exhibit "A" attached hereto and incorporated herein by this reference. Amendments based on the Planning Commission's recommendation are as follows:

a. The Summer Green Condominiums on Icicle Road are included in the Urban Growth Area. This amendment involves revising the location of the urban growth area boundary to include the condominium property, a map amendment to the Comprehensive Plan to designate the property as residential multi-family (RM) and an amendment to the zoning code to designate the property as residential multi-family (RM).

b. The areas of land owned by the National Audubon Society, c/o Audubon Washington, are designated as "Recreation" (amending the Land Use Designation Map and corresponding changes to the City of Leavenworth Zoning Map).

c. The areas of the Urban Growth Area currently designated as RL-12 and RL-20 are re-designated as RL-10 (amending the Land Use Designation Map and corresponding changes to the City of Leavenworth Zoning Map).

d. The area of the Urban Growth Area between Ski Hill Drive and Titus Road, north of Pine Street to just north of Ranger Road following current parcel boundaries, currently designated as RL-10 is re-designated as RL-6 (amending the Land Use Designation Map and corresponding changes to the City of Leavenworth Zoning Map).

e. Policy and goal language is incorporated to include "best available science" in the review of critical areas (amending text in the Comprehensive Plan).

f. Property owned by Chelan County north of U.S. Highway 2 outside of the City's current City limits but within the UGA, currently designated as "Residential Multi-family is re-designated as "Tourist Commercial" (amending the Land Use Designation Map and a corresponding change to the City of Leavenworth Zoning Map).

g. The following projects are added to the Capital Facilities Six Year Project List (amending Appendix C in the Comprehensive Plan):

- i. Ski Hill/Prospect Street intersection improvements
- ii. Front Street and Division Street improvements
- iii. Improvement to the public access trail to Waterfront Park including the City's proportional share of professional design services and improvement of approximately 53 feet of the bottom portion of the public access trail, to connect with the established Waterfront Park walking trail, in conformance with the MDNS agreement dated June 1, 2001, between Blackbird, Inc. and the City of Leavenworth, as amended. Project timeframe to be 2004-2005.
- iv. The installation of an elevator at the Civic Center.

Section 2. The text of the City of Leavenworth Comprehensive Plan is amended to include those changes as outlined in Exhibit "B" attached hereto and incorporated herein by this reference.

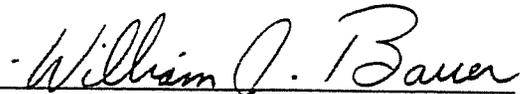
Section 3. The City of Leavenworth Land Use Designation Map and City of Leavenworth Zoning Map are amended to include those changes as outlined in Exhibit "C" attached hereto and incorporated herein by this reference. These changes to the official zoning map shall be entered and recorded in accordance with Sections 18.12.020 and 18.12.030 of the Leavenworth Municipal Code.

Section 4. Chapter 18.25 of the Leavenworth Municipal Code is repealed.

Passed by the City Council of the City of Leavenworth and approved by the Mayor this 12th day of August 2003.

CITY OF LEAVENWORTH

By:



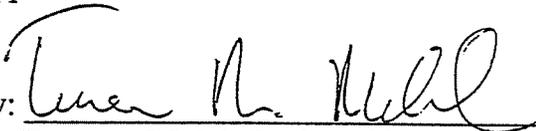
William J. Bauer, Mayor

Attest:



Cheryl A. Grant, Clerk-Treasurer

Approved as to Form:

By: 

Terrance M. McCauley, City Attorney

CITY OF LEAVENWORTH

COMPREHENSIVE PLAN

2002

Adopted August 13, 2002

Mayor

Bill Bauer

City Council

Peter DeVries

Carl Florea

Jack Koenig

John Pool

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Bill Wells

Carolyn Wilson

Planning Commission

Larry Weinert - Chairman

Larry Hayes - Vice-Chairman

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Staff

Scott Hugill - City Administrator

Christy Osborn - Community Development Director

Pamela Baugh Trudeau - Assistant Planner

Cheryl Grant - City Clerk/Treasurer

Mike Deason - Public Works Director

ORDINANCE NO. 1187

**AN ORDINANCE AMENDING THE CITY OF LEAVENWORTH
COMPREHENSIVE LAND USE PLAN, AND LAND USE TRANSPORTATION
MAP**

WHEREAS, The City of Leavenworth Planning Commission, in accordance with the Growth Management Act and Washington law, conducted a public hearing to review the proposed amendments to the City of Leavenworth Comprehensive Land Use Plan, and the Land Use Transportation Map, and voted to recommend certain amendments to the Leavenworth City Council, and

WHEREAS, The Leavenworth City Council held a public hearing in accordance with the Growth Management Act and Washington Law and voted to adopt certain amendments to the City of Leavenworth Comprehensive Land Use Plan, and the Land Use Transportation Map, now, therefore,

The City Council of the City of Leavenworth, Washington do ordain as follows:

Section 1. The amendments to the City of Leavenworth Comprehensive Land Use Plan, and the Land Use Transportation Map, are amended based on the Findings of Fact and Conclusions as outlined in Exhibit "A" attached hereto and incorporated herein by this reference.

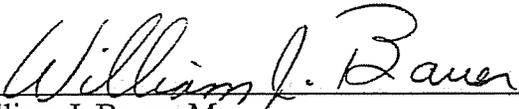
Section 2. The text of the City of Leavenworth Comprehensive Land Use Plan is amended to include those changes as outlined in Exhibit "B" attached hereto and incorporated herein by this reference.

Section 3. The City of Leavenworth Land Use Transportation Map is amended to include those changes as outlined in Exhibit "C" attached hereto and incorporated herein by this reference.

Passed by the City Council of the City of Leavenworth and approved by the Mayor this 13th day of August, 2002.

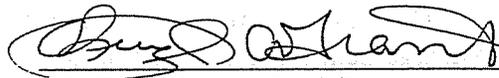
CITY OF LEAVENWORTH

By:



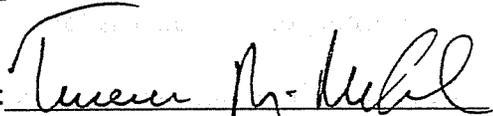
William J. Bauer, Mayor

Attest:



Cheryl A. Grant, Clerk/Treasurer

Approved as to form:

By: 

Terrence M. McCauley, City Attorney

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INTRODUCTION

INTRODUCTION

This comprehensive plan was prepared by the citizens of the Leavenworth/Upper Wenatchee River Valley Planning Area of Chelan County, the City of Leavenworth Planning Commission, and the Leavenworth City Council in accordance with Section 36.70A.070 of the Growth Management Act to address growth issues in the City of Leavenworth and its Urban Growth Area. It represents the City's policy plan for growth for the next 20 years. The introductory section contains the following:

- Why the Leavenworth area is planning
- Purpose of the comprehensive plan
- Community involvement and inter-jurisdictional coordination
- Implementation and monitoring
- Consistency with Growth Management Act goals

I. Why the Leavenworth Area is Planning

The Growth Management Act empowers local government with significant decision-making authority. The City of Leavenworth has been directed to identify the concerns and goals of its citizens, prioritize these goals, and to plan for how these goals will be achieved.

The Leavenworth Planning Area is experiencing pressures from growth within its boundaries, and it has been sought after increasingly as a scenic recreational and retirement area for people from around the state. By clearly articulating a plan for the future of the area, the City is informed about the implications of its policy decisions, and is able to express the concerns of the citizens of the planning area to regional, state and federal entities. In addition, the Growth Management Act requires that state agencies must comply with local comprehensive plans and development regulations. Therefore, the comprehensive plan and the implementation regulations will allow the City to inform state agencies and decision makers of local goals and policies for the planning area with the assurance that state agencies will respect their decisions in a manner which will reinforce the desired character of the Leavenworth Planning Area.

This plan seeks to provide opportunity for growth, while preserving the positive attributes that make the area so desirable.

II. Purpose of the Comprehensive Plan

This comprehensive plan was developed in accordance with Section 36.70A.070 of the Growth Management Act to address growth issues in the Leavenworth Planning Area. The plan assists in the management of future development by providing policies to guide decision-making. The plan includes the following elements:

- Land Use
- Housing
- Capital Facilities
- Utilities
- Transportation
- Economic Development

The County-Wide Planning Policies (Appendix A) provided guidance to the citizen advisory committee in the planning process and the comprehensive plan is consistent with these policies. These policies were developed by the Chelan County Policy Drafting Committee for each of the plan elements. The Board of County Commissioners approved an initial set of county-wide planning policies on May 26, 1992, addressing the following issues:

- The establishment of urban growth areas
- Promotion of contiguous and orderly development and the provision of urban governmental services to such development
- Siting of public capital facilities that are of a county-wide nature
- County-wide transportation facilities and strategies
- Need for affordable housing for all economic segments of the population and the adoption of parameters for the distribution of affordable housing
- Joint County and City planning within urban growth areas and provision of innovative land use management techniques that may include use of flexible zoning processes (i.e. planned unit developments, transfer of development rights, cluster development density bonuses, etc.)
- Economic development and employment
- An analysis of fiscal impact
- Public education and citizen participation
- Monitoring, reviewing, and amendment of county-wide policies

III. Community Involvement and Jurisdictional Coordination

In August of 1993, the County established citizen advisory committees (CAC's) for five separate planning areas and held a kickoff meeting for the planning process. The Leavenworth/Upper Wenatchee River Planning Area CAC consisted of 21 people who were appointed by the County Commissioner from that commissioner district, the City of Leavenworth, and the Chumstick Community Council. This number was reduced to 19 members through attrition.

Starting in September of 1993, the CAC conducted two workshop meetings per month for the purpose of developing a vision statement and writing recommendations for goals, policies and rationales for the required elements of the comprehensive plan.

The vision of area residents for the planning area is expressed in the following vision statement:

"The citizens of the planning area envision maintaining the uniqueness of the area which combines a quality "rural/small community" lifestyle with a diversified economic base that allows orderly growth and development while preserving the beauty of the area with open spaces and enhancing the proper management of the natural environment."

This vision can be accomplished with the goals and policies in this plan and by preparing development regulations with this vision in mind. The goals and policies identified in this plan are deemed to be essential in maintaining a satisfactory quality of life for the planning area.

Other methods used to receive public input during the plan development process were a county-wide telephone survey, several newsletters, and public information meetings on the draft goals, policies, and land use concept map.

In September and October of 1993, the Chelan County Planning Department conducted a telephone survey of 400 county residents. The survey was designed to be a county-wide sampling of opinions and concerns. Issues of concern included crime, property rights, traffic and housing. Housing types considered most in need were single-family rentals, low income and elderly housing. Types of economic growth most preferred were "high-tech industrial", agricultural and commercial. Public services rating high in citizen satisfaction were fire protection and domestic water and those rating low were the quality of streets and roads and snow plowing.

During the comprehensive plan development process, the County distributed a periodic newsletter which provided an update on the progress of comprehensive plan development, dates of CAC meetings, etc. Along with the newsletter, the County Planning Department staff also wrote a series of articles for the Chelan County Conservation District Newsletter, providing an overview of the Growth Management Act and updating the status of the planning process.

As it progressed, the desire of the City of Leavenworth to complete the plan and bring the City into compliance with the GMA outpaced the approach the County was pursuing. As a result, the City decided to complete the adoption process of the plan separate from the County. During the adoption process, numerous changes were made from the draft that was submitted to the City by the citizen advisory committee that bring the plan closer to the intent of the GMA. The changes made were done in public workshops and hearings before the City's Planning Commission and City Council.

Upon completing the draft plan, the Leavenworth Planning Commission conducted public workshops, meetings, and a public hearing to recommend the plan to the Leavenworth City Council. The Council then conducted public meetings and a public hearing to receive input before adopting the final plan. The comprehensive plan was reviewed for compliance with the requirements of the State Environmental Policy Act (SEPA), and an Environmental Impact Statement was prepared.

IV. Plan Implementation and Monitoring

This section outlines the plan implementation and monitoring procedures developed to measure progress in implementing the goals, policies, and rationale in the comprehensive plan.

The City will continue public education programs following plan adoption in order to inform the entire community about the goals and policies of the plan, as well as the changes that will take place in the planning area because of the plan's implementation.

Existing development regulations must be updated to be consistent with the plan within one year of plan adoption. In reviewing regulations for consistency, the City should ensure that the development patterns suggested in the plan are encouraged. In addition to the new development regulations identified in the land use plan, other regulations will be enacted as necessary to implement the land use plan.

Planning is an ongoing process, and improved data or changing circumstances will require amendment to the comprehensive plan. The plan may be reviewed once a year and updated as necessary to reflect changes such as revisions to the Office of Financial Management population estimates and revisions to the capital facilities plan. The update may also address any specific concerns, clarify inconsistencies that were identified during the year and review the adequacy of the adopted level of service standards.

Amendments to the comprehensive plan can be requested by the Leavenworth City Council and/or Planning Commission or by any affected citizen or property owner. However, the plan may not be amended more than once a year. To implement this provision of the Growth Management Act, and to provide for a consistent process from year to year, the City has adopted a comprehensive plan amendment process which can be found in Title 21 of the Leavenworth Municipal Code. By reviewing and updating the plan on a regular basis, the City can rely on this document in decision-making and can maintain public interest and support of the planning process.

V. Consistency With the Growth Management Goals

The data used to develop this comprehensive plan is, to the greatest extent possible, the best available data. Where appropriate, the City has given priority in addressing the Growth Management Act's thirteen state goals by incorporating them into the comprehensive plan,

Growth Management Act Goals

Urban Growth - Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Reduce Sprawl - Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

Transportation - Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Housing - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing.

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, and encourage growth, all within the capacities of the state's natural resources, public services and public facilities.

Property Rights - Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

Permits - Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

Natural Resource Industries - Maintain and enhance natural resource based industries, including productive timber, agricultural, and fisheries industries.

Open Space and Recreation - Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

Environment - Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Citizen Participation and Coordination - Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Public Facilities and Services - Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time that development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Historic Preservation - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

HOUSING

HOUSING ELEMENT

Introduction

This housing element has been updated from 2003 to allow for a bridging of housing data and projections to the mandated Comprehensive plans — Review procedures and schedules — Amendments RCW 36.70a.130. The last update was in 2003 with the data sets from 1993 and critical analysis from 1990 survey. The projected data sets include information from 1987-1994, and total housing projections are to 2012. Due to the outdated information, the Housing Element was placed on the Planning Commission 2012 docket for study and review. One of the fundamental components for the updating of data sets, analysis, and projections was to retain the population allocations within the Urban Growth Area to the year 2025. This is due to the fact that the Residential Land Use Analysis was a joint City and County allocation in 2003 for the UGA. The City of Leavenworth recognizes that it is necessary to update the 2003 Leavenworth Residential Land Use Inventory and Analysis and the Housing Element to understand the present and future patterns of residential development within the City Limits and City's Urban Growth Area (UGA). This information is necessary in order to evaluate the effectiveness of the existing comprehensive plan and evaluate population projections and allocations. To that end, it was decided that the City would conduct a review, update, analysis and evaluation of the data within the Comprehensive Plan and supporting documents. The population allocation information from Chelan County and population and housing information obtained from the 2010 US Census.

In 2016, pursuant to RCW 36.70a.130 (5), (c) on or before June 30, 2017, and every eight years thereafter, the City of Leavenworth will update this and other elements of the Comprehensive Plan, as necessary. Overall, this Housing Element has been developed in accordance with Section 36.70A.070 and WAC 365-196-410 of the Growth Management Act to address the housing needs of the City of Leavenworth and its urban growth area. It represents the community's policy plan for the next 20 years.

The housing element has also been developed in accordance with the county-wide planning policies and has been integrated with all other planning elements to ensure consistency throughout the comprehensive plan. The housing element considers the provision of a variety of housing types to match the lifestyles and economic needs of the community. This element examines special housing needs, such as low and moderate income family housing, foster care facilities, group homes, manufactured homes, government supported housing, and historically significant housing.

It is becoming more and more difficult for residents of the City and County to pay for housing. Housing prices in Chelan County have changed dramatically since the 1990 census. In 1988 the median sale price of a home in the Multiple Listing Service Area (including Chelan and Douglas Counties) was \$63,000. In 1993 the median sale price was \$109,100. According to the Multiple Listing Service published by the North Central Washington Association of Realtors: in 2008, there were 35 home sales with the median sale price of \$300,000; in 2009, there were 26 home sales with the median sale price of \$250,000; in 2010, there were 31 home sales with the median sale price of \$240,000; in 2011, there were 22 home sales with the median with the median sale price of \$195,000; in 2012, there were 36 home sales with the median with the median sale price of \$233,750. These dramatic swings from past years are the result of the 2004-05 and 2009 national housing downturn which affected Leavenworth housing market in 2009.

Incomes in Chelan County have not kept pace with rising housing costs. The 2009 median household income for Chelan County was \$49,638.00. For example: if the home costs \$233,750.00 and no money placed for the down payment on a 30 year loan with a 3.900% interest rate, the total payment on the principal and interest will be \$1,102.52. If the annual property taxes are \$3,000.00, and annual insurance is \$1,500.00, the total monthly payment will be \$1,574.92. With a monthly payment of this amount, the total gross monthly income will need to be at least \$5,249.73 (\$62,996.76 annually) in order to qualify for the loan.

Population and Demographics

The 2010 population was 1,965. This differs from the 2000 projected population of 2,074. The total change in population of -109 (-5.3%) is the result of projections and census surveys.

Leavenworth has 917 males (46.7%) and 1,048 females (53.3%) with a median resident age of 42.4 years (State of Washington median age is 46.6 years)

Chelan County high projections (population) by year after 2010 census.

2000	2005	2010	2011	2012	2013	2014	2015	2016
66,616	74,443	81,009	82,372	83,763	85,170	86,591	88,027	89,342

Continued from above:

2017	2018	2019	2020	2021	2022	2023	2024	2025
90,736	92,138	93,548	94,966	96,306	97,665	99,044	100,441	101,859

OFM Released January 2002

Percent Change in Population 2010-2012 – 0.25	1980	1990	2000	2010 Population Census	2011 Population Estimate	2012 Population Estimate
Leavenworth	1,526	1,692	2,074	1,965	1,970	1,970

Washington State Office of Financial Management, Forecasting Division April 1, 2012 Population of Cities, Towns and Counties

For population 25 years and over in the City of Leavenworth:

- High school or higher: 89.2%
- Bachelor's degree or higher: 21.1%
- Graduate or professional degree: 8.3%
- Unemployed: 2.7%
- Mean travel time to work (commute): 20.1 minutes

For population 15 years and over in the City of Leavenworth:

- Never married: 21.3%
- Now married: 54.4%
- Separated: 2.7%
- Widowed: 8.6%
- Divorced: 13.0%
- White alone - 1,692 (86.1%)
- Hispanic - 213 (10.8%)
- Two or more races - 27 (1.4%)
- Asian alone - 11 (0.6%)
- American Indian alone - 10 (0.5%)
- Black alone - 7 (0.4%)
- Native Hawaiian and Other Pacific Islander alone - 4 (0.2%)
- Other race alone - 1 (0.05%)

Definition of Affordable Housing

The Washington State Growth Management Act (GMA) stresses the importance of considering the availability and affordability of housing. Affordability is not specifically defined in the Act. It is the responsibility of the local government to establish the definition of “affordable”.

The following is a *Growth Management Act* definition of affordable housing:

"Affordable housing" means residential housing that is rented or owned by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the household's monthly income.

Along with the issue of “affordability” comes the issue of the availability of housing to “all economic segments” of the population. The GMA stresses that communities should be planning to provide housing that is affordable to persons. Table below shows the income groupings that are commonly used in discussing housing affordability and the income limits. The Procedural Criteria require that for the purpose of planning for affordable housing, jurisdictions should use the income levels prepared annually by the U.S. Department of Housing and Urban Development (HUD). HUD annually prepares these income levels and adjusts them by household size. The valuable information is for City of Wenatchee and included in the HUD Adjusted Income Limits as of 11/16/2011 below. According to WAC 365-196-410, “Low-income refers to a household whose income is between thirty percent and fifty percent of the median income, adjusted for household size, for the county where the housing unit is located.”

Median Household Income Estimates: 1989 to 2010 and Projection for 2011

	1989	1990	1991	1992	1993	1994	1995	1996
Washington	31,183	33,417	34,379	35,882	36,679	37,895	38,997	40,568
Chelan	24,312	25,833	27,592	28,746	30,148	31,547	32,164	33,918

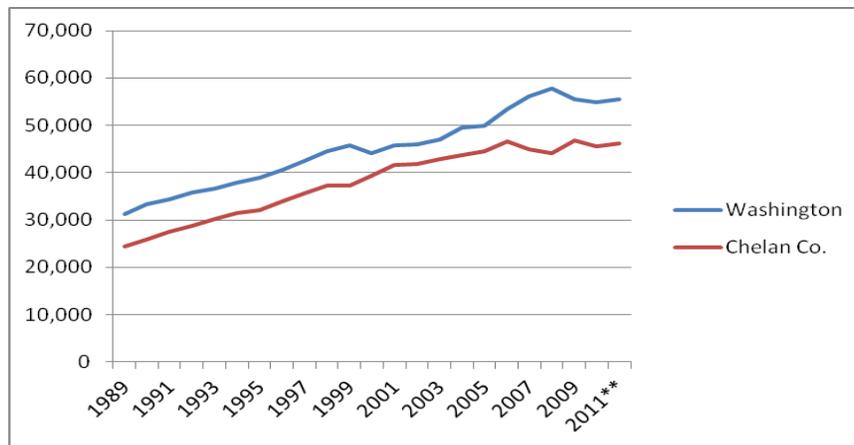
Continued from above:

	1997	1998	1999	2000	2001	2002	2003	2004
Washington	42,399	44,514	45,776	44,120	45,761	46,039	46,967	49,585
Chelan	35,662	37,175	37,316	39,439	41,653	41,731	42,918	43,696

Continued from above:

	2005	2006	2007	2008	2009	2010*	2011**
Washington	50,004	53,522	56,141	57,858	55,458	54,888	55,500
Chelan	44,422	46,522	44,964	44,013	46,780	45,478	46,275

Office of Financial Management



Estimated median household income in 2009: (\$35,692 in 2000)

Leavenworth: \$49,805

Chelan County: \$49,638

Washington: \$56,548

Estimated per capita income in 2009: \$24,530

Median household income in 2009 for:

White non-Hispanic householders: \$44,218

American Indian and Alaska Native householders: \$122,170

Some other race householders: \$28,489

Two or more races householders: \$18,892

Hispanic or Latino race householders: \$27,388

Percentage of residents living in poverty in 2009: 6.8% (4.2% for White Non-Hispanic residents, 8.9% for Hispanic or Latino residents, 21.9% for American Indian residents, 60.9% for other race residents, 0.0% for two or more races residents)

HUD Adjusted Income Limits as of 11/16/2011

Wenatchee - East Wenatchee, WA MSA (data available for close jurisdiction)

Number of Persons in Household

	1 person	2 people	3 people	4 people	5 people	6 people	7 people	8 people
VERY LOW INCOME	\$20,550	\$23,500	\$26,450	\$29,350	\$31,700	\$34,050	\$36,400	\$38,750
LOW INCOME	\$32,900	\$37,600	\$42,300	\$46,950	\$50,750	\$54,500	\$58,250	\$62,000

Source: U.S. Department of HUD.

Housing Inventory and Future Needs

Housing units in the City of Leavenworth were inventoried in 1990 at 845 units. During the years 1990 to 1994, the number of housing units grew at .9% (8 units), 2.6% (22 units), 4.5% (39 units), and 11.9% (109 units) respectively.

Total housing units in Chelan County in 1990 were inventoried at 25,046 (13,240 in the incorporated areas and 11,806 in the unincorporated areas).

In 1994 the number of housing units had risen to 27,708 (14,367 in the incorporated areas and 13,341 in the unincorporated areas), an increase of 10.6%.

Chelan County Single-family new house construction building permits:

1939 or earlier: 4,747	1980 to 1989: 5,290
1940 to 1949: 1,663	1990 to 1999: 6,019
1950 to 1959: 3,724	2000 to 2004: 1,910
1960 to 1969: 2,885	2005 or later: 688
1970 to 1979: 6,015	

Leavenworth Single-family new house construction building permits:

1996: 12 buildings, average cost: \$106,800	2000: 5 buildings, average cost: \$111,500
1997: 10 buildings, average cost: \$105,300	2001: 14 buildings, average cost: \$82,600
1998: 7 buildings, average cost: \$93,700	2002: 10 buildings, average cost: \$77,700
1999: 8 buildings, average cost: \$108,600	2003: 11 buildings, average cost: \$103,500

2004: 11 buildings, average cost: \$113,000
 2005: 7 buildings, average cost: \$187,500
 2006: 5 buildings, average cost: \$172,800
 2007: 13 buildings, average cost: \$166,600
 2008: 4 buildings, average cost: \$222,100

2009: 1 building, average cost: \$190,000
 2010: 0 buildings, average cost: 0
 2011: 1 building (conversion of church to SFR), average cost: \$9,500
 2012: 3 buildings, average cost: \$150,667

Housing Unit Type

The housing units are detailed below.

2010 Base Census Estimates of Total Housing Units	2010 Base Census Estimates of One Unit Housing Units	2010 Base Census Estimates of Two or More Unit Housing Units	2010 Base Census Estimates of Mobile Homes and Specials	2011 Postcensal Estimates of Total Housing Units	2011 Postcensal Estimates of One Unit Housing Units	2011 Postcensal Estimates of Two or More Unit Housing Units	2011 Postcensal Estimates of Mobile Homes and Specials
1,241	763	478	0	1,242*	764	478	0
2012 Postcensal Estimates of Total Housing Units	2012 Postcensal Estimates of One Unit Housing Units	2012 Postcensal Estimates of Two or More Unit Housing Units	2012 Postcensal Estimates of Mobile Homes and Specials				
1,242	764	478	0				

Source: Washington State Office of Financial Management – housing units 2010-12

*Note: the total housing units differs from the below

As of 2012, Leavenworth's population is 1,965 people (Office of Financial Management Official). Since 2000, Leavenworth has had a population growth of 6.71 percent.

ACS * 2006-2010 data

	Leavenworth, WA	%	Washington	U.S.
Total Housing Units	1,413 **	100%	2,829,352	130,038,080
1-unit, Detached	926	65.53%	63.19%	61.62%
1-unit, Attached	100	7.08%	3.49%	5.74%
2 Units	16	1.13%	2.67%	3.88%
3 or 4 Units	44	3.11%	3.77%	4.47%

5 to 9 Units	66	4.67%	4.82%	4.84%
10 or More Units	261	18.47%	14.59%	12.68%
Mobile Home, Boat, RV, Van, etc.				

* ACS stands for U.S. Census American Community Survey

** Washington Total Housing Units City Rank - Based on US Census 2010 data. This total was used for the comparison and breakdown of housing types. The accepted total of 1,242 as derived from the Washington State Office of Financial Management.

US Census 2000 data

	Leavenworth, WA	%	Washington	U.S.
Total Housing Units	1,069 *	100%	2,451,075	115,904,641
1-unit, Detached	627	58.65%	62.33%	60.28%
1-unit, Attached	46	4.30%	3.09%	5.56%
2 Units	47	4.40%	2.81%	4.31%
3 or 4 Units	169	15.81%	3.76%	4.74%
5 to 9 Units	36	3.37%	4.57%	4.67%
10 or More Units	144	13.47%	14.43%	12.64%
Mobile Home, Boat, RV, Van, etc.	0	0.00%	9.00%	7.80%

* Source: US Census 2000 data. This 2000 total was used for the comparison and breakdown of housing types over time. The 2012 accepted total of 1,242 as derived from the Washington State Office of Financial Management.

Occupancy and Structural Characteristics

The overall rental vacancy in the City of Leavenworth in 2012 is 5.5%. Due to the tourist nature of the City, the “for seasonal, recreational, or occasional use” is not calculated in the overall rental vacancy.

2012 Housing Occupancy

Total housing units	1,241	100.0%
Occupied housing units	908	73.2%
Vacant housing units	333	26.8%
For rent	23	1.9%
Rented, not occupied	5	0.4%
For sale only	30	2.4%
Sold, not occupied	2	0.2%

For seasonal, recreational, or occasional use	248	20.0%
All other vacants	25	2.0%

Source: U.S. Census Bureau, 2010 Census.

In 2009 the total houses of 1,069 (886 occupied: 554 owner occupied, 332 renter occupied) with 37% of renters in Leavenworth. This rate of rentals is similar to that of the State Washington with 39% of renters and renters make up 28.60% of the Chelan County population.. .

Condition of Housing

Condition of Single Unit Housing Units

% of Total Housing Units

Condition	Leavenworth zip code	County
Lacking Complete Plumbing Facilities	4.5% %	3%

Housing Affordability

According to the Multiple Listing Service published by the North Central Washington Association of Realtors: in 2008, there were 35 home sales with the median sale price of \$300,000; in 2009, there were 26 home sales with the median sale price of \$250,000; in 2010, there were 31 home sales with the median sale price of \$240,000; in 2011, there were 22 home sales with the median with the median sale price of \$195,000; in 2012, there were 36 home sales with the median with the median sale price of \$233,750. These dramatic swings from past years are the result of the 2004-05 and 2009 national housing downturn which affected Leavenworth housing market in 2009.

The estimated median house or condo value in 2009 for Washington State was \$287,200, and in 2010, the median value of housing units with mortgages in Washington was \$296,600

Compared to the rest of the country, Leavenworth's cost of living is 16.40% Higher than the U.S. average. (Sperling's)

Estimate home value of owner-occupied houses in 2009 in Leavenworth:

Less than \$10,000: 0	\$40,000 to \$49,999: 0
\$10,000 to \$14,999: 0	\$50,000 to \$59,999: 0
\$15,000 to \$19,999: 0	\$60,000 to \$69,999: 0
\$20,000 to \$24,999: 0	\$70,000 to \$79,999: 0
\$25,000 to \$29,999: 0	\$80,000 to \$89,999: 0
\$30,000 to \$34,999: 0	\$90,000 to \$99,999: 1
\$35,000 to \$39,999: 0	\$100,000 to \$124,999: 7

\$125,000 to \$149,999: 10	\$300,000 to \$399,999: 120
\$150,000 to \$174,999: 41	\$400,000 to \$499,999: 18
\$175,000 to \$199,999: 71	\$500,000 to \$749,999: 18
\$200,000 to \$249,999: 163	\$750,000 to \$999,999: 9
\$250,000 to \$299,999: 169	\$1,000,000 or more: 0

Rent paid by renters in 2009 in Leavenworth (Median gross rent in 2009: \$818):

Less than \$100: 9 people	\$600 to \$649: 16
\$100 to \$149: 0	\$650 to \$699: 34
\$150 to \$199: 0	\$700 to \$749: 32
\$200 to \$249: 0	\$750 to \$799: 6
\$250 to \$299: 35	\$800 to \$899: 60
\$300 to \$349: 0	\$900 to \$999: 20
\$350 to \$399: 12	\$1,000 to \$1,249: 72
\$400 to \$449: 18	\$1,250 to \$1,499: 41
\$450 to \$499: 9	\$1,500 to \$1,999: 0
\$500 to \$549: 0	\$2,000 or more: 0
\$550 to \$599: 0	No cash rent: 10

General Housing Needs

Projected Housing Units to 2012

The following table demonstrates the projected need for housing units for the planning area.

Past Housing Unit Projections for Comprehensive Planning Areas

Comprehensive Planning Area	1990	2000	2010	2012
Upper Wenatchee River Valley Planning Area	2810	3901	4794	4972

Above, is based on the 1990 percent share of housing units within each Census County Division that falls within the comprehensive planning area. The Upper Wenatchee River Valley Comprehensive Planning Area had 27% of the Cashmere CCD housing units and 53% of the Leavenworth/Lake Wenatchee CCD units.

Priorities for Needed Housing Types County-wide

In late 1993, a county-wide survey was conducted to determine citizen concerns and preferences. Respondents were asked to list the housing types they thought there was an additional need for in Chelan County. They were also asked to pick a housing type that they believed was in the

greatest need. The responses are ranked below:

Additional Need	
Housing Type	Percent Responding
Rented Single Family	91%
Elderly	90%
Low Income	90%
Special Needs	83%
Single Family	79%
Migrant Worker	72%
Duplexes	68%
Apartments	67%
Mobile Homes	57%
Condominiums	30%

Greatest Need	
Housing Type	Percent Responding
Low Income	33%
Single Family	20%
Rented Single Family	12%
Elderly	11%
Apartments	9%
Migrant Worker	7%
Special Needs	4%
Mobile Homes	2%
Duplexes	2%
Condominiums	0%

The majority of respondents believed that there was additional need for rented single family homes; however, the greatest need, as expressed by respondents, was for additional low income housing.

Goals and Policies

Goal 1: Encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities, and housing types, and encourage preservation of existing housing stock.

Goal Rationale: This goal will help to ensure that affordable housing is available to all economic segments of the population.

Policy 1: Encourage regeneration of existing housing inventories with methods such as:

- *Permitting accessory housing or the division of existing structures in designated single family neighborhoods.*
- *Consider implementing methods of protecting the inventory of manufactured home parks and the provision of siting of manufactured homes.*
- *Participating in or sponsoring housing rehabilitation programs offered by state and federal governments.*

Rationale: This would encourage a more efficient use of existing housing inventories in order to assist in providing affordable housing.

Policy 2: Promote the construction of affordable housing, particularly for low and moderate income segments of the population, by exploring all available options, including but not limited to innovative zoning techniques, pursuing grants, and modification of city fee schedule to accommodate affordable housing construction, and initiating an in-depth study of the affordable housing issue.

Rationale: The low and moderate-income segments of the population need additional help in acquiring affordable housing.

Policy 3: Consideration should be given to the provision of diversity in housing types to accommodate elderly, physically challenged, mentally impaired, and special needs segments of the population, i.e. congregate care facilities.

Rationale: The county-wide survey indicated that there was a need for these types of housing.

Policy 4: Consider provisions for allowing an average size single family residence on existing smaller lots of record by creating new setback standards and/or site development standards for areas of town that have smaller parcels of record.

Rationale: The city has numerous lots of record that are around 2,000 to 4,000 square feet. Since these lots are smaller they should be more affordable and reduce the overall housing cost. However, in order to construct a home of around 1,000 to 1,500 square feet, the setbacks for the smaller lots would need to be reduced. Another approach would be to limit maximum sized homes on these substandard lots thus less costly structures

Policy 5: Identify areas within the City of Leavenworth and urban growth area where increased densities will be allowed.

Rationale: Increased densities within the City and the urban growth area, where all urban services are available, can reduce the cost of housing.

Policy 6: Consideration should be given to implementing innovative strategies, which provide incentives for developers to provide housing affordable to low and moderate income households.

Rationale: Incentives which do not compromise public safety will help to convince developers that construction of low and moderate income housing should be considered. Such incentives may include, but are not limited to, reduced standards for roads, curbs, gutters, reduced lot sizes, zero lot line setbacks, consideration of alternative materials for utilities (e.g. ductile iron pipe vs. PVC), review of energy regulations in Chelan County, administrative review of lot combinations without the need for plat alterations, etc. These incentives will be considered

in the development regulations subsequent to this comprehensive plan.

Policy 7: To provide incentives to developers to construct affordable housing, Chelan County and local jurisdictions should develop consistent, streamlined regulations and procedures which maintain environmental quality, public health, and safety standards without posing an unnecessary financial impact on the development of housing.

Rationale: Chelan County and local jurisdictions should evaluate the impact of land use regulations on construction cost to identify methods to reduce regulatory complexity and application processing time to improve service to citizens, expedite development application processing and reduce development costs. For instance, OSHA and WSHA are adding to construction costs without reducing job site accident rates.

Policy 8: Chelan County and local jurisdictions should encourage increased density in communities with existing infrastructure.

Rationale: The intent of the GMA is to encourage population growth in urban areas, reduce urban sprawl and thereby lessen the burden on counties to provide urban type infrastructure and services to large population centers.

Policy 9: Evaluate existing land use designations and regulations which may be presenting barriers to the development of an adequate supply of affordable housing for all economic segments of the population.

Rationale: Existing site improvement standards as well as permitting requirements for higher density and multifamily development may be unnecessarily increasing the costs of new housing construction. Cost savings related to these items allow direct reductions in the cost of new housing.

Policy 10: Reassess and amend as necessary the locations, densities and ratio of distribution of the residential land use designations to more proactively promote the development of affordable housing within the City and the UGA.

Rationale: The amount of land available for development, its proximity to urban services and the allowed densities have a direct relationship to land values. Reducing land costs is generally the largest single factor in achieving affordability.

Policy 11: Consider standards which incorporate inclusionary zoning concepts, on either a mandatory or voluntary basis, which will set aside a certain portion of the total units being constructed for low- and moderate-income residents.

Rationale: Inclusionary zoning promotes flexibility, does not require local tax dollars to fund construction, and can help avoid problems of over-concentration, isolation and stigmatization of affordable housing by integrating them throughout the community.

LAND USE

LAND USE ELEMENT

I. Introduction

This land use element has been developed in accordance with Section 36.70A.070 of the Growth Management Act to address land uses in the City of Leavenworth and urban growth area. It represents the community's policy plan for growth for the next 20 years. The land use element describes how the goals in the other plan elements will be implemented through land use policies and regulations, and thus, it is a key element in the comprehensive plan.

The land use element has also been developed in accordance with the county-wide planning policies and has been integrated with all other planning elements to ensure consistency throughout the plan. The land use element specifically considers the general distribution and location of land uses, the appropriate intensity and density of land uses given current development trends, the protection of the quality and quantity of water supply, and the provision of public services.

The planning area includes the lands to which Leavenworth may feasibly provide future urban services and those surrounding areas which directly impact conditions within the City limits. This area is designated by the urban growth area boundary. The City and County coordinated their activities in developing an annexation policy, in identifying the urban growth area boundary, and in development of interim management policies for the area within the urban growth area boundary but outside of the current City limits. The urban growth boundary is delineated on the land use designations map.

The planning area is not currently constrained as to the availability of land, however, it is constrained by limited funding resources for public utilities. Additionally, there is concern about the effect of future development on the quality and quantity of water available to future and existing residents of the area and concern about the overall effect of development on the scenic rural character of the area.

The planning area also must contend with pressure from out-of-area residents who are increasingly looking to this area for recreational and retirement property or to use the existing public parks or private rental facilities for vacations. Either way, the planning area will experience growth pressures on the available developable land.

Coordination between the land use element and the capital facilities element is essential to produce a plan with accurate projections for residential and economic development. The land use plan in this element will guide decision making to achieve community goals.

II. Inventory

The inventory presented in this element provides information useful to the planning process by listing the various existing land uses in the planning area. Additional data is located in Appendix B and support documentation. The inventory includes the general physical description of the planning area and summarizes the land use types in the planning area.

Physical Description

The planning area includes the City of Leavenworth and the urban growth area as shown on the land use designations map. The topography of the west and north portions of the planning area is the direct result of large mountain glaciers that formed in the Icicle, Tumwater, and Chumstick Canyons.

Glacial action was responsible for deepening and smoothing the valley floors. These glaciers probably terminated along Mountain Home Road, to the southeast of Leavenworth, where there is evidence of a terminal moraine. Other signs of glacial action in the valley include the large boulders on the east side of the Leavenworth valley and within the City of Leavenworth itself.

Throughout much of the area, the soil is underlain with alluvial deposits and glacial drift. Volcanic pumice and ash from the Glacier Peak region have added substantially to the depth and character of the soil in many areas. The mountainous terrain, with characteristically steep slopes and high elevations, consists largely of rock outcroppings and shallow soils. The soils of the planning area have been classified and mapped by the Soil Conservation Service (SCS) according to certain measurable physical characteristics including color, texture, chemical nature, and layer depths (known as the soil profile). For comprehensive planning purposes, existing soil data provides useful information on erosiveness, septic tank suitability, orchard suitability, and the availability of lands to support building foundations.

The Wenatchee and Icicle Rivers and supporting tributaries are important bodies of water within the planning area. Not only do these bodies of water and their tributaries provide the main source of drinking water for the planning area, they are also important for irrigation and recreation. The water quality of these rivers is of major concern to many residents in the area. Some of the factors that affect water quality are: recreational activities, septic tank systems, irrigation return flows, and storm water runoff.

Existing Land Use

An extensive land use analysis was completed for the major developed areas of the entire planning area. The results of that analysis are included in Appendix B of this document.

III. Analysis

Population and Demographics

Both the Leavenworth/Lake Wenatchee and Cashmere Census County Divisions (CCD's) have steadily increased in population from 1980 to 1990 as is true for the City of Leavenworth. During this ten year period, the Cashmere CCD grew by 1,007 people (12.8% increase), from 7,885 people in 1980 to 8,892 in 1990. During the same period, the Leavenworth/Lake Wenatchee CCD grew by 797 people (22.2% increase), from 3,591 to 4,388 people. The City of Leavenworth grew from 1,522 people in 1980 to 1,692 in 1990 (170 people, 11.2% increase). During the four years from 1990 to 1994, the City of Leavenworth increased .8%, 2.6%, 4.3% and 10.7% respectively, which resulted in a 1993 population of 2,020 people.

The 1990 population for Leavenworth was 1,692 people. Of these 1,692 people, 416 were less than 18 years of age and 358 were greater than 65 years of age. Of the total population, 1,654 were White, and 38 were other (Native American, Black, Asian, etc.).

These population figures were utilized to project the planning area population to the year 2012. The WA State Office of Financial Management projection for 2012, based on the 1990 population, would be 3,513 people. A more realistic projection prepared by the county, based on the last four years of growth, would place the 2012 population at 4,094 people.

The Chelan County Policy Planning Committee has determined that the planning areas should plan for a 60%/40% urban/rural split for their total population forecasts. Using this formula, the City of Leavenworth and the urban growth area should grow by 2,402 persons utilizing the county projection method.

Total enrollment FTE (full time enrollment) students for the Cascade School District increased from 1,058 during the 1980-81 school year to 1,254 during the 1990-91 school year, an increase of 196 students (18.5%).

Housing units in the City of Leavenworth were inventoried in 1990 at 845 units. During the years 1990 to 1994, the number of housing units grew at .9% (8 units), 2.6%(22 units), 4.5% (39 units), and 11.9% (109 units) respectively. Total housing units in Chelan County in 1990 were inventoried at 25,046 (13,240 in the incorporated areas and 11,806 in the unincorporated areas). In 1994 the number of housing units had risen to 27,708 (14,367 in the incorporated areas and 13,341 in the unincorporated areas), an increase of 10.6%.

IV. Goals, Policies, and Rationale

Natural Systems and Critical Areas

The Growth Management Act requires all cities, towns, and counties in the State to classify, designate and regulate "critical areas". Critical areas include wetlands, aquifer recharge areas, frequently flooded areas, fish and wildlife conservation areas, and geologically hazardous areas that include erosion hazard, landslide hazard, mine hazard, seismic hazard, and volcanic hazard areas.

The GMA requires provisions for the protection of the quality and quantity of ground water used for public water supplies. In addition, the Land Use Element of the Comprehensive Plan is required to provide guidance for the review, where applicable, of drainage, flooding, and storm water run-off and to provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state.

The City initially adopted goals, policies, and rationale statements in response to the requirements of the Growth Management Act as part of the Comprehensive Plan adopted in 1996 and adopted additional language in 1999. During 2002 and 2003, the City of Leavenworth, along with five Okanogan County communities and one Grant County community, participated in a coordinated

research and planning effort to update this portion of the Land Use Element to incorporate the use of "Best Available Science" as required by the Growth Management Act.

The City is also required to develop plans consistent and in concert with those prepared by Chelan County. The County has completed the planning process for developing critical areas regulations following an extensive citizen participation process. Many of the issues and concerns that guided the development of the critical area regulations were discussed and addressed in the County's comprehensive planning process and, along with data and information from the City's other planning efforts, are incorporated into this document.

Goal 1: Encourage land use practices that protect the integrity of the natural environment to ensure that the community has an adequate source of clean water and air and to otherwise maintain a healthy human environment.

Goal Rationale: Most of the potentially negative impacts on critical areas result from existing and future land use practices. The most effective way to protect the resources, as mandated by the GMA, is to strive for land use practices that minimize or eliminate potential negative consequences.

Policy 1: Utilize SEPA, the Shoreline Master Program, Flood Hazard Reduction, and Critical Areas policies and regulations to ensure protection of the natural environment and critical resources.

Rationale: Many regulations already exist that provide for environmental protection.

Policy 2: Discourage development in areas of natural hazard such as those susceptible to landslide, flood, avalanche, unstable soils, and excessive slopes.

Rationale: Discouraging development in natural hazard areas helps to protect the public health, safety, and general welfare.

Policy 3: Adopt an excavation and grading ordinance to regulate excavation, grading, and earthwork construction activities.

Rationale: Uncontrolled filling and grading can cause erosion and siltation of streams, rivers, and ponds. These activities can also be detrimental to adjacent properties.

Policy 4: The City shall evaluate the cumulative impacts of development proposals in critical areas.

Rationale: It is important to take a comprehensive approach to development in a critical area since there often is a compounding effect resulting from changes to natural systems.

Policy 5: Require that dredging and filling activities are conducted in a manner which minimizes the introduction of suspended solids, leaching of contaminants, or disturbance to habitats.

Rationale: Uncontrolled dredging and filling activities can negatively impact fish habitat and water quality.

Policy 6: Appropriate conditions shall be placed on development to ensure that negative impacts to critical areas are avoided or mitigated.

Rationale: Review of development proposals is essential to determine the potential for adverse impacts to the critical area or the development.

Policy 7: The City shall give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries.

Rationale: The Wenatchee River is home to several fish species that are listed as threatened or endangered under the Federal Endangered Species Act. Special consideration of measures to conserve and/or protect these species is a City responsibility.

Goal 2: Use Best Available Science in classifying, designating, and regulating Critical Areas within the City of Leavenworth.

Goal Rationale: RCW 36.70A.172 requires that the City consider best available science as it classifies, designates, and regulates critical areas.

Policy 1: The following criteria shall be used to determine best available science:

- a. *Meets definition in WAC -*
 - *Natural resource science*
 - *Valid research that used documented research methods and verifiable results*
 - *Science becomes a type of product, and a decision-making process/tool*
- b. *Regionally relevant and defensible -*
 - *Science conducted within region*
 - *Science specific to habitat and/or species known to exist in region*
 - *Science generally accepted through past practice (e.g. building code)*
- c. *Locally relevant/sub-regional -*
 - *Science conducted on specific place for specific purpose (e.g. Ski Hill Area Water Problems Study)*
 - *Science specific to habitat and/or species limited to local area*
- d. *Isolated/Unique -*
 - *Science that shows situation is isolated and unique due to site specific circumstances*
- e. *Anecdotal -*
 - *Must be verifiable and documented (historical records, photos, etc...)*

Goal 3: Provide flexibility in regulation of land uses in critical areas, recognizing that the Growth Management Act encourages development within cities in order to limit the geographic extent of human impacts.

Goal Rationale: One of the core tenets of the GMA is to reduce sprawl by concentrating development in areas planned to accommodate new growth. It is imperative that the urban growth

areas established in cooperation with Chelan County be allowed to develop with the types and densities described in adopted comprehensive plans if the cities and County are to be consistent with adopted plans. Therefore, there must be some flexibility in the regulation of critical areas in order to accommodate future growth and development in identified critical areas within the UGA.

Policy 1: Critical area regulations shall not preclude reasonable use of property or to effect a taking in violation of the U.S. Constitution, the State of Washington Constitution, and substantive due process.

Rationale: Private property rights must be protected.

Policy 2: Protect critical areas by encouraging the use of innovative techniques on or adjacent to critical areas. Such techniques may include: purchase of development rights, transfer of development rights, clustering, conservation easements, land trusts, and the Public Benefit Rating System.

Rationale: Innovative techniques can benefit the public and the land owner and can help to protect critical areas.

Policy 3: Support the efforts of public and private organizations, whose goal is the preservation or conservation of critical areas, to purchase these lands.

Rationale: This option allows interested private and public organizations to purchase lands they wish to put into long-term conservation or preservation programs.

Policy 4: Allow for open space and recreational use of critical areas where such use does not negatively impact critical areas.

Rationale: Open space and recreational use of critical areas provides an opportunity for residents and visitors to enjoy the natural amenities of the area.

Goal 4: Identify and protect critical areas and provide for reasonable use of private property while mitigating adverse environmental impacts.

Goal Rationale: Preservation of critical areas will help protect the environment and maintain and enhance the quality of life. Implementation regulations should provide for reasonable use of private property.

Policy 1: Classify, designate, and protect frequently flooded areas.

Rationale: Floodplains and other areas subject to flooding perform important hydrologic functions. Classification of frequently flooded areas should include, at a minimum, the 100 year floodplain designations of the Federal Emergency Management Agency and the National Flood Insurance Program.

Policy 2: Regulate the development of floodplains in order to help mitigate the loss of floodplain storage capacity.

Rationale: The loss of floodwater storage results in a potentially greater level of destruction to downstream properties from the resultant higher flood elevations and water flow velocities.

Policy 3: Classify, designate, and protect wetlands.

Rationale: Wetlands assist in the reduction of erosion, siltation, flooding, ground and surface water pollution, and provide wildlife, plant, and fish habitat. Wetland destruction or impairment may result in increased public and private costs or property losses.

Policy 4: Classify, designate, and protect geologically hazardous areas.

Rationale: Geologically hazardous areas include areas susceptible to erosion, sliding, earthquake, or other geological events. They pose a threat to the health and safety of citizens when incompatible commercial, residential, or industrial development is sited in areas of significant hazard. Some geological hazards can be reduced or mitigated by engineering, design, or modified construction or mining practices so that risks to health and safety are acceptable. When technology cannot reduce risks to acceptable levels, building in geologically hazardous areas is best avoided.

Policy 5: Classify, designate, and protect fish and wildlife habitat conservation areas.

Rationale: The preservation of fish and wildlife habitat helps to ensure the survival of fish and wildlife species in the community and surrounding area and retention of open space and recreation opportunities associated with fish and wildlife habitat.

Policy 6: Critical areas shall be classified and designated based upon the criteria established in Washington Administrative Code Chapter 365-190-040 and -080 (as they exist or are hereinafter amended) entitled "Minimum Guidelines to Classify Agriculture, Forest, Mineral Lands and Critical Areas".

Rationale: Minimum standards have been established by the State for identifying resource lands and critical areas.

Policy 7: Encourage the restoration and enhancement and protect the functions and values of critical areas.

Rationale: The enhancement and restoration of critical areas improves the functions and values they provide.

Policy 8: Critical area regulations and designations shall be reviewed when adopting a Comprehensive Plan under RCW 36.70A.040 and implementing development regulations under RCW 36.70A.120, and may be altered to ensure consistency. In addition, subsequent studies and information will be reviewed when drafting development regulations.

Rationale: Consistency between the comprehensive plan and development regulations is required. Additional studies may constitute best available science.

Policy 9: The goals and policies of the Leavenworth Shoreline Master Program, as amended, are considered an element of the City of Leavenworth Comprehensive Plan, and are included by reference as if fully set forth herein.

Rationale: The goals and policies of the Shoreline Management Act, as set forth in RCW 90.58.020, are considered one of the goals of the Growth Management Act. The Growth Management Act requires that shoreline master programs be integrated as an element of the comprehensive plan.

Goal 5: Protect water quality.

Goal Rationale: The protection of water quality is important for the public health, the local economy, the environment, and helps to maintain the high quality of life.

Policy 1: Adopt and implement storm water and drainage standards within the corporate limits and UGA that protect water resources from impacts caused by development, utilizing source control, on-site detention, and treatment of storm water, where appropriate. Where approved public or private storm drain systems do not exist, require new development to collect, treat, and dispose of its storm water runoff in an engineered system on-site.

Rationale: Areas with a history of flooding are important to preserve not only for their benefits to the overall storm water drainage system, but also to prevent large public and private expenditures associated with damage from floodwaters. It is also very important to ensure against contamination of these areas through proper management of surface water and storm water runoff.

Policy 2: Storm water that is collected by a storm sewer system should not be directly discharged into water sources without appropriate treatment.

Rationale: Storm water can carry many pollutants such as fecal coliform bacteria, gas, oil, pesticides, and fertilizers.

Policy 3: Encourage and support future and ongoing water quality monitoring programs.

Rationale: Monitoring of water quality helps to determine the impacts of growth and development to water quality. Should water quality problems arise, determining the sources of water quality degradation, and educational and regulatory tools to maintain or improve water quality would be necessary.

Policy 4: Support water quality education programs which inform local citizens and visitors about water quality issues and ramifications.

Rationale: Education programs can be an effective approach to maintaining or enhancing water

quality.

Policy 5: Encourage appropriate regulatory agencies to actively pursue violators which illegally discharge waste into rivers, lakes, and streams.

Rationale: Enforcement of water quality and waste disposal standards is a key element in maintaining contaminant-free water resources.

Policy 6: Support ongoing health department efforts to adequately monitor on-site septic systems, and require the repair of failing on-site septic systems.

Rationale: Failing on-site septic systems have the potential to introduce fecal coliform and bacteria into water systems.

Policy 7: Protect the availability of potable water by minimizing the potential for contamination of ground water sources from residential, commercial, and industrial activities.

Rationale: The maintenance of a safe potable water supply is vital to the City.

Policy 8: The City shall encourage the restoration of contaminated ground water sources.

Rationale: The restoration of contaminated ground water helps to meet County needs for potable water and is beneficial to the environment.

Policy 9: Classify, designate, and protect areas with a critical recharging effect on aquifers used for potable water.

Rationale: Potable water is an essential life-sustaining element. Much of Washington's drinking water comes from groundwater supplies. Once groundwater is contaminated it is difficult, costly, and sometimes impossible to clean it up. Preventing contamination is necessary to avoid exorbitant costs, hardships, and potential physical harm to people.

Policy 10: A locally developed watershed plan (pursuant to HB 2514) should be cooperatively developed by local jurisdictions, state, and federal agencies and interest groups/organizations for the Wenatchee River Water Resources Inventory Area (WRIA).

Rationale: A watershed plan will help to assure that the traditional supply of water that supports our quality of life is not threatened as the planning area develops. This includes agriculture, instream resources, municipal and industrial water supplies, and residences, all of which are already established.

Policy 11: Continue to support and participate in the implementation of the Wenatchee River Watershed Action Plan.

Rationale: Coordination and support among different stakeholders in protecting critical areas

provides added opportunities to create complementary programs or preservation which may result in more efficient and effective results. Partnering and sharing of resources also demonstrates that the City of Leavenworth and the surrounding area recognize the importance of natural resources and critical areas.

Goal 6: Protect and maintain air quality.

Goal Rationale: The protection of air quality is important for the public health, the local economy, and the environment; and helps to maintain the high quality of life enjoyed by residents and visitors alike.

Policy 1: Encourage and support future and ongoing air quality monitoring programs.

Rationale: Monitoring of air quality helps to determine the impacts of growth and development to air quality. Should air quality problems arise, determining the sources of air quality degradation, and educational and regulatory tools to maintain or improve air quality would be necessary.

Policy 2: Recognize the potential benefits of public water, rail, electric, alternative fuels, non-motorized, and air transportation in helping maintain local air quality.

Rationale: Moving people and goods by alternative means or in a more efficient manner should reduce emissions, and therefore help maintain acceptable air quality.

Policy 3: Ensure that industrial development meets air quality standards and does not significantly affect adjacent property.

Rationale: Air pollution can cause health problems, obscure visibility, create unpleasant odors, and damage animal and plant life.

Policy 4: Support wood stove standards adopted by the Department of Ecology.

Rationale: The 1987 Washington State Legislature directed the Department of Ecology to develop regulations in an effort to reduce the amount of air pollution from wood burning heat sources. The efforts of DOE are directed at educating the public on the effects of wood stove emissions, other heating alternatives, and the desirability of achieving better emission performance and heating efficiency.

Goal 7: Ensure that development minimizes impacts upon significant natural, historic, and cultural features and preserves their integrity.

Goal Rationale: These features are an important part of the surroundings that contribute to the area's high quality of life.

Policy 1: Encourage development that is compatible with the natural environment and minimizes impacts to significant natural and scenic features.

Rationale: The design of development proposals should consider the relationship with the natural environment from both aesthetic and environmental perspectives. Capitalizing on natural features can enhance the quality of new development while minimizing potential adverse impacts and exposure.

Policy 2: Local government should work closely with private organizations and those agencies that manage public lands to ensure that local interests are emphasized.

Rationale: Because of the proximity of the planning area to large sections of public lands, the importance of management that reflects local interest cannot be over-emphasized.

Policy 3: The City recognizes the importance of natural area preserves and natural resource conservation areas. Leavenworth will promote preserves and conservation areas and support the prohibition of inappropriate development within a preserve or a conservation area.

Rationale: Natural resource conservation areas are important for preservation of natural features.

Policy 4: Establish a framework for the identification of archeological and significant historical sites and structures within the City and its UGA.

Rationale: Goal 13 of the Growth Management Act requires the identification of lands, sites, and structures that have historical or archaeological significance.

Policy 5: Encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Rationale: Goal 13 of the Growth Management Act encourages the preservation of such areas."

Resource Lands

The Growth Management Act, RCW36.70A.060 (4), states that urban growth areas cannot have forest or agriculture lands of long term commercial significance unless the county or city has enacted a program authorizing transfer or purchase of development rights. RCW36.70A.110 (1) states that "Each city that is located in such a county shall be included within an urban growth area." Therefore, mineral lands of long term commercial significance may be addressed in cities and urban growth areas since RCW36.70A.060 (4) does not prohibit this.

However, while the City's urban growth area does not have any agricultural lands of long term significance, there are numerous existing orchards in the area. Thus, the possibility exists of land use conflicts between urban development and orchards in the urban growth area. Therefore, the City should work with Chelan County on developing language to be placed on plats dealing with the potential conflict between urban development and agricultural practices occurring in the same area. The language should include a provision for dismissing nuisance suits against agricultural practices.

Mineral Resource Lands Goals

Mineral resource lands are defined in the Growth Management Act as "lands that are not already characterized by urban growth and that have long-term commercial significance for the extraction of minerals" (RCW36.70A.170). Mineral resource lands of long-term commercial significance are to include, at a minimum, land with the potential for extracting sand, gravel, and valuable metallic substances on a long-term basis. Mineral resources mined in Chelan County and the planning area provide valuable materials to the local economy.

The County has attempted to recognize the importance of protecting the County's mineral resource lands of long-term commercial significance. In the interim regulations, Chelan County has identified all existing mineral extraction sites for sand and gravel, metallic, road or stone, and silica sand. The planning area contains a number of sites that have historically been used for mineral extraction.

Goal 1: Conserve mineral resources and encourage existing and future use of mineral resource lands of commercial significance.

Goal Rationale: Mineral resources are valuable commodities and should be designated and protected from incompatible uses.

Policy 1: Allow operation of existing and future extraction pits provided that these activities are conducted using best management practices and comply with the Washington State Surface Mining Act.

Rationale: Utilizing best management practices helps to mitigate impacts to the environment from surface mining.

Goal 2: Design measures to prevent incompatible development in or adjacent to mineral resource lands and to mitigate impacts of mineral extraction activities on adjacent land uses.

Goal Rationale: The ability to extract mineral resources can be severely hampered by locating incompatible uses adjacent to mining activities.

Policy 1: Mining and extraction operations should be designed to minimize conflicts with adjacent land uses, and to have a minimal impact on critical habitats and the environment.

Rationale: The careful design of mining operations can prevent impacts to adjacent land uses.

Policy 2: Assure the reclamation of land after the completion of gravel and mineral extraction.

Rationale: Effective reclamation of mining sites can insure future redevelopment of the site and prevent offsite impacts from erosion or visual impacts.

Policy 3: Surface mining should not lower the ground water table of surrounding properties in a manner that directly impacts their use.

Rationale: Lowering of the ground water table could have serious effects on domestic water supplies.

Policy 4: All plats, short plats, development permits, and building permits issued for development activities on, or within three hundred feet of, lands designated as mineral resource lands, shall contain a notice that the subject property is within or near designated mineral resource lands on which a variety of commercial activities may occur that are not compatible with residential development. The notice should state that mining activities performed in accordance with county, state, and federal laws should not be subject to legal action as public nuisances.

Rationale: Such notification will allow potential real estate purchasers to make educated decisions.

Residential

This section addresses land use policies relating to residential development. Additional information on the urban growth area is found in the Urban Growth Area Section of this element. As previously mentioned, there has been rapid growth in the Leavenworth area from 1990 to 1994. The population of the City of Leavenworth has increased from 1,692 in 1990 to 2,020 in 1994, an increase of 19.4%. From 1990 to 1994, the number of housing units in the City of Leavenworth has increased from 845 to 1,023, an increase of 21.1%. Several residential densities have been established on the land use plan map in order to provide for a variety of housing types and situations.

Goal 1: Encourage development to occur in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Goal Rationale: Economic and social patterns point toward continued growth pressures in the Leavenworth area. Rural development requires larger lots since sewer and, frequently, community water are unavailable. This trend of larger lot sizes, combined with the scattered pattern of rural development, could result in substantial losses of open space and agricultural lands in the future. Value of production from the area's orchards should be acknowledged. Removal of orchard land for residential development should occur in a logical pattern and with consideration for the remaining commercial growers in the area. Rationale supporting the goal of encouraging Leavenworth and the urban growth area to accommodate an increased percentage of the area's growth include the following:

- More effective use of public funds can be made by planned extensions of utilities into logical new growth areas.
- More affordable housing can be developed on the smaller lot sizes served by sewer.
- Open space and agricultural lands can be preserved by reducing development pressure on rural lands.

- Future growth options can be preserved by avoiding a haphazard pattern of sprawl onto surrounding lands.
- Energy savings are promoted by permitting more people to live in close proximity to shopping and work.

Policy 1: Infilling compatible with surrounding neighborhoods should be encouraged on remaining buildable lands within the City of Leavenworth.

Rationale: Infilling would allow for development where infrastructure currently exists.

Policy 2: Additional areas should be designated for multi-family development on the Land Use Plan Map, both within the City and proposed UGA.

Rationale: Provision for multi-family zoning designations will help to achieve the plan goal of affordable housing for all economic segments of the population.

Policy 3: New residential developments within the City of Leavenworth should include provisions for paved streets, curbs, and gutters at the time of development and be consistent with City development standards.

Rationale: New development in these areas should conform to the standards of the City in order to insure consistency and orderly development.

Policy 4: The City may, at the discretion of the City Council, participate with the developer in the added cost of any improvements required to meet City development standards and may develop a policy regarding the use of LID financing for improvements in new subdivisions.

Rationale: The City Council may wish to participate if the utility extension would provide service not only to the proposed development, but would also provide a system benefit. An example would be looping of a water main.

Goal 2: Provide for a variety of residential opportunities that meet the needs of a full range of lifestyles and income levels.

Goal Rationale: Inflation, increasing interest rates, and changing family needs are placing new demands on the housing market. The traditional mix of urban single family homes on smaller lots, large lot rural residences, grid pattern subdivisions, and scattered apartments is not likely to respond adequately to these new needs. Greater flexibility and imagination in the design of new residential areas is needed, incorporating cluster concepts, mixes of densities, townhouses, and condominium designs.

Policy 1: Cluster developments with density mixes should be encouraged in both the City of Leavenworth and the urban growth area. Planned unit development provisions should be revised and updated in the Leavenworth Zoning Ordinance.

Rationale: Cluster developments allow for a variety of densities, increase open space, and will assist in accommodating the 20 year population forecast.

Policy 2: Where appropriate, consideration should be given to implementing innovative regulatory strategies that provide incentives for developers to provide affordable housing to low and moderate income households.

Rationale: Incentives may help facilitate the construction of low and moderate income housing. This can be accomplished through the use of innovative techniques including but not limited to: density bonuses, zero lot line development, cluster subdivisions, and planned unit development provisions.

Policy 3: When establishing residential densities, limitations imposed by the environment, availability of infrastructure, and consistency with the comprehensive plan and the Growth Management Act shall be considered.

Rationale: Physical characteristics and the availability of utilities are important factors in determining residential development patterns and densities. In addition, residential densities must be consistent with the guidance of the comprehensive plan and the requirements of the Act.

Policy 4: Recognize that the infill of vacant, partially used, and underutilized land in existing developed areas of the City is an important aspect of the efficient development of the urban growth area and should strongly be encouraged.

Rationale: Many parcels of land are available within existing developed areas of the City that can accommodate further development. Infill within these areas will allow public facilities and services to be provided in a more efficient manner.

Policy 5: Encourage the infill of vacant, partially used and underutilized land in existing residential developments located within urban growth areas.

Rationale: Many parcels of land are available within existing residential developments that can accommodate further development. Infill within these areas will help provide for a greater mix of residential housing opportunities.

Goal 3: New residential low density zones should be established.

Goal Rationale: Given the need for innovative ideas to accommodate varying levels of affordable housing, and given that the City has an urban growth area that can be viewed as a transition area to rural densities, it appears logical that additional densities should be identified on the land use map, on the zoning map, and in development regulations.

Policy 1: Establish a series of varying residential densities for single family residential structures that decrease in density towards the outlying fringe of the urban growth area.

Rationale: This policy allows transition from urban to rural densities.

Policy 2: *The City shall review permitted densities within the residential zoning districts, including minimum and maximum lot size requirements.*

Urban Growth Area

The Growth Management Act requires that urban growth areas (UGA's) be designated. UGA's are to include areas and densities sufficient to permit the urban growth that is projected to occur in the city over the next twenty years. The future urban growth area is to be located first in areas already characterized by urban development where existing public facility and service capacity is available and, second, in areas where public or private facilities or services are planned or could be provided in an efficient manner. UGA density calculations are located in Appendix B.

Planning for growth in this way accomplishes two GMA goals: 1) the efficient provision and utilization of public facilities and services, and 2) reduced conversion of undeveloped land into sprawling, low density development.

The planning area includes lands which may feasibly be provided with future urban services and those surrounding areas which directly impact conditions within the City limits of Leavenworth. This area and the City of Leavenworth have been designated as the UGA. The UGA boundaries will be evaluated at least once every five years and may be amended on an annual basis to ensure they are adequate to accommodate the 20 year growth projections. The assessment of the UGA capacity is based upon developable lands, environmental constraints, housing and economic development needs, public facility and service capacities, and the implementation of growth strategies.

The land use inventory and the projection of densities within the UGA are located in Appendix B. The proposed UGA provides for an urban population growth of 60% of the planning area growth for a twenty year period.

Goal 1: Encourage development to occur in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Goal Rationale: The Growth Management Act encourages urban growth to take place in areas that are provided with a full range of urban services in order to reduce sprawl and insure an orderly pattern of development.

Policy 1: *A final urban growth area should be identified, which is close to existing water and sewer service, or in an area capable of providing water and sewer service in the most efficient manner, and is capable of accommodating the anticipated growth pressures for the 20 year planning period. The area should be recognized as the primary urban growth area for the City of Leavenworth. The area should not be extensively developed to County subdivision standards. Redevelopment of an area to upgrade from county to City standards would lose the efficiency required to provide complete urban services and development in an orderly fashion.*

Rationale: The Interim Urban Growth Area has been identified, however, this area was designated early on in the planning process without benefit of a committee recommendation based on all available planning information. The areas proposed in the Interim Urban Growth Area were the logical progression of urban growth when considering the provision of necessary infrastructure.

Policy 2: *Designated urban growth areas should include those areas already characterized by urban growth as well as those areas projected to accommodate future growth.*

Rationale: Including areas already characterized by urban growth and those areas projected for urban growth within the UGA is a logical progression that will help to prevent leap frog development, reduce sprawl, and decrease infrastructure costs.

Policy 3: *The size of designated urban growth areas should be based on projected population, existing land use, the adequacy of existing and future utility and transportation systems, the impact of second home demand, viable economic development strategies, and sufficient fiscal capacity within the capital facilities plan to adequately fund the appropriate infrastructure necessitated by growth and development. Consideration should also be given to regularize grossly irregular corporate boundaries during the process of designating urban growth boundaries.*

Rationale: Following these criteria will insure that the UGA will be of sufficient size to allow for future growth, and be served with urban level services.

Policy 4: *Areas for potential annexation or potential incorporation shall be designated in the urban growth area.*

Rationale: Areas not included in the UGA cannot be considered for annexation.

Policy 5: *When the County has adopted all comprehensive plans and development regulations under the Growth Management Act, the Board of County Commissioners should evaluate any future need for the boundary review board.*

Rationale: Once UGA's are established in the comprehensive plan and development regulations adopted, there is little need for a boundary review board.

Policy 6: *Development standards shall require the review and mitigation of drainage, frequently flooded areas, and storm water run-off associated with new development.*

Rationale: The impacts of drainage, flooding, and storm water run-off should be addressed at the time of development to provide the needed protection to Icicle Creek and the Wenatchee River.

Goal 2: **Recognize the existence and intent of covenants on existing subdivisions in the urban growth area with regard to lot size, while at the same time plan for future development of the urban growth area.**

Goal Rationale: Existing covenants on existing large parcels of record may, at the present time,

limit further subdivision. However, given the planning period requirement of 20 years and the fact that the urban growth area will eventually become more urbanized, planning for higher density designations may be appropriate.

Policy 1: The land use designations map should not only reflect urban densities in the urban growth area where there are no restricting covenants, the land use designations map should identify urban densities throughout the urban growth area.

Rationale: While the land use designations map may identify higher densities than certain covenants within the urban growth area currently allow, owners within the subdivision have the option of removing the large lot restricting covenants by amending the plat.

Goal 3: It is anticipated that eventually the entire Ski Hill area will be a part of Leavenworth's Urban Growth Area. Therefore, County development standards in the Ski Hill area outside the UGA should be developed to anticipate the expansion of the UGA.

Goal Rationale: While County standards outside the UGA are obviously going to be rural in nature, it would seem logical to plan for the UGA expansion in the writing of development standards (particularly roads) for the Ski Hill area that is not designated UGA.

Policy 1: The City shall continue to work with Chelan County to ensure that the Memorandum of Understanding, dated July 7, 1997, requiring the County to utilize the development standards of the City in the urban growth area is implemented as soon as possible.

Rationale: City development standards should be utilized in the urban growth area to ensure consistent design standards and infrastructure for areas that are designated to become part of the corporate limits for the City.

Commercial

General Goals

Goal 1: Encourage the expansion of general retail goods, services, recreational opportunities, and entertainment facilities for area residents.

Goal Rationale: During a period of substantial population increases in the planning area, most of the commercial growth has been tourist related. The high cost of traveling outside the area for retail goods and services and the desirability of keeping local purchasing power in the area to benefit the economy also supports the goal of providing for the development of additional general retail businesses in the planning area.

Policy 1: Development of a well designed community shopping complex, oriented to the retail and service needs of the local area residents, should be encouraged if access, utility needs, and impacts on adjacent land uses can be properly addressed.

Rationale: This policy would provide for retail and service needs of local residents.

Policy 2: *Commercial developments should be clustered to provide safe and convenient access for automobiles, pedestrians, and suppliers, and to maintain and enhance the aesthetic quality of the area.*

Rationale: Clustering will prevent the impacts associated with strip commercial development.

Policy 3: *Recognize pedestrian needs in commercial areas by providing a more pleasant and comfortable environment through landscaping, buffering of vehicular traffic and pedestrian amenities.*

Policy 4: *Encourage landscaping which provides unity to commercial development and which screens or softens parking lots and unsightly areas, particularly in the transition areas between commercial and residential and recreational land uses.*

Policy 5: *Create standards which require development in the General and Tourist Commercial designations to provide landscaping on-site, and for development in the Central Commercial designations, allow for utilization of alternatives to on-site plantings, such as containers, window boxes, etc.*

Policy 6: *Provide landscaped buffers, walls, open spaces, etc. as needed to minimize noise, screen parking and service areas, rooftop equipment, solid waste receptacles, outdoor storage areas, and other potential impacts and nuisances.*

Policy 7: *Encourage the development of commercial land in a manner which is complementary and compatible with adjacent land uses and the surrounding environment by providing well designed transition or buffer areas.*

Policy 8: *Promote appropriately buffered multi family residential and/or office development compatible with existing and potential commercial activities to provide a transition between high intensity and low intensity uses.*

Rationale: Ensuring compatibility between commercial and other land uses helps to support and maintain the viability of the available commercial lands. Techniques such as buffering with landscaping and/or open space, providing transition areas between low intensity and high intensity uses, and providing an aesthetically pleasing commercial environment will help achieve that compatibility.

Policy 9: *Where existing single family residences occur in designated commercial areas, allow them to continue as a permitted use, while disallowing new construction of detached single family residences as the principal use on a piece of commercial property.*

Goal 2: **Encourage the development of additional tourist commercial facilities.**

Goal Rationale: One of the keys to a strong commercial base is the provision of additional tourist commercial facilities to help stimulate the planning area's development as a quality destination, rather than just a stopping point for tourists.

Policy 1: *Proper locations for such developments must be identified and reserved for such uses.*

Leavenworth Goals

Goal 1: Maintain and enhance a strong commercial core, based on the Bavarian theme, which will be attractive to both tourists and local residents.

Goal Rationale: Revitalization of the commercial core of Leavenworth around the Bavarian theme has given the community a strengthened economy and a vital character. Continued infilling of the core area and limited expansion is desirable, but the success of this expansion depends upon the resolution of parking, traffic, compatibility with adjacent land uses, and pedestrian circulation issues.

Policy 1: *Expansion of the central commercial area should proceed in a logical progressive pattern.*

Rationale: New central commercial development should link with the existing core area.

Policy 2: *An area on the north side of Highway 2, west of Ski Hill Drive, and an area in the vicinity of Icicle Road's intersection with Highway 2 should be reserved for tourist commercial development. Development of additional resort, motel, restaurant, and related tourist facilities should be encouraged in these areas.*

Rationale: These locations are the logical expansion of tourist commercial uses.

Policy 3: *Encourage a pattern of mixed-use development in the commercial areas with residential uses as supportive, secondary development to the primary commercial uses.*

Policy 4: *In the Central and Tourist Commercial designations, allow light manufacturing activities which have a retail function and which are supportive of and supported by the allowed commercial uses, particularly those related to tourism.*

Policy 5: *In the General Commercial designations, allow light manufacturing activities and business office park uses which have a wholesale function, including warehousing and/or distribution activities. Require standards which place storage and service entrances in the least visible areas on the site, and prohibit outside storage of any product.*

Policy 6: *Refine and enhance existing design criteria for buildings and signs, which will lessen the aesthetic impacts of businesses which utilize standard logos and/or building designs. Preserve the unique character and Bavarian design of Leavenworth.*

Policy 7: Develop standards which manage the density and distribution of franchise businesses, particularly those that serve food, in part, via a drive-through window, to limit the impacts of multiple driveway access points onto Major and Secondary Arterials and Collectors, and to lessen the aesthetic impacts to the design element that is integral to the economic vitality of the City of Leavenworth.

Rationale: Diversity and flexibility in allowed uses, which also continues to preserve and promote the unique character and Bavarian design which helps define Leavenworth, provide greater opportunities for economic development which will benefit and stabilize the overall community.

Goal 2: Recognize the 1994 Leavenworth Parking Study as a viable tool for analyzing and assessing parking needs.

Goal Rationale: The 1994 parking study was a comprehensive analysis of the parking conditions in Leavenworth. The study outlines various proposals that need to be assessed to determine which proposal(s) would work best for Leavenworth.

Policy 1: A parking committee should be formed to analyze the various options outlined in the parking study. The committee should forward a recommendation to the City Council for action.

Rationale: A parking committee made up of business owners in Leavenworth who understand the parking problems facing the downtown area can provide a valuable resource in selecting a proposal(s) put forth by the parking study.

Policy 2: Review, develop and/or amend regulations and provide incentive programs which seek to increase the amount of parking available as businesses develop and re-develop in all three commercial land use designations, including the Central Commercial areas.

Policy 3: Pursue cooperative partnerships between the public and private sectors to provide and/or fund needed parking facilities.

Policy 4: Integrate parking area design with landscape design in a way that reduces the visual impact of impervious surfaces and provides screening of parking from public view. Design features should include provisions for landscaping adjacent to buildings and walkways, and for parking areas to be located behind buildings and away from areas of high public visibility.

Policy 5: Redevelopment of the fruit warehouse properties and any other properties brought into the Central Commercial land use designation during and/or after the 1999 amendment process, will include the provision of off-street parking facilities which comply with the parking standards, without exception, such as the number of spaces, area measurements, location and design requirements.

Rationale: Revising existing parking regulations to include requirements for all types of development in the commercial designations to contribute to parking facilities will help increase the

amount of parking available in Leavenworth. Including design and landscaping standards will help to lessen the impacts of the resulting increase in impervious surfaces associated with new parking facilities. As properties are included in the Central Commercial designation, such as the fruit warehouse properties, they should not negatively impact the existing parking situation.

Industrial

Goal 1: Encourage the development of small light industrial sites with adequate infrastructure.

Goal Rationale: Small light industrial sites which are well planned and do not impact the existing industrial base would assist in diversification of the local economy.

Policy 1: New industrial developments should be reviewed as planned industrial developments.

Rationale: Planned industrial development review will insure that the proposed use is compatible with adjacent land uses.

Policy 2: Performance standards and criteria for cottage industries should be incorporated into the City zoning ordinance.

Rationale: Performance standards will insure that cottage industries are compatible with adjacent land uses.

Policy 3: An area should be identified that is suitable to relocate/locate City, County, and State public works shops. This site should be located to provide access to a major arterial or state highway.

Rationale: By identifying an area suitable to relocate/locate public works shops, all entities involved would benefit from scales of economy by shared fuel farm, sand piles, etc.

Open Space/Recreation

Goal 1: Conserve open space and encourage open space considerations in future development.

Goal Rationale: Providing for open space will help to maintain the natural beauty of the planning area.

Policy 1: Encourage the use of planned developments which provide for open space and recreational opportunities.

Rationale: Planned developments provide for density bonuses when the developer allows for

open space and recreational opportunities.

Policy 2: Examine the feasibility of purchasing development rights and/or recreational easements on lands which will be beneficial to the community at-large if maintained in an open character but which need not be in an outright public ownership.

Rationale: This policy will adequately compensate the property owner for development rights and insure maintenance of open space.

Policy 3: Encourage the preservation of areas that are environmentally sensitive or have historic, cultural, or scenic value.

Rationale: Preservation will help maintain the scenic beauty and character of the planning area.

Policy 4: Develop landscaping standards for all types of development which address such criteria as preservation of existing vegetation, (particularly large, well-established trees and shrubs), visual appearance, function and maintenance.

Policy 5: Open space, which will typically include landscaping features and berming, and which also may include active and/or passive recreational activities, should be located to buffer proposed development from neighboring areas, especially where there is a significant contrast in type or intensity of land use.

Goal 2: Enhance public recreational opportunities by providing a variety of year-round active and passive recreational activities for both residents and visitors.

Goal Rationale: Enhancing the recreational opportunities would provide an added attraction for visitors, thereby directly benefiting the area's tourist industry as well as providing recreational opportunities for residents.

Policy 1: The city should undertake an update or revision of the Leavenworth Comprehensive Recreation Plan to aid in determining the actual recreation demand and scope of needed facilities. This plan would aid in developing a specific site plan for siting of new pool and parks in the Ski Hill area. The plan should also address continued development of the East Leavenworth Road City Park property.

Rationale: Revision of the comprehensive recreation plan will insure that a priority is established for park and recreation facilities and it will establish funding mechanisms for the development of additional facilities.

Policy 2: The city, county, state, and federal agencies should undertake the development of a comprehensive recreation plan to aid in determining the actual recreation demand and scope of needed facilities (trails and parks) for the planning area. This plan should address trail systems for pedestrians, biking, cross-country skiing, snowmobiling, and bridle trails.

Rationale: Development of a coordinated area-wide comprehensive recreation plan will assist in trail and parks planning and development by insuring a cooperative effort among agencies.

Goal 3: Recreational areas should have their own land use designation.

Goal Rationale: Parks such as Enchantment Park should be designated specifically as recreational since residential or commercial designations would not be appropriate. In addition, land use activities such as parks tend to be long term activities that merit their own designation that allows outright expansion and uses appurtenant to the main use.

Policy 1: Within the recreational designation, public parks and associated activities should be permitted uses. In addition, within residential designations, parks should be listed as either a permitted or conditional use.

Policy 2: Maintain and/or increase the amount of publicly-owned park properties by protecting the existing facilities from land conversions. The City should consider a program which establishes a "no-net loss" standard for the provision of public recreational facilities.

Rationale: This policy protects existing public parks from land use conversion to other uses while at the same time promoting the expansion of parks in residential areas. Any program developed will seek to maintain not only the quantity but also the quality of publicly-owned park and recreation facilities.

CAPITAL FACILITIES

CAPITAL FACILITIES ELEMENT

I. Introduction

This capital facilities element has been developed in accordance with Section 36.70A.070 of the Growth Management Act to address the financing of capital facilities in the City of Leavenworth and the city's urban growth area. It represents the community's policy plan for public facilities for the next six to twenty years. The policies and objectives in this plan will be used to guide public decisions on the use of capital funds. They will also indirectly guide private development decisions by providing a strategy of planned public capital expenditures.

Capital facilities are the durable goods portion of governmental service. They have a long-term useable life and can cost considerable amounts of tax dollars to construct. The process of obtaining capital facilities can require years of design, public involvement, budgeting and construction. Once constructed, capital facilities tend to become permanent, requiring an ongoing operations/maintenance cost.

This element has also been developed in accordance with the county-wide planning policies, and has been integrated with all other planning elements to ensure consistency throughout the comprehensive plan. The various capital facilities within the planning area have been summarized within this element. The following plans for the City of Leavenworth are incorporated by reference:

- Waste Water Treatment Facility Plan
- Water System Plan
- Sewer System Plan
- Stormwater System Plan / Wetland Mitigation Plan (not yet developed)
- Water, Wastewater, and Stormwater System Development Charges
- Six-Year Transportation Improvement Plan.
- Transportation Plan/Element
- Upper Valley Regional Trails Plan & Parks Plan
- Shoreline Master Program
- Park and Recreation Plan
- Downtown Master Plan
- Utility and Rate Study / Plan

The Growth Management Act requires that governmental entities prepare capital facility plans that estimate facility needs for the next 20 years and identify financing approaches to fund these capital facilities to support the probable growth in population. Capital facilities owned and operated by the City of Leavenworth and other public entities are incorporated within the capital facilities plan. They include structures, improvements, equipment, acquisitions, projects and other major assets that have a lifespan of more than five years and which cost \$5000 or more. It is not intended, however, that items which are part of a scheduled replacement program be included in the definition of capital facility. Such items may include equipment purchases out of the equipment rental and revolving program, revenues to support specific utility reserve accounts, or ongoing maintenance programs.

Investments in Leavenworth's neighborhoods, water, stormwater and sewer systems, parks, streets, and public facilities are an essential component of providing a comprehensive and functional capital facilities plan. As a result of the high cost of capital facilities, it is important for the government to prioritize and plan capital facilities as far ahead as possible. Lack of funding often results in some worthwhile projects

being delayed as more urgent problems are addressed.

The capital facilities element promotes efficiency by requiring the local government to prioritize capital improvements for a longer period of time than the single budget year. Long-range financial planning presents the opportunity to schedule projects so that the various steps in development logically follow one another, with regard to relative urgency, economic desirability, and community benefit. In addition, the identification of adequate funding sources results in the prioritization of needs and allows the trade-offs between projects to be evaluated explicitly. The capital facilities element will guide decision making to achieve community goals. This Capital Facilities Plan (CFP) is intended to serve as an objectively derived guide for the orderly growth and maintenance of the community. It will serve as the framework for coordinating capital improvement projects that implement the vision of the community. It is designed to be a valuable tool of the City Council, staff and private citizens, which enables the community to:

- Gain a better understanding of their existing public works systems and capacities;
- Identify potential problems associated with limited revenues and increased public demands for better services;
- Identify potential sources and programs that may be used to fund needed improvements; and
- Create a continuing process of setting priorities for needed capital improvements, based on consistent background information.

In conjunction with the information contained in this element, planning future capital facilities projects involves estimating the future needs for a variety of facilities and services. As part of the city's budgeting process, the capital facilities projections should be revised to recognize new needs or revised plans/costs. An annual review will assist in updating the highest priority projects. Six year financial plans are included as Appendices B-G which describes the more immediate projects, the associated costs and the plan for financing the projects based on an analysis of the City's financial capabilities. It is understood that some capital needs may go beyond the resources available through the general City revenues. Furthermore, future issues may develop quickly in response to citizens' desires or a change in community standards or circumstances. These 6-year CFPs are designed to be flexible to these situations by identifying different possibilities for funding beyond the norm, as well as attempting to identify which foreseeable needs will require some future action in order to be completed. The availability of optional funding sources such as bond issues, levies, tax and/or rate increases, loan or grant applications, etc., do exist. If the community is unable to contribute the full amount planned for in these 6-year CFPs in any one year, these Plans are not abandoned but instead reviewed and amended to reflect changing circumstances.

II. Capital Facilities Inventory and Forecast of Future Needs

A. City of Leavenworth Water System

Inventory: The City of Leavenworth water system consists of City owned and operated water supply, storage, treatment, transmission, and distribution facilities. The water supply is from both surface and ground water sources. The City of Leavenworth's water system consists of two pressure zones, one booster station, three wells adjacent to the Wenatchee River, one surface water treatment plant drawing from Icicle Creek, and two reservoirs. The City has water customers both inside and outside the City Limits. The water system utilizes two pressure zones designated Zone 1 and Zone 2. The surface water treatment plant (WTP) and wells supply Zone 1 and the Icicle reservoir provides storage for Zone 1. In general, the WTP provides primary water supply and the wells provide secondary supply when system demands exceed capacity of the WTP. The Ski Hill booster station supplies Zone 2 and the Ski Hill reservoir provides storage to Zone 2; the City constructed the Ski Hill booster station and reservoir in 2005. The following summary inventory describes the present Leavenworth water system.

	<u>Description</u>	<u>Size, Capacity, or Length</u>
Supply:	Icicle Creek WTP	2.9 MGD
	Well No. 1	1.8 MGD
	Well No. 2	1.0 MGD
	Well No. 3	TBD (post planning period)
Storage:	Icicle Road Reservoir	800,000 gallons
	Ski Hill Reservoir	750,000 gallons
Transmission:	Icicle Creek 16" & 12"	4.5 miles
	East Leavenworth Rd. 10" & 12"	3.0 miles
Distribution:	4" - 10" DI, STL	8.8 miles
	Services	1,100

The City's primary water supply is the Icicle Creek water intake and filter plant, located about 4½ miles southwest of the City. The filter plant was constructed in 1969 and is an Infilco direct filtration dual media plant, with a pretreatment reaction tank, four sand-anthracite filter beds totaling 476 SF filter area, 133,000 gallon chlorine contact basin, and two vertical turbine finished water pumps. The plant finished water clearwell and contact basin hydraulic grade line (HGL) are approximately at elevation 1,367, which is roughly 26 feet higher than the Icicle reservoir overflow elevation (1,341); this allows gravity supply from the filter plant at about 2.0 MGD (1,390 gpm). The City currently has only one booster station. The Ski Hill booster station pumps from Zone 1 to Zone 2. The booster station fills the Ski Hill reservoir.

The City has two reservoirs: the Icicle reservoir serves Zone 1 and the Ski Hill Reservoir serves Zone 2. The Icicle reservoir was originally constructed in 1938, and is located on a rocky hillside at the southwest end of the City near the intersection of Hwy 2 and Icicle Rd. In 2008 the City demolished the Icicle reservoir and rebuilt the existing structure on the same site. A 14" ductile iron main installed in 1990 connects the Icicle reservoir to the 12" transmission/distribution main on Icicle Road. The City constructed the Ski Hill reservoir in 2005 at the same time it built the Ski Hill booster station. These

improvements established Zone 2 and allowed the City to serve higher elevation portions of the Ski Hill area unserviceable by the main zone. The main transmission link between the Ski Hill booster and the Ski Hill reservoir consists of approximately 2,400 LF of 12” main and 1,900 LF of 16” main.

A 16” steel transmission main conveys treated water northeast from the WTP until it branches into a 12” steel main on Icicle Rd and a 10” steel main on E Leavenworth Rd. These two mains convey water from the WTP to the City; the mains run from near the south end of the Icicle valley to the south limits of the distribution system. The transmission mains from the WTP on Icicle Rd and E Leavenworth Rd also serve as distribution mains with a combined total of approximately 300 service connections. Total length of 16” main from the WTP to the intersection of E Leavenworth Rd and Icicle Rd is approximately 12,300’. From that point approximately 11,200’ of 12” main runs to the City along Icicle Road and about 16,000’ of 10” runs to the City along E Leavenworth Road. The 24” well field transmission main connects to the 12” main on Icicle Rd approximately one mile south of the City near the Wenatchee River Bridge. Supply from the well field flows into the Icicle Road main through a 24” transmission main approximately 1000’ in length. Records indicate the City installed the 10” main on E Leavenworth Rd. in the 1930’s, and the 16” and 12” mains on Icicle Rd between 1955 and 1967.

The water distribution system within the City consists of mains ranging in diameter from 4” to 12”. Pipe materials include steel, cast iron, ductile iron, and PVC. Steel mains generally are dipped and wrapped with o-ring type joints while the cast and ductile iron mains have push-on rubber gasket type joints. The Icicle Valley south of the City has minimal water distribution facilities; pipes in this area consist mostly of privately owned small diameter service lines connected to the transmission/distribution mains on Icicle Rd and E Leavenworth Rd.

The City has 1,351 service connections and that the system has approval for up to 2,234 connections (see Appendix B for City’s most recent WFI Form). The City last updated the WFI form in November 2008; the actual current number of connections may not match exactly the number of connections stated on the WFI. The City updates the WFI annually to ensure the information contained therein remains current. Most of the residential and small commercial services within the City are ¾” iron pipe, with a corp stop and copper meter setter which is connected to iron service pipe. The City meters all service connections.

Future Needs: To increase supply redundancy and perfect unused instantaneous water rights, the City has expanded the pumping capacity of the well field. The City is pursuing additional water rights to meet demands within the planning period. The City plans several minor improvements to the WTP to improve operability/functionality. At some point the City may require expanded supply facilities. The City plans to address existing distribution system deficiencies through implementation of distribution system improvements identified in the City’s Water Distribution System and Wastewater Collection System Master Plan. City of Leavenworth. The water system requires approximately \$3M in improvements to meet existing deficiencies, \$6M in improvements as facilities deteriorate or no longer meet regulatory requirements, and \$3M in improvements to serve future growth. Improvements total approximately \$11M-12M to meet ultimate system needs. The Capital Improvements Plan from Section 7 of the 2011 Water System Plan has been reproduced in this summary for reader convenience. The six year improvement plan is within Appendix C.

Projects	Projected Cost	Potential Funding Source
Supply –Water Treatment Plant (WTP) - Onsite water storage and pump system for maintenance	45,000	Water Fund
Supply -WTP - Expand lab/office	60,000	Water Fund

Supply -WTP - Fence Perimeter of WTP	20,000	Water Fund
Supply -WTP - Renovate, replace, or abandon WTP		
Supply - Wells - Expand pumping capacity of well field	300,000	Water Fund
Booster Zones - Zone 2 - Upgrade booster pump capacity in Zone 2 booster station	20,000	Water Fund
Booster Zones - Zone 3 - New booster station, reservoir, and transmission main to serve Zone 3	1,100,000	Water Fund
Booster Zones - Zone 4 - New closed system booster station to serve Zone 4	400,000	Water Fund
Distribution System – Supply Transmission- 3,400 LF of 18" main on Icicle Rd from wells t-main to Icicle Reservoir	600,000	Water Fund
Distribution System - Supply Transmission- 2,000 LF of 20" main from Icicle Reservoir to Commercial St & Mill St	460,000	Water Fund
Distribution System – Downtown Transmission - 1,400 LF of 18" main on Commercial St from Mill St to 3rd St	290,000	Water Fund
Distribution System - Downtown Transmission - 1,600 LF of 18" main on Commercial St from 3rd St to 8th St	330,000	Water Fund
Distribution System - Downtown Transmission - 2,350 LF of 12" main on Commercial St from 8th St to 14th St	350,000	Water Fund
Distribution System - Downtown Transmission - 2,350 LF of 12" main on Front St from 8th St to 14th St	350,000	Water Fund
Distribution System – Deteriorating Mains - 1,400 LF of 16" main on East Leavenworth Rd (problem area)	620,000	Water Fund
Distribution System - Deteriorating Mains - 15,000 LF of 16" main on East Leavenworth Rd	2,000,000	Water Fund
Distribution System - Deteriorating Mains - 12,400 LF of 18" main from WTP to East Leavenworth Rd	2,200,000	Water Fund
Distribution System – PRV - Pressure Reduction Valve (PRV) between Zone 2 (Titus Rd) and Zone 1 (Chumstick Hwy)	40,000	Water Fund
Non-Capital Items – WUE - Budget for Water Use Efficiency measures	2,000	Water Fund

B. City of Leavenworth Sanitary Sewer System

Inventory: The 1996 Wastewater Facility Plan (WWFP) included two Technical Memoranda (TMs) which provided a history and evaluation of the existing sanitary sewer collection system and an evaluation of the South Interceptor Sewer. These TMs, titled “TMVA-LEAV10 Evaluation of Sanitary sewer Collection System” and “TMVA-LEAV 11 South Interceptor Sewer Evaluation” are included in the 2008 Water Distribution System and Sewer Collection System Master Plan Appendix. This information was reviewed as part of the Water Distribution System and Sewer Collection System Master

Plan analysis.

The sanitary sewer system for the City of Leavenworth now consists of approximately 46,000 feet of gravity lines ranging in size from 6" to 18". Most of the system consists of the original concrete pipe plus a large amount of asbestos cement (AC) pipe that was used to replace the concrete pipe during the storm-water separation project. The current standards require PVC pipe. The system has over 180 sanitary sewer manholes. It is a gravity system except for three lift stations: one at Bayern Village, one in Enchantment Park, and one in Waterfront Park. All lines drain to the existing wastewater treatment plant located next to the Wenatchee River near Highway 2. The sanitary sewer system has essentially two main interceptor/trunk line systems: one serving the north side of the city, and the other serving the south and west side of the city.

Wastewater flows in the sanitary sewer system in Leavenworth consist of domestic, public, commercial and industrial sewage, plus groundwater infiltration and storm-water inflow. The sanitary sewer system has been evaluated to determine if the lines have adequate carrying capacity to handle present peak flow including infiltration and inflow. All lines in the system were determined to have adequate capacity to handle present peak flows, with the exception of a portion of the 15" south interceptor along the Wenatchee River between 10th and Division Streets. In 2008, the City constructed improvements to the 15" south interceptor with the installation of approximately 500ft of 18" line. The City is exploring solution to the 15" south interceptor with the understanding of line depth and proximity to the Wenatchee River.

Wastewater volume is estimated based on ERUs for collection system hydraulic analysis and planning purposes. One ERU is equivalent to the wastewater volume produced in a single family residence. Estimated ultimate Dwelling Units (DU) for the urban growth area north of the City limits and the Titus Rd. loop were provided by the City. Dwelling units in the remaining areas were estimated assuming full build out under current zoning restrictions.

2000 Census information prepared by the Washington State Office of Financial Management for the City of Leavenworth indicates the average single family residence consisted of 2.51 persons and the average multi-family residence consisted of 1.88 persons. As density increases and lot sizes shrink persons per unit typically decreases. To estimate ultimate flows the analysis assumes 2.3 persons per single family residence and 1.6 persons per multi-family residence.

DUs are converted to ERU's as follows:

- Each Dwelling Unit (DUs) in areas with a minimum lot size of 6,000 s.f. or greater equals 1 ERU
- Each Dwelling Unit (DUs) in areas zoned multi-family or with minimum lot size less than 6,000 s.f. equals 0.7 ERUs ($1.6 \div 2.3$).

Infiltration and Inflow (I/I) is the introduction of stormwater or ground water into wastewater collection systems. This extraneous water enters the sanitary sewer system through cracked pipes, leaking pipe joints and leaking manholes, as well as downspouts and sump pumps from homes/businesses that are connected directly to the sanitary sewer system. Once this stormwater enters the sanitary sewer it adds to the daily volume of wastewater that must be collected, pumped and treated by municipal wastewater facilities. Estimated peak infiltration does not occur during periods of high wastewater flows, therefore the analysis will not use peak infiltration rates. Average annual I/I of 9.1 MG results in approximately 25,000 gpd.

Since I/I is more directly related to length and diameter of sewer pipe, increasing population densities within the existing collection system service area without an increase in sewer pipe length will not result in an increase in I/I. An increase in I/I would however be related to continued deterioration of the existing

pipe. It is anticipated that some of the older, more deteriorated pipes will be replaced while the remaining pipe will continue to deteriorate during the 40-50 year planning period of the collection system analysis.

The wastewater treatment plant was upgraded in 2000 to overcome overloading problems and, at that time, the infiltration of groundwater was analyzed. The current capacity of the treatment plant is 0.84 mgd. Average annual sewage flow in 2012 is .043 mgd or 180 gallons per day per capita. The per capita loading is above normally acceptable levels of 100 gallons per day per capita due to the above average commercial element in Leavenworth. Varela & Associates (2-95) evaluated the effects of infiltration and inflow. Infiltration levels were found to be non-excessive, however, short term inflow levels from city-wide events and festivals (commercial elements) have been excessive resulting in maximizing capacity which tax the system at the treatment plant. In addition to festivals and events raising the population of the City to 2.2 million visitors a year, high inflow is influenced by rain storm events or rapid snow melt. This can trigger a capacity problem at the plant lasting from one to several days.

ERUs have been projected and estimated based on ultimate growth (at build out) utilizing current zoning restrictions and assumed development types. The result is a total of 8,337 ERUs within the planning area. Based on present annual average wastewater treatment flow of 384,000 gpd, the projected ultimate annual average flow of 1.489 MGD used in the analysis represents an increase of 288% over present flows (a total growth factor of 3.88). This is equivalent to an annual growth rate of roughly 3% over 40-50 years. This is consistent with the projected ERU growth used to analyze the water distribution system.

The design capacity of the existing wastewater treatment plant (WWTP) is summarized as follows:

- Average Annual Flow (MGD): 0.65
- Maximum Monthly Average Flow (MGD): 0.84
- Maximum Daily Flow (MGD): 1.28
- Peak Hourly Flow (MGD): 2.60

The ultimate wastewater flows projected in the analysis exceed the current capacity of the existing WWTP. The City anticipates that capacity of the WWTP will be increased within the planning period. The analysis assumes projected wastewater volumes will continue to flow to the current WWTP site and if a future WWTP is constructed at a different site, a lift station will be constructed to pump the wastewater from the current WWTP site to a future WWTP site.

Future Needs: Future private and city development will be required to install the 8-inch collector sewer mains. The areas where storm water is being discharged into the sanitary lines need to be corrected. A sewer trunk main will be needed in the Ski Hill area to serve projected urban growth. The following table, provided by Varela & Associates, lists the existing capacity and estimated need for future capacity for the wastewater treatment plant. Summary of Sanitary Sewer Collection System Improvements (source: Water Distribution System and Sewer Collection System Master Plan). The six year improvement plan is within Appendix D.

Project	Projected Costs	Potential Funding
Replace existing Trunk Line 1 from MH E7-C to MH E8-C. Increase existing capacity	\$105,000	Sewer Fund
Install new MH to north of MH E15-C to intercept flow from the north, rerouting flow to Trunk Line 2. Install new 12" pipe to MH B12. Plug north invert of MH	\$178,000	Sewer Fund

E15-C. Increase existing capacity. Needed when collection system pipe is extended north of Pine St. on Ski Hill Dr		
Abandon pipe between MH B18 and MH B19. Install new 10" Pipe between MH B22 and MH B19, reroute flow to Trunk Line 3. Increase existing capacity. Needed when collection system pipes are extended north of Emig Dr. and west of Titus Rd	\$115,000	Sewer Fund
Replace portions of Trunk Line 6 with 10" pipe. Increase existing capacity	\$1,100,000	Sewer Fund
Replace existing mains from MH A4 to MH A7 (size as noted) at minimum slopes to increase depth. Install new 10" pipe from MH A7 to Area 9 along Chumstick Hwy. Extend service to new area	\$210,000	Sewer Fund
Construct Lift Station with force main to 10" pipe at Area 9. Install new 8" pipe from Lift Station to Area 4.	\$503,000	Sewer Fund
Install 8" gravity mains to area. Abandon existing lift station and connect residents to new gravity pipe. Operation and Maintenance Rehabilitation of Collection System	\$230,000	Sewer Fund
Construct Lift Station and install 8" and 10" pipe Extend service to new area	TBD	Sewer Fund
Stormwater Inflow Separation	TBD	Public Works Trust Fund
An additional water storage tank/tanks should be sited in the urban growth area to help equalize pressures and improve flow capacities	\$2,200,000	

C. Storm-water Systems

City of Leavenworth Stormwater System Inventory: The existing City of Leavenworth storm sewer system consists of a network of catch basins, inlets, pipelines, and manholes which function to collect and transport surface run-off for eventual discharge to the Wenatchee River. The existing facilities consist of approximately 29,389 lineal feet of storm sewer pipe, 90 storm sewer manholes, 27 combined storm/sanitary manholes and 7 discharge locations to the Wenatchee River. The high water table and stormwater within the UGA impacts development in the region. In 2013, the City initiated a wetland / stormwater management master plan.

Future needs: There is adequate distribution of catch basins; however, there are portions of paved road that were paved improperly, not allowing drainage into the catch basins. In addition, undersized conveyance lines upgrades are anticipated within the planning period. The Department of Ecology requires cities to require separators when the city population exceeds 100,000; however, the DOE strongly recommends that the city require oil/water separators for parking lots, commercial, and multi-family structures. Create Urban Growth Area and City Stormwater Study. The six year improvement plan is within Appendix E

Chelan County Stormwater System Inventory: The County stormwater system consists of a system of roadside drainage ditches. From the Ski Hill Road area, these ditches drain into the City of Leavenworth

storm-water system.

Future Needs: The storm ditches within the urban growth area will need to be tight-lined into the City storm system at the time of development of a parcel and its associated drainage system. Chelan County should undertake a joint storm-water runoff study with the City of Leavenworth and the U.S. Forest Service for the Ski Hill area.

D. Cascade School District

Inventory: Cascade School District No. 228 is a Class-A public school district in Chelan County, Washington. The district includes the communities of Dryden, Lake Wenatchee, Leavenworth, Peshastin, Plain and Winton. The Cascade School District was formed in 1983 by consolidation of the Leavenworth and Peshastin-Dryden School Districts. The district presently has six schools (Cascade High School, Osborn Elementary, Peshastin-Dryden Elementary, Icicle River Middle School, Beaver Valley and Discovery School), three of which are within the city limits of Leavenworth. As of 2013, each grade level has a student enrollment of approximately 100 students for a total district enrollment of approximately 1,200 students. The district office is located in Leavenworth.

The two newest built buildings in the district are Beaver Valley (2001) and Icicle River Middle School (1992). Beaver Valley is a “two-room, rural, remote and necessary” school serving twenty six, Kindergarten through fourth grade students. Icicle River Middle School is approximately 21 years old and serves approximately 300 students in grades 6-8.

In 2006, the school contracted for a “study and survey” of its facilities. Three of the schools evaluated in study found the buildings failing to meet minimum standards. The failing facilities included Cascade High School, Osborn Elementary and Peshastin-Dryden Elementary School. Only the construction of the High School was placed on the ballot. The bond election failed to secure the needed votes to replace Cascade High School. At the conclusion of the failed election, two citizen led committees were then formed to re-study the facility and the issues concerning each building. At the time of this report the committees were working on the issues concerning each building in order to make appropriate recommendations to the Cascade School Board. The High School Committee recommended complete destruction and re-building of the High School. The elementary committee recommended the consolidation of the two elementary buildings into one. However, the location of that re-build has yet to be determined.

BUILDING	ORIGINALLY BUILT	REMODELED
Osborn Elementary		1984
Peshastin-Dryden Elementary		1984
Cascade High School	1966	1984
Icicle River Middle School	1992	
Beaver Valley School	2001	
Bus Garage	1992	
District Office	1945	1984

Future needs: After the facility bond to replace Cascade High School did not pass, the citizen’s facility planning process was reinstated to begin next step planning. During this process it was determined to utilize two (2) separate citizen committees to study facility needs. One committee would re-investigate the high school facility and the second group would tackle the most complex challenge of what to do with the two aged elementary facilities. Each of those groups studied, planned and made initial recommendations during the 2012-13 school year.

The high school group came to the same conclusion as the original committee which recommended construction of new facility adjacent to the existing facility as the cost of the new construction was actually cheaper than remodeling up to current code. Additionally, many of the layout problems would not be corrected with a remodel concept.

The elementary facility group recommended a grade re-configuration in the district and combining the two elementary schools into one facility as a significant cost savings method. However, no recommendation was made into the location of the facility.

E. Parks and Recreational Facilities

Inventory: City owned and other parks and recreational facilities include the following:

Name	Size	Facilities
Lion’s Club Park / Swimming Pool	1.76 acres	Picnic shelter, picnic tables, Lion’s Club equipment building, swimming pool with bath house, parking area, and landscaping
Enchantment Park	39.46 acres	Two softball fields, little league field, park building with restrooms, changing rooms, and equipment storage, parking area, picnic tables, children’s play equipment, and trails. Wildlife habitat, trails, raft launching, beaches, interpretive signs, and groomed ski trails
Front Street Park	1.75 acres	Gazebo, restrooms, benches, arbor terrace, plaza, maintenance storage, interpretive kiosk, maypole
Waterfront Park	15.12 acres	Beach, trails, interpretive signs, playground, amphitheatre, overlooks, restrooms, picnic tables, parking, and groomed ski trails, wildlife viewing
Blackbird Island	14.12 acres	Trails, interpretive signs, overlooks, and groomed ski trails, wildlife viewing
Trout Unlimited Park (City Boat Launch)	1.6 acres	Boat launch and parking, trails, wildlife viewing
Icicle River Middle School & Cascade High School	36.09 acres	Athletic fields: softball, soccer, and football, tennis courts, basketball courts, parking, and skate park
Osborn Elementary	5.5 acres	Little league fields, play equipment, tetherball stands, swings, and children’s play equipment
Ski Hill & Lodge at Leavenworth Winter Sports Club	142.0 acres	Alpine and cross-country skiing, trails, lodge, and parking area

Fish Hatchery	157.69 acres	Hatchery tours, Icicle River Nature Trail, wildlife viewing, benches, snowshoe tours, special activities: horseback rides, Leavenworth Summer Theatre, rafting, winter horse-drawn sleigh rides, cross-country skiing, and special events
Barn Beach Reserve	5.63 acres	Nature, cultural history, arts and outdoor education opportunities, Upper Valley Museum, trails, and signage, community garden
Kid's Fishing Pond		Kids fishing area near trails
Leavenworth Golf Course	102.52 acres	18-hole public golf course with restaurant, shop, and storage facilities, groomed ski trails during the winter season
Icicle Junction – Miniature Golf & Family Entertainment Center	2.66 acres	Family theme park, including miniature golf, arcade games, movie theatre, and other amenities
Enzian Falls – Micro-golf Putting Course	3.15 acres	Professional putting course
Chelan-Douglas Land Trust	3.34 acres	Nature, cultural history, and arts outdoor education opportunities and exhibits, Lorene Young Audubon Center, trails, and interpretive signage
All	532.43 acres	Total Recreational Space Currently Available

The surrounding unincorporated area supplies a wide variety of recreational opportunities on State and Federal lands. At present, the City of Leavenworth operates about 73.85 acres of land that is developed and used for active and passive recreation purposes, including individual and organized sports. In addition, the Cascade School District has about 44.59 acres of land, which houses acreage set aside for various types of outdoor recreation, including individual and organized sports, along with other types of activities. The population of Leavenworth is increased by approximately 2.2 million tourists per year. These tourists utilize the parks, trails, and recreational facilities in the area, reducing the availability for residents. Because the Leavenworth area offers year-around recreational activities, the total can conservatively be divided equally over a 12-month period. Using that calculation, the City of Leavenworth hosts over 183,000 tourists per month. At 6.5 acres per 1,000 people, this population group would require 1,190 acres of park and recreation land

Future Needs: The City of Leavenworth has a Comprehensive Park and Recreation Plan that was adopted on February 14, 2012, which describes park facilities and projected needs in detail. Input from the Leavenworth community defined two distinct areas of need/request within the parks and recreation system. The first is a clearly identified need to upgrade and improve existing facilities. These facilities include several elements of Enchantment Park, multiple trail facilities and their access points, and the community swimming pool. The second area of need relates to requests for new facilities such as an ice rink, additional playgrounds, and regulation sized baseball and soccer fields. Between the surveys and public meeting comments, the following themes arose repeatedly:

1. Expansion and improvement of hiking/walking trails, biking trails, and cross-country ski trails. Signage, connectivity, and trail maintenance were mentioned most often.
2. An ice rink and pavilion.
3. Improvements to or expansion of the pool at Lion's Club Park to allow for use year round. Some comments described a cover system for the existing pool, others described an indoor facility. The concept of an indoor facility was explored in 2000 prior to construction of the facility and was found to be cost prohibitive to construct.

4. Playgrounds or children’s play areas north of Highway 2.
5. Better mapping and signage for all parks and trails. Visitors have difficulty locating the access to Enchantment Park. A way-finding signage strategy began in 2008 and to date has included some better signage, however, additional signage will need to be expanded on as funding comes available.
6. More parking at the riverfront.
7. Expansion of ball fields and soccer fields to regulation size. This could include terracing the hillside at Enchantment ball fields and adding fencing.
8. Add grass and shade trees to Enchantment Park play area.
9. Additional public restrooms in park areas.

Refer to the Park and Recreation Plan adopted on February 14, 2012 for a complete list of parks and recreation Capital Facilities Development and Improvement Program. The six year improvement plan is within Appendix G:

Project	Projected Costs	Potential Funding
Skate Park - Complete lighting and security	\$25,000	LWCF, YAF
Sport Fields - Analyze need, acquire property, develop plans, construction	\$2,000,000	LWCF, WWRP
Playground N of Hwy 2- Acquire property, develop plans, construction	\$250,000	LWCF, WWRP
Upper Valley Trail Plan - Ski Hill/Freund Canyon Trail	Unidentified	WWRP Trails, USFS
Upper Valley Trail Plan - Valley Trail – Leavenworth to Peshastin	\$1,679,000	STP, WWRP, Transportation Enhancements
Recreation Center construction	\$7,000,000	LWCF, WWRP
Enchantment Park improvements	\$700,000	LWCF, WWRP

F. Police

Inventory: The Chelan County Sheriff’s Office provides police protection services to the City of Leavenworth and its urban growth area. There is a field office located in the Leavenworth Fire District No. 3 building.

The Regional Law and Justice Building in Wenatchee houses the headquarters of the sheriff’s office, the 911 emergency dispatch center, the jail, and the County prosecuting attorney’s office. The Chelan County Regional Justice Center is a 383-bed adult correctional facility, located in the city of Wenatchee that serves a population of over 94,000 people and encompasses a geographical area of over 5000 square miles. Satellite buildings include a 42-bed minimum security facility and a 66-bed direct supervision minimum security facility that houses Work Release and Volunteer Inmate Worker participants.

The county and the cities within the county built a juvenile detention facility, located near the county buildings in Wenatchee, which opened in July, 1998. The capacity of the new facility is 50 beds, and it

has been averaging daily use of about 31 beds. The facility primarily serves Chelan County. It is expected that this facility will serve the County's needs.

Future Needs: The City of Leavenworth is considering the establishment of a City Police Department. Funding for such services will need to be completed.

G. Fire Protection Facilities

Chelan County Fire District 3 provides fire protection for the Leavenworth area and the Chumstick valley. Outside of the fire district boundary, fire protection services are coordinated between the district and the U.S. Forest Service pursuant to an Emergency Fire Suppression Agreement. The Chelan County Department of Emergency Management (DEM) acts as coordinating agency for that agreement. Since 1989, the fire district has provided fire protection services and emergency response to the city. On the November 6, 2012, a Leavenworth City Annexation to Fire District No. 3 election ballot measure was approved. This proposition made the City of Leavenworth a part of Chelan County Fire District No. 3.

Chelan County Fire District 3. Inventory: Station No. 31 - Main Station, 228 Chumstick Road, Leavenworth and Station No. 32 - Camp 12 Road – Mile Post 7 Chumstick Road.

Equipment: Station No. 31 (Main Station/ Shop Facility) 2 fire engines/pumpers, 1 tender, 2 brush trucks, 1 rescue3 command trucks, and 1 ladder truck.

Station No. 32 1 pumper and 1 tender

Personnel: 4 paid and 29 volunteer

City of Leavenworth fire flows are increasing over time, and the demand for pumper trucks within the City are decreasing. The mutual aid throughout the district remains. Response time for the city and the urban growth area should be between 5 and 10 minutes.

Future Needs: A new Class A Spartan truck will replace Engine No. 33 within the planning period at a cost of \$500,000. The need for pumper trucks are determined by current city fire flow. The ladder truck will need to be replaced within the planning period at a cost of 1.1 million. The fire district will need to remodel and upgrade the fire station facility during the planning period. Replacement due to damage and rating (upgrades as needed) to turnout gear (protection equipment) will need to be completed within the planning period at a cost of \$1,500 per person. Upon annexation, the fire district will need a new "Mountain Homes" substation to serve this region at a cost of approximately \$1.5 million.

H. Hospital

Inventory: Chelan County Public Hospital District No. 1 (Cascade Medical) encompasses over 1,200 square miles of southwestern Chelan County. The district extends from Stevens Pass and Glacier Peak on the western boundaries to a point near the Peshastin Pinnacles, just outside of Cashmere, on the eastern boundary, and from the Entiat Ridge on the northern boundary to Blewett Pass on the southern boundary. The City of Leavenworth is the largest community within the district and the only incorporated

municipality. The district also serves the unincorporated areas of Peshastin and Dryden, and the outlying communities of the Icicle Valley, Plain, Lake Wenatchee, Winton, the Chumstick Valley, and Blewett Pass.

Cascade Medical operates an acute care and swing bed hospital; a Level V emergency department; a Rural Health Clinic staffed with full time physicians, a nurse practitioner, a physician's assistant and a clinical psychologist; Physical and Occupational Therapy services; Laboratory; Radiology (including x-ray, digital mammography, dexta scan and CT scan); endoscopy services; and ambulance services staffed with licensed paramedics and EMT's. The hospital currently is licensed for 12 beds, with nine set up. The hospital and clinic is staffed with approximately 85 health care professionals and support staff. In 2010 - 2012, Chelan County Public Hospital District No. 1 constructed approximately 20,219 square foot, two story addition to the existing hospital structure and performed a remodel of existing space..

Future Needs: There are no current plans for expansion of the facility.

I. Solid Waste Disposal

Inventory: The City of Leavenworth provides solid waste collection within the city limits. The City's Refuse Division collects residential and commercial materials that are discarded and transports the materials to local landfills or transfer stations. Waste Management of Greater Wenatchee provides collection services for the unincorporated areas. This company owns and operates a regional landfill in Douglas County. Individual county residents and businesses make arrangements directly with Waste Management for collection of residential, commercial, and industrial waste collection and disposal. The City has a cardboard recycling system for commercial accounts. The Refuse Division collects commercial cardboard on its commercial refuse collection route. The City provides yard waste pick-up services to residential customers only two times each year, once in the spring and once in the fall. Residential recycling (curb-side recycling) is provided by Waste Management. Chelan County offers a woody debris drop-off site located near the intersection of Icicle Road and East Leavenworth Road at the County pit.

Chelan County prepared a *Comprehensive Solid Waste Management Plan* in August of 1994 that is herein adopted by reference. Unincorporated Chelan County and incorporated cities are part of an overall Regional Planning Area (RPA). Several general goals were adopted for solid waste management in the RPA:

- Manage solid wastes in a manner that promotes, in order of priority: waste reduction; recycling with source-separation of recyclables as the preferred method; energy recovery, incineration, or landfilling of separated waste; and energy recovery, incineration, or landfilling of mixed waste.
- Encourage public involvement and ensure the representation of the public in the planning process.
- Increase public awareness of the importance of waste reduction and recycling. Develop programs that promote recycling and help the state achieve its goal of a 50 percent waste reduction/recycling rate.
- Emphasize local responsibility for solving problems associated with solid waste, rather than relying on the state or federal government to provide solutions.

Other more specific goals are contained in the management plan. There are no plans to locate a solid waste landfill in the planning area or in Chelan County.

Future Needs: An additional truck and driver may be needed to accommodate development over the next twenty years. However, contracting the service out may be a viable option in lieu of purchasing another truck and hiring another driver. The City anticipates expanding the recycling facility within the planning period.

J. Transportation

In 2009, the City adopted the Transportation Element which is adopted by reference.

Inventory: The transportation system in the City of Leavenworth consists of state highways, arterials, local streets, transit facilities and services, pedestrian and bicycle facilities, and rail lines. The inventory of existing transportation facilities and services was updated as part of the Transportation Element. Major elements of the existing transportation system are summarized in this section. The inventory covers the street system characteristics, traffic volumes, traffic operations, traffic safety, transit service, pedestrian, bicycle, and equestrian facilities, and freight facilities.

Streets and Roads Inventory: State Highways: **US Highway 2 (US 2)** links Leavenworth and Wenatchee to the east with Monroe and Everett to the west. It is classified as a Highway of Statewide Significance. Within the City, it is a three-lane arterial with 12-foot travel lanes, 5-foot bicycle lanes, and curbs/gutters and sidewalks on both sides. The right-of-way width is approximately 60 feet along the corridor. The center lane is a two-way left-turn lane. The posted speed limit is 30 mph within City limits. There are three traffic signals at the intersections of Evans Street/Ninth Street, Chumstick Highway, and Riverbend Drive. Right-turn lanes are provided at the intersections of Evans Street/Ninth Street, Chumstick Highway, and Riverbend Drive.

Major Arterials: **Chumstick Highway** (formerly known as SR 209) is a County rural major collector connecting Leavenworth to Plain and Lake Wenatchee. This north-south arterial has two 11-foot travel lanes with 2-foot paved shoulders, and approximately 60 feet of right-of-way. Within the City, the posted speed limit is 25 mph. A sidewalk is available on the northwest side of the road from US 2 to Cascade High School.

Secondary Arterials: **Ski Hill Drive** is a two-lane north-south secondary arterial connecting US 2 to the south to Titus Road to the north. Shoulders are provided outside of City limits, but not within the City limits. Within the City, the right-of-way width is 70 feet between Whitman Street and US 2, and 45 feet on other sections south of Pine Street. The posted speed limit on Ski Hill Drive is 25 mph.

Titus Road is a two-lane secondary arterial connecting Pine Street to the south with Ski Hill Drive to the north via a loop road connection. South of the middle school, the street has 8 to 10 foot paved shoulders on both sides and a 5-foot concrete sidewalk on the east side. Titus Road has a posted speed limit of 35 mph north of the school zone.

Pine Street is a two-lane east-west secondary arterial connecting Ski Hill Drive to the west with Titus Road and Fir Street to the east. It has 10 to 11 foot travel lanes, no shoulders, and minimal turning radii (15 to 20 feet) at the intersection with Fir Street. The posted speed limit is 25 mph.

Fir Street is a secondary arterial, which is only one block in length, connecting Pine Street to the north with Cedar Street to the south. To the north, it is a through street connecting with Pine Street at a 90-degree turning intersection. To the south, Fir Street terminates as a stop-controlled "T" intersection with Cedar Street. It has 27-foot pavement width with no striping or pedestrian facilities provided. The posted speed limit is 25 mph.

Icicle Road is a two-lane secondary arterial connecting with US 2 at the western City limit. This road

serves the south part of the City and the rural unincorporated County. It also provides access to US Forest Service recreational areas up the Icicle Creek valley. The right-of-way width can range between 25 to 60 feet along the corridor.

East Leavenworth Road is a two-lane rural major collector connecting Icicle Road to the south and US 2 to the north. The section just south of US 2 is located within the City's UGA. This road also serves mostly rural unincorporated portions of the County. The right-of-way width is approximately 60 feet along the corridor.

Collectors: The following streets within the downtown commercial core are identified as collectors: Front Street, Commercial Street, W. Commercial Street, and Ninth Street. Other collectors serve residential and commercial areas north of US 2: Mill Street, Mine Street, and Evans Street. The connection between Pine Street and Evans Street, along Burke Avenue, Birch Street, Price Avenue, and Sherbourne Street is also classified as a collector. These collectors have two lanes and a 25 mph speed limit.

Local Access Streets: Roadways not mentioned previously are considered local streets. Within the City, the legal speed limit is 25 mph, unless otherwise posted. In the County, the legal speed limit is 35 mph, unless otherwise posted. Generally, local streets are two-lane roadways providing direct access to adjacent properties.

Level of service (LOS) is a quantitative measure of roadway operations that is determined by analyzing how well a transportation system performs. Level of service, as established by the Highway Capacity Manual (HCM) (Transportation Research Board, 2000), provides a range from LOS A (free flowing, minimal delay) to LOS F (extreme congestion, long delays). The operation of roadways, signalized intersections, and un-signalized intersections are each based on a specific LOS definition. LOS standards are established by the different agencies having jurisdiction over the various facilities. US 2 is a Highway of Statewide Significance, and as such, the level of service standard is set by WSDOT. In urban areas, the LOS standard is D. For unincorporated areas within a UGA, LOS D is the adopted standard for County roads. LOS within the County is measured by the volume-to-capacity (v/c) ratio. The City has adopted LOS D as the standard for all collectors and arterials. For the purposes of the existing conditions analysis, intersection operations were evaluated.

Pedestrian and Bicycle System Inventory: US 2 has sidewalks on both sides within the City limits. Chumstick Highway has sidewalks on the northwest side of the road from US 2 to Cascade High School. In the downtown commercial core, sidewalks are present along most streets. The City has identified the need to reconstruct portions of the downtown sidewalks and construct new sidewalks to reduce safety hazards. Deteriorated areas are being replaced with concrete pavers, such as the recent project on 9th Street between Front Street and Main Street. Elsewhere in the City, sidewalks are not generally present in a comprehensive pattern or system. Installation of sidewalks is required on all streets based on adopted street standards. New projects shall provide curbs, gutters, and sidewalks in conformance with the LMC. During the winter season, it is the responsibility of property owners within the commercial and tourist district to clear the sidewalks from snow and ice. However, many of the existing sidewalks within the neighborhoods are typically buried under snow several months during the winter, which forces pedestrians onto the roadway, resulting in safety concerns. There are three signalized intersections along US 2 (at Evans Street/9th Street, Chumstick Highway, and Riverbend Drive). These signals allow for opportunities for pedestrians to safely cross the highway. A further summary of existing pedestrian amenities within the City is provided in the Upper Valley Regional Trails and Transportation Plans.

Bicycle lanes (5 feet wide) are provided on each side of US 2 almost continuously between Mill Street and Chumstick Highway. East of Riverbend Drive, there are no bike lanes, however a 4-foot paved

shoulder is available on both sides of US 2. There are no other bicycle routes currently designated within the City. Riding bicycles on sidewalks and closed streets is prohibited by the City's municipal code. A further summary of existing bicycle routes and amenities within the City is provided in the Upper Valley Regional Trails and Transportation Plans.

Access to the Wenatchee River within Leavenworth is provided at a number of City parks. Enchantment Park (natural area) has trails and a raft launching area. The Waterfront Park/Blackbird Island has trails along the river. As part of the Downtown Master Plan and the Upper Valley Regional Trails Plan, there are plans to improve access to the river and Waterfront Park, and create a new multi-purpose path running along both sides of the river.

Transportation Future Needs: Refer to the 2009 Transportation Element for a complete and detailed Transportation Improvement Project List which includes the following:

CITY STREETS**Cost^{1,2}****New Roadway**

L-R1	Pine Street Extension	Construct a new road - connector from Fir Street to Chumstick Highway. Close the Fir/Cedar/Chumstick Highway intersection.	\$810
L-R2	Cone Street	Construct connector from Cedar Street to Pine Street.	\$420
L-R3	Mine Street north to Wheeler Avenue	Construct a new road - connector from Mine Street to Wheeler Avenue.	\$940
L-R5	New streets in Riverbend Area	Construct new secondary arterial and collector streets in the Riverbend Area.	\$3,450

Roadway/Intersection Improvements

L-R6	8th Street Reconstruction	Reconstruct roadway, curb replacement, pave sidewalk, illumination from Front Street to Main Street.	\$680
L-R8	Front Street Reconstruction	Reconstruct roadway, curb and gutter, sidewalk, illumination from 8th Street to Division Street.	\$2,480
L-R9	Front Street Reconstruction	US 2 at Gustav's to 8th Street - Reconstruct roadway, replace sidewalks, illumination.	\$1,970
L-R10	Division Street Reconstruction	Reconstruct road, sidewalks, curb & gutter, street illumination from Front Street to 200' south of Commercial.	\$740
L-R11	Ski Hill Drive Reconstruction (US 2 to Pine Street)	Repair base material and asphalt overlay. Construct missing sidewalk locations between US 2 and City limits.	\$2,640
L-R12	Pine Street Upgrade (Ski Hill Drive to Fir Street)	Repair base material and asphalt overlay. Construct sidewalk along south side of roadway.	\$3,180
L-R13	Commercial Street/10th Street Reconstruction	Reconstruct roadway, curb and gutter, sidewalk, illumination from 9th St to Division St and Front St to Commercial St.	\$1,330
L-R14	Commercial Street Reconstruction	Reconstruct road, sidewalks, illumination, storm sewer, watermain replacement from 3rd Street to 8th Street.	\$2,950

Non-motorized & Railroad Improvements

L-NM1	Icicle Station Trail	Trail connecting Leavenworth to new Amtrack station. Would use portions of old railroad ROW now owned by Chelan PUD. Part of the Leavenworth to Wenatchee Trail. Includes improving underpass along North Road.	\$1,330
L-NM2	Icicle Station	Construct new Amtrak Icicle Station along North Road.	\$850

CHELAN COUNTY ROADWAYS Cost^{1, 2}

New Roadway

CC-R3	Titus Road to Chumstick Highway Connector	New collector road between Titus Road and Chumstick Highway to provide improved access and circulation to the North Leavenworth area.	\$1,960
CC-R4	Leavenworth UGA north-south connector	New north-south road (unnamed) between Village View Drive and Titus Loop Road.	\$1,520

Roadway Improvement

CC-R10	Bergstrasse/Detillion Road	Upgrade road to collector street standards between Ski Hill Drive and Titus Road.	\$2,130
CC-R16	North Road	Construct/widen shoulders, improve horizontal curves, signage, and safety between Fox Rd and Nibblelink Rd (north connection).	\$9,800
CC-R17	E. Leavenworth Road	Construct/widen shoulders, improve horizontal curves, safety, and reconstruct roadway between UGA limits and Dempsey Rd.	\$4,410
CC-R18	E. Leavenworth Road	Construct/widen shoulders and reconstruct roadway between Dempsey Rd and Icicle Rd.	\$4,180

Intersections

CC-I3	Chumstick Highway / North Road	Intersection safety improvements, could include signage, illumination, re-alignment, and channelization	\$280
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		enhancements.	
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Non-motorized Improvements

CC-NM7	Chumstick Highway	Complete multi-use pathway between City limits and North Road.	\$350
CC-NM8	Ski Hill Drive	Improve shoulders, illumination, signage, and provide traffic calming along Ski Hill Drive from City limits to Titus Rd.	\$1,790
CC-NM9	Titus Road	Improve shoulders, illumination, signage, and provide traffic calming along Titus Rd from City limits to Ski Hill Dr.	\$2,710

Trails

CC-NM25	Valley Trail - Leavenworth to Peshastin	Identify ROW and construct trail between Leavenworth and Peshastin.	\$1,460
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LINK TRANSIT

LT-1	Rural Commuter Route	Expand commuter service between Leavenworth and Wenatchee.
LT-4	Expanded Weekend Service	Expand weekend service in Leavenworth as identified as a priority by the community.
LT-9	Leavenworth Park & Ride	Construct additional park & ride location in Leavenworth.
LT-10	Leavenworth Bus Stops	Locate and construct bus stops throughout the Leavenworth area.

Transportation Project and Program Costs 2008 to 2027

Total Estimated Costs (1)	
Maintenance and Operations	\$16.1 million (+\$5 million)
Reconstruction and Non-Motorized Enhancements	\$15.4 million
New Construction or Upgraded Improvements to Serve Growth	\$8.8 million
TOTAL	\$40.3 million (+\$5 million)

* Based on existing City limits and miles of roadway.

1. Costs in 2008 dollars

The \$16.1 million is based on the historical spending levels towards maintenance and operations - which

has not been enough to maintain status quo. Therefore the maintenance costs over the next 20 years are likely understated and would need an additional \$5 million more (at a minimum) to maintain existing City streets.

Baseline Transportation Revenue Summary

Baseline Funding Source	Total 2008-2027¹
Property Tax	\$1,968,084
General Fund Contributions	\$0
Other Local Funding	\$6,020,451
Transportation Benefit District 2, 3	\$3,660,000
State Fuel Tax	\$820,437
State Funds	\$1,266,567
Federal Funds	\$0
Total Estimated Available Revenues	\$10,075,539

SOURCE: Berk & Associates

1. All costs in 2008 dollars
2. Transportation Benefit District is a special purpose district of the City
3. The Transportation Benefit District will expire within the planning period.

Local Transportation Funding Options

Local Funding Source	Comments
Transportation Benefit District	The City may establish various fees/taxes for the construction, maintenance, preservation, and operation of improvements to state or local roadways.
Transportation Impact Fee	The City may charge a fee to help fund specific transportation projects shown to be reasonably related to new development.
Local or Business Improvement District	Levy a special benefit assessment on properties within a specific area that would benefit from the improvement.
General Obligation (GO) Bonds	A GO bond requires 60 percent approval and creates a new source of funds when tied to an excess levy for repayment of the bond debt.
Planned Action Ordinance	A project specific action under the State Environmental Protection Act (SEPA) in which the mitigation measures that will be applied have already been identified through an environmental review process.
Other Developer Mitigation	Potential mitigation to address local development regulations and requirements such as GMA concurrency, the State Environmental Policy Act (SEPA), and street standards/frontage improvements.
Latecomers Agreements	Allow property owners who have paid for capital improvements to recover a portion of the costs from other property owners in the area who later develop property that will benefit from those improvements.

Grants or Other Fees	Various federal and state grants (see preceding section). Or Surface Water Management Fees to offset environmental and water quality/storm water detention costs associated with transportation capital improvements.
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Transit Services Inventory: LINK is the Chelan-Douglas Public Transportation Benefit Area (PTBA) public transportation provider for Leavenworth. LINK Transit provides transit services in Leavenworth. A variety of services are offered, paratransit service, and a DART (Dial-A-Ride) service. LINK has pick-up/drop-off points located across from the Forest Service, the DOT lot, Senior Center, Ski Hill at Kristall's Restaurant, and at the City Hall. The location of the pick-up/drop-off points are approximately 600 to 800 feet apart for commercial areas and 1,200 to 1,500 feet apart for non-commercial areas.

Route 22 offers transit service to Peshastin, Dryden, Cashmere, Monitor, Olds Station, and North Wenatchee.

Link Plus (paratransit) service is provided for persons with disabilities who cannot use fixed-route service. Link Plus is available in the same areas that the fixed-route bus travels and expands 3/4 of a mile on each side of the route. It operates on next day reservation requests.

The Greater Leavenworth Area is now served by a Dial-A-Ride (DART) service. This service is available to anyone, regardless of age, disability, trip origin, or destination. The general public may use it for all trips that are not served by the Leavenworth trolley or Route 22. All trips must begin and end within the defined service boundaries. A reservation is required to ride DART. These must be made one day in advance, and can be made up to five days in advance.

A park and ride lot is located on the north side of US 2, across from the Forest Service offices. It has a capacity of approximately 42 parking spaces. It serves Routes 22 and 37. Under agreement with WSDOT, Link Transit has maintenance responsibilities for the lot.

Train Service

BNSF and Amtrak built a new Amtrak station located on North Road, approximately one mile from town. This Leavenworth "Icicle" Station (LWA) is a station stop for Amtrak's Empire Builder in Leavenworth. The station started service on September 25, 2009. The station and parking are owned by the City of Leavenworth. The track and platforms are owned by BNSF Railway. In conjunction with the new station, there is a need to improve pedestrian and bicycle connections between downtown and the Amtrak station.

Level of Service: LINK is committed to providing sufficient service to meet travel demand between Leavenworth and Wenatchee..

Future Needs: Chelan Douglas Public Transportation Benefit Area d.b.a. Link Transit prepared a Transit Development Plan (2011) that is herein adopted by reference .

K. Public Buildings and Facilities

Leavenworth City Hall Inventory: The existing city hall building opened in December of 1994, and needs improvement to meet the needs of the City for the duration of the planning period. Funds should be set

aside on an annual basis to provide for the replacement of building accessories and future additions.

Library Inventory: The library is located in Leavenworth on the ground floor of the City Hall building. Library services are provided by the North Central Regional Library System, whose headquarter library is located in the City of Wenatchee. The regional library also provides mail order library services.

Festhalle Inventory: The Leavenworth Festhalle was completed in 2002, and is a multi-use facility that includes a large 10,000 square foot open event hall, restrooms, lobby, and outside patio area located at 1001 Front Street. The 10,000 sq.ft. event hall accommodates 1,000 theater style, 600 classroom style, 800 banquet style or 50 trade show booths. 16'x36' stage. Its planned usage includes festivals including Oktoberfest, Autumn Leaf festival, Accordion Festival, Leavenworth Summer Theater Productions, Sausage Fest, Wine Fest, River Fest, Upper Valley Arts Council, Chamber of Commerce functions, Cascade School District events, Weddings, etc.

Road and Utility Maintenance Shops Inventory: In 1998, both Chelan County and the City purchased properties to facilitate their respective shop expansions. Chelan County purchased approximately 3.5 acres across the road from their existing facilities at the intersection of North Road and Chumstick Highway, and is now using that area for stockpiling road maintenance facilities. The City of Leavenworth purchased property, with an existing warehouse building on it, adjacent to the existing maintenance facilities at 14th Street and Commercial. In 2011, the City purchased an additional lot to the northwest. This area was leveled, and will be fenced. Funds will be needed to create a master plan for future development of the overall site.

Parking Lots Inventory: In 2012, the City Council continued the parking management plan, and developed and identified four public operated parking areas.

Parking Lot No. 1 – Upper - Between Front Street and Hwy 2 (formerly the Leavenworth Fruit Warehouse) - 1000 Front Street - approximately 61 parking stalls

Parking Lot No. 2 - Lower - Between Front Street and Hwy 2 - 1000 Front Street - approximately 90 parking stalls

Parking Lot No. 3 – Festhalle parking area - approximately 34 parking stalls

Parking Lot No. 4 - 700 US Highway 2 - approximately 58 parking stalls

Parking Lot No. 5 – Pool parking area - approximately 71 parking stalls

Parking Lot No. 6 – WSDOT parking area- total parking stalls to be determined

Future Needs: In the event of the WWTP being expanded, the Utility Department / Public Works building will need to be relocated. The six year improvement plan is within Appendix F

III. Concurrency

Concurrency describes the situation in which adequate facilities are available when the impacts of development occur, or within a specified time thereafter. The City of Leavenworth requires concurrency for sanitary sewer, domestic water, storm-water, sidewalks, and roads. Concurrency is required at the time of final plat approval and/or the issuance of a building permit.

IV. Goals and Policies

General Goal 1: Develop and maintain water, storm, and sanitary sewer facilities capable of serving the anticipated needs of Leavenworth, including the urban growth area.

Goal Rationale: Since one of the primary goals of this plan is to encourage an increased percentage of the anticipated growth to occur in the urban growth area, expanded water, storm, and sanitary sewer service needs can be expected. The City should provide these facilities in the most logical, cost efficient way possible. The City must follow a set of equitable and consistent policies regarding the direction, extent, and distribution of cost in developing and maintaining its basic utility systems.

Policy 1: The City should anticipate and plan for the extension of water, storm-water and sanitary sewer service to the urban growth areas identified in this plan.

Rationale: The urban growth area is the area where urban densities are expected to occur and the City should prepare a capital facilities plan, which provides for the logical extension of capital facilities into this area.

Policy 2: The timing of utility extensions into the UGA shall be consistent with the adopted capital facilities plan of the utility purveyor, and shall be coordinated among the different purveyors, wherever feasible.

Policy 3: Proposed developments, which are within the urban growth area but beyond municipal boundaries, shall be reviewed to ensure compatibility with urban density projections of the comprehensive plan. Extensions of City water, sewer and/or storm sewer facilities into these areas should occur concurrently with development, to be paid for by those who are benefiting from the extension, and may or may not include annexation into the City as a requirement.

Rationale: City and County coordination for future road and utility locations will allow for orderly placement of water, sewer, and other City services. Extension of city-operated capital facilities and public services should not occur beyond the urban growth boundary during the planning period, for emergency reasons, to remedy a health hazard, or to provide urban service to an essential public facility.

Policy 4: Require individual projects to pay for new and/or expanded capital facilities necessary to serve their development.

Rationale: If adequate facilities are currently unavailable (or cannot be made concurrent with the development) and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop.

Policy 5: Where a substantial public or system-wide benefit can be demonstrated, the City should consider participating in the costs of capital facilities improvements which are made in conjunction with development projects.

Rationale: Growth should pay for growth. However, where opportunities exist for timely system-wide and public benefit the City may be a joint proponent in the utility extension costs.

Policy 6: Utility easements capable of accommodating present and anticipated utility extensions should be required dedications by the developer at the time of development.

Rationale: Acquiring easements at the time of development is more efficient than trying to acquire them after development has occurred. Consolidate new utility systems into existing rights-of-way and easements whenever possible.

Policy 7: The City should obtain rights to surface and/or underground water sources adequate to meet anticipated needs.

Policy 8: Water rights that run with the land for irrigation purposes should remain with the land after the land is subdivided.

Rationale: The current water rights will not be adequate to serve development beyond the 20 year planning period. Utilizing irrigation water rights to the lawful extent will allow existing City water rights greater capacity for meeting potable water demand.

Policy 9: Consumption of the City's water rights should be primarily limited to the urban growth area and the incorporated City limits.

Rationale: Allowance of additional hook-ups outside of the City and urban growth area facilitates residential densities beyond those of a rural nature. This policy allows the City to continue to be a limited purveyor of water while not promoting additional urban sprawl.

Policy 10: The land use and capital facility elements of the comprehensive plan should be reflected in implementation of and amendments to the City's water and sewer plans.

Rationale: The Growth Management Act requires consistency among plan elements and plans.

Policy 11: Within the urban growth area, capital facilities planning should encourage shared responsibilities for financing projects among and between local governments, utility purveyors, special purpose districts, and the private sector.

Policy 12: The City should consider the use of innovative financing strategies for capital improvements, which minimize the financial cost to taxpayers and provide for the equitable assignment of costs between existing and new development.

Rationale: The City should coordinate its land use and public works planning activities with an ongoing program of long-range financial planning to conserve fiscal resources available to implement the capital facilities plan. The burden for financing capital improvements should be borne by the primary beneficiaries of the facility and/or service.

Policy 13: The City encourages the use of LID financing for improvements in existing developed areas which may not have facilities that meet the current standards.

Rationale: Innovative financing strategies can reduce the burden on taxpayers for the provision of capital facilities.

Policy 14: The City should undertake a review and investigation of the existing storm-water system, and develop a plan to address the maintenance and expansion of the system.

Policy 15: Develop and implement an ongoing maintenance program for the existing storm-water system which will improve the functioning of the existing system.

Rationale: Development impacts the storm water drainage system. A plan which specifies the required elements of a storm water system in any given area provides guidance and predictability as to the necessary improvements needed to handle development of the area. Once in place, it is beneficial and cost effective to maintain the system in good working order.

Policy 16: In establishing utility rate structures for City utilities such as water, wastewater and garbage, the City will recognize maintenance and operation costs, debt service and replacement costs.

Policy 17: Multiple individual taps to City water transmission mains should be discouraged in favor of coordinated systems.

Policy 18: New interceptor sewer lines should be expanded as needed to serve urban growth areas.

Policy 19: On-site storm water retention for runoff should be mandated on all development in the UGA until provisions are made for future storm water hook-up.

Policy 20: Encourage the shared use of community facilities such as parks, libraries, and schools

General Goal 2: Encourage and support school facilities which will contribute to a quality educational experience for the area's children.

Goal Rationale: It is recognized that quality education depends upon more than simply providing modern, well-designed and maintained buildings and facilities. However, it is difficult to establish a good educational program without adequate grounds, buildings, and furnishings.

Policy 1: The City should develop, maintain, and support partnerships with the Cascade School District.

Policy 2: If a new school location is deemed necessary, the following considerations should be reflected in the selection of a site:

- *Proximity to the majority of students it will serve.*
- *Proximity to existing schools, to allow for sharing and joint use of facilities.*
- *Availability of a large enough site to meet the need and satisfy state standards.*
- *Compatibility with adjacent land uses, and the availability of safe pedestrian access.*
- *Access to water and sewer service.*
- *Possibility of locating adjacent to park facilities, thereby providing shared-use advantages.*
- *Maximum use of existing school-owned lands should be emphasized, to minimize the need for further land acquisition*

Rationale: Following these criteria will improve the facility siting process.

Policy 3: Continue to encourage the school district to pursue capital facilities planning efforts to accommodate the projected needs of the expected population growth in the Leavenworth area.

General Goal 3: Develop and maintain parks and recreational facilities capable of serving the anticipated needs of Leavenworth, including the urban growth area.

Goal Rationale: Parks and recreational facilities provide an added attraction to the area, thereby providing recreational opportunities for residents, as well as directly benefiting the area's tourist industry.

Policy 1: The City should undertake active implementation of the 2011 comprehensive recreation plan to decide how and when to fund parks and recreation projects. The comprehensive park and recreation plan

should be continuously reviewed, monitored and updated to reflect changes within the community.

Rationale: Implementation of the comprehensive recreation plan will ensure the priorities established for park and recreation facilities will be carried out, and will help identify and establish funding mechanisms for the development of described facilities.

Policy 2: City, county, state, and federal agencies should undertake the development of a comprehensive recreation plan to aid in determining the actual recreation demand and scope of needed facilities (trails and parks) for the planning area. This plan should address trail systems for pedestrians, biking, cross-country skiing, snowmobiling, and bridle trails.

Policy 3: Support partnerships with other public agencies and private entities, such as the Upper Valley Parks and Recreation Service Area, the Winter Sports Club, Trout ~ Unlimited and others which provide recreational facilities within the UGA and in the broader, surrounding area.

Rationale: Development of a coordinated area-wide comprehensive recreation plan will assist in trail and parks planning and development by insuring a cooperative effort among agencies. Partnering with other organizations is more cost efficient and avoids duplication and overlap when providing recreational services and facilities.

General Goal 4: Develop and maintain adequate police and fire protection for the anticipated needs of the planning area.

Goal Rationale: As the planning area grows, the response times for police and fire protection must be maintained.

Policy 1: Provide adequate police personnel and equipment to ensure that the public is well served and protected.

Rationale: As portions of the planning area grow and become more urban in nature, police support must be increased to serve the needs of the planning area residents and businesses.

Policy 2: Continue to support and improve the Chelan County Fire District #3 to provide adequate fire protection to all locations in the planning area in terms of quantity and quality of facilities, equipment, and manpower.

Rationale: The fire district needs to be maintained and improved as the planning area continues to develop. Adequate response times should be maintained at all times.

General Goal 5: Ensure that those public facilities and services necessary to support development are adequate to serve the development at the time the development is available for occupancy and use, without decreasing current service levels below locally established standards.

Goal Rationale: This is a goal of the Growth Management Act. Development should not decrease the established levels of service for public facilities and services.

Policy 1: The City should consider establishing level of service standards for the different types of capital facilities.

Rationale: Level of service standards provide a means to monitor and evaluate the existing capacities and any needed improvements related to individual projects and overall growth of the community.

Policy 2: In order to ensure established levels of service are not diminished by development; growth should pay for growth.

Rationale: Existing ratepayers should not be expected to finance additional growth or experience reduced levels of service because of growth.

General Goal 6: Provide a means for the siting of essential public facilities.

Goal Rationale: No comprehensive plan can preclude the siting of essential public facilities.

Policy 1: The City should generate standards for development of essential public facilities to ensure that reasonable compatibility with other land uses can be achieved.

Rationale: Development of siting standards for essential public facilities will help to ensure that they are appropriately sited and that the impacts to adjacent uses will be mitigated.

Policy 2: Essential public facilities should not locate in critical areas unless no other alternative is available.

Rationale: Resource lands and critical areas are not the appropriate areas for the siting of most essential public facilities.

Policy 3: Essential public facilities should not be located beyond urban growth areas unless they are self-contained and do not require the extension of urban governmental services.

Rationale: Most essential public facilities require urban governmental services.

General Goal 7: Maintain the following public service support facilities which are identified as Essential Public Facilities:

1. Sanitary sewer treatment plant and conveyance system;
2. Domestic water treatment plant, storage and conveyance system;
3. Chelan County Fire District No. 3 fire station;
4. City Hall; and
5. PWD maintenance shop and yard.

General Goal 8: Continue to keep water billed vs. production, differences, < 3%

General Goal 9: Address and minimize system's water loss.

Policy 1: The City should maintain better record keeping and metering of contractor hydrant water use.

Policy 2: The City should prohibit unauthorized hydrant use, and address possible hydrant lock technologies.

Policy 3: The City should repair/replace old leaking galvanized pipes water service connections quickly.

General Goal 10: Identify and establish water conservation measures the City can implement to be a good example to the community.

Rationale: Education is the main component, both staffing and managers, encouraging watering at night, reducing time intervals, alternating days, leakage awareness, attending current "Water Use" awareness training offered by the State and share this with all departments and through public mailings and in our annual Consumer Confidence Reports.

General Goal 11: Update the outdated and antiquated metering system, citywide, and replace all manual read meters with radio read meter technology.

Rationale: This goal is to have all city's residential customers read year round with the current technologies available.

Policy 1: Parks staff has identified the Cemetery watering of grass could return to be done by utilizing irrigation district water rather than using municipal potable water so as to reduce water consumption and associated costs.

General Goal 12: Strive to continue water production within 3 % of 342 MG/year, even with projected growth. Also, strive to reduce consumption, by attaining 320 MG/yr by 2014.

General Goal 13: Develop and maintain public service support facilities capable of serving present and future community needs.

General Goal 14 Encourage recycling and develop / implement recycling program to reduce waste stream to landfills.

Decision Checklist

The CFP policies provide a basis for the following checklist, which is used to assist in determining the relative priority of capital improvements. The checklist, which is a series of questions, provides a means of prioritizing proposed projects through a decision matrix.

Reviewing capital facilities projects against the decision checklist provides an effective and objective means of determining the relative priority of individual projects. The criteria help bring consistency to the overall decision-making process from year to year and in the face of changing elected officials and staff. However, the checklist is only a tool to be used to evaluate the relative merits of one proposed improvement versus another. If adequate justification exists to ignore the results of the matrix and thus move a proposed project ahead in terms of funding, then that decision can be made at the discretion of City elected officials and staff.

Decision Checklist

Key/Rating	Criteria	Explanation
Life, Health & Safety 5	Is the proposed improvement needed to protect public health, safety and welfare?	This criterion should be considered one of the most important since one of the basic functions of government is to protect the public health, safety and welfare.
Legal Mandate 5	Is the proposed improvement required to comply with a legal mandate?	mandates is often a prerequisite to obtaining state or federal funding assistance needed for utility improvements and failure to comply can result in severe penalties to the City.
	Compliance with legal	
Tax Base 4	Does the proposed improvement contribute to or directly improve the community's tax base?	It is important to judge a proposed improvement's impact on the local tax base. For example, an improvement which extends water service to an area outside the corporate limits in most circumstances does little to improve the City's tax base while upgrading services to an area within the corporate limits that would allow for more commercial or industrial development would.

Funding Available 4	Is funding available?	It is important to separate improvements that have an identifiable and available source of funding from those that require applications for funding, bond issues or other financing mechanisms which may or may not be approved. For example, an improvement which could be directly budgeted out of the Current Expense or General Fund would rate higher than one which required a lengthy approval process.
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Revenue Generation 4	Is the proposed improvement part of a service that generates revenue?	Improvements to revenue-generating utilities (water and wastewater) are better able to pay for themselves or at least generate matching dollars for loans/grants.
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Key/Rating	Criteria	Explanation
Maintenance 4	Does the proposed improvement have a clearly identified source of revenue for ongoing maintenance and operation? It is important to provide an	opportunity to incorporate a project's long term maintenance needs into the prioritization process. A project with high maintenance costs and no identified funding source for maintenance would rate low, while a project with a clear source of maintenance funds would rate high.
Cost Effective Service 4	Will the proposed improvement result in cost effective service delivery?	There should be some consideration of the proposed improvement's long term impact on the City's financial situation. For example, an improvement which corrects an existing maintenance problem or a project which results in an improvement with low maintenance requirements should rate better than an improvement which does not correct an existing maintenance or will result in higher maintenance costs.
Coordination 4	Is the proposed improvement a part of another project?	This criterion gives projects that, considered alone would not rate well, a chance to be given a higher priority because it is part of another improvement. For example, a street is scheduled for an overlay and there are water and/or sewer lines under the street that are not planned to be upgraded for several more years. These water and/or sewer lines should be upgraded prior to the street overlay and thus become part of that project.

Partnership

3

Does the proposed improvement create opportunities for public/private partnerships, intergovernmental cooperation or further existing commitments to private or public parties?

Improvements that involve other private or public entities are important. For example, a developer is extending a City water main to serve a new private development in an area that is presently undeserved. The partnership in this instance could be that the City would participate in increasing the size of the line over that required for the new development as a means of improving service to existing customers.

Key/Rating

Criteria

Explanation

Consistency

3

Is the proposed improvement consistent with the elements of the comprehensive plan, including the goals and

policies of the capital facilities element? Planned improvements, particularly utility upgrades and expansions, must be consistent with the comprehensive plan. The issue of consistency also comes into play if the City seeks outside funding for all or parts of planned improvements.

Level of Service

3

Will the proposed improvement enhance the provision of that service for

existing residents? This criterion is used to determine a project's impact on the current residents of Leavenworth.

Forecast Demand

2

Is the proposed improvement needed to help meet forecasted demand? This criterion is used to

determine a project's impact on forecasted demand.

Appendix B
Six-Year Transportation Improvement Program
From 2014 to 2019

NAME	DESCRIPTION	PHASE	TOTAL FUNDS	CITY FUNDS
Pine Street Extension	Alignment study for Right of Way requirements and project estimates. Planning and Design. WVTC Planning Grant Request 2013.	2014	TBD	10000
Pine Street, Ski Hill Drive to Fir Street	Street Reconstruction, sidewalks, storm drain, and waterline.	2015	3,000,000	400,000
Commercial Street Reconstruction - 3rd to 8th Street	Reconstruct road, sidewalks, illumination, storm sewer, and water main replacement. Design Work Completed. Secure Funding. Grant Applications for RTPO/TIB 2013.	TBD	1,600,000	240,000
SR2 Parking Lot / Transit	Purchase property and construct parking lot/transit location. Purchase and Phase 1 Construction.	2013	2,500,000	TBD
Cross Walk Improvement: City Pool/Gustav & Hwy. 2	Relocate existing crosswalk to accommodate traffic patterns. Addition of push button activated warning system, barrier free improvements, illumination and street grade pedestrian refuge. WVTC-TAP Grant Application 2013.	TBD	100,000	8,000
Sidewalk Restoration Program	Construct or repair sidewalks in business and residential areas to improve pedestrian access, ADA accessibility, and reduce potential City liability. Program to use some TBD funding annually and seek grant funding for larger projects to add gaps in sidewalk system, replace existing sidewalk sections that need replacements, or significant sidewalk repair projects.	Annual	TBD	10,000
Cross Walk Improvement: LINK Transit Station & Hwy. 2	Relocate existing crosswalk to accommodate traffic patterns. Addition of push button activated warning system, barrier free improvements, illumination and street grade pedestrian refuge. WVTC-TAP Grant Application 2013.	2016	100,000	8,000

Division Street Reconstruction	Reconstruct road, sidewalk, curb and gutter, and street illumination to Barn Beach / Commercial. Design work at 90%.	2017	900,000	300,000
Reconstruction of Front Street with the construction of Plaza - Highway 2 to 9th	Reconstruction of Front Street with addition of Royal Lady Plaza on Front Street.	2018	TBD	TBD
Front Street - 9th Street to Division Street	Reconstruction of Front Street: consideration of pedestrian plaza 9th to 10th, consideration of Division and Front Street Intersection, consideration of extension of 10th Street to Hwy. 2.	2016	TBD	20% Match
Residential Street Restoration Program	Asphalt overlay on various streets in the City.	Annual	60,000	60,000
South Wenatchee River Trail Project	South Wenatchee River Trail Project Phase I does not include internal trail system on island, right of way by donation.	2015	320,000	0
Icicle Station Phase II	Planning, engineering, and construction.	TBD	1,400,000	0
Traffic Calming Various Locations	Install traffic calming features at various locations to improve safety and promote non-motorized traffic.	2013	120,000	20,000
Titus to Chumstick Collector Street	New roadway construction, right-of-way donation. Development Driven.	TBD	2,100,000	800,000
13th Street to the Leavenworth to Wenatchee Trail Phase I	Provide trail connection from existing trail vicinity of 13th Street and Commercial Street to beginning of Leavenworth to Wenatchee Trail.	2017	300,000	50,000
US2 Preliminary Design Study	Study of all projects identified as State Highway Projects in Leavenworth's 2009 Comprehensive Transportation Plan. Study ways to improve safety and congestion on SR2 through Leavenworth, WSDOT sponsored.	2015	65,000,000	3,250,000

Chumstick Multi-Use Trail	Construct multi-use path - separated from the road.	2016	275,000	15,000
SR2 Bridge Lighting	Replace Street Lights.	TBD	60,000	0
Leavenworth to Wenatchee River Trail Project Phase I	Parking lot and trail construction from vicinity Alpensee Strasse and SR2 to west approach Chumstick Creek crossing, right of way donation.	TBD	761,000	421,000
US2 Wenatchee River Bridge Cantilevered Sidewalks	Construct cantilevered sidewalks on both sides of SR2, Wenatchee River Bridge to provide wider sidewalks.	2016	850,000	0
US2 Signal Improvements (Adaptive Management)	Signal upgrades including installation of cameras and linking of signals - WSDOT Sponsored.	2019	175,000	0
SR2 Parking Lot / Transit	Construct parking lot and transit location. Phase 2 Construction & Improvements. Drainage/Possible Deck/etc.	TBD	TBD	TBD
Ski Hill Drive, Highway 2 to Pine	Full Street reconstruction, sidewalks, storm drainage, and water line.	2019	2,800,000	600,000
Main Street Reconstruction with Waterfront Park Parking Area	Reconstruction of Main street from Ninth to Waterfront park entrance and improve Waterfront Park Parking area - storm water retention, security lighting and pavement. Plans and specifications at 75%.	2019	TBD	20% Match
Front Street Reconstruction - Ninth to Division	Reconstruction of Front Street from 9th to Division Street to account for roadway changes for parking lot entrance, Ice Rink near Division and Pedestrian Plaza area on Front Street from 9th to 10th.	TBD	TBD	20% Match

Appendix C
Six-Year Water Improvement Program
From 2014 to 2019

NAME	DESCRIPTION	PHASE	TOTAL FUNDS	CITY FUNDS
2011 - 009 Transmission line: East Leavenworth Road	Replacement of Water Main Trunk Line	2013	700,000	PWTF Grant
2012 - 008 Meter Replacement Program	Replacement of all residential water meters	2014	450,000	PWTF Grant
2012 005 Well #3 Equipment Installation and Startup	Well No. 3 was drilled and approved for equipping for production by DOH in 2012. Well Pump No. 3 will be designed for pump installation and electrical modifications to the pump house for electrical and instrumentation for well pump control.	2014	170,000	Public Health Grant
Chumstick Valley Trunk Line	Installation of water trunk line along Chumstick Hwy. \$128,000 Commitment by City. 2/3 reimbursed by Developers.	2014 ?	307,890	Bonding
Titus - Chumstick Trunk Line	Installation of 12" water trunk line to support Upper Valley Mend Affordable Housing. Funded through CDBG Grant (\$750,000) and developers. Pressure reducing valve station (PRV) is also included in this project.	2014 ?	375,205	CDBG
Additional Front Street Hydrant and Water Main Upsize	Waterline upsizing 8" to 12" for area along Front Street west of 10th Street bordering the Der Turmplatz development by Nelson Legacy Group.	2013	9,900	Utility Fund

Replacement of Water Main Truck Line - 3rd to 8th on Commercial Street	Waterline improvement identified in Water System Master Plan for increasing fire flows to downtown core area. Water System Plan recommends pipe size to be an 18-inch main. Discussion on pipe size with consultants concludes other future water main improvements paralleling Highway 2 on north side streets would allow this pipe size to be a new 12-inch diameter.	2014	150,000	Grant - Utility Fund
Reservoir Maintenance	Inspect Reservoir No. 2 (Ski Hill Reservoir) in 2014 and identify maintenance items such as corrosion problems in need of maintenance for repair in 2015 (reservoir will 10 yrs old at that time). At a minimum repaint interior top near vent for corrosion protection and clean out reservoir sand/muck settlement that typically occurs.	2014	50,000	Utility Fund
Well #2 Maintenance	Rebuild submersible pump for Well #2 in 2014.	2014	30,000	Utility Fund
Water Plan Update	Water System Plan was finalized in 2011. Next water system plan update is required to be final in 2017. Start water system plan engineering report update in 2016.	2016	75,000	Utility Fund
Water Treatment Plant Upgrades	Based on Water System Update in 2016	TBD	TBD	TBD

Appendix D
Six-Year Sewer Improvement Program
From 2014 to 2019

NAME	DESCRIPTION	PHASE	TOTAL FUNDS	CITY FUNDS
Exfiltration Testing & Report	Required by DOE. Exfiltration Testing of sewer mains within 300 feet of the river. Testing by Aug 2013, Report by Oct 2013	2013	4,000	WW Utility
Waste Water Treatment Plant (WWTP) Facility Plan	Develop plans for implementation of new TMDL requirements.	2015	90,000	WW Utility
WWTP - TMDL Engineering and Testing	Develop and implement pilot testing protocol engineering program for TMDL phosphorus reduction for multiple alternatives so as to optimize the design and minimize construction costs.	2016	315,000	WW Utility
WWTP - TMDL Plant improvement and Equipment Replacement	Construct TMDL mandatory phosphorus reduction with addition of tertiary treatment equipment and primary treatment basins addition for anoxic/aerobic phosphorus removal.	2018	4,000,000	Grant/ Bond/ Utility Fund
Sewer System Plan Update	Required update to wastewater facility plan on the sewer mains collection system portion of the facility plan	2015	75,000	Utility Fund
Highway 2 Under Crossing Stormwater Outfall Separation of Sanitary Sewer Piping	Separation of Sanitary Sewer and Storm Water Pipe from Pool Parking Lot crossing under Highway 2 to Storm Drain Headwall located within Miniature - Golf Course area	2020	600,000	Grant/ Utility Fund

Interceptor Replacement MH C10 - MH C6 8th to 9th St (Behind Hospital to Barn Beach Reserve)	Replace existing South Interceptor Sewer from MH C10 to MH C6 with 18" pipe (total 1120 L.F.). Reconstruct portion from MH C10 to C8 (430 L.F.) under new hospital parking lot as a pipe bursting project to avoid open cut trenching.	2018	353,313	Grant/ PWTF/ Utility Fund
Interceptor Replacement MH C4 - MH C1 (Barn Beach Reserve to WWTP)	Replace existing South Interceptor Sewer (920 L.F) from MH C4 to MH C1 (at WWTP) with 18" pipe as a pipe bursting project to pull in new 18" polyethylene pipe under parking lot of Garten Haus Apartments (senior living center) and in area along river bank to Barn Beach Reserve.	2017	315,803	Grant/ PWTF/ Utility Fund
Chumstick Highway Interceptor	Installation of interceptor and lift station along Chumstick Hwy. \$128,000 Commitment by City. 2/3 reimbursed by Developers.	2014 ?	615,700	Bonding
Titus - Chumstick Interceptor	Installation of interceptor to support Upper Valley Mend Affordable Housing. Funded through CDBG Grant (\$750,000) and developers.	2014?	375,000	CDBG

Appendix E
Six-Year Stormwater Improvement Program

From 2014 to 2019 NAME	DESCRIPTION	PHASE	TOTAL FUNDS	CITY FUNDS
Commercial Street - 3rd to 8th	Reconstruction of stormwater system on Commercial Street from 3rd to 8th. Coordinate with street reconstruction.	2013	83,000	Grant/ Utility Fund
Ski Hill Pump Station Wetland Mitigation	Required wetland mitigation for pump station which was constructed in 2005.	TBD	75,000	Grant/ Utility Fund
Wetland Mitigation Study	Initial review and delineation of wetlands in NW area of City and NW Urban Growth Area. Development of strategies to address wetland development issues and area stormwater and drainage issues.	2014	30,000	Grant/ Utility Fund
Pine Street	Reconstruction of stormwater system on Pine Street from Ski Hill Drive to Fir Street/Chumstick Hwy. Coordinate with street reconstruction.	2015	330,000	Grant/ Utility Fund
Stormwater Master Plan and Utility Rate Study	Master Plan would assess current condition of stormwater system, identify future needs of system, and problem areas. This information would be used to set a more comprehensive utility rate structure based on system needs and property impact on stormwater system.	2015	75,000	Utility Fund
Highway 2 Under Crossing Stormwater Outfall Separation of Sanitary Sewer Piping	Separation of Waste Water and Storm Water Pipe/Pool Parking Lot crossing Hwy. 2	2020	300,000	TBD

Appendix F
 Six-Year Building and Facilities Improvement Program
 From 2014 to 2019

Facility	Project Name	Description	Cost
City Hall			
City Hall	HVAC Control Replacement	HVAC Control nearly at the end of its useful life, replacement of HVAC Control will be needed because parts are no longer available which adds to increase service costs and breakdowns.	
City Hall	Furnace Replacement		
City Hall	Roof Replacement		
City Hall	Elevator Updates		
City Hall	Parking Lot	Seal Coat and Striping - Preventative maintenance of parking lot, scheduled for a 7-10 schedule.	
City Hall	Exterior Painting		
Public Works Facility:			
Site Security	Security Improvements	Add fencing and gate to fully secure site. Additional yard lighting is necessary.	
Bldg. Electrical Service			
Heating System			

Work Bays	Concrete flooring	Add concrete flooring in open bay areas (90' x 75' x 6 inches). Extend drainage piping to existing oil/water separators for 5 bays.	
Building Exterior	Painting	De-oxidize and paint	
Structure	Stabilization	Stabilize building footings where erosion has caused destabilization	
Shop Yard Area	Paving	Add oil water separator and trench drains in front of shop bldg.	
Old PUD Storage Bldg.:			
Electrical System	Rewire	Electrical is at best minimal for existing usage	
Doors	Door Replacement	Sliding door is in need of replacement	
Storage Yard	Asphalt	Fenced Storage Yard needs to be asphalted,4,500 Sq. Ft.	
Roof	Maintenance & Repair	Snow brake need on roof to protect pedestrian traffic on 14th Street. Repair Required.	
Park Division Bldg.			
Electrical Wiring	Rewire and Improvement	Electrical wiring is now only barely adequate. Need new electrical service panel and rewire existing bldg. up to current code.	
Bldg. Exterior	Maintenance & Repair	De-oxidize and paint	

Bldg. Problems		Drainage is issue around bldg. Limited storage and size for current equipment and vehicles. Bldg will outgrow usefulness in three to five year timeline.	
Festhalle:			
Catering Kitchen		Design and install using existing space	
Interior Lighting		Options reviewed for the design and installation of alternative and enhanced lighting	
Floor Covering		Options reviewed for durability and function. upgrade flooring.	
Carpet Replacement		Replace damaged carpet. Evaluate flooring options.	
Upper Floor Storage Area		Design of options and use of upper floor area for storage and rooms.	

Addition of Screen/Projector		Evaluation of permanent and automated projector and screen	
HVAC System		Replace and update	
Roofing		Reroof	

Appendix G
Six-Year Parks Improvement Program
From 2014 to 2019

Facility	Project Name / Description	Cost
Community Pool:		
Pool Deck Area	Restore and enhance	
Pool	Pool Tile Repair / Replacement of some tile and regrouting of pool	
Pumps	Replace and upgrade	
Filtration System	Replacement of Solar Salt Filtration Units / Replacement of Solar Salt Filter System and controls.	
Office/Changing Rooms	Upgrade	
Pool Covers	Replace and upgrade	
Front Street Park:		
Rest Rooms	Refurbishment completed in 2012	
Gazebo	Refurbishment completed in 2012	
Electrical System	Rewire/upgrade / Electrical System is in need of upgrade to provide additional output to support festivals/events	
Brick Plaza	Maintenance / Brick Pavers need to be reset to level surface.	
Enchantment Park:		
Restrooms	Refurbish and expand	
Field Fencing	Install	
Irrigation System	Install and upgrade irrigation system	
Entrance Roadway	Cut slopes back and resurface entrance	
Play Structure	Enhancement and installation	
Waterfront Park:		

Restroom Building	Electrical Wiring Issue / Rewire needed	
Park Trails	Relocation (as necessary) and restoration of trails. This may include Wenatchee River bank stabilization and restoration to prevent trail erosion.	
North Bridge	Painting	
South Bridge	Painting	
Trail Lighting	Installation of illumination system for winter months.	
Parking Lot & Ent. Road	Grade Gravel Dust Coat	
Lions Club Park		
Pavilion	Roof Log Rafters / Need replacement	
Electrical (Pavilion)	Add lights and outlets	
Handicap Ramp (Pavilion)	Installed earthen ramp	

UTILITIES

UTILITIES ELEMENT

I. Introduction

The GMA requires the inclusion of an element for utilities in local comprehensive plans. The utilities element is intended to assure integration of the general location and capacity of existing and proposed utility facilities with the goals and policies of the land use element of the plan. Utilities in this instance generally refers to systems and services provided by nonpublic providers.

The utilities element has been developed in accordance with Section 36.70A.070 of the Growth Management Act to address utility services in the planning area. The utilities element is primarily intended to assure coordination of land use planning and infrastructure planning by nonpublic providers of utilities such as natural gas and telephone services.

The utilities element has been developed in accordance with the county-wide planning policies and has been integrated with all other planning elements to ensure consistency throughout the comprehensive plan. It specifically considers goals and policies relating to electrical lines, telecommunication lines, natural gas lines, and cable television lines.

II. Inventory and Analysis

The inventory presented in this element provides information useful to the planning process. It does not include all of the data or information that was gathered; however, it presents the relevant information. Additional data is listed in the bibliography and can be obtained at the county. Many public and private agencies are involved in regulation, coordination, production, delivery, and supply of utility services.

Natural Gas

There is no natural gas within the planning area nor does Cascade Natural Gas have any plans for an expansion of their gas lines from Wenatchee to the planning area.

Electrical Utilities

All public electric power in the planning area is provided by the Chelan County Public Utility District #1 (PUD), a special purpose public agency that is governed by an elected board of commissioners. The PUD, as a public utility, is required to provide service to everyone in its service area. According to the PUD, there is ample capacity to meet existing demand for both the incorporated areas of the county as well as the rural areas.

In 1990, the PUD commissioned R.W. Beck and Associates to prepare a *Long Range Transmission Planning Study*. The scope of the study included system planning and major station facilities. The study looked at contractual agreements and obligations, load forecasts, and basic planning and design criteria. The PUD updated this study in March of 1995. This study and subsequent updates are

hereby adopted by reference.

Improvements proposed for the planning area from the March, 1995, update include the possible reconductoring of the existing 115-kV line, composed of 4/0 copper conductors, between Anderson Canyon switchyard and Coles Corner. This line will approach 100 percent capacity by the year 2005.

Phone

Chelan County is served by Verizon for telephone service. There are various facilities located throughout the County and the cities of Chelan County. According to Verizon, the delivery of telecommunication services sometimes does not coincide with the exact location of customers. Many of the telecommunication facilities, including aerial and underground are co-located with those of the electrical power provider.

The telecommunications industry is currently in the midst of tremendous advances in technology. Both cellular and optical fiber technologies are transforming the way service is delivered in Chelan County. Like electricity, the provision of telecommunication services is driven by the needs of its customers. As the County grows, telecommunication facilities will be upgraded to ensure adequate service levels. It is also feasible that facilities will be upgraded as technology advances.

TV Cable

The City has a current franchise for cable service with TCI Cablevision (now called Charter Communications). The franchise agreement is for 15 years (running from November 1994 to November 2009). The franchise agreement is a nonexclusive agreement. TCI Cablevision currently utilizes cable connections to dwelling units. Future technology may allow direct data link to individual dwelling units via satellite dishes making cabled systems obsolete.

III. Goals and Policies

Goal 1: Provide public utilities in a manner which is compatible with the natural environment and which assures the orderly economic development of land.

Goal Rationale: Utility projects should be coordinated to reduce cost and inconvenience to the public, and should be aesthetically compatible with surrounding land uses.

Policy 1: Require effective and timely coordination of all public and private utility trenching activities.

Rationale: Coordination of utility trenching activities will allow less costly and less frequent right-of-way repairs and fewer inconveniences to the public.

Policy 2: Require the undergrounding of all new electrical distribution and communication lines where reasonably feasible and not a health threat. Encourage the undergrounding of all

existing electrical distribution and communication lines where reasonably feasible and not a health threat.

Rationale: Underground utilities help protect the safety of citizens, reduce maintenance costs and improve the aesthetics of the planning area.

Policy 3: Encourage the consolidation of utility facilities and communication facilities where reasonably feasible.

Rationale: Consolidation will reduce the overall costs to the public. Examples of facilities which could be shared are towers, poles, antennas, substation sites, trenches, and easements.

Policy 4: Require the placement of cellular communication facilities in a manner to minimize the adverse impacts on adjacent land uses.

Rationale: Compatibility with adjacent land uses should be a strong consideration when reviewing such facilities.

Policy 5: Encourage the use of energy conservation design strategies in new construction and rehabilitation of residential, commercial, industrial, and public facility structures.

Rationale: As the planning area develops, the demand for energy will grow. Conservation is vital to maintaining levels of service without costly facility improvements.

Policy 6: Encourage conservation and use of cost-effective alternative energy sources.

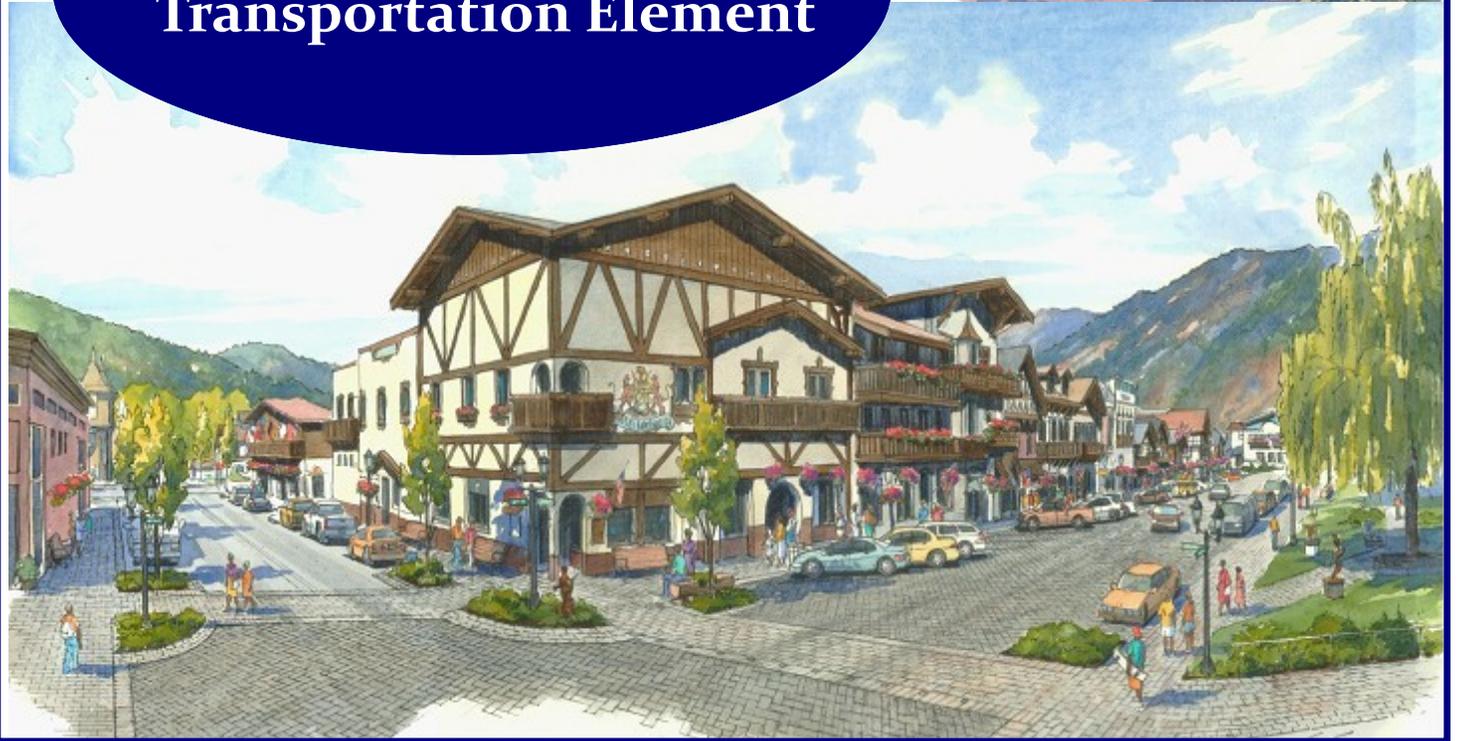
Rationale: Water used to generate electricity is under increased demand for many different purposes. Energy conservation is essential as the planning area accommodates more people. The utilization of other energy sources should be explored and implemented where feasible.

Policy 7: Chelan County and the City of Leavenworth shall coordinate their roadway projects with planned utility expansions, improvements, or extensions where shared sites or rights-of-way may be appropriate. Chelan County and the City of Leavenworth shall also require utility purveyors to coordinate their utility expansions, extensions, or improvements where shared sites or rights-of-way may be appropriate.

Rationale: Coordination will allow consideration for the appropriate locations of utilities and timing of utility installations.



**City of Leavenworth
Transportation Element**



Transportation Element

CITY OF LEAVENWORTH

Prepared for:



November 2009

Prepared by:



In Association With:



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Introduction

The City of Leavenworth, located just east of the crest of the Cascade Mountains, in the upper reaches of the Wenatchee River Valley, is primarily accessed by US Highway 2 (US 2). The City's transportation network is nestled within the confines of the adjoining steep mountain topography and the National Forest lands that abut the City limits. The Wenatchee River runs through the City and the Burlington Northern Railroad passes by to the northeast. The City is home to approximately 2,295 people, with another several thousand residing in the surrounding, unincorporated areas of Chelan County. The most prominent appeal of the City is the illusion of Bavaria it has created to promote tourism and economic development. Tourists travel from across the State, Nation, and World to visit, shop, relax, and recreate within the City. This tourist theme, along with the vast recreational opportunities, beautiful scenery, and distinct seasons, has resulted in the area becoming a desirable place to live and visit.

Continuing growth and an increase in tourism has created the need to systematically address future transportation needs within the City. The growing population and changing nature of the regional economy have required the City to reconfirm the transportation projects to serve both current and projected land use growth. Growth in the City of Leavenworth includes residential housing, seasonal vacation housing, and new retail and tourist-based employment. This recent and forecast growth continues to add pressure to the transportation system serving the City.

The Transportation Element builds off of prior planning efforts by the City, County, Washington State Department of Transportation (WSDOT), North-Central Regional Transportation Organization (RTPO), and LINK Transit. All modes of transportation have been addressed, including motor vehicle, non-motorized, rail, transit, aviation, and waterborne. As required by the Washington State Growth Management Act (GMA), a prioritized transportation project list, financing strategies, and implementation measures have been included in the Transportation Element.

Background and Purpose

The Transportation Element was last updated in 2003 as part of a larger update to the entire Comprehensive Plan. Since that time, several items have occurred that have led the City to reconfirm their transportation priorities and long-term project list. Items that have contributed to the update of the Transportation Element include:

- Increased development in the City and UGA
- Possible new road connection between Titus Road and Chumstick Highway;
- Creation of the Downtown Master Plan;
- Construction of a new Amtrak Railroad Station;
- Completion of the Upper Valley Regional Trails Plan;
- Increased tourism and recreation in the area;
- Possible creation of a Peshastin Urban Growth Area (UGA);
- Completion of a new interchange at US 2 / US 97;
- Continued deterioration of the street system due to the harsh winter environment; and,
- Reduced state and local funds for transportation maintenance and capital improvements.

Collectively, these items have created the need for a more thorough and systematic analysis of the transportation needs within and surrounding the City. The City has an opportunity to realign transportation and land use and to identify or reconfirm improvements to the City's transportation facilities. In addition, Chelan County recently completed an update of its Transportation Element. Since much of the growth in Leavenworth is targeted for the UGA, the County and City have jointly updated their respective Transportation Element's to be consistent and complimentary of each other. This approach allows for shared project lists, similar funding strategies, and an evaluation of the entire regional transportation system.

The Transportation Element establishes a vital link between land use and City transportation facilities and services needed to meet current system deficiencies and to support future growth, economic development, recreation, tourism, livability, and the full range of activities anticipated in the City. The anticipated types, intensity, and timing of land development in the City, and its UGA, will help determine the mode of transportation people choose to use. In addition, land use decisions outside of the City impact the transportation system, and attention must be paid to the anticipated development in the UGA and surrounding unincorporated County areas.

The Transportation Element is a key component to the City's Comprehensive Plan. It identifies the City's goals and policies for transportation as well as the City's transportation priorities, level-of-service (LOS) standards, long-term projects, and financial strategies. The Transportation Element was developed in accordance with the GMA.

Growth Management Act

The link between land use and transportation is a focus of the GMA. The purpose of the Transportation Element is to provide the City with a guide for transportation system improvements to meet existing and future travel needs, and a means for integrating these improvements with the State, County, and regional transportation system.

The GMA requires that the following topics be addressed within the Transportation Element:

- Land use assumptions used in estimating travel demand;
- An inventory of existing transportation facilities and services;
- Level of service standards to gauge the performance of the system;
- Identification of actions and requirements needed to bring existing facilities and services up to standard;
- Forecasts of future traffic based on the Land Use Element;
- Identification of improvements and programs needed to address current and future transportation system deficiencies, including Transportation Demand Management strategies;
- A realistic multi-year financing plan that is balanced with the adopted level of service standards and the Land Use Element; and,
- An explanation of intergovernmental coordination and regional consistency.

Local transportation elements must also include the following:

- State-owned transportation facilities in the transportation inventory;
- The level of service (LOS) for state-owned transportation facilities;
- Identification and assessment of GMA concurrency and the applicability to highways of statewide significance; and,
- An estimate of the impacts to state-owned transportation facilities resulting from local land use assumptions.

The City of Leavenworth Transportation Element incorporates and addresses each of the GMA requirements for local transportation elements.

Process Overview

The update of the Transportation Element was completed in a series of steps. Figure 1 highlights the process that was followed in preparing the updated Transportation Element.

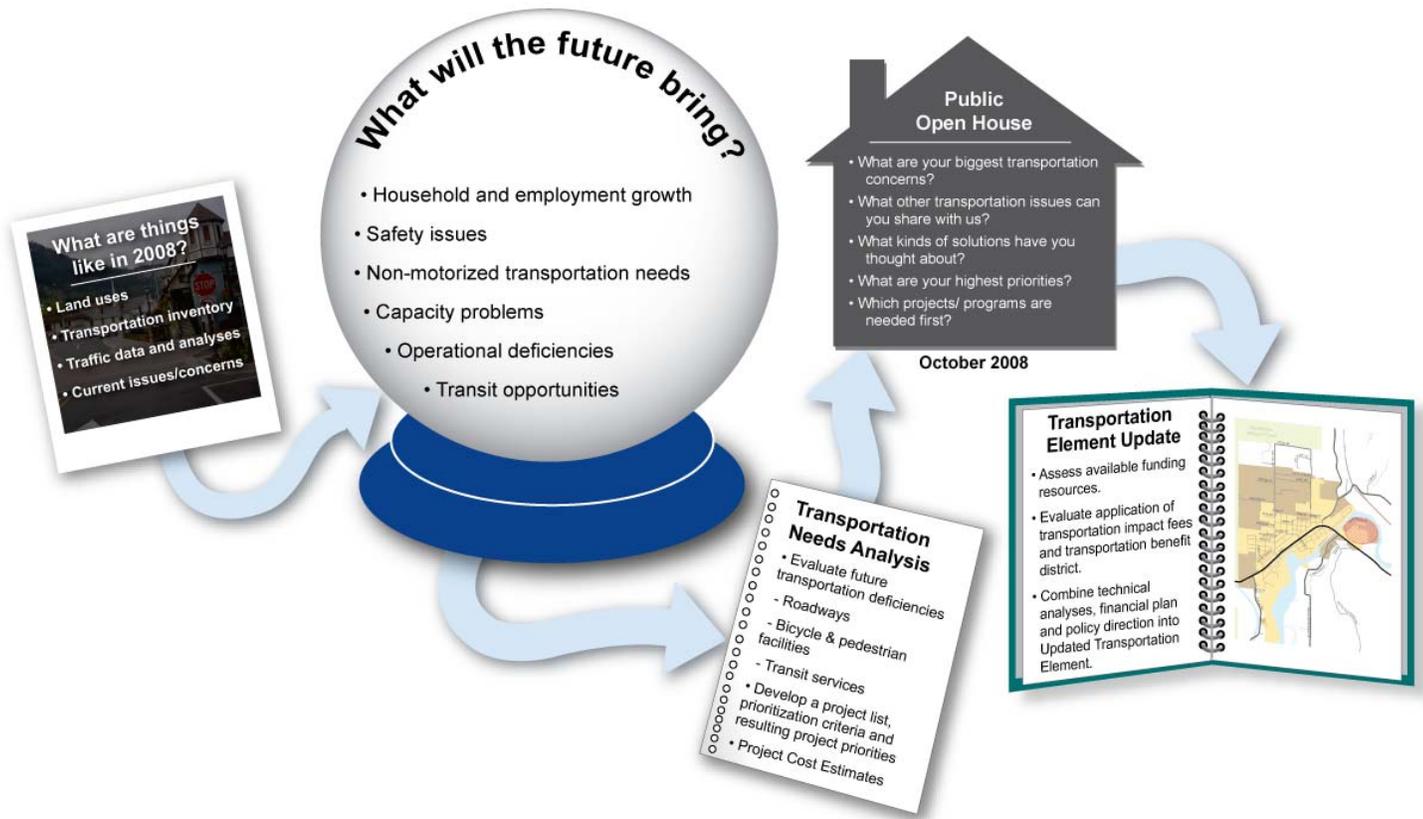


Figure 1. Plan Process

Public Involvement

The public involvement program included participation at several levels. A Steering Committee was formed that gave specific guidance to the work of the project team. It was composed of representatives from the City and County Planning Commission and City Council. Two open houses were held to obtain input from the general public. They were held jointly with Chelan County as part of their Transportation Element update.

The Steering Committee met on a monthly basis during the development of the Transportation Element. These meetings began in June 2008 and ended in December 2008. The meetings enabled the Steering Committee to review and consider the draft products of the project team, while also providing direction on main policy considerations. The Steering Committee had a significant role in directing the study effort and participated throughout the project.

The first public open house was hosted by Chelan County and held in June 2008 in the City of Wenatchee. Existing issues and objectives of the study were discussed and shared among attendees. The second open house was hosted by the City of Leavenworth and held at the Fire Hall off of Chumstick Highway in Leavenworth. The public was asked to review and comment on the future projects and provide input on overall project priorities.

The open houses were advertised through press releases to the local media, web site notification, posting in the city newsletter, and an email to interested stakeholders for broader distribution to organizations and interest groups. Public feedback from the open houses was provided to the

Steering Committee for their consideration. Meeting agendas and notes are available in Appendix A.

The City website offered project information, notices of upcoming meetings, and a posting of all meeting and open house materials. Interested community members had access to all information online and also expressed views or raised questions via email. The website was hosted and maintained by the City of Leavenworth throughout the life of the project.

Plan Objectives

A number of primary objectives, developed by the Steering Committee members, are addressed by the Transportation Element. They include:

- Address future transportation needs over the next 20 years;
- Update the Transportation Element of the Comprehensive Plan as required by GMA;
- Engage the community in the planning process;
- Establish a fundamental link between City land use and transportation facilities to address concurrency;
- Focus on the City and UGA and links into the other unincorporated areas of the County;
- Consider all modes of transportation including motor vehicle, aviation, rail, transit, waterborne, and non-motorized;
- Prioritize transportation investments for all modes;
- Develop realistic finance and implementation strategies;
- Refine standards that are consistent with community goals; and,
- Better define the level of developer contributions.

Organization of the Transportation Element

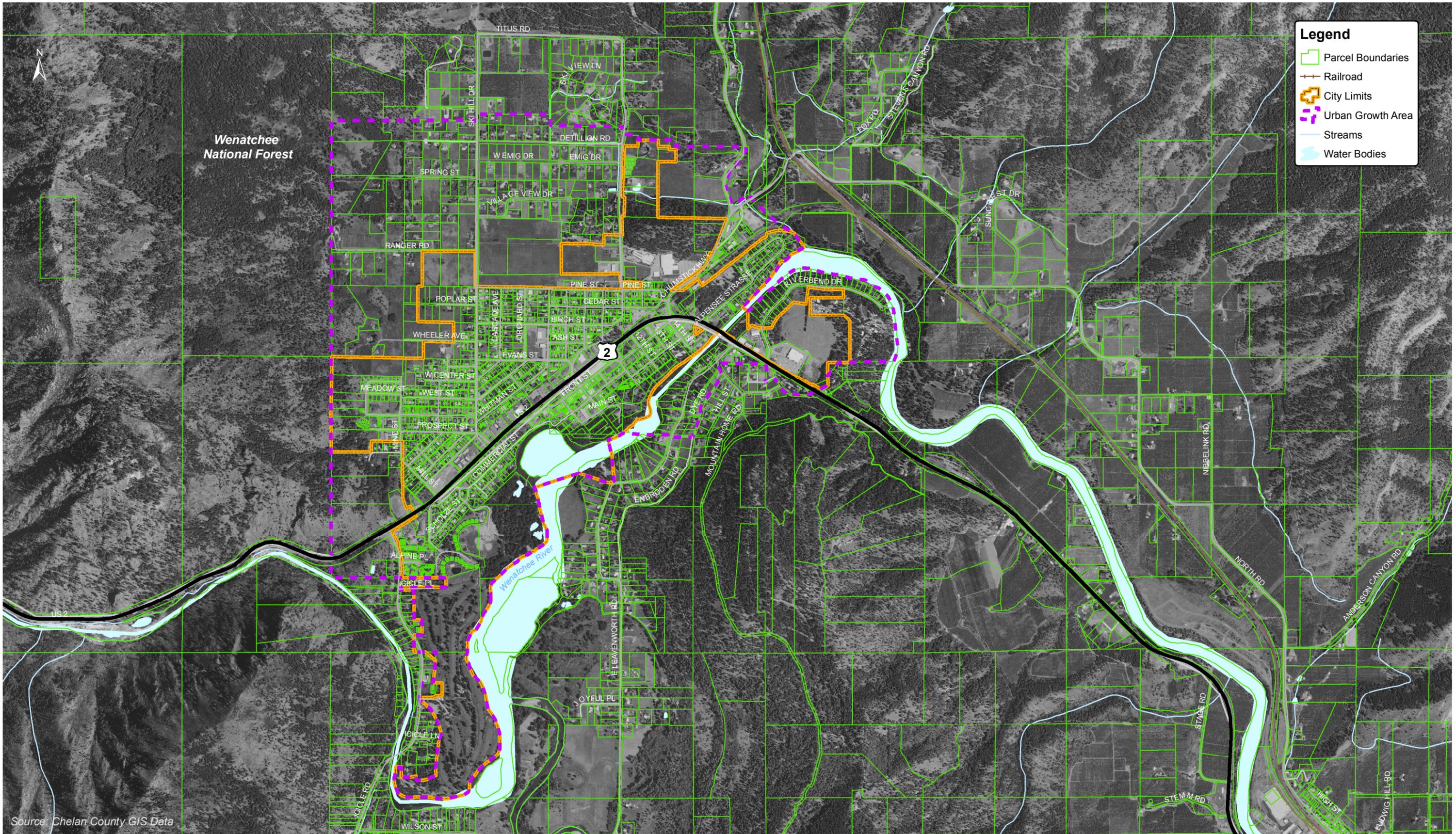
The Transportation Element is organized in a series of chapters addressing each of the primary components of the planning process. The chapters are as follows:

1. Introduction
2. Goals and Policies
3. Inventory of Transportation Facilities
4. Land Use and Travel Forecasts
5. Transportation Systems Plan
6. Finance and Implementation Program
7. Relationship to Other Plans

Appendix material is also provided that contains more detailed information and background data used in the development of the Transportation Element.

Study Area

The study area for the Transportation Element includes the City, the City's Urban Growth Area, and surrounding, unincorporated areas of Chelan County. Since the City is only directly responsible for the street system within the City limits and for roadways not designated as State Highways, the planning effort primarily focused on the City arterial and collector system. However, since the City anticipates annexation of the UGA at some point in the future, the same amount effort was also placed on roadways within the UGA. Figure 2 illustrates the study area for the Transportation Element, while also highlighting property boundaries and many of the major transportation facilities.



Study Area

Leavenworth Transportation Element

M:\07\07376.01 Leavenworth Transportation Plan\Graphics\GIS\MXD\Figures\FIG2_StudyArea.mxd



FIGURE



Goals and Policies

By broad definition, the formulation of goals and policies is a fundamental step in the transportation planning process. Goals and policies describe the desired end result of a transportation element as well as directions on how to get there. More specifically, goals describe in broad, general terms, a desired future condition, which is consistent with the community's ideals or vision. Policies are statements that describe courses of action designed to achieve the goals and objectives.

Goal 1: Provide a balanced, multi-modal transportation system for the community that supports the safe, efficient movement of people and goods.

Goal Rationale: The Growth Management Act requires that the comprehensive plan be internally consistent. The transportation element and the land use element will be consistent because the transportation element is prepared based upon assumptions developed in the land use element.

Supportive of General Land Use Plan Designations and Development Patterns

Policy 1.1: The provision of transportation facilities and services shall reflect and support the land use designations and development patterns identified in the Land Use Element of the Leavenworth Comprehensive Plan. The design and implementation of transportation facilities and services shall be based on serving current and future travel demand – both short-term and long-term planned uses.

Rationale: This policy will insure that there is consistency between transportation systems and land use densities.

Growth Management

Policy 1.2: The construction of transportation facilities in the Leavenworth planning area shall be timed to coincide with community needs, and shall be implemented so as to minimize impacts on existing development. Prioritization of improvements should consider the City's level of service standards, concurrency policies, and financial constraints.

Rationale: Project priorities may change over time, depending on the intensity and location of development, performance of the transportation system, and the available funding.

Policy 1.3: The City of Leavenworth shall implement its Level of Service (LOS) standard and performance measures as follows:

- Concurrency shall be measured for the average vehicle traffic volume for a typical weekday during the PM peak hour;
- SEPA shall be evaluated consistent with concurrency but could include additional analysis for other time periods based on the discretion of the City Public Works Director;
- Intersection (delay) and street segment (volume/capacity) analysis will use one-hour LOS as a screening tool to determine capacity deficiencies;
- Concurrency requirements do not apply to facilities and services of statewide significance per RCW 36.70A.070(6). Facilities of statewide significance such as US 2 are to be consistent with the Washington State Highway Plan, designated as LOS D; and,
- City and Urban Growth Area – LOS D will be acceptable.

Rationale: Identifies how and when LOS, concurrency, and SEPA are applied and the standard by which the City will plan under.

Policy 1.4: Off-site improvements to streets or the provision of enhanced pedestrian and bicycle facilities in the Leavenworth planning area may be required as a condition of approval for land

divisions or other development permits based on the State Environmental Policy Act (SEPA) or the City's adopted development regulations.

Rationale: SEPA and development code requirements will help implement needed transportation improvements.

Policy 1.5: Transportation improvements which are identified in the Transportation Element shall be implemented concurrently with new development. Concurrent with development means that improvements or strategies will be in place at the time of development, or that a financial commitment will be in place to complete the improvements or strategies within six years.

Rationale: Concurrency is required for transportation under the GMA.

Policy 1.6: Substandard streets and future public right-of-way needs will be addressed concurrently at the time of development unless there is a system-wide benefit, in which case the City Council may authorize the City to participate in the improvement.

Rationale: Improvements that have system wide benefits will be a higher priority than infill projects or frontage improvements that primarily benefit one property owner or developer.

Economic Development

Policy 1.7: To support the mobility needs of local businesses and industry, the Leavenworth transportation system shall consist of the infrastructure necessary for the safe and efficient movement of goods, services, and people throughout the Leavenworth area.

Rationale: The transportation system contributes to the overall economic vitality of the community.

Livability & Environment

Policy 1.8: Transportation facilities in the Leavenworth planning area shall be designed and constructed to mitigate noise, neighborhood disruption, economic losses to the private or public economy, and social, environmental, or institutional disruptions.

Rationale: Community impacts are an important consideration when implementing projects.

Policy 1.9: Transportation facilities and system improvements shall be designed to minimize energy consumption and to encourage the use of public transportation, bikeways, sidewalks, and walkways.

Rationale: Context sensitive solutions and alternative design strategies will help the City achieve sustainable practices and promote non-motorized travel.

Intergovernmental Coordination and Consistency

Policy 1.10: The City of Leavenworth shall coordinate its transportation planning and construction efforts with those of the North Central RTPO, the Washington State Department of Transportation (WSDOT), LINK Transit, Chelan County, and other agencies. Leavenworth's Transportation Element will be consistent with those developed at the regional and state level.

Rationale: The City transportation system is part of a larger regional system.

Integrated System of Transportation Choices

Policy 1.11: Encourage transportation solutions that are cooperatively developed and support an integrated system of public transportation services, street facilities, transportation system management (TSM)/demand management programs, and land use policy.

Rationale: An integrated system should enhance mobility by providing a range of transportation choices for the public.

Policy 1.12: The Transportation Element should facilitate the development of circulation streets within the urban growth area.

Rationale: A circulation system will facilitate all modes in and out of the urban growth area. In addition, a network of circulation streets provides an efficient means for snow plowing and movement of other service vehicles, such as garbage trucks.

Goal 2: Encourage plans and design standards that consider all transportation system user needs.

Goal Rationale: In 2005, the State amended the GMA to encourage local governments to complete their non-motorized transportation plans (NMTPs) with comprehensive networks for pedestrian and bicycle travel. Specifically, the GMA amendments require communities to consider urban planning approaches that promote physical activity and require that a bicycle and pedestrian component be included in the transportation element of a comprehensive plan.

Policy 2.1: The safety and convenience of all users of the transportation system, including motor and freight vehicle drivers, bicyclists, pedestrians, and public transportation users, shall be accommodated and balanced in all types of transportation and development projects, and through all phases of a project.

Examples of how the policy may be implemented:

- Design and construct right-of-way improvements in compliance with the Americans with Disabilities Act (ADA) accessibility guidelines;
- Incorporate features that create a pedestrian friendly environment, such as:
 - narrower traffic lanes,
 - median refuges,
 - curb extensions ("bulb-outs"), and
 - buffers between travel lanes and the sidewalk, space to also accommodate street trees.
- Improve pedestrian accommodation and safety at intersections by using good geometric design to minimize crossing distances and increase visibility between pedestrians and motorists; and,
- Reclaim street space for other uses through the use of "road diets" e.g., reduce travel lanes widths to add on-street bicycle lanes.

Rationale: Through the revised GMA, the State suggests that agencies review local regulations to ensure that bicyclists and pedestrians are adequately planned for in street and subdivision development standards, parking standards, and parking lot design. Also, local governments should comply with the Americans with Disabilities Act not only to provide access for the disabled, but also for people with strollers and walkers.

Policy 2.2: The bicycle, pedestrian, equestrian, and cross-country ski trails identified in the Recreation Element and the Upper Valley Regional Trails Plan should be recognized and supported for their value as part of the local transportation system.

Rationale: To help complete a network of non-motorized facilities that link rural and urban sidewalks, bicycle lanes, paths, and trails.

Policy 2.3: Support the application of modified street standards along existing collector and local streets while considering multi-modal needs and the costs and impacts of improvements

associated with acquiring additional right-of-way and the reconstruction of existing facilities while maintaining a minimum road width to accommodate expected traffic volumes and emergency vehicles, per the adopted Street Design Standards.

Rationale: To improve existing streets and public rights-of-way without significantly impacting adjoining property owners or the environment and to provide the necessary facilities that are appropriate for the level of development planned for the area.

Policy 2.4: Include provisions to address snow removal and storage in the design of streets and other transportation facilities.

Rationale: Designs need to work for all the seasons of the year, especially during the winter when heavy snow fall may impact the area.

Goal 3: Maintain and improve the safety and mobility of the arterial and collector street system.

Goal Rationale: Increased development is projected for the planning area. The safe and efficient movement of people and goods primarily rely on the City's arterial and collector street system.

Policy 3.1: Identify clear mobility and safety objectives as to the purpose of a street improvement project at the outset of the project or when updating the City's six-year Transportation Improvement Program.

Rationale: Clear objectives assist in building public support and understanding of why the City is investing or supporting a particular street improvement project and may also influence the final design features being considered.

Policy 3.2: WSDOT should recognize the priorities, constraints, and concerns expressed in the Transportation Element.

Rationale: State agencies are required to comply with the GMA.

Policy 3.3: Access to and from US 2 should be along existing local side streets, to the maximum extent possible, to avoid unnecessary traffic hazards and to maintain safety and adequate mobility along this route.

Rationale: Preserve capacity along US 2 and provide for a more complete system of local roadways.

Policy 3.4: Restrict the creation of new driveways along arterials and collectors if access can be accommodated by a local access street.

Rationale: Enhance traffic flow, improve overall circulation, and increase safety.

Policy 3.5: Support construction of new local and collector streets, along with an additional access point to US 2 east of Safeway, in the Riverbend area to improve circulation for both non-motorized and motorized travel.

Rationale: Desirable to provide additional access to the KOA campground and relocate vehicles away from the local residential area along the river.

Policy 3.6: Work with WSDOT and Chelan County to discourage diversion of traffic from US 2 and Chumstick Highway onto local streets.

Rationale: New or upgraded collector streets should serve adjoining land uses, not act as alternative routes to bypass a major arterial.

Policy 3.7: Recognize US 2 as not only a regional highway, but also as the City's "main street" by improving intersection operations and safety for the minor street approaches at unsignalized locations.

Rationale: Several intersections along US 2 are projected to operate poorly in the future.

Policy 3.8: Seek to establish or maintain a reasonable interval between local access streets and collector streets in residential areas to promote improved circulation and access for all modes of travel.

Rationale: Creating a pattern of continuous and reasonably spaced streets provides for the long-term economic, social, and recreation benefits to the community.

Goal 4: Encourage the development of public transportation options.

Goal Rationale: Public transportation could provide an increasingly more valuable service, reduce downtown parking needs, help support tourist business, and save energy.

Policy 4.1: Support efforts to provide scheduled passenger rail service in Leavenworth.

Rationale: Rail service would help to mitigate automobile impacts in the area, and would enhance tourist access and economic development.

Policy 4.2: Support additional public transit service and construction of park & rides to provide local residents improved travel choices.

Rationale: Additional public transit in the Leavenworth area would help to mitigate traffic impacts and provide residents with improved travel choices.

Policy 4.3: Require transit facilities and services as mitigation, where appropriate, for new developments.

Rationale: Bus pullouts, ADA accessible transit stops, or new transit shelters should be considered as part of new development or redevelopment.

GOAL 5: Provide a transportation system for the Leavenworth planning area that is funded adequately to meet current and future capital, maintenance and operational needs.

Goal Rationale: Funding strategies should be in place to implement the Transportation Element.

Capital Improvements

Policy 5.1: Use a portion of Motor Vehicle Fuel Tax funds to finance capital improvements to the transportation system.

Rationale: Not all tax revenues should be entirely focused on maintenance.

Policy 5.2: Seek federal funding for capital improvements through participation in the North Central RTPO.

Rationale: Federal dollars are distributed to local communities through the RTPO.

Policy 5.3: Aggressively pursue the awarding of federal, state, and private grants individually or through partnerships with other agencies to augment street and non-motorized capital improvements.

Rationale: There are less grant dollars available, and the grants that are available are becoming more and more competitive.

Street and Sidewalk Maintenance and Operations

Policy 5.4: Continue to fund street and sidewalk maintenance and operations through the use of Motor Vehicle Fuel Tax and Property Tax revenues.

Rationale: Preservation of the existing transportation system is a high priority.

Policy 5.5: Seek additional funding sources to meet the long term financial requirements of sustaining a perpetual life street maintenance program.

Rationale: Repairing streets and sidewalks before they fail will avoid costly capital improvements.

Development Review

Policy 5.6: Establish traffic study guidelines and require new development to complete a traffic study that identifies the impacts to the transportation system.

Rationale: Consistent guidelines for the review of transportation impacts will assist the City in evaluating development applications and identifying possible mitigation.

Policy 5.7: Require those responsible for new development to mitigate their development's impacts to the transportation system, as required by the Growth Management Act (Chapter 36.70A RCW) and State administrative rules (WAC 365-195-510), concurrent with the development of the property.

Rationale: The City is required to plan under state laws.

Policy 5.8: Establish and implement a development review process for transportation that addresses concurrency, SEPA, Street Development Standards, and other mitigation requirements. Review the cumulative transportation impacts of new development and implement methods of sharing mitigation costs.

Rationale: A development review process should be established to assist in implementing projects concurrent with new development.

Policy 5.9: Require new development to provide full or partial street improvements to expand or improve access to areas with existing or future development potential, consistent with adopted Street Design Standards.

Rationale: New development should fund improvements primarily benefiting themselves while also providing the necessary street facilities that are appropriate for the level of development planned for the area.

Other Funding Strategies

Policy 5.10: Consider formation of a Transportation Benefit District and/or adoption of a transportation impact fee (TIF) program to help fund transportation improvement projects.

Rationale: New local funding for capital improvements is necessary to provide matching funds for grants and address the City's share of project related costs.

Policy 5.11: Explore and implement other public/private funding options, such as Local Improvement Districts (LID) and Parking and Business Improvement Areas (PBIA).

Rationale: Projects that benefit a particular area should be partly financed by the property owners who receive the benefits of the improvements.

GOAL 6: Implement the adopted goals, policies, projects, and programs of the Leavenworth Transportation Element

Goal Rationale: The Transportation Element provides the framework by which the City implements transportation improvements.

Policy 6.1: The City of Leavenworth shall use the Transportation Element as the policy foundation for actions by decision-makers, advisory bodies, staff, and citizens on transportation issues. The goals, policies, recommended projects and programs shall be considered in all decision-making processes that impact or are impacted by the transportation system.

Rationale: The Transportation Element identifies the transportation system the City is planning towards.

Policy 6.2: The City of Leavenworth shall use the Transportation Element to:

- Describe the classification or function of all streets within the Leavenworth planning area. Policies found in the Plan shall be used to develop connective collector and local street circulation patterns.
- Review and revise the existing street design standards in the Leavenworth Municipal Code based on recommendations in the Transportation Element.
- Require new development to address all travel modes within a development and in coordination with existing and other proposed development. Street design standards in the Leavenworth Municipal Code are to be used to secure adequate public street and sidewalk facilities.
- Identify measures and programs to be undertaken to enhance mobility for all travel modes.
- Form the basis from which identified projects are placed into the regional and state transportation improvement programs.

Rationale: The Transportation Element can assist in implementing transportation projects.

Policy 6-3: The City of Leavenworth shall consider and apply the goals, policies, projects, and maps contained in Transportation Element in the review of land use actions and development applications.

Rationale: The Land Use and Transportation Elements of the Comprehensive Plan are supportive of each other.

Inventory of Transportation Facilities

The transportation system in the City of Leavenworth consists of state highways, arterials, local streets, transit facilities and services, pedestrian and bicycle facilities, and rail lines. The inventory of existing transportation facilities and services was updated as part of the Transportation Element. Major elements of the existing transportation system are summarized in this section. The inventory covers the street system characteristics, traffic volumes, traffic operations, traffic safety, transit service, pedestrian, bicycle, and equestrian facilities, and freight facilities.

Roadway System

Functional classification is the grouping of roadways by function. Based on the 2003 Transportation Element, the City has established four types of street classifications: major arterials, secondary arterials, collectors, and local streets.

State Highways

US Highway 2 (US 2) links Leavenworth and Wenatchee to the east with Monroe and Everett to the west. It is classified as a Highway of Statewide Significance. Within the City, it is a three-lane arterial with 12-foot travel lanes, 5-foot bicycle lanes, and curbs/gutters and sidewalks on both sides. The right-of-way width is approximately 60 feet along the corridor. The center lane is a two-way left-turn lane. The posted speed limit is 30 mph within City limits. There are three traffic signals at the intersections of Evans Street/Ninth Street, Chumstick Highway, and Riverbend Drive. Right-turn lanes are provided at the intersections of Evans Street/Ninth Street, Chumstick Highway, and Riverbend Drive.

Major Arterials

Chumstick Highway (formerly known as SR 209) is a County rural major collector connecting Leavenworth to Plain and Lake Wenatchee. This north-south arterial has two 11-foot travel lanes with 2-foot paved shoulders, and approximately 60 feet of right-of-way. Within the City, the posted speed limit is 25 mph. A sidewalk is available on the northwest side of the road from US 2 to Cascade High School.

Secondary Arterials

Ski Hill Drive is a two-lane north-south secondary arterial connecting US 2 to the south to Titus Road to the north. Shoulders are provided outside of City limits, but not within the City limits. Within the City, the right-of-way width is 70 feet between Whitman Street and US 2, and 45 feet on other sections south of Pine Street. The posted speed limit on Ski Hill Drive is 25 mph.

Titus Road is a two-lane secondary arterial connecting Pine Street to the south with Ski Hill Drive to the north via a loop road connection. South of the middle school, the street has 8 to 10 foot paved shoulders on both sides and a 5-foot concrete sidewalk on the east side. Titus Road has a posted speed limit of 35 mph north of the school zone.

Pine Street is a two-lane east-west secondary arterial connecting Ski Hill Drive to the west with Titus Road and Fir Street to the east. It has 10 to 11 foot travel lanes, no shoulders, and minimal turning radii (15 to 20 feet) at the intersection with Fir Street. The posted speed limit is 25 mph.

Fir Street is a secondary arterial, which is only one block in length, connecting Pine Street to the north with Cedar Street to the south. To the north, it is a through street connecting with Pine Street at a 90-degree turning intersection. To the south, Fir Street terminates as a stop-controlled "T"

intersection with Cedar Street. It has 27-foot pavement width with no striping or pedestrian facilities provided. The posted speed limit is 25 mph.

Icicle Road is a two-lane secondary arterial connecting with US 2 at the western City limit. This road serves the south part of the City and the rural unincorporated County. It also provides access to US Forest Service recreational areas up the Icicle Creek valley. The right-of-way width can range between 25 to 60 feet along the corridor.

East Leavenworth Road is a two-lane rural major collector connecting Icicle Road to the south and US 2 to the north. The section just south of US 2 is located within the City's UGA. This road also serves mostly rural unincorporated portions of the County. The right-of-way width is approximately 60 feet along the corridor.

Collectors

The following streets within the downtown commercial core are identified as collectors: **Front Street, Commercial Street, W. Commercial Street, and Ninth Street**. Other collectors serve residential and commercial areas north of US 2: **Mill Street, Mine Street, and Evans Street**. The connection between Pine Street and Evans Street, along **Burke Avenue, Birch Street, Price Avenue, and Sherbourne Street** is also classified as a collector. These collectors have two lanes and a 25 mph speed limit. Table 1 identifies the main characteristics of each classified street, including a range of existing right-of-way width.

Table 1. Summary of Arterial/Collector System Main Characteristics

Classification	Name	# Lanes	Posted Speed	Current ROW ¹	Sidewalks	Bike Lanes
State Highway	US 2	3	30	60	Yes	Yes
Major Arterial	Chumstick Highway	2/3	25	~60	Partly	No
Sec. Arterial	Titus Road	2	35	25 to 60	Partly	No
Sec. Arterial	Icicle Road	2	35	25 to 60	At junction	No
Sec. Arterial	E. Leavenworth Road	2	35	~60	No	No
Sec. Arterial	Pine Street	2	25	20 to 60	No	No
Sec. Arterial	Fir Street	2	25	40	No	No
Sec. Arterial	Ski Hill Drive	2	25	45 to 70	Partly	No
Collector	Evans Street	2	25	~50	Yes	No
Collector	Front Street	2	25	25 to 60	No	No
Collector	Commercial Street	2	20	20 to 70	Partly	No
Collector	Mill Street	2	25	~50	No	No
Collector	Mine Street	2	25	~50	No	No
Collector	Burke Avenue	2	25	50	No	No
Collector	Birch Street (from Burke to Price)	2	20	40 to 80	Yes	No
Collector	Price Avenue (Birch to Sherbourne)	2	20	~60	Yes	No
Collector	Sherbourne Street (Price to Evans)	2	25	~60	Yes	No
Collector	W. Commercial Street	2	25	25 to 60	No	No
Collector	9th Street (US 2 to Commercial)	2	25	60	Yes	No

Source: Transpo Group 2009

1. Base on City's GIS database.

Local Access Streets

Roadways not mentioned previously are considered local streets. Within the City, the legal speed limit is 25 mph, unless otherwise posted. In the County, the legal speed limit is 35 mph, unless otherwise posted. Generally, local streets are two-lane roadways providing direct access to adjacent properties.

Street Design Standards

Applicable roadway design standards as defined by the Leavenworth Municipal Code (Chapter 14.14) are shown on Table 2.

Table 2. Roadway Design Standards

Type	ROW Width	Purpose
Urban collector	60'	Collects traffic from a region and/or the primary road to which local access roads from neighborhoods/commercial/industrial areas connect
Urban local access	50'	Provides access and circulation within commercial areas and single/multi-family neighborhoods
Industrial local access	44'	Provides access and circulation within industrial areas
Fire apparatus (private)	20'	Serves two to three single family residential lots or the equivalent ADT producer for other land uses
Driveway (private)	20'/10'	Serves one single-family residential lot or the equivalent ADT producer for other land uses

Source: Leavenworth Municipal Code (Chapter 14.14)

The urban collector standard includes two 12' traveled lanes, a two-way left-turn lane and 5' sidewalks on each side. This standard is also applied to arterials. The urban local access standard includes two 12' traveled lanes, a parking lane, and 5' sidewalks on each side.

County collectors also have a minimum right-of-way design standard of 60 feet.

Right-of-Way

The right-of-way analysis summarized in the 2003 Comprehensive Plan indicates that a number of streets designated as arterials or collectors currently do not meet the right-of-way minimum standard of 60 feet. Examples of collector street sections that have substandard right-of-way include:

- Ski Hill Drive between Whitman Street and Pine Street;
- Evans Street between Orchard Street and Summit Avenue;
- Fir Street between Pine Street and Chumstick Highway.

Other right-of-way deficiencies include Pine, Commercial, and Poplar, as well as County roads and private roads within the UGA.

Pavement Conditions

Many of the City and County roads were built with little or no subsurface or base material. As a result, many City streets are in poor condition regarding pavement condition. In recent years, the City has made improvements to a number of streets with the limited funding that is available, with most of the effort going towards the downtown commercial area. However, there is still a substantial amount of deferred maintenance of streets with poor pavement conditions. It is likely that some of the roadways are beyond a chip seal or overlay treatment, and instead require a significant capital investment to repair the roadway and supporting sub grade material.

Traffic Volumes

Weekday Traffic Volumes

Daily traffic volumes along US 2 were obtained from WSDOT for 2007. Average daily volumes along US 2 range from 5,000 vehicles per day (vpd) west of Icicle Road to 14,000 vpd just east of Chumstick Highway. Historical counts in Peshastin show an average annual growth rate of 1.9 percent since 1998, which means a total increase of approximately 2,000 vpd over the last 10 years.

Tube counts collected in 2008 provided information on daily volumes on other roads and streets. Figure 4 illustrates the daily volumes at various locations throughout the city. The highest daily volumes off of US 2 are experienced on Chumstick Highway (5,100 vpd), Icicle Road (4,300 vpd), Ski Hill Drive (1,800 vpd), Titus Road (1,800 vpd), and East Leavenworth Road (1,500 vpd).

Seasonal Variations

The segment of US 2 through Leavenworth experiences extreme seasonal changes in traffic, as well as high volumes of weekend travel. Summer traffic in Leavenworth typically is significantly higher than other times of the year: This is primarily due to the tourism and recreational activities occurring in and around Leavenworth that bring more traffic during the summer, both with travelers coming into town or just passing through.

Figure 3 illustrates monthly variations of average daily traffic volumes along US 2 in Peshastin (the nearest permanent automatic data collection station). This data is assumed to be similar to what would be observed in the City of Leavenworth.

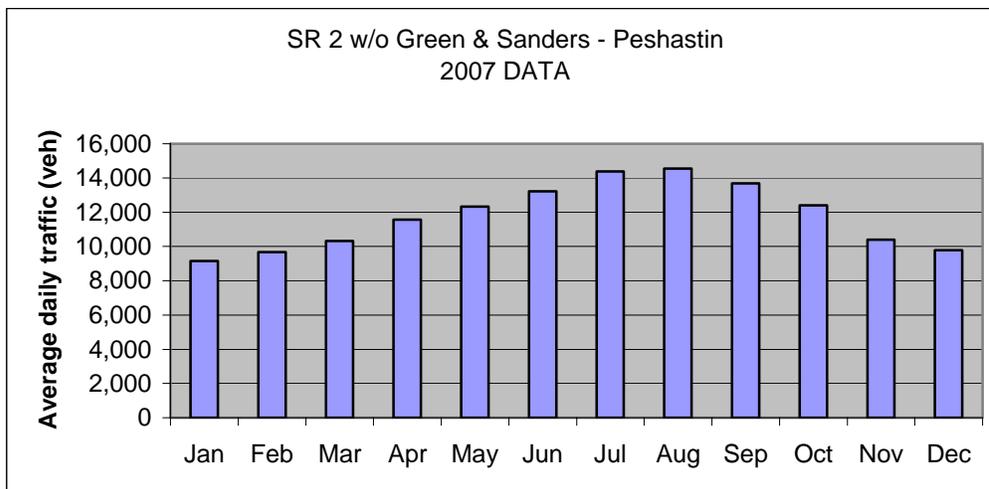
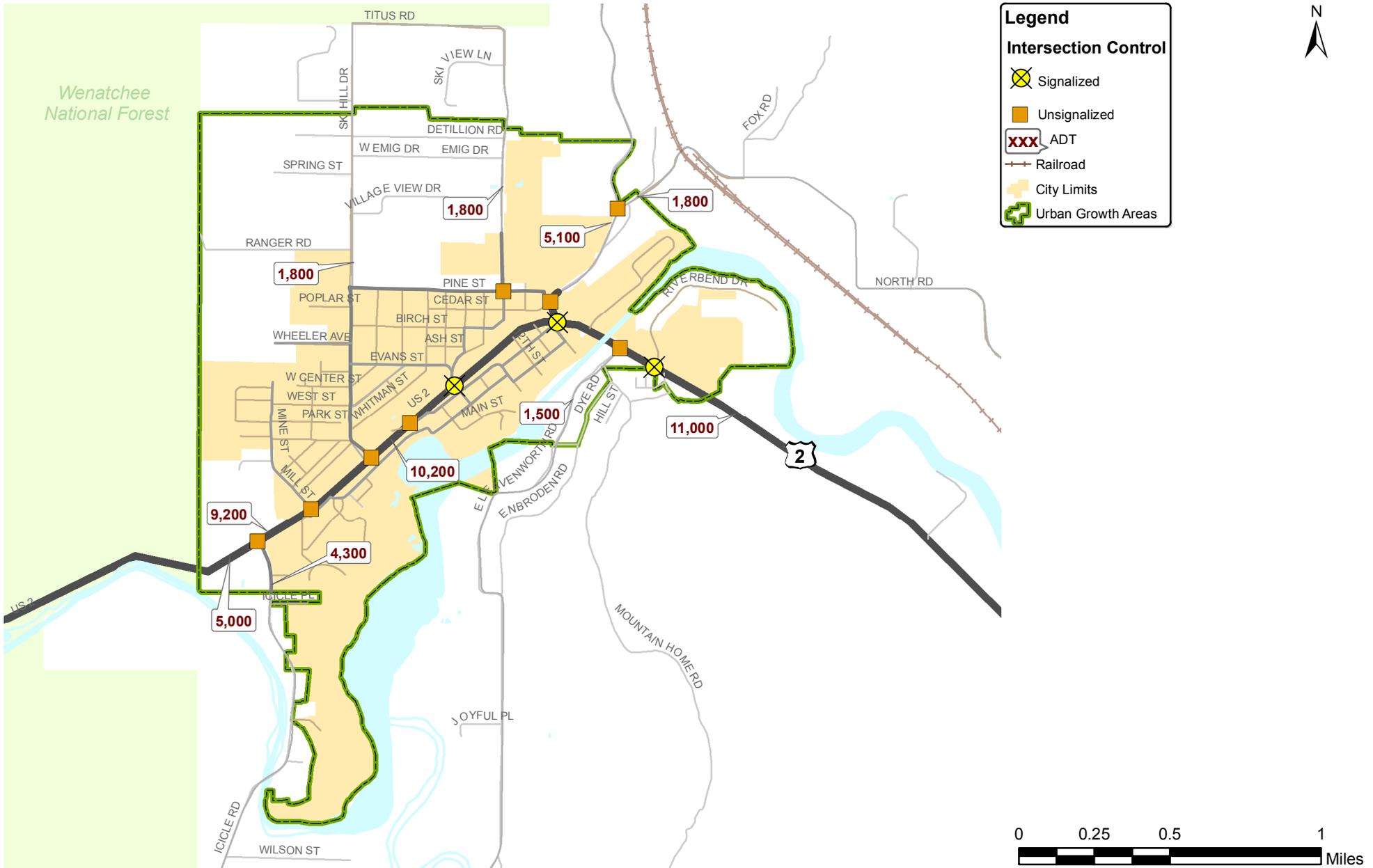


Figure 3. Monthly Traffic Variations along US Highway 2

The WSDOT traffic station in Peshastin indicates that on average, traffic in July and August is 20 percent higher than the annual average (14,500 daily vehicles in July-August compared to 12,300 for the annual average).



2008 Average Weekday Traffic Volumes

Leavenworth Transportation Element

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FIGURE

4



Daily volume variations are illustrated on Figure 5. The station at Nason Creek (20 miles west of Leavenworth) shows that the average weekend traffic volumes in 2007, along US 2, were twice as high as weekday traffic volumes. This is also due to the tourism and recreational activities generating more traffic during the weekend days. The City of Leavenworth is a major tourist attraction and is surrounded by many recreational opportunities.

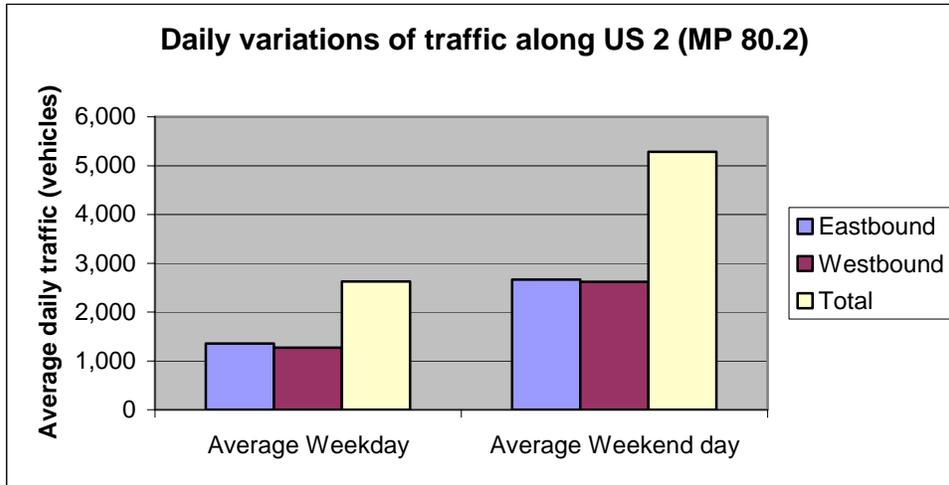


Figure 5. Weekday and Weekend Traffic Variations along US Highway 2

PM Peak Hour Traffic Volumes

PM peak hour traffic volumes were collected in April 2008. In addition, recent PM peak hour traffic volumes were obtained from WSDOT. The WSDOT counts are from 2006 and 2007. Figure 6 shows the PM peak hour directional traffic volumes at several locations throughout the City. Directional PM peak hour traffic volumes range between 200 and 560 vehicles along US 2, between 100 and 250 on Chumstick Highway, and between 50 and 220 on other City arterials and collectors.

Traffic Operations

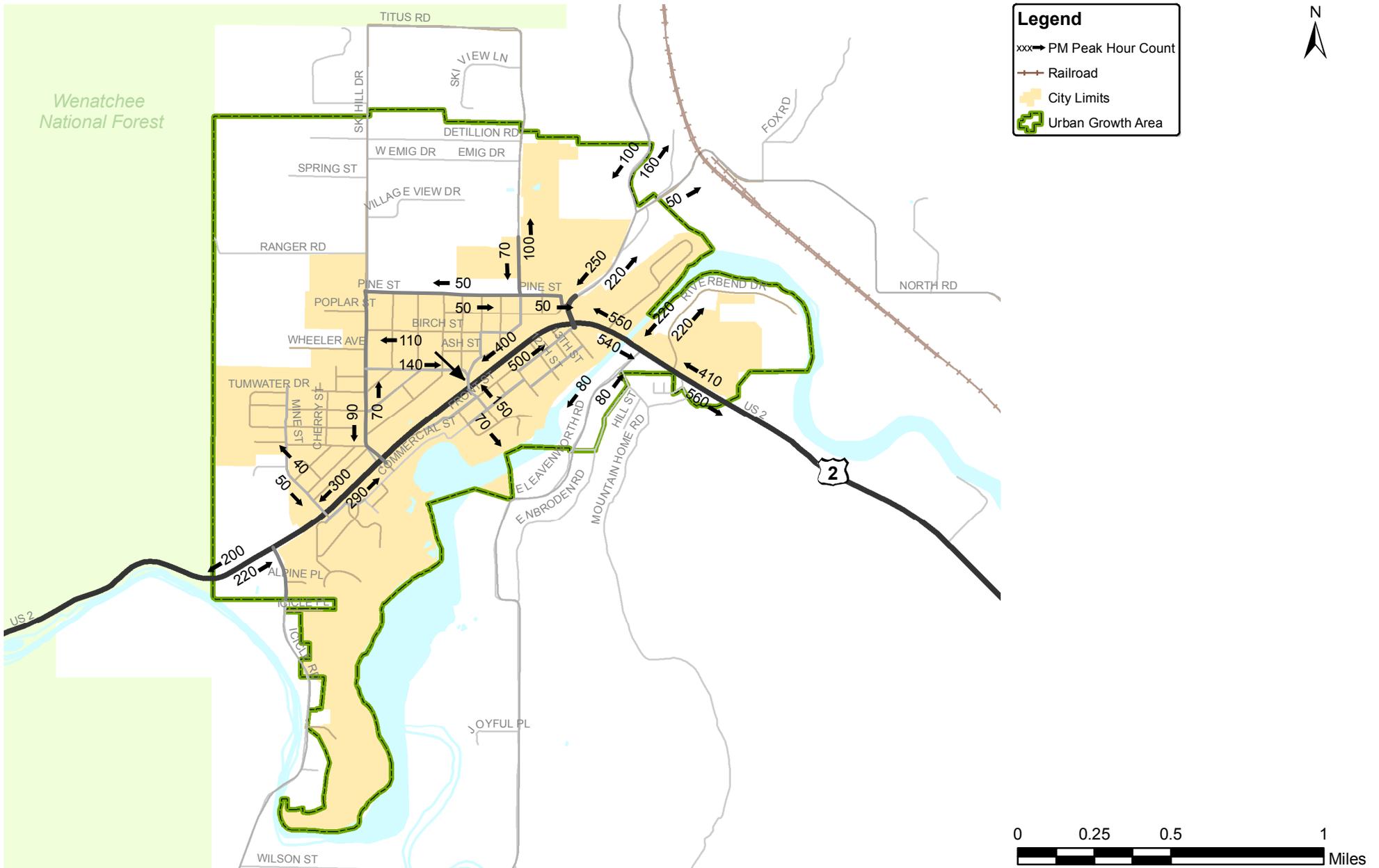
Level of Service (LOS) Standards

Level of service (LOS) is a quantitative measure of roadway operations that is determined by analyzing how well a transportation system performs. Level of service, as established by the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2000), provides a range from LOS A (free flowing, minimal delay) to LOS F (extreme congestion, long delays). The operation of roadways, signalized intersections, and unsignalized intersections are each based on a specific LOS definition.

LOS standards are established by the different agencies having jurisdiction over the various facilities. US 2 is a Highway of Statewide Significance, and as such, the level of service standard is set by WSDOT. In urban areas, the LOS standard is D.

For unincorporated areas within a UGA, LOS D is the adopted standard for County roads. LOS within the County is measured by the volume-to-capacity (v/c) ratio.

The City has adopted LOS D as the standard for all collectors and arterials. For the purposes of the existing conditions analysis, intersection operations were evaluated.



2008 Weekday PM Peak Hour Traffic Volumes

Leavenworth Transportation Element

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FIGURE

Existing 2008 Intersection LOS Results

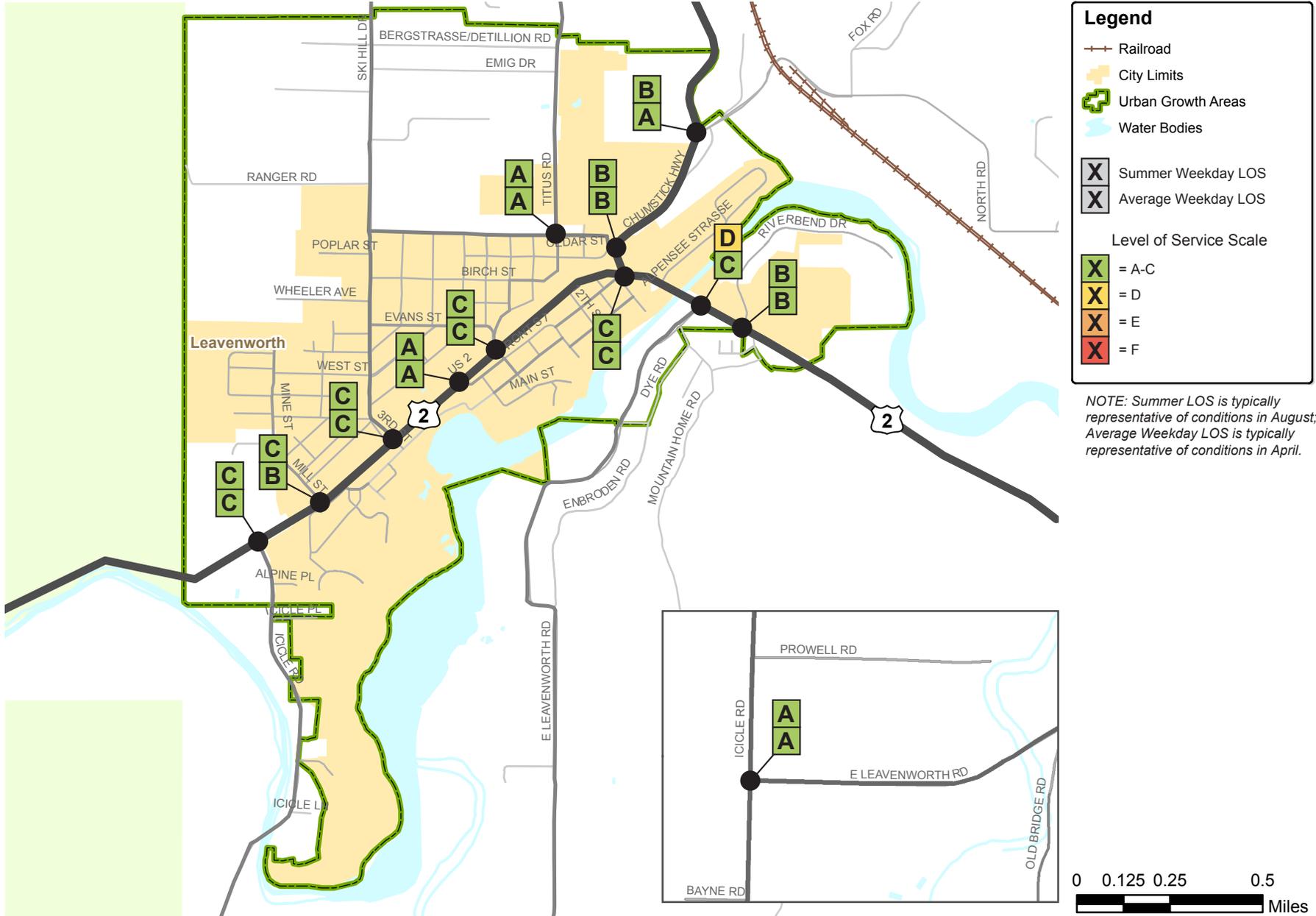
Based on recent turning movement counts, the existing LOS was measured at a number of major intersections in the City and the UGA. The analysis was performed for the PM peak hour on a typical average weekday (April) and for summer (August) weekday conditions. Results are shown on Table 3 and Figure 7.

Table 3. Existing 2008 Intersection LOS Results

Intersection	Average Weekday PM Peak Hour			Summer Weekday PM Peak Hour		
	LOS ¹	Delay ²	V/C or WM ³	LOS ¹	Delay ²	V/C or WM ³
Signalized						
US 2/ Evans Street	C	21.4	0.41	C	23.0	0.49
US 2/ Chumstick Highway	C	27.4	0.47	C	30.4	0.56
US 2/ Riverbend Drive	B	10.2	0.42	B	11.1	0.49
Unsignalized						
US 2/ Icicle Road	C	18.1	NBL	C	22.7	NBL
US 2/ Mill Street	B	13.6	SB	C	15.9	NB
US 2/ Ski Hill Drive	C	17.1	SB	C	22.0	SB
US 2/ Front Street	A	8.3	WBL	A	8.6	WBL
US 2/ E. Leavenworth Road	C	24.9	SB	D	31.3	NB
Chumstick Highway / Cedar Street	B	12.3	EB	B	13.9	EB
Chumstick Highway / North Road	A	9.9	WB	B	10.2	WB
Pine Street / Titus Road	A	7.6	-	A	7.8	-
Icicle Road / E. Leavenworth Road	A	8.9	WB	A	9.0	WB

1. Level of Service, based on 2000 Highway Capacity Manual methodology.
2. Average delay in seconds per vehicle.
3. Volume-to-capacity ratio reported for signalized intersections. Worst movement is reported for unsignalized intersections. This is not applicable (NA) to all-way stop controlled intersections.

The LOS analysis shows that under existing conditions, all intersections operate at LOS D or better, even during the summer peak conditions. However, it is recognized that congestion conditions occur at times, with large back-ups experienced by drivers along US 2 and side streets. The level of service analysis does not account for all factors influencing traffic conditions, such as high pedestrian activities and closely spaced intersections. Pedestrian volumes can be very high during the winter and summer tourist seasons. Weather can also influence traffic operations, with heavy snow and icy conditions contributing to delays.



2008 PM Peak Hour Intersection Levels of Service

Leavenworth Transportation Element

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FIGURE

Traffic Safety

City Street Collisions

Accident reports for the period of 2005 to 2007 were obtained and analyzed. During the three year period, 43 collisions were reported on US 2 and 35 collisions were reported on City streets. A total of 23 collisions resulted in injuries (14 on US 2 and 9 on City streets). All accident reports on City streets provide the “primary trafficway” for the collision location. The City streets where collisions have occurred during the three year period are shown in Table 4.

Front Street, Ski Hill Drive, and Commercial Street are the locations with the highest number of collisions based on accidents reported between 2005 and 2007. The collisions on Front Street and Commercial Street are likely due to on-street parking.

Table 4. Location of Collisions on City Streets (2005 to 2007)

Street Name	Number of Collisions
Alley	2
Ash St	1
Beaver Valley Rd	1
Benton St	1
Birch St	1
Burke Ave	1
Cedar St	1
Center St	1
Cherry St	2
Chumstick Hwy	2
Commercial St	3
Division St	1
Eighth St	2
Evans St	2
Front St	5
Mine St	1
Parks St	1
Pioneer Ave	1
Ski Hill Dr	4
West St	1
Woodward St	1
2005-2007 Total	35

Source: WSDOT – Collision Data & Analysis

State Highway Collisions

On US 2, an analysis of all reported collisions between 2003 and 2007 within the City limits is summarized in Table 5.

Table 5. Location and Severity of Collisions on US 2 (2003 to 2007)

MP	Total Collisions	Prop Damage Collisions	Total Injury Collisions	Fatal Collisions	# of Injuries	# of Vehicles	
Major Intersections							
Icicle	99.05	2	2	0	0	3	
Mill St	99.26	0	0	0	0	0	
Ski Hill/3rd St	99.51	6	4	2	0	13	
Front St	99.65	1	1	0	0	2	
Evans/9th	99.89	6	3	3	0	13	
Chumstick/Front	100.29	11	8	3	0	24	
E. Leavenworth	100.52	3	3	0	0	6	
Riverbend	100.67	5	3	2	0	9	
Duncan Rd	100.71	0	0	0	0	0	
Sub Total	34	24	10	0	18	70	
Between Major Intersections							
Icicle	Mill St	2	1	1	0	3	4
Mill St	Ski Hill/3rd St	2	1	1	0	2	5
Ski Hill/3rd St	Front St	2	2	0	0	0	5
Front St	Evans/9th	15	7	8	0	9	31
Evans/9th	Chumstick/Front	18	14	4	0	6	35
Chumstick/Front	E. Leavenworth	7	5	2	0	5	14
E. Leavenworth	Riverbend	2	1	1	0	1	4
Riverbend	Duncan Rd	0	0	0	0	0	0
Sub Total	48	31	17	0	26	98	
TOTAL	82	55	27	0	44	168	

Source: WSDOT – Collision Data & Analysis

A total of 82 collisions were reported on US 2 during the 5-year period. Based on an average daily traffic of 10,600 vehicles, this section of US 2 experienced a collision rate of 2.55 collisions per million vehicle miles of travel. This is similar to the statewide average in 2006 for principal arterials in urban areas (the statewide average reported by WSDOT is 2.54). No fatalities were reported on US 2 within Leavenworth between 2003 and 2007.

A total of 34 collisions (over 40 percent) occurred at US 2 intersections, with the highest collision occurrences reported at the Chumstick Highway intersection (11 accidents), Ski Hill Drive (6), Evans Street (6), and Riverbend Drive (5). These four intersections have the highest number of mainline and side-street turning movements along the corridor. The predominant collision types at unsignalized intersections were left-turn and right-angle collisions, while the predominant collision types for signalized intersections were left-turn and rear-end collisions.

Collisions not occurring at intersections are referred to as mid-block collision and are summarized on the bottom half of Table 5. Most mid-block collisions occur between Front Street and Chumstick Highway along US 2. Approximately 33 collisions have been reported along this segment of US 2.

Transit Services

Link Transit provides transit services in Leavenworth. A variety of services are offered, including fixed routes to Wenatchee and Plain/Lake Wenatchee, a trolley route within the City, paratransit service, and a DART (Dial-A-Ride) service. A summary of the routes is provided in Table 6 and shown on Figure 8.

Bus Service

Route 22 offers transit service to Peshastin, Dryden, Cashmere, Monitor, Olds Station, and North Wenatchee. During commute hours on Monday through Friday, buses depart every 30 minutes and have limited stops. During weekday off-peak hours and on Saturday, buses leave approximately every hour between 6:45 am and 8:05 pm. There is no Sunday service. In 2007, monthly boardings on Route 22 ranged from about 8,750 (December) to 12,000 (May).

Route 37 is a fixed route serving Plain and Lake Wenatchee. The route starts and ends at the Leavenworth park and ride lot on US 2 near USFS offices. It follows Chumstick Highway to Plain, then Lake Wenatchee Highway and Chiwawa Loop Road. Service is available 4 times a day on weekdays, and three times on Saturday. In 2007, monthly boardings on Route 37 ranged between 250 (December) and 500 (August).

The Trolley service runs Monday through Saturday from 10:00 am to 5:30 pm. The route starts and ends at Safeway, and follows US 2, Front Street, Commercial Street, Mill Street, Mine Street, Prospect Street, Ski Hill Drive, and Evans Street. Monthly boardings in 2007 ranged between 340 (November) and 1,600 (August).

Table 6. Leavenworth Area Transit Routes and 2007 Peak Monthly Boardings

Route #	Community Served	Service Frequency	2007 Peak Monthly Boardings	Peak Months
22	Wenatchee/Leavenworth	Every 30 min (during commute hours)	11,999	May
32	Leavenworth Trolley	Every 30 min.	1,609	August
37	Leavenworth/Plain/Lake Wenatchee	4 times Mon-Fri, 3 times Sat.	508	August

SOURCE: LINK Transit

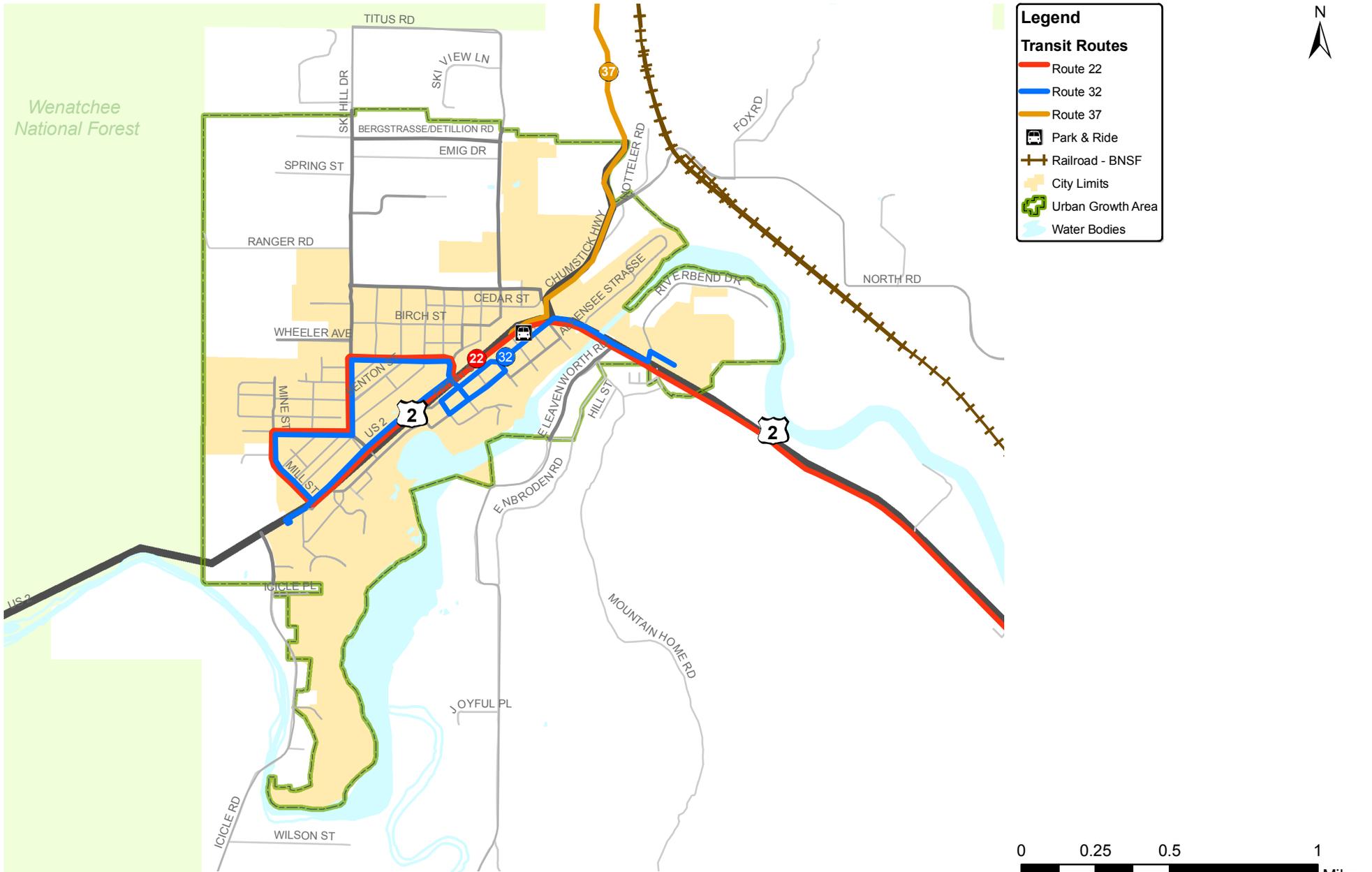
Paratransit and Dail-A-Ride Services

Link Plus (paratransit) service is provided for persons with disabilities who cannot use fixed-route service. Link Plus is available in the same areas that the fixed-route bus travels and expands 3/4 of a mile on each side of the route. It operates on next day reservation requests.

The Greater Leavenworth Area is now served by a Dial-A-Ride (DART) service. This service is available to anyone, regardless of age, disability, trip origin, or destination. The general public may use it for all trips that are not served by the Leavenworth trolley or Route 22. All trips must begin and end within the defined service boundaries. A reservation is required to ride DART. These must be made one day in advance, and can be made up to five days in advance.

Park and Ride Lots

A park and ride lot is located on the north side of US 2, across from the Forest Service offices. It has a capacity of approximately 42 parking spaces. It serves Routes 22 and 37. Under agreement with WSDOT, Link Transit has maintenance responsibilities for the lot. There is an informal park and ride lot on the west side of the City that is also used by area residents.



Transit and Rail Facilities

Leavenworth Transportation Element

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FIGURE

Train Service

The City has been working for years with BNSF and Amtrak to build a new Amtrak station in Leavenworth. Passenger rail service is currently provided by Amtrak at Columbia Station in Wenatchee. Amtrak's *Empire Builder* travels daily between Chicago and Seattle. Amtrak's bus service also stops at Leavenworth and Cashmere.

The new train station will be located on North Road, approximately one mile from town. The City expects the construction of the new station and the passenger service to start in 2009. In conjunction with the new station, there is a need to improve pedestrian and bicycle connections between downtown and the Amtrak station.

Pedestrian and Bicycle System

Sidewalks and Other Pedestrian Facilities

US 2 has sidewalks on both sides within the City limits. Chumstick Highway has sidewalks on the northwest side of the road from US 2 to Cascade High School.

In the downtown commercial core, sidewalks are present along most streets. The City has identified the need to reconstruct portions of the downtown sidewalks and construct new sidewalks to reduce safety hazards. Deteriorated areas are being replaced with concrete pavers, such as the recent project on 9th Street between Front Street and Main Street.

Elsewhere in the City, sidewalks are not generally present in a comprehensive pattern or system. Installation of sidewalks is required on all streets based on adopted street standards. New projects shall provide curbs, gutters, and sidewalks in conformance with the standards contained in Title 14, Development Standards of the Leavenworth Municipal Code.

During the winter season, it is the responsibility of property owners within the commercial and tourist district to clear the sidewalks from snow and ice. However, many of the existing sidewalks within the neighborhoods are typically buried under snow several months during the winter, which forces pedestrians onto the roadway, resulting in safety concerns.

There are three signalized intersections along US 2 (at Evans Street/9th Street, Chumstick Highway, and Riverbend Drive). These signals allow for opportunities for pedestrians to safely cross the highway.

A further summary of existing pedestrian amenities within the City is provided in the Upper Valley Regional Trails Plan.

Bike Routes

Bicycle lanes (5 feet wide) are provided on each side of US 2 almost continuously between Mill Street and Chumstick Highway. East of Riverbend Drive, there are no bike lanes, however a 4-foot paved shoulder is available on both sides of US 2. There are no other bicycle routes currently designated within the City.

Riding bicycles on sidewalks and closed streets is prohibited by the City's municipal code. A further summary of existing bicycle routes and amenities within the City is provided in the Upper Valley Regional Trails Plan.

Freight

US 2 is classified as T3 in the FGTS (Freight and Goods Transportation System) which is a ranking of Washington State roads by average gross annual truck tonnage carried. The yearly truck tonnage is estimated to be about 3.5 million tons. Trucks represent about 6 percent of the annual average daily traffic, or approximately 700 daily trucks.

Chumstick Highway, Icicle Road (north of E. Leavenworth Road), and Titus Road (north of Pine Street) were also classified as T3 in 2005 (meaning that the annual tonnage was between 300,000 and 4 million tons). North Road was classified as T4 (between 100,000 and 300,000 tons per year) and Ski Hill Drive (north of Pine Street) was classified as T5 (at least 20,000 tons in 60 days). Both North Road and Ski Hill Drive have seasonal weight restrictions.

River Access

Access to the Wenatchee River within Leavenworth is provided at a number of City parks. Enchantment Park (natural area) has trails and a raft launching area. The Waterfront Park/Blackbird Island has trails along the river. As part of the Downtown Master Plan and the Upper Valley Regional Trails Plan, there are plans to improve access to the river and Waterfront Park, and create a new multi-purpose path running along both sides of the river.

Land Use and Travel Forecasts

The foundation of the Transportation Element is based on the evaluation of the existing transportation system. This analysis identifies locations that may have deficiencies in street standards, traffic operations or safety, and areas with inadequate non-motorized facilities.

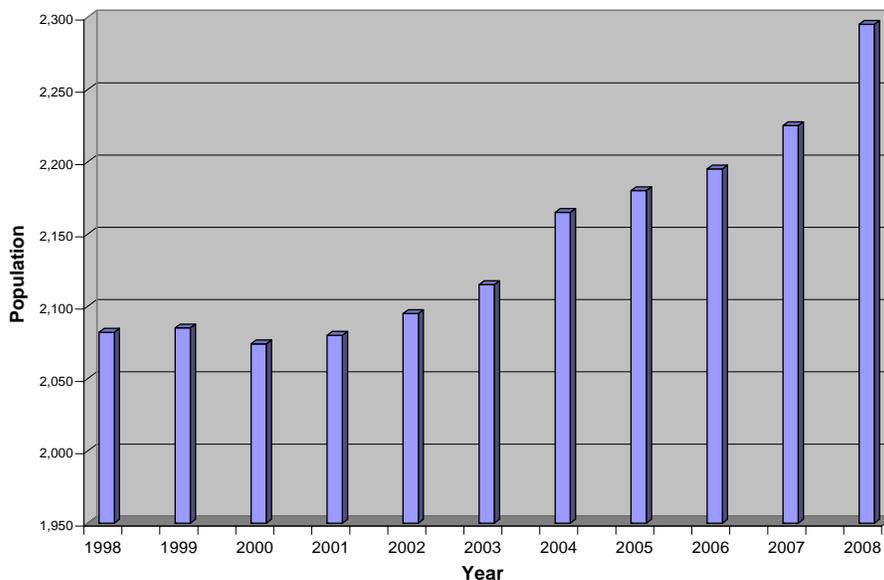
However, to provide a framework for future transportation system needs, the Transportation Element also considers the transportation projects necessary to serve future growth. The City of Leavenworth has selected 2028 as the analysis horizon year, which provides a 20-year look at needed transportation facilities. Travel forecasts have been identified and analysis has been conducted for both average and summer weekday conditions during the PM peak hour. The weekday PM peak hour generally has the highest overall traffic volumes in the community and thus provides the basis for identifying improvement needs.

The following summarizes the land use and traffic growth assumptions, development of the travel forecasts, and the alternatives and operational analysis that was used to assist in identifying future projects.

Land Use and Traffic Growth Assumptions

Future transportation improvements recommended in the Transportation Element have been defined to support existing and anticipated future land use and expected increases in regional traffic. The projects must not only address future local and regional growth, they also need to promote the overall livability and economic development of this largely seasonal and tourist community.

According to the Washington State Office of Financial Management (OFM), the population of the City of Leavenworth has grown steadily over the last 10 years. It has increased from 2,082 in 1998 to 2,295 in 2008. This represents an increase of just over 200 persons in the last 10-year period, resulting in an average annual growth rate of approximately 1.0 percent. Figure 9 shows the City's historical population estimates.



Source: State Office of Financial Management

Figure 9. Historical Population Growth for City of Leavenworth

Residential Land Use Forecasts

In 2007, the City prepared a land use inventory analysis to assist in identifying the sizing and upgrades needed to their water system. The City of Leavenworth and the UGA are targeting a build-out population of 5,100 persons as identified in the land use capacity analysis. A total population of 5,100 people was assumed for year 2028 as shown in Table 7 and illustrated in Figure 10. This is a total growth of 90 percent from today's population. The population forecast is likely a conservative estimate especially compared to the growth over the last 10 years, which only averaged one percent a year. The majority of the population growth within the UGA is expected to occur in unincorporated areas rather than within the existing City limits.

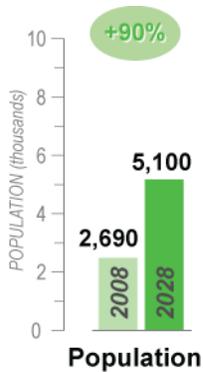


Figure 10. Projected Leavenworth UGA Population Growth (2008 to 2028)

The 2000 Census reported that the average household size was approximately 2.25 persons per household. With approximately 1,255 households existing in 2008, and the household size likely to be closer to 2.0 persons per household in the future, a growth of approximately 1,145 households is estimated within the City and UGA. The reduced household size is due to seasonal uses, a high number of retirees, and more multi-family unit construction. The Census also reported a housing vacancy rate of 18.8 percent in 200. Table 7 compares the population and residential household assumptions for the City and UGA.

Table 7. Residential Land Use Summary Statistics

Residential Land Use (City and UGA)	Population	# of Households
Existing 2008	2,690	1,255
Future 2028	5,100	2,400
Growth	+2,410	+1,145

SOURCE: City of Leavenworth and Transpo 2009.

Commercial Land Use Forecasts

The City has adopted a Bavarian theme to promote tourism and economic development. A large number of out of town guests visit the community to shop, vacation, relax, and enjoy the scenery and recreational activities that surround the community. Commercial districts within the City of Leavenworth are largely located along US 2 and Front Street. Much of the available land along US 2 is already developed. There is some potential for commercial development east of Division Street along Front Street to the US 2 intersection at Chumstick Highway, as well as possible redevelopment of the fruit warehouse properties located at US 2 and Front Street west of Division Street. Additional commercial development will likely occur in the Riverbend area behind Safeway.

Overall, the City does not expect a substantial increase in commercial development and therefore no specific commercial land use forecasts were prepared or used in developing the travel forecasts. The residential growth rates, which were used as the basis for developing the travel forecasts, are assumed to far outstrip the commercial growth rates within the Leavenworth community. As a result, the travel forecasts along US 2 and the major intersecting roadways more than accommodate the commercial development that could likely occur under the existing Land Use Element. Any specific transportation impacts caused by larger commercial developments will likely be concentrated at the primary access locations to the property and therefore addressed as part of any project related SEPA process and mitigation.

State Highway Traffic Growth

The land use data that was assembled contained a “high level” synopsis of the general growth trends in the City and UGA. Since the data was not too detailed and a travel demand model was not developed, historical traffic data was also reviewed to check for reasonableness of the land use forecasts. As a result, traffic data from WSDOT were reviewed to determine historical trends in traffic growth on US 2.

WSDOT provided data on historical and expected traffic volume growth rates on US 2. The information relied primarily on WSDOT’s Highway Segment Data (HSD) last revised in 2006. The HSD growth rates are based on historical traffic counts over the last 10 to 20 years. For the Leavenworth area, traffic growth rates are based on a specific trend line analysis of historical traffic volumes. Table 8 summarizes annual growth rates within and in the vicinity of Leavenworth.

Table 8. State Highway Traffic Growth by Location

Location	Annual Growth	
	Rate	Source
Peshastin/Dryden	2.2%	HSD growth rate for US 2
Leavenworth	1.5%	Trend line analysis for US 2

SOURCE: Highway Segment Data (WSDOT)

Along US 2 in Leavenworth, daily traffic volumes have had an average yearly growth rate of approximately 1.5 percent. This annual growth rate is consistent with the growth observed in the population, which has averaged at one percent a year over the last 10 years. If regional growth and tourism is also accounted for, a 1.5 percent growth rate appears reasonable and logical for US 2 within the City limits. East of the City, near Peshastin, the data indicates a slightly higher annual growth rate of 2.2 percent. While this is based in part on historical traffic volumes, it is a growth rate WSDOT uses when programming projects and defining priorities along this section of US 2. The traffic count growth rates shown in Table 8 were noted when determining the final annual growth rates used in developing the 20-year travel forecasts.

Travel Forecasts

Traffic Growth Rates

The population and housing forecasts, along with the historical WSDOT traffic growth estimates were used to develop the 2028 travel forecasts for the study area. The final growth rates reflect the fact that traffic growth rates are primarily driven by population growth rates; however, the final growth rate was also further adjusted to account for growth in the Peshastin UGA and documented historical traffic growth rates along US 2. A listing of the growth rates are shown in Table 9.

Table 9. Annual Growth Rates

Location	State Highway Historical Traffic Count Annual Growth Rate	Annual Land Use Growth Rate (2008 to 2028)	Final Annual Traffic Growth Rate
US 2	1.5%	3.3%	3.1%

SOURCE: Transpo Group 2009

The final annual growth rate is a combination of the land use growth rates and historical traffic count growth rates. The final annual growth rate of 3.1 percent was used as a basis for estimating Year 2028 traffic volumes within the study area. Over 20 years, this is a cumulative increase in traffic volumes of approximately 84 percent. The total growth over the next 20 years represents a much larger increase in traffic than the area has experienced over the last 20-year period.

Although the annual growth rate of 3.1 percent was primarily used to estimate Year 2028 daily and PM peak hour traffic volumes, specific growth rates along US 2 were adjusted to better account for intersection turning movements and driveway volumes. These forecast traffic volume adjustments were primarily made to the segment of highway west of Chumstick Highway. As a result, the annual average growth rate along segments of US 2 ranged between 2.0 and 3.1 percent. The resulting growth rates are significantly higher than historical traffic volume growth rates along the US 2 corridor and are considered a conservative assumption, especially when applied to summer weekday averages.

Baseline Travel Forecasts and Alternatives Analysis

The existing traffic counts were increased using the final growth rates described above to develop baseline traffic forecasts for Year 2028. The baseline PM peak hour traffic forecasts were used in identifying and evaluating the long-term improvement projects. The 2028 baseline traffic forecasts assumed the roadway network remained unchanged from the existing year. However, new collector street connections are anticipated in the future to support new development. As new connections are made, traffic volumes can be assumed to shift slightly to account for improved circulation. As part of the development of the traffic forecasts, the Titus-Chumstick Road connection was evaluated to better identify possible shifts in traffic. The new collector roadway will provide improved access and circulation within the northern UGA and connect both Chumstick Highway and Titus Road.

The Titus-Chumstick Road connection would change the 2028 baseline traffic forecasts by producing a redistribution of traffic patterns in the area. The redistribution is due to the assumption that local traffic will use the new connector to enter and exit the northern Leavenworth UGA. The local traffic was redistributed from the Cedar/Fir/Pine Street route to the new connector based on the analysis of potential future development. It was estimated that about 70 percent of the local traffic that would otherwise use the Cedar/Fir/Pine Street route to access the northern UGA would divert to the new connector route. This ratio is based on the land use capacity analysis.

Based on this redistribution assumption, the analysis resulted in a traffic forecast of about 160 vehicles per hour (100 westbound and 60 eastbound) travelling on the proposed connector during the PM peak hour in 2028. It is generally assumed that the PM peak hour traffic represents about 10 percent of the daily volume. Therefore, the predicted average daily volume of the proposed connection for 2028 is about 1,600 vehicles. This level of traffic is less than the traffic observed along Titus Road north of Pine Street in 2008.

Other proposed connections that would shift future traffic volumes include (1) a new access intersection from US 2 to the Riverbend area, (2) Mine Street extension to Wheeler Avenue, (3) a new north-south collector street in the UGA between Village View Drive and Titus Road, and (4) the extension of Pine Street to Chumstick Highway. Other than the new intersection along US 2, in the Riverbend area, the other connections are not expected to result in a significant shift in travel

patterns outside the immediate area of the project, but will primarily serve local properties along the corridors.

Year 2028 Travel Forecasts With New Connections

The baseline travel forecasts were updated to account for the new roadway connections described above to develop the final traffic forecasts for Year 2028. These resulting 2028 PM peak hour traffic forecasts are shown in Figure 11. Also included in the figure are the existing base year traffic counts for comparison purposes.

The PM peak hour traffic along US 2 is estimated to have the highest overall growth in number of vehicles. PM peak hour volumes for an average weekday in the City are expected to range between 320 vehicles per hour (vph) heading westbound out of the City to approximately 1,070 vph heading eastbound at the opposite end of the City. The traffic volumes along the corridor are estimated to increase from between 120 to 500 vph in each direction depending on location.

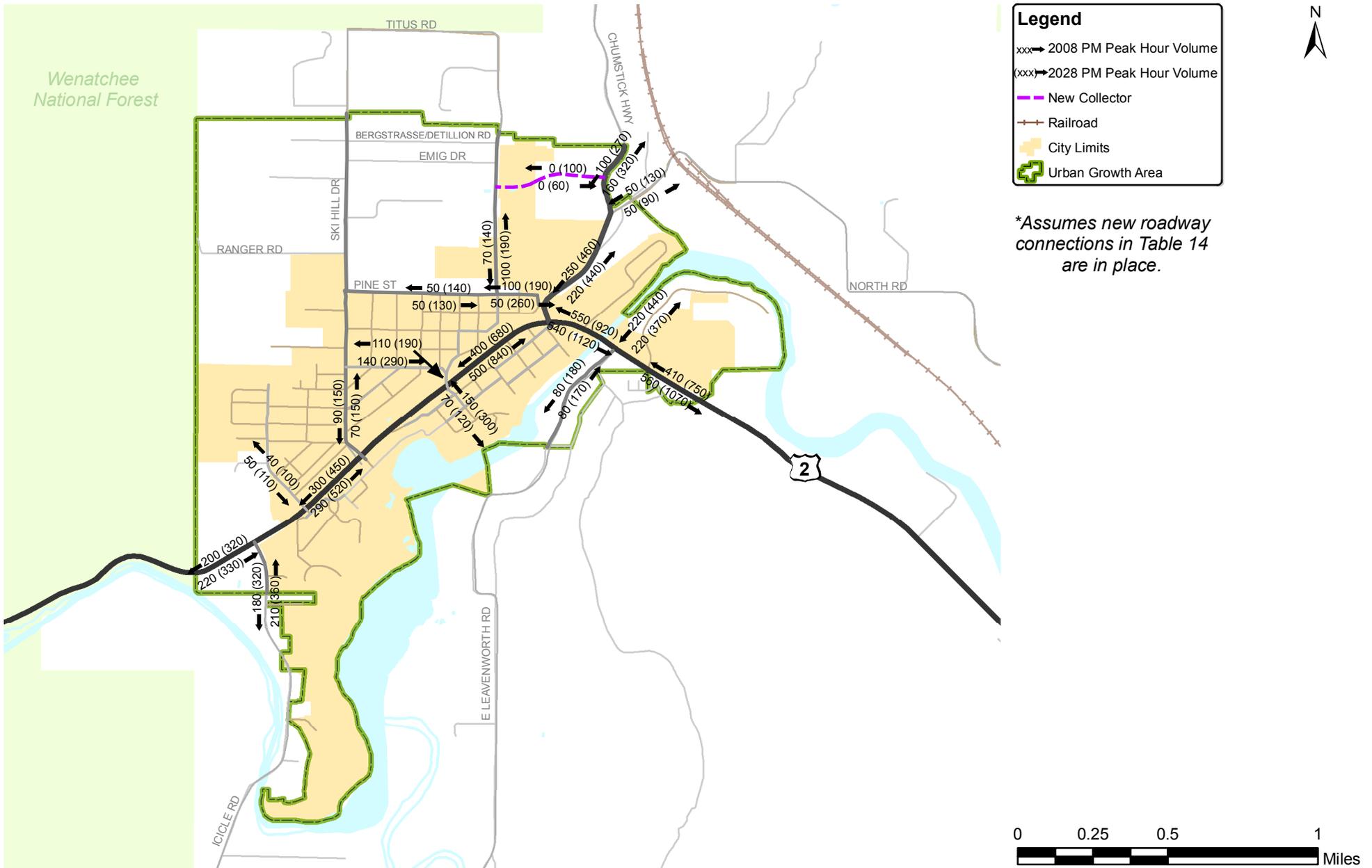
Other roadways in the City and UGA are also expected to have a significant growth in vehicles. However, the number of vehicles is small in comparison to those along US 2. For example, most City streets are expected to have less than 300 vph in each direction by 2028. The corridors that are estimated to serve more than 300 vph per direction include Chumstick Highway, Riverbend Drive, and Icicle Road. Chumstick Highway is estimated to increase from 220 vph to 440 vph in the northbound direction and 250 vph to 460 vph in the southbound direction. Icicle Road provides an important connection to the areas south of the City. PM peak hour traffic volumes along Icicle Road are estimated to increase from 180 vph to 320 vph in the southbound direction and 210 vph to 360 vph in the northbound direction. Riverbend Drive, or alternatively known as the Safeway Access Roadway, is expected to serve more vehicles as new commercial growth takes place in that area.

The baseline and final traffic forecasts with new connections were evaluated using a traffic operations model to identify intersection level-of-service (LOS) and other possible improvements to address expected deficiencies.

Level of Service Analysis

This section evaluates the forecast traffic volumes for baseline conditions, but also evaluates the final traffic forecasts assuming the identified new roadway connections are in place and the other improvements identified in the long-term project list (Table 14) have been implemented. It provides a summary of future intersection traffic operations with and without the long-term improvements identified in Table 14.

Level of service (LOS) standards measure the performance of the transportation system and establish the basis for the concurrency requirements in the Growth Management Act (GMA), while also being used to evaluate impacts as part of the State Environmental Protection Act (SEPA). Agencies are required to “adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development.” (RCW 36.70A.070(6)(b)). Therefore, setting the LOS standard is an essential component of regulating development and identifying planned improvements for inclusion in the Transportation Element.



2028 Weekday PM Peak Hour Traffic Volumes

Leavenworth Transportation Element

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FIGURE

11



Level of Service Definitions

Level of service (LOS) is both a qualitative and quantitative measure of roadway operations. Level of service, as established by the Highway Capacity Manual, uses an “A” to “F” scale to define the operation of roadways and intersections as follows:

LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at signalized intersections are minimal.

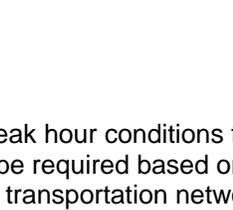
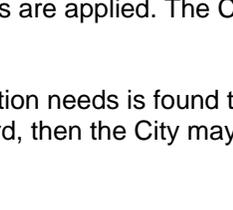
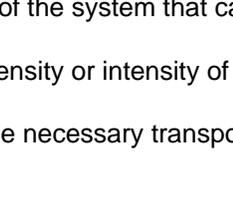
LOS B: Reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and control delays at signalized intersections are not significant.

LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues, adverse signal coordination, or both may contribute to lower than average travel speeds.

LOS D: Small increases in traffic flow may cause substantial increases in approach delays and, hence decreases in speed. This may be due to adverse signal progression, poor signal timing, high volumes, or some combination of these factors.

LOS E: Significant delays in traffic flow operations and lower operating speeds. Conditions are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and poor signal timing.

LOS F: Traffic flow operations at extremely low speeds. Intersection congestion is likely at critical signalized intersections, with high delays, high volumes, and extensive vehicle queuing.

LOS	What it Looks Like	
A		Free Flow
B		20-55 seconds of delay per vehicle
C		*Capacity
D		Forced Flow
E		
F		

City Level of Service Standard

The City typically applies the LOS standards to weekday PM peak hour conditions for its arterials and collectors. However, evaluation of other time periods may be required based on the type and location of development and the existing conditions of the local transportation network. For areas in the UGA but outside the existing City limits, the City’s standards are applied. The City’s current minimum standard is LOS D.

If expected funding for improvements to meet future transportation needs is found to be inadequate and the City will not be able to meet their adopted LOS standard, then the City may pursue one or more of the following options:

- Lower the LOS standard for the system or for portions of the system that cannot be improved without a significant expenditure;
- Revise the City’s current land use element to reduce density or intensity of development so that the LOS standard can be met; or,
- Phase or restrict development to allow more time for the necessary transportation improvements to be completed.

State Highway LOS Standards

The City of Leavenworth is served by US 2. It is classified as a Highway of Statewide Significance (HSS). According to WSDOT's Highway Systems Plan, the LOS standards are set forth by State law. State law sets LOS D for HSS facilities in urban areas and LOS C for HSS facilities in rural areas. Since US 2 is located within the Leavenworth urban area, the LOS D standard applies. GMA concurrency requirements do not apply to HSS facilities.

Level of Service Methodology

For signalized, unsignalized, and roundabout intersections, the LOS is calculated using the procedures described in the latest edition of the Highway Capacity Manual. Roadways are measured based on a volume to capacity ratio.

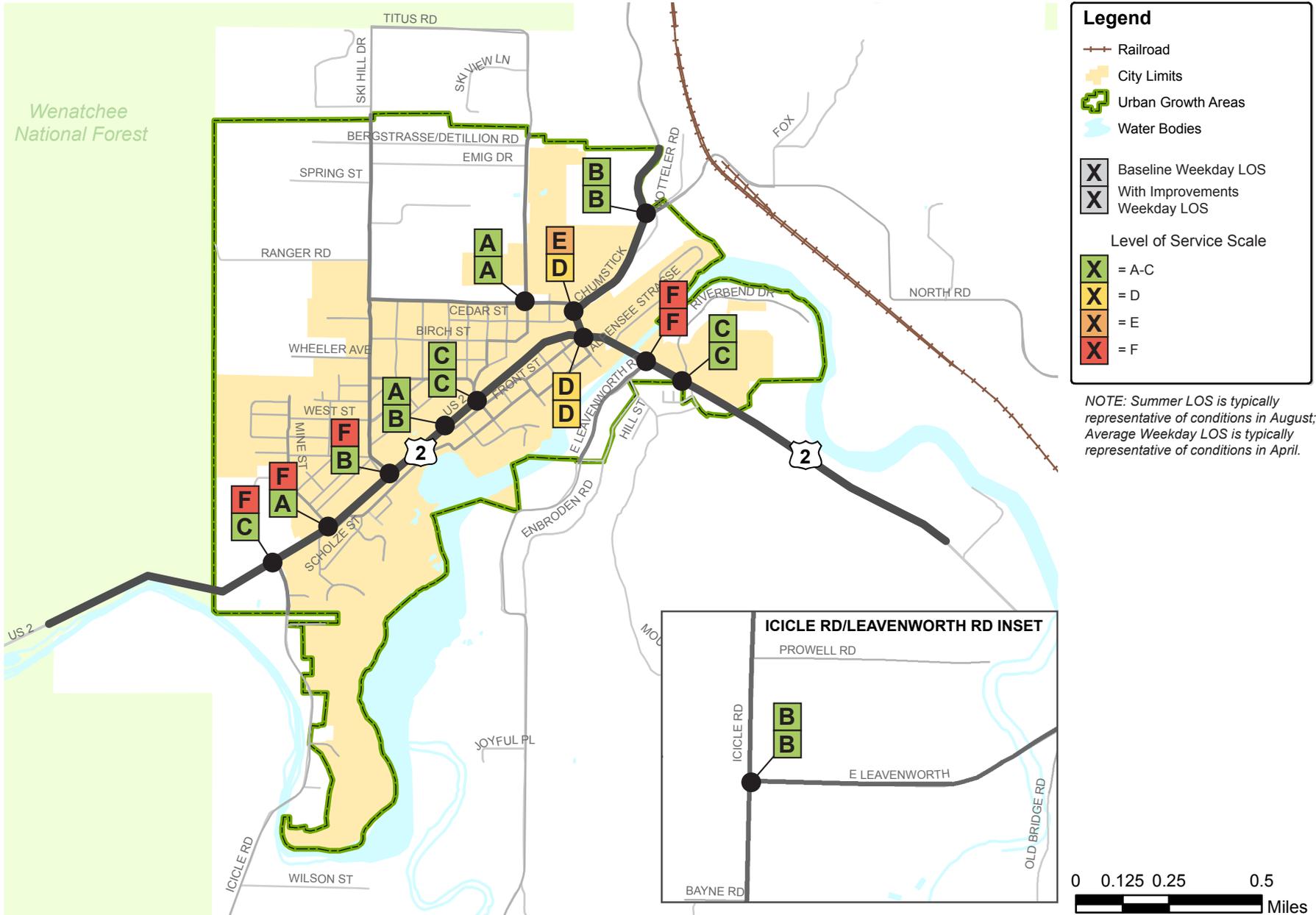
Year 2028 Traffic Operations

A LOS analysis was conducted for the 2028 horizon year similar to the analysis conducted for the existing traffic conditions. The results of the future baseline LOS analysis were used to develop the framework for the recommended transportation network, and ultimately, the long-term project list. Table 10 and Figure 12 summarize the forecast intersection operations for baseline and with improvement scenarios during the average weekday PM peak hour in the City of Leavenworth. The baseline operations analysis assumed no improvements have been made to the transportation system. The with improvements scenario highlights how the new Titus-Chumstick Road connection would improve average weekday operations at the Chumstick Highway/Cedar Street intersection from a LOS E to LOS D, and how the other transportation improvements identified in Table 14 address most of the baseline LOS deficiencies. Roadway volume to capacities are not shown because no capacity issues are expected by 2028 for City maintained roadways.

Table 10. Future 2028 Intersection LOS Results

Intersection	2028 Average Weekday PM Peak Hour					
	Baseline			With Improvements ⁵		
	LOS ¹	Delay ²	V/C or WM ³	LOS ¹	Delay ²	V/C or WM ³
US 2/ Icicle Road	F	67	NBL	D	26	NBL
US 2/ Mill Street	F	56	SB	A	10	0.45
US 2/ Ski Hill Drive	F	>200	SB	B	12	0.57
US 2/ Front Street ⁶	A	10	WBL	A	10	WBL
US 2/ Evans Street	C	32	0.66	C	30	0.65
US 2/ Chumstick Highway	D	53	0.95	D	51	0.93
US 2/ E. Leavenworth Road	F	>200	NB	F	>200	NB
US 2/ Riverbend Drive	C	20	0.80	C	20	0.80
Chumstick Highway / Cedar Street	E	38	EB	D	26	EB
Chumstick Highway / North Road	B	14	WB	B	14	WB
Pine Street / Titus Road ⁴	A	9	-	A	8	-
Icicle Road / E. Leavenworth Road	B	11	WB	B	11	WB

1. Level of Service, based on 2000 Highway Capacity Manual methodology.
2. Average delay in seconds per vehicle.
3. Volume-to-capacity ratio reported for signalized intersections. Worst movement is reported for unsignalized intersections. This is not applicable (NA) to all-way stop controlled intersections.
4. All-way stop controlled.
5. Assumes the improvements identified in Table 14 have been implemented.
6. One-way street in the southbound direction.



2028 PM Peak Hour Intersection Levels of Service

Leavenworth Transportation Element

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FIGURE

12

The results shown in Table 10 indicate that traffic operations will degrade significantly along US 2 by Year 2028 if no further traffic control improvements are constructed. Except for the intersection with Front Street, all of the unsignalized intersections along US 2 will fall below the State's adopted LOS D standard. In addition, although the existing signalized intersections appear to meet LOS standards, the operational analysis does not fully account for other deficiencies likely to occur along the corridor, such as significant vehicle queuing.

The large number of peak hour vehicles along US 2 provide for few opportunities for vehicles along the minor streets or business driveways to turn onto the highway. This results in LOS F conditions for those minor street approaches controlled by a stop sign. Traffic control enhancements or turn lanes have been identified for those unsignalized intersections along the US 2 corridor as discussed as part of the next chapter. The East Leavenworth Road intersection with US 2 is the only intersection along the corridor shown to continue operating at LOS F under the with improvements scenario. The intersection is located very close to the eastern terminus of the Wenatchee River Bridge and is a short distance from the Riverbend Drive signalized intersection, thereby making it a very difficult location for a stand-alone project. Any project would require a larger access management strategy for the eastern segment of US 2. Since State law requires that local agencies not apply concurrency to US 2, which is a highway of statewide significance, the intersection is shown to operate at LOS F conditions in 2028. However the City will continue to work with WSDOT to identify possible mitigation under SEPA as part of the development review process when new developments are anticipated to have an adverse impact on the intersection. The development review process is further outlined in the Finance and Implementation Program chapter.

The only location not to meet City LOS standards under baseline conditions and not located along US 2 is at the intersection of Chumstick Highway and Cedar Street. The eastbound approach to the intersection is expected to operate at LOS E by 2028 with no improvements. The new Titus-Chumstick Road connection would shift traffic volumes at the intersection and improve operations from an LOS E to an LOS D, thereby meeting LOS standards and concurrency by Year 2028 with improvements.

A summer weekday operations analysis was also conducted to identify how conditions change throughout the year and better understand the impacts of time periods with significant tourist activity. However the results of the summer analysis are not presented in the Transportation Element because the City does not intend to plan for summer conditions. The City recognizes that traffic congestion and operational issues arise during weekend events and holidays, particularly during the summer and mainly isolated to the US 2 corridor, when significant out-of-town guests visit the City. However, as discussed later in the Finance and Implementation Program chapter, the City has significant funding challenges and expanding regional roadway facilities to address seasonal increases in traffic is not a fiscally sustainable strategy the City intends to follow. In addition, expanding roadway facilities within build-out areas of the City would not be consistent with the overall goals of the Transportation Element which focus on priorities such as maintaining the existing infrastructure, promoting safety, supporting alternative modes, and reducing impacts on the environment.

Transportation Systems Plan

The Transportation Systems Plan provides a long-range strategy for the City of Leavenworth to address current and forecast transportation issues and identified needs. The Plan is based upon an analysis of the existing transportation system, forecasts of future travel demands, and identified needs of the community. The Plan builds upon the City's policies and standards and seeks to give specific shape to the City's transportation goals and objectives.

The Transportation Systems Plan first identifies the overall hierarchy of the City transportation system, the priorities of the community, and the programs to maintain the system. This includes the roadway functional classification, road and trail standards, overall project priorities, and maintenance program. Based on the identified hierarchy and priorities, capital improvement projects have been defined for WSDOT, City, and County roadways, along with specific non-motorized, transit, and other modal needs. The projects are organized by jurisdiction and mode. State Highway improvement projects are presented first, followed by City and County roadway improvement projects, then other modes, as applicable. The Plan is organized as follows:

- Functional Classification and Street Standards
- Project Priorities
 - Regional Priorities
 - City Transportation Issues
 - City Priorities
- Street Maintenance Program
- Roadway Improvement Projects
 - State Highway Improvements
 - City Street Improvements
 - County Roadway Improvements
- Non-motorized Facilities
- Public Transit and Travel Demand Management
- Freight, Air, and Waterborne Transportation

The core of the Transportation Systems Plan covers street and highway improvements with a focus on the major corridors within and surrounding the City. The street system serves the primary movement of automobiles and truck traffic. The street system also provides the framework for other travel modes in the community, including transit, pedestrian, and bicycle modes.

Functional Classification and Street Standards

Functional Classification

Functional classification is the grouping of roadways by function. Based on the 2003 Transportation Element, the City has established four types of street classifications: major arterials, secondary arterials, collectors, and local streets. Each classification is described in Table 11.

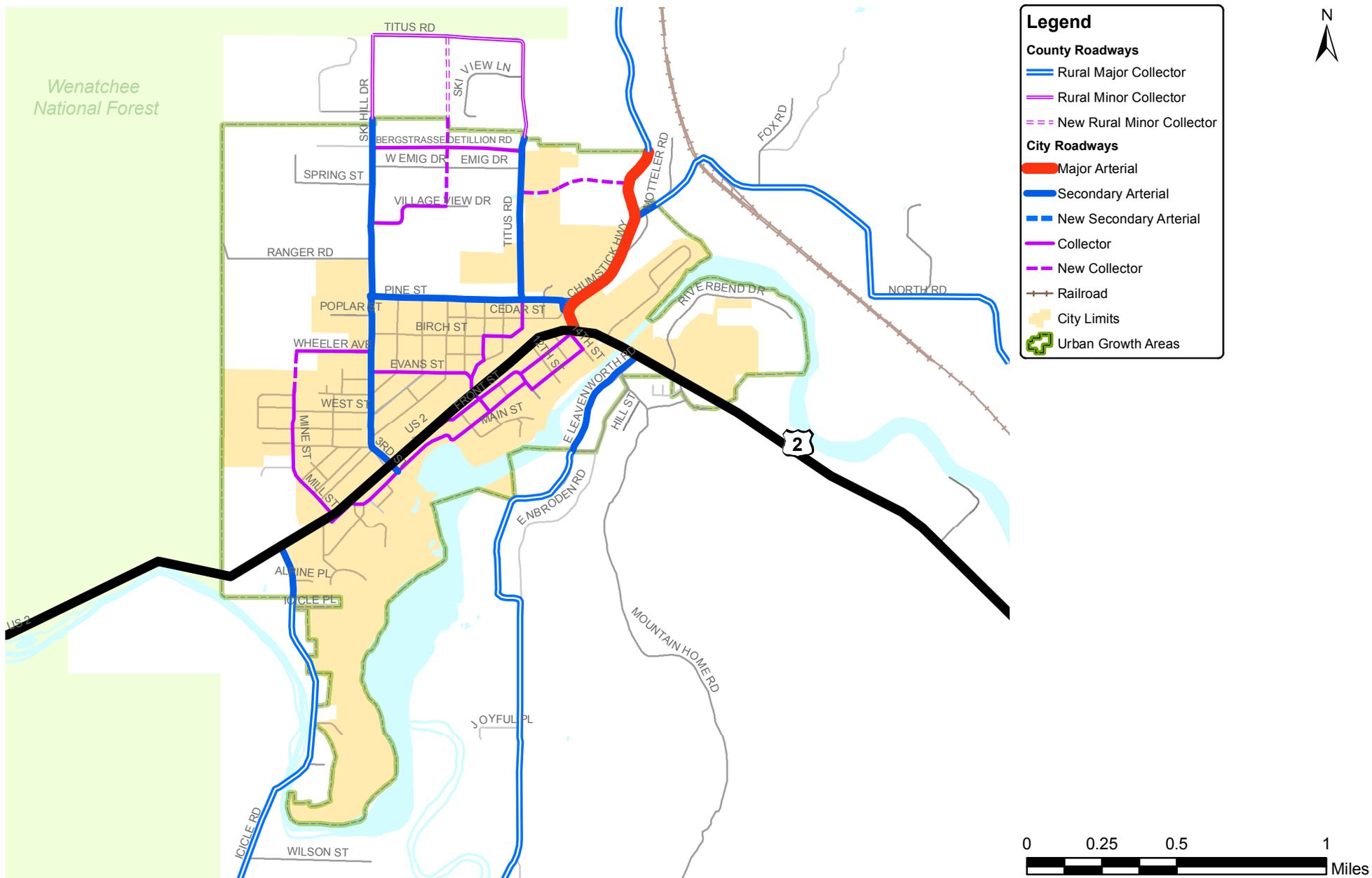
Roadway functional classification provides for a hierarchy of roadways. These classifications also act as a guide for future development of the overall street system. Arterial streets serve higher traffic volumes and may have few access points. Local streets provide neighborhood circulation and access to individual parcels. Collector streets link arterials and local streets, and may provide access to individual parcels. A well-connected system of streets enhances overall mobility and facilitates greater opportunities for pedestrian and bicycle travel.

Table 11. Roadway Functional Classification Definitions

Functional Classification	Description	Typical Range of Daily Traffic Volumes
Major Arterial	Inter-community roadways connecting community centers or major facilities. Major arterials are generally intended to serve predominately "through" traffic with minimum direct service to abutting land uses. The minimum right-of-way width is typically 80 feet. No parking is usually allowed within the right-of-way. At volumes over 20,000 ADT these streets are generally five lanes wide with two through lanes in each direction and a two-way left-turn lane. Other channelization such as turn lanes at intersections is also provided as needed.	Greater than 5,000
Secondary Arterial	Provides for intra-community travel for areas bounded by the major arterial system. Secondary arterials serve trips of moderate length and provide more direct access to abutting properties than major arterials. The minimum right-of-way width is typically 60 feet. Traffic lanes vary in width based upon traffic volume, design speed and the context of the roadway environment. Parking may be allowed and parking lanes are typically 8-10 feet wide.	1,500 to 10,000
Collector	Provides for movement within a community, including connecting neighborhoods with smaller community centers. Collectors also provide connections to secondary and major arterials. Property access is generally a high priority for collectors, with a lower priority for through traffic movements. The minimum right-of-way width is typically 60 feet. Traffic lanes are at least 10 feet wide and parking lanes are 8 feet minimum. One through lane is provided in each direction, with parking and channelization as necessary.	500 to 2,000
Local Streets	Provides access to abutting properties and include a variety of designs to match the surrounding land uses.	Up to 1,000

Figure 13 shows the classification of existing and planned streets within the City and its UGA. The primary changes in functional classification from the 2003 Transportation Element include:

- UGA Roadways:** The roadways outside the City, but within the UGA, are identified based on the City roadway classification scheme. As development takes place in those areas, the roadways will be improved to be consistent with City classifications and street standards as agreed upon in a memorandum of understanding between the City and County (July 1997).
- Wheeler Avenue:** Re-classified Wheeler Avenue as a collector street to be consistent with Mine Street, since Mine Street is shown to no longer continue north from Wheeler Avenue due to sensitive area concerns. Wheeler Avenue provides the needed connection back to Ski Hill Drive for vehicles, pedestrians, and bicyclists. As development occurs along the corridor, the street will be reconstructed to provide the necessary urban design features and amenities to safely accommodate all users as consistent with the collector street standards.
- Village View Drive:** Re-classified a portion of Village View Drive in the UGA as a collector street, which is west of the proposed north-south connector linking Titus Road to Village View Drive. The roadway links this future north-south collector back with Ski Hill Drive.
- Bergstrasse/Detillion Road:** Re-classified Bergstrasse/Detillion Road from a local street to a collector street. This classification is consistent with the County's updated Transportation Element and identifies this existing corridor as another link between Titus Road and Ski Hill Drive. It is a logical location for an improved east-west connection because it already exists, has few direct access points to adjoining properties, and has sufficient right-of-way necessary for urban amenities, such as sidewalks.
- Emig Drive:** Re-classified Emig Drive from a collector street (in previous City Transportation Element) to a local street. The corridor is not presently a through route and has a high number of access points to residential properties. Bergstrasse/Detillion Road is a more logical east-west route based on the factors described above. This change will result in consistent classification schemes between the County and City.



Functional Classification System

Leavenworth Transportation Element

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FIGURE

The roadway classifications are generally consistent with Chelan County designations. However, the County only has one type of urban designation, which is an urban collector. WSDOT has classified US 2 as a rural principal arterial (R1) as part of the State Highway System.

Overall, the roadway classification changes reflect the anticipated and desired function of the streets and are consistent and supportive of surrounding agency classifications.

Street Standards

Street standards have been developed for the City as summarized in the Street Development Standards (Chapter 14.14 of the City's Municipal Code). The Street Standards contain the specific standards with which all new development must comply. The standards include items such as right-of-way needs, pavement width, and width of sidewalks. The standards are intended to support the City's goals in providing adequate facilities to meet the mobility and safety needs of the community. The standards also assist design professionals and developers in the design of new facilities within the public right-of-way.

These standards have been used as the basis for evaluation of the roadway system and cost estimates. Many existing roadways are not constructed to these standards. Roadways in the UGA are typically rural in nature with few urban features.

The roadway classifications and street standards should be consistent so as to identify the specific design treatments for each roadway classification. Currently, the street standards only identify a collector street as the highest classification within the City, and do not identify design standards for secondary or major arterials. Updates to the street standards should occur based on some preliminary concepts shown in Appendix D.

In addition to an update of the street standards, design standards for trails should be incorporated into the City's municipal code. The Upper Valley Regional Trails Plan has identified possible design standards for pedestrian, bicycle, cross-country skiing, and equestrian trails. These concepts have also been included as part of Appendix D. For pedestrian and bicycle facility locations, within the street right-of-way, the trail standards should be used in conjunction with the street standards.

Project Priorities

Defining priorities is an important part of the planning process. The analysis of existing and future deficiencies indicates that the City transportation system needs significant improvements. The costs of the transportation improvement needs will far outstrip the likely available future funding. Because not all identified projects can realistically be funded during the next 20 years, the City should establish clear priorities for its transportation investments. The prioritization process helps guide the allocation of resources among the various types of transportation improvement projects.

To help guide the development of the City transportation system, relative priorities were identified based on the general goals and policies identified for the Transportation Element and input from the general public and steering committee. These general priorities should help direct future available funding, including grant monies, toward specific projects and programs which reflect the community's desires.

Regional Priorities

Regional transportation priorities have been identified in the Regional Transportation Plan developed by the WVTC. The City Transportation Element should be consistent with those regional priorities. The goals that guided the development of the regional priorities included the following:

- Public involvement in decision-making
- Intergovernmental coordination
- Transportation safety
- Ease of travel to, from, and within the community
- Make the best use of the existing transportation system
- Balanced travel options
- Environmental stewardship
- Adequate funding

The priorities of the City's Transportation Element also should be consistent with the priorities adopted by the State through the Washington Transportation Plan (WTP). The 2007 to 2026 WTP identifies and prioritizes a set of transportation investments to serve the citizens' safety and mobility needs, the State's economic productivity, the communities' livability, and the ecosystem's viability. The adopted plan follows a strategic approach to future investment by establishing guiding principles for investments in current and future facilities. The five guiding principles are as follows:

1. **Preservation**—Preserve and extend prior investments in existing transportation facilities, and the services they provide, to people and commerce.
2. **Safety**—Target construction projects, enforcement, and education to save lives, reduce injuries, and protect property.
3. **Economic Vitality**—Improve freight movement and support economic sectors that rely on the transportation system, such as agriculture, tourism, and manufacturing.
4. **Mobility**—Facilitate movement of people and goods to contribute to a strong economy and a better quality of life for citizens.
5. **Environmental Quality and Health**—Bring benefits to the environment and the citizens' health by improving the existing transportation infrastructure.

City Transportation Issues

In updating the Transportation Element, a variety of stakeholders provided input regarding the transportation issues affecting the City. The Transportation Element process included a review of prior studies, data assembling and analysis, discussions with agency staff and the steering committee, as well as a public meeting. The process revealed that there are some specific transportation issues in the community that the Transportation Element should address. Those issues include:

- Congestion, speeds, pedestrian crossings, turn lanes, signals/traffic control, safety, access, and lighting along US 2;
- Operational and safety needs at the US 2/E Leavenworth Road intersection;
- Bicycle facility needs along US 2 bridge over the Wenatchee River;
- Proximity between Pine Street and US 2 intersections along Chumstick Highway;
- Impacts to Chumstick Highway from Tumwater Canyon closures and detours;
- East-west roadway connectivity in the UGA, especially a possible new Titus Road connection;
- Constraints due to wetlands, soils, and topography;
- Pedestrian and bicycle facilities and connections, such as inadequate shoulders along Ski Hill Drive and Pine Street within the City;
- Connections to the new Amtrak station;
- The need for additional transit service on weekends;
- Potential need to reduce speed limits near schools; and,
- Traffic calming in neighborhoods.

Many of the projects listed on the project list were developed to address the issues identified above.

City Priorities

Transportation improvements address issues that generally fall under three broad categories, as illustrated in Table 12. Depending on the context and the specific local needs, some issues may be more relevant or important to address in priority.

Table 12. General List of Issues Addressed by Transportation Improvements

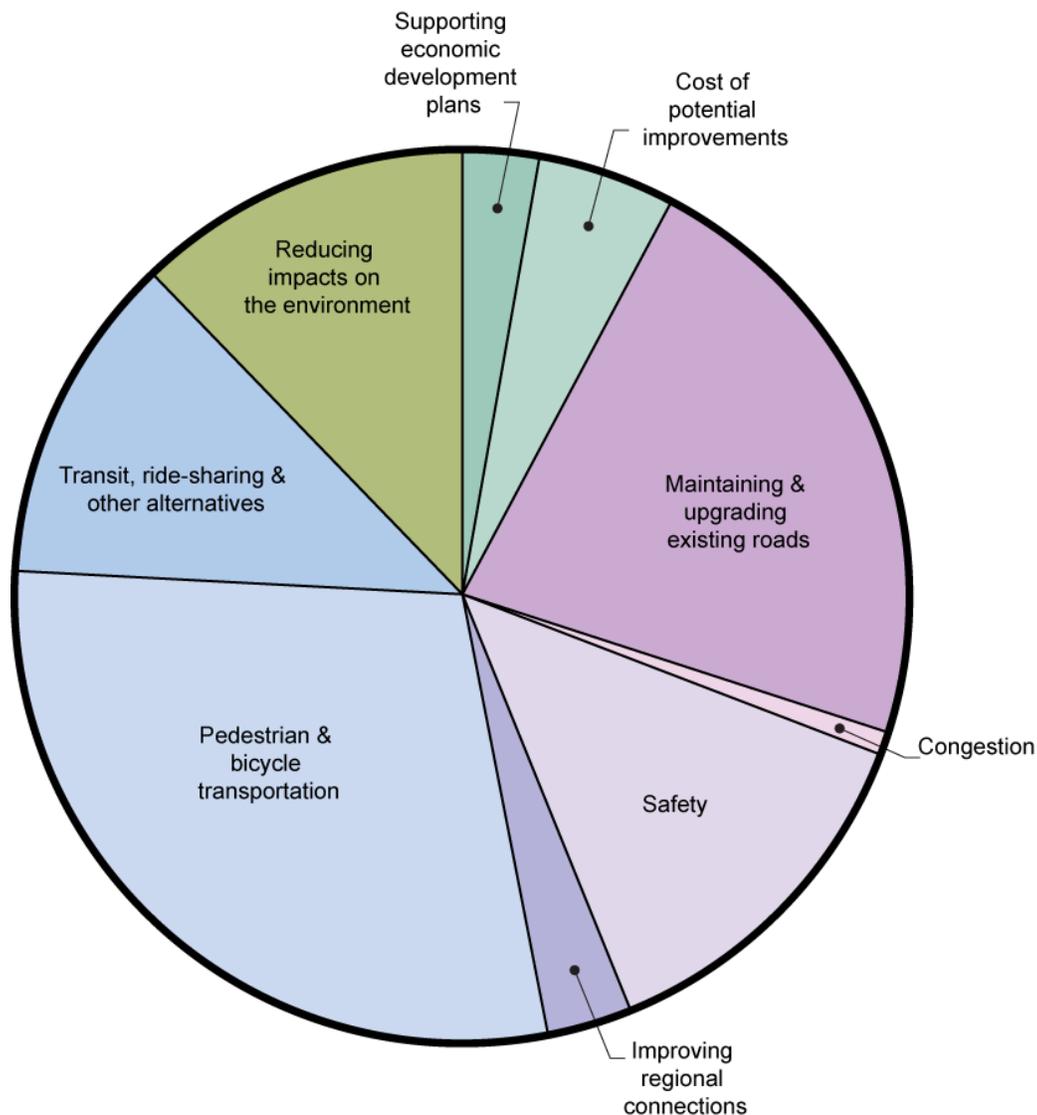
Category	Context	Priority Issues
Economic Factors	<p>Some transportation improvements focus on supporting important economic sectors for the County, such as agriculture and tourism. Transportation plays an important role in the process of attracting and maintaining economic activities. The movement of freight and goods is a critical element of the economic vitality for the area.</p> <p>Another important economic factor is the cost of the transportation improvements, and whether or not adequate funding sources are available to meet the current and future needs.</p>	<ul style="list-style-type: none"> • Supporting economic development plans • Cost of potential improvements • Enhancing movement of freight and goods
Facilities & Services	<p>Many types of transportation improvements are necessary to provide for a balanced system that will work effectively and safely over the 20-year planning horizon. Priorities may be given to rehabilitating existing facilities, or building new ones. Specific issues generally emerge for certain modes of transportation such as non-motorized transportation or transit.</p> <p>There are also concerns that are more general in nature and relate to different aspects of the transportation system: congestion, safety, and emergency response.</p>	<ul style="list-style-type: none"> • Maintaining and upgrading existing roads • Congestion • Safety • Improving regional connections • Pedestrian and bicycle transportation • Transit, ridesharing, and other alternatives
Land Use & Environmental	<p>These priorities are related to the consistency between land use and transportation policies, and general requirements of the Growth Management Act.</p> <p>Other types of priorities focus on energy and environmental factors.</p>	<ul style="list-style-type: none"> • Reducing impacts on the environment • Supporting adopted regional and local land use plans

SOURCE: Transpo Group 2009

Those who attended the open house hosted by the City of Leavenworth in October 2008 were asked to note their top three issues for the Transportation Element to address. This exercise was similar to one completed at the June 2008 open house hosted by Chelan County. A total of five issues emerged as being primarily cited by participants as their top priorities. They included:

- **Pedestrian and Bicycle Transportation**
The plan should emphasize the need to improve safety and mobility for pedestrians and bicyclists. New or upgraded facilities should provide a network offering real options for walking and biking.
- **Maintaining and Upgrading Existing Roads**
This priority refers to maintaining, preserving, and extending the utility of the existing transportation system. Preservation is critical to ensuring the usefulness of prior transportation investments and reducing future deficiencies.

- **Safety**
Safety should be one of the top transportation investment priorities. Improving safety usually involves targeting locations identified by collision history and risk factors.
- **Transit, Ridesharing, and Other Alternatives**
Alternative transportation choices should be an important component of the Transportation Systems Plan. Transit facilities, services, and programs will help reduce the emphasis and demand on single-occupant vehicles.
- **Reducing Impacts on the Environment**
Transportation improvements should be evaluated and reviewed based on the level of impact they may have on the environment. It is important that improvements are designed and implemented in a way that helps reduce and mitigate potential environmental impacts.



*Each priority is weighted by input received from the October 2008 Public Open House, as shown in Table 13

Figure 14. Priorities for the City of Leavenworth

Table 13 provides the approximate percent share that each issue received. It also identifies how likely a particular issue would be chosen. The likelihood of being chosen is the percent by which the issue was likely to be chosen as part of the top three by a specific individual. For example, “pedestrian & bicycle transportation” was chosen by 88 percent of the respondents as a top priority. These priorities should help guide transportation investments.

Table 13. Priorities for the City of Leavenworth

Priorities	Likelihood of Being Chosen ¹	Overall Share	Ranking
Economic Factors			
Supporting economic development plans	8%	3%	
Cost of potential improvements	16%	5%	
Enhancing movement of freight and goods	0%	0%	
Facilities & Services			
Maintaining & upgrading existing roads	68%	22%	2
Congestion	4%	1%	
Safety	40%	13%	3
Improving regional connections	8%	3%	
Pedestrian & bicycle transportation	88%	29%	1
Transit, ride-sharing & other alternatives	36%	12%	4
Land Use & Environmental			
Reducing impacts on the environment	36%	12%	4
Supporting adopted regional and local land use plans	0%	0%	

SOURCE: Input from the October 2008 public open house.

1. The likelihood of being chosen is the percent by which the issue was likely to be chosen as a top priority by an individual.

Street Maintenance Program

The main goal of the maintenance program is to maximize the use and efficiency of available revenue and provide for a comprehensive and systematic way to sustain the transportation infrastructure at a level acceptable to the City. The maintenance program is one of the most important programs the City can implement. The quality of the program and the process by which existing streets and other transportation infrastructure are maintained, directly determines the pavement surface life, future maintenance cost, ride quality, and long-term user costs.

The City should develop a long-term maintenance program that includes an evaluation of arterials and local roadways for pavement condition, sign damage, and any additional roadway features the City needs to maintain or service. Based on a field inventory, a Pavement Management System (PMS) can provide systematic approaches for identifying overlay and chip seal projects each year. The PMS could also provide input regarding the need to rebuild existing streets, instead of performing an overlay or chip seal. Street signs and other infrastructure in the street right-of-way should be monitored and serviced regularly as well.

Based on a “windshield” assessment of City streets, a majority of the roads are likely in a marginal or failed state of repair. In other words, the dollars the City has been investing in its transportation system are not maintaining the existing pavement or subsurface structure adequately, thus resulting in a declining state of repair and the need to rebuild the streets. Rebuilding streets is a significant cost item and is something a maintenance program attempts to avoid.

To assure that the existing and future transportation infrastructure is preserved in a cost-effective manner and to avoid roads deteriorating beyond repair, the City should prepare a maintenance strategy and program to identify the true costs of maintaining the street system. The strategy will assist the City in better identify needs and funding sources to allocate resources and to maintain the existing infrastructure.

Roadway Improvement Projects

Based on the evaluation of existing and forecast traffic volumes, traffic operations, safety, connectivity, and overall City priorities, a recommended list of roadway improvement projects was defined. The projects were organized into the following three categories:

- State Highway Improvements
- City Street Improvements
- County Roadway Improvements

Table 14 identifies each of the projects and Figures 15 and 16 show the location of the local and regional improvements identified in the Plan. Table 14 provides a brief description of each project and is organized by agency and type of project. A map identification number is also provided for referencing between Table 14 and Figures 15 and 16.

Planning level cost estimates are also included for each City and County project. No cost estimates were prepared for projects along US 2 or for LINK Transit. The cost estimates were prepared based on typical per unit costs, by type of roadway and scope of the improvement. The cost estimates also includes allowances for right-of-way acquisition, based on generalized needs to meet the City's street standards. Adjustments to construction costs were included, as needed, to reflect any specific implementation issues, such as environmental impacts or impacts on adjacent properties. The cost estimating worksheets are included in Appendix C.

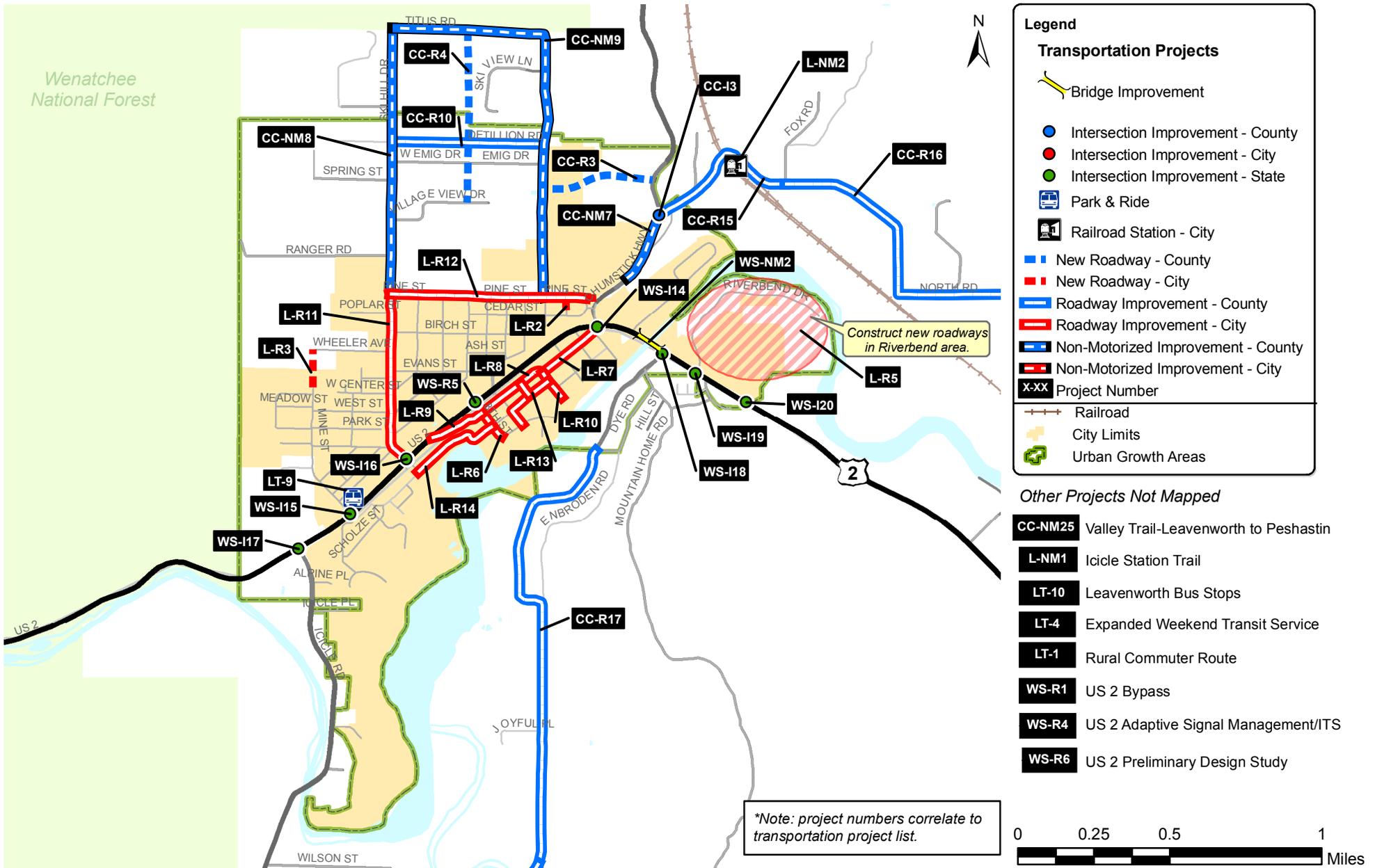
Priorities have been shown for County projects as identified in the County's Transportation Element. The County projects are prioritized into three Tiers (I, II and III). The tier system is used to identify which projects should be completed first. Tier I includes the projects that likely will be funded first because they are usually lower-cost projects that can provide short term solutions to top priority issues. Tier III projects are those that will not likely be funded by the County in the next 20 years.

State Highway Improvements

US 2 serves as the main street through Leavenworth and is heavily used by regional thru traffic, as well as local residents. Recreation and tourism activities draw a considerable amount of vehicles and pedestrians to the downtown. A number of intersections along US 2 are anticipated to become heavily congested on a regular basis in the future if no improvements are implemented. These intersections include: E. Leavenworth Road, Chumstick Highway, Ski Hill Drive, Mill Street, and Icicle Road. The heavy pedestrian activity, particularly on weekends and during the summer, has created pedestrian crossing safety concerns along US 2. A pedestrian underpass is proposed along US 2 near the downtown park, across from City Hall.

A preliminary design study has been identified by the City to further investigate and define potential solutions and enhancements along the US 2 corridor through Leavenworth. The types of improvements could include adding turn lanes, sight distance enhancements, improved mid-block crosswalks, access management, and adding traffic control, such as roundabouts. Roundabouts have been investigated as possible solutions for both the E. Leavenworth Road and Chumstick Highway intersections. Preliminary traffic analysis suggests that a roundabout would improve operations at the E. Leavenworth Road intersection, if feasible. The Chumstick Highway intersection would also be a possible location for a roundabout, but the preliminary operations analysis indicates a one-lane roundabout will not likely meet LOS standards during future peak conditions. Additional right-of-way would be needed to support a larger roundabout, which would include slip lanes to improve operational efficiency.

WSDOT should continue to work with the City, County, and other relevant agencies to study and prioritize needed improvements along US 2. The improvements to the corridor are required to address congestion, safety, and non-motorized access along US 2. The tourism and business community should be closely involved in developing solutions.



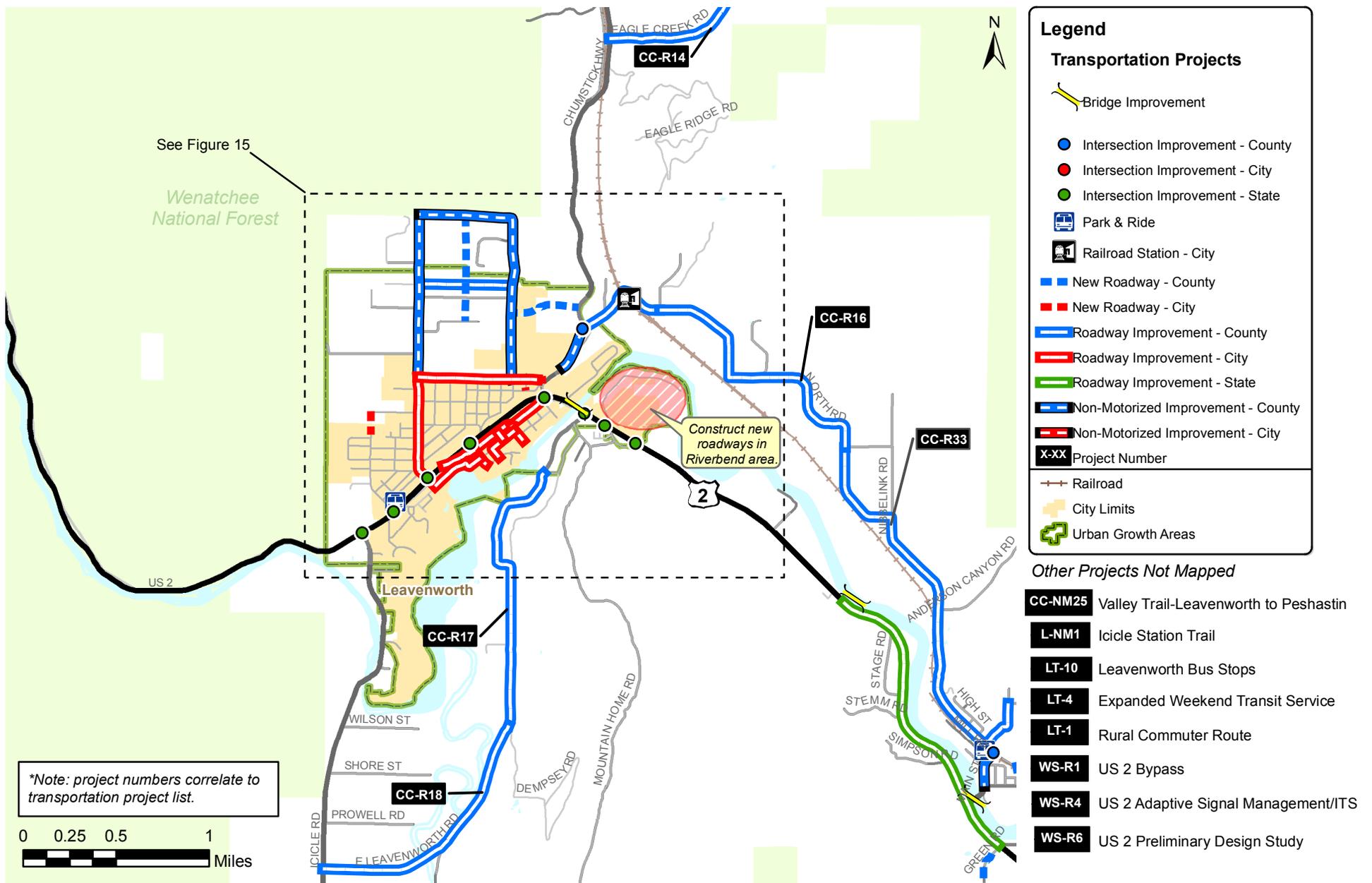
Transportation Improvement Projects (City)

Leavenworth Transportation Element

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FIGURE



Transportation Improvement Projects (County Area)

Leavenworth Transportation Element

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FIGURE

Table 14. Transportation Improvement Project List

Project ID	Project Title	Project Description	
STATE HIGHWAY			
WS-R1	US 2 Bypass through Leavenworth	Construct bypass to reroute traffic away from congested business center. Investigate possible impacts to neighborhoods. Identified as a Tier III Solution in the Highways Systems Plan. Further evaluate as part of a preliminary design study for US 2 (project WS-R6).	
WS-R4	US 2 Signal Improvements	Adaptive signal management and ITS solutions. Identified as a Tier I Solution in the Highways Systems Plan.	
WS-R5	US 2 Pedestrian Underpass	Provide a grade separated pedestrian undercrossing in the vicinity of City Hall.	
WS-R6	US 2 Preliminary Design Study	Evaluate feasibility and refine the list of possible intersection improvements, including construction of roundabouts, within the City limits.	
WS-I14	US 2 / Chumstick Highway	Pedestrian crossing, signal, and channelization improvements. Further evaluate as part of a preliminary design study for US 2 (project WS-R6).	
WS-I15	US 2 / Mill Street	Traffic control improvements to address future LOS deficiencies. Solutions could include a new traffic signal or roundabout. Further evaluate as part of a preliminary design study for US 2 (project WS-R6).	
WS-I16	US 2 / Ski Hill Drive	Traffic control improvements to address future LOS deficiencies. Solutions could include a new traffic signal or roundabout. Further evaluate as part of a preliminary design study for US 2 (project WS-R6).	
WS-I17	US 2 / Icicle Road	Traffic control and gateway improvements. Solutions could include a new turn lanes. Further evaluate as part of a preliminary design study for US 2 (project WS-R6).	
WS-I18	US 2 / E Leavenworth Road	Intersection safety and traffic control improvements. Improve sight distance by elevating intersecting segment of E. Leavenworth Rd. Further evaluate as part of a preliminary design study for US 2 (project WS-R6).	
WS-I19	US 2 / Riverbend Drive	Improve intersection, including combing the intersection with E. Leavenworth Road to address safety and operation issues at both locations. Further evaluate as part of a preliminary design study for US 2 (project WS-R6).	
WS-I20	US 2 east of Riverbend Drive	New intersection and traffic control to provide access to future development in the Riverbend area.	
WS-NM2	US 2 Wenatchee River Bridge	Provide wider cantilevered pathway for non-motorized users on each side. Further evaluate as part of a preliminary design study for US 2 (project WS-R6).	
CITY STREETS			Cost^{1,2}
New Roadway			
L-R1	Pine Street Extension	Construct a new road - connector from Fir Street to Chumstick Highway. Close the Fir/Cedar/Chumstick Highway intersection.	\$810
L-R2	Cone Street	Construct connector from Cedar Street to Pine Street.	\$420
L-R3	Mine Street north to Wheeler Avenue	Construct a new road - connector from Mine Street to Wheeler Avenue.	\$940
L-R5	New streets in Riverbend Area	Construct new secondary arterial and collector streets in the Riverbend Area.	\$3,450
Roadway/Intersection Improvements			
L-R6	8th Street Reconstruction	Reconstruct roadway, curb replacement, pave sidewalk, illumination from Front Street to Main Street.	\$680
L-R7	Front Street Reconstruction	Reconstruct road, sidewalks, illumination, storm sewer, watermain replacement from Division Street to 14th Street.	\$2,600

L-R8	Front Street Reconstruction	Reconstruct roadway, curb and gutter, sidewalk, illumination from 8th Street to Division Street.	\$2,480
L-R9	Front Street Reconstruction	US 2 at Gustav's to 8th Street - Reconstruct roadway, replace sidewalks, illumination.	\$1,970
L-R10	Division Street Reconstruction	Reconstruct road, sidewalks, curb & gutter, street illumination from Front Street to 200' south of Commercial.	\$740
L-R11	Ski Hill Drive Reconstruction (US 2 to Pine Street)	Repair base material and asphalt overlay. Construct missing sidewalk locations between US 2 and City limits.	\$2,640
L-R12	Pine Street Upgrade (Ski Hill Drive to Fir Street)	Repair base material and asphalt overlay. Construct sidewalk along south side of roadway.	\$3,180
L-R13	Commercial Street/10th Street Reconstruction	Reconstruct roadway, curb and gutter, sidewalk, illumination from 9th St to Division St and Front St to Commercial St.	\$1,330
L-R14	Commercial Street Reconstruction	Reconstruct road, sidewalks, illumination, storm sewer, watermain replacement from 3rd Street to 8th Street.	\$2,950

Non-motorized & Railroad Improvements

L-NM1	Icicle Station Trail	Trail connecting Leavenworth to new Amtrack station. Would use portions of old railroad ROW now owned by Chelan PUD. Part of the Leavenworth to Wenatchee Trail. Includes improving underpass along North Road.	\$1,330
L-NM2	Icicle Station	Construct new Amtrak Icicle Station along North Road.	\$850

CHELAN COUNTY ROADWAYS

Cost^{1,2} Priority Tier³

New Roadway

CC-R3	Titus Road to Chumstick Highway Connector	New collector road between Titus Road and Chumstick Highway to provide improved access and circulation to the North Leavenworth area.	\$1,960	I
CC-R4	Leavenworth UGA north-south connector	New north-south road (unnamed) between Village View Drive and Titus Loop Road.	\$1,520	III

Roadway Improvement

CC-R10	Bergstrasse/Detillion Road	Upgrade road to collector street standards between Ski Hill Drive and Titus Road.	\$2,130	II
CC-R14	Eagle Creek Road	Grade, drain, widen, minor horizontal realignment, add base and top course, and pave along 1.5 mile stretch starting at Chumstick Hwy. Widening pavement from 22 ft to 26 ft.	\$3,520	I
CC-R15	North Road	Reconstruct large culvert, grade, drain, add base and top course, and pave from Chumstick Highway to Fox Rd.	\$3,270	I
CC-R16	North Road	Construct/widen shoulders, improve horizontal curves, signage, and safety between Fox Rd and Nibblelink Rd (north connection).	\$9,800	I
CC-R17	E. Leavenworth Road	Construct/widen shoulders, improve horizontal curves, safety, and reconstruct roadway between UGA limits and Dempsey Rd.	\$4,410	II
CC-R18	E. Leavenworth Road	Construct/widen shoulders and reconstruct roadway between Dempsey Rd and Icicle Rd.	\$4,180	II

Intersections

CC-I3	Chumstick Highway / North Road	Intersection safety improvements, could include signage, illumination, re-alignment, and channelization enhancements.	\$280	I
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Non-motorized Improvements

CC-NM7	Chumstick Highway	Complete multi-use pathway between City limits and North Road.	\$350	I
CC-NM8	Ski Hill Drive	Improve shoulders, illumination, signage, and provide traffic calming along Ski Hill Drive from City limits to Titus Rd.	\$1,790	II
CC-NM9	Titus Road	Improve shoulders, illumination, signage, and provide traffic calming along Titus Rd from City limits to Ski Hill Dr.	\$2,710	II

Trails

CC-NM25	Valley Trail - Leavenworth to Peshastin	Identify ROW and construct trail between Leavenworth and Peshastin.	\$1,460	I
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LINK TRANSIT

LT-1	Rural Commuter Route	Expand commuter service between Leavenworth and Wenatchee.
LT-4	Expanded Weekend Service	Expand weekend service in Leavenworth as identified as a priority by the community.
LT-9	Leavenworth Park & Ride	Construct additional park & ride location in Leavenworth.
LT-10	Leavenworth Bus Stops	Locate and construct bus stops throughout the Leavenworth area.

1. Cost range in \$1,000s of dollars (2008 \$).
2. No costs developed for WSDOT or LINK Transit projects.
3. Project priorities only identified for Chelan County projects as shown in the County Transportation Element.

City Street Improvements

This category of projects includes capacity, safety, and road standard improvements along City arterials, collectors, and local streets. Several projects identify new collector roadways to serve additional growth within the City. Other projects, reconstruct roadways to meet City street standards, to serve future growth, and to provide facilities for all modes of travel. A total of 13 projects have been identified along roadways within the City limits. These projects are listed in Table 14 and shown in Figure 15.

Improvements are needed along the collector and arterial roadways in the northern neighborhoods of the City. These improvements will address existing deficiencies, improve substandard roadways, and provide new collector roadways. The improvements include upgrading arterials and collectors to City standards and completing a system of collectors to enhance mobility and circulation within the northern part of the City. These projects range from extending Mine Street to Wheeler Avenue (L-R3) to overlaying and constructing missing sidewalk segments along Ski Hill Drive (L-R11). The reconstruction of Pine Street (L-R12) is an important project because it is one of the only east-west routes within the northern Leavenworth area, but the pavement is in a failed state of repair. The roadway will be upgraded to secondary arterial standards, including the construction of sidewalks to provide a safe school walk route for Icicle River Middle School and Cascade High School students. Sidewalks likely can only be accommodated on the south side of Pine Street due to environmental constraints on the north edge of the right-of-way. An extension of Pine Street to Chumstick Highway is also a project the City will work to complete. The extension would allow the City to close the Cedar Street intersection with Chumstick Highway and provide greater separation from the US 2 intersection to avoid vehicle queuing and safety issues.

The City also has plans for its transportation system in the downtown, as identified in the Downtown Master Plan. The City recently completed an upgrade to portions of the downtown street system along 9th Street and Commercial Street. The project included replacing utilities, new sidewalks, improved pedestrian crossings, on-street parking, planter strips, and a new roadway surface. The City hopes to complete seven similar projects for the remaining segments of its downtown streets. These projects include 3rd Street, 8th Street, Front Street, Division Street, and Commercial Street corridors.

The eastern portion of the City, otherwise referred to as the Riverbend area, will include new circulation roadways to support future commercial and industrial development in the City. The new circulation streets will also provide direct access to the KOA campground to avoid vehicles from using Riverbend Drive, a local neighborhood street, as the primary access. A new intersection with supporting traffic control along US 2 (WS-I20) will provide access to the area and will need to be coordinated with construction of the circulation roadways.

County Roadway Improvements

The general area north of the City limits and within the UGA has been targeted to accommodate a significant portion of the growth expected within the greater Leavenworth area. In order to serve the existing and future needs, transportation infrastructure improvements will be needed on existing facilities such as Ski Hill Drive and Titus Road. In addition, new and upgraded roadways are required to provide improved connectivity and access to the UGA.

A number of potential new roadways have been identified within the unincorporated area north of the City. One project is a connector between Titus Road and Chumstick Highway. The Titus Road connection (CC-R3) has been studied by the City and County (1999 Titus Road study) for several years. The new collector street will provide improved access to the northern UGA.

A new north-south roadway (CC-R4) connecting Titus Road with Bergstrasse/Detillion Road and Village View Drive will improve access and circulation to the area between Ski Hill Drive and Titus Road. Bergstrasse/Detillion Road will be upgraded to a collector street (CC-R10) to provide an improved east-west link between Titus Road and Ski Hill Drive. It is the logical location for an improved east-west connection because it already exists, has few direct access points to adjoining properties, and has the sufficient right-of-way necessary for urban amenities, such as sidewalks. Together, these collector streets will provide adequate circulation and access to support expected residential growth in the area.

Ski Hill Drive and Titus Road provide primary access to the northern UGA and should be upgraded with wider shoulders or a separated multi-use pathway as they are a primary pedestrian, bicycle, and cross-country skiing route for the community. Projects CC-NM8 and CC-NM9 include improved illumination, signage, and traffic calming features along the two corridors. The long, straight corridors are conducive to high speeds, so geometric improvements should be made, such as splitter islands or reduced lane widths to promote slower speeds and reduce potential for cut-through traffic when the Titus Road connection is in place.

Other improvements to County roadways include reconstructing segments of East Leavenworth Road (CC-R17 & CC-R18) and improving portions of North Road (CC-R15 & CC-R16) to include wider shoulder and improved base and surface material. The intersection with North Road and Chumstick Highway will be upgraded with improved channelization, illumination, and signing to address safety concerns and support future growth along the North Road corridor.

The following County roadway projects within the Leavenworth area are among the highest priority projects in the County Transportation Element (Tier I projects):

- New connector between Titus Road and Chumstick Highway
- Roadway improvements on North Road
- Intersection improvements at Chumstick Highway/North Road

Non-Motorized Facilities

Non-motorized facilities play a vital role in the City's transportation system. The non-motorized transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well established system encourages healthy recreational activities, reduces vehicle demand on City roadways, enhances safety, and promotes a more livable community.

The City desires to have sidewalks on all streets, unless special circumstances make it prohibitive. Greater details on planned pedestrian, bicycle, cross-country skiing, and equestrian facilities are provided in the Upper Valley Regional Trails Plan. As a separate publication, the Upper Valley Regional Trails Plan was developed to directly address multiple modes of travel through all four seasons and for all types of users.

The goals for the Upper Valley Regional Trails Plan are to:

- Connect neighborhoods, residents, and visitors with area services, activity centers, attractions, and natural areas;
- Link and enhance existing and planned trails and determine the locations for new trail connections; and to
- Incorporate multiple non-motorized modes of travel, whether for recreation or commuting, through all seasons including but not limited to pedestrians, bicyclists, equestrians, and cross-country skiers.

Much of the trail system within the public street right-of-way depends upon implementation of the projects listed in Table 14. The sidewalk system will largely provide the linkages to the trails within the Upper Valley area. Particular linkages of highest priority include the reconstruction of the arterial and collector streets in the northern neighborhoods and UGA. The projects along Ski Hill Drive, Titus Road, and Pine Street will provide for enhanced non-motorized facilities such as sidewalks, separated multi-use pathways, or wider shoulders. Other projects include adding missing sidewalk segments on Chumstick Highway, and new sidewalks on Bergstrasse/Detillion Road and the new collector roadways in the UGA.

A new trail connection between the downtown and the future Amtrak station on North Road is a high priority. The connection would likely be an asphalt trail and would use portions of an old railroad right-of-way, now owned by Chelan PUD. This trail could become a section of the proposed Valley Trail linking Leavenworth and Wenatchee. Leavenworth was recently successful in obtaining federal funds to widen the railroad underpass along North Road and to support the construction of a pedestrian facility. The City supports the extension of the Valley Trail to Peshastin and the other communities along the Wenatchee River.

US 2 acts as a pedestrian barrier separating the downtown commercial district with the neighborhoods to the north. Enhanced pedestrian crossing treatments should be considered along the corridor as part of the preliminary design study (WS-R6). New or revised traffic control enhancements at the intersections with Chumstick Highway, Ski Hill Drive, or Mine Street could include improved pedestrian signage, crosswalk treatments, or provide for better illumination to reduce the potential for vehicle and pedestrian collisions. A new pedestrian underpass is proposed near City Hall that would improve crossing safety for pedestrians and improve mobility for vehicles along US 2.

Overall, the Regional Trails Plan highlights the preferred non-motorized facilities and connections the City is planning towards. It identifies the appropriate design standards for pedestrian, bicycle, cross-country skiing, and equestrian facilities (see Appendix D). The plans, policies, and standards highlighted in the Plan are consistent and supportive of the City's Transportation Element. Refer to the Upper Valley Regional Trails Plan for more information and detail on the projects necessary to enhance the non-motorized system within the City of Leavenworth.

Public Transit and Transportation Demand Management

In order to provide a comprehensive transportation system, the City of Leavenworth recognizes the importance of other modes of travel, such as public transit, rail service, and transportation demand management (TDM) programs. In general, these services and programs build on regional programs with some refinements to reflect the specific needs of the City.

Public Transit

Transit service in Leavenworth is provided by LINK Transit. The Plan has been coordinated with the Six-Year Transit Development Plans (TDPs) for LINK Transit. The TDP provides a framework to guide transit service delivery through the next six-years. Transit service in Leavenworth is largely

focused on the US 2 corridor which connects Leavenworth with Wenatchee and the communities to the east. As the population increases in and around Leavenworth, more commuter traffic will increase the need for alternatives to the single occupancy vehicle. Transit service within Leavenworth will become increasingly important in providing commuters and tourists with convenient access to transit or other ridesharing alternatives.

The use of transit service would likely be increased by faster and more convenient bus service between Leavenworth and Wenatchee. Route 22 currently provides commuter service. LINK Transit is studying the opportunity for developing a new and improved park-and-ride lot in Leavenworth to replace the existing facility. Several sites have been investigated near US 2 (at Chumstick Highway and near Mill Street). The creation of weekend transit service has also been identified as a priority by the community. Overall, increased service will make transit a more convenient and attractive alternative to driving alone.

The Leavenworth Transportation Element recommends the following transit improvements.

- **Park & Ride Facility** – To support future growth within and outside the City, a new park and ride facility should be constructed. This new facility could cater to both commuter weekday traffic and tourist weekend needs.
- **Local Service Enhancements** – Evaluate modifying route 32 or 37 to provide service around the Titus/Ski Hill Loop, through town, out East Leavenworth Road, down the Icicle Road, and back through town.
- **Regional Routes** – Continue to create and enhance linkages to regional destinations, including increasing the service frequency of Route 22. In addition, consider other changes, such as providing improved weekend service.
- **Transit Accessibility and Comfort** – Improve access to transit for all users in compliance with the Americans with Disabilities Act (ADA) by evaluating accessibility to public transportation from future developments, in addition to completing a primary sidewalk system. Work to provide bus shelters where needed, along with a maintenance program that plows sidewalks and clears snow off the primary transit and access routes.

The City will continue to coordinate with LINK Transit in the development of a convenient, integrated, and efficient transit system that supports future growth and economic development in the City of Leavenworth.

Rail Service

The City has been working for years with BNSF and Amtrak to build a new Amtrak station in Leavenworth. Passenger rail service is currently provided by Amtrak at Columbia Station in Wenatchee. Amtrak's *Empire Builder* travels daily between Chicago and Seattle, offering westbound service in the early morning (5:35 am) and eastbound service in the late evening (8:40 pm). Amtrak's bus service also stops at Leavenworth and Cashmere.

The new train station will be located on North Road, approximately one mile from town. The City expects the construction of the new station and the passenger service to start in 2009. In conjunction with the new station, there is a need to improve pedestrian and bicycle connections between the downtown and the Amtrak station. A multi-use path between US 2 and North Road will be provided.

Transportation Demand Management Program

In addition to improving the transit system, reducing travel demand by supporting transportation demand management (TDM) programs is an effective component in the City's comprehensive transportation system. TDM programs consist of measures for reducing single occupancy vehicle travel. The Washington Commute Trip Reduction Law (RCW 70.94.521) requires TDM performance targets for firms with over 100 employees. However, the Commute Trip Reduction program does not currently apply to Leavenworth because the area lacks large employers.

However, TDM programs can also provide effective alternatives for smaller developing communities, such as Leavenworth. Potential TDM strategies for Leavenworth need to be coordinated with regional agencies, such as Chelan County, LINK Transit, and the North-Central RTPO. The following strategies should be considered:

- **Encouraging car and van pools.** Employer incentives for commuters to carpool and vanpool can be in the form of a financial incentive or as simple as reserved car and vanpool parking closest to the building. Other incentives should be defined with LINK Transit to encourage carpooling and vanpooling for residents.
- **Transit fare subsidies.** Employer subsidies for transit passes provide an incentive for those who are able to commute by transit and the incentive to do so.
- **Bicycle lockers/showers at work sites.** Bicycle lockers and shower facilities at work sites provide the means for workers to commute by bicycle.
- **Telecommuting.** The use of telecommunications technology can allow some employees to work from home. This reduces the need for travel to/from a work site for some work days.
- **Flexible work schedules.** Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules may be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion.
- **Guaranteed ride home programs.** Many commuters who have children or have unpredictable schedules rely on their cars. This employer incentive provides the option of a guaranteed ride home in case of an emergency or unexpected schedule change.

Freight, Air, and Waterborne Transportation

There is no waterborne transportation serving Leavenworth other than river recreational activities, such as river rafting and kayaking. The Transportation Element does not identify waterborne transportation as a component of the City transportation system.

Freight/Rail

Rail freight facilities consist of the BNSF mainline running between Everett and Spokane. BNSF's mainline through Leavenworth and the Wenatchee River valley is a major transcontinental route for double-stack intermodal container trains. A predominant amount of intermodal traffic to and from the Ports of Seattle and Tacoma is handled over the Stevens Pass route. The route is heavily used, with an average of 27 trains per day (2006 data for the Washington State Transportation Commission, Statewide Rail Capacity and Systems Needs Study). These trains are usually about 1-mile long or about 60 railroad cars. The line already exceeds its practical capacity but no improvements are anticipated in the near future.

Air Transportation

There are no airports within the immediate Leavenworth planning area. Commercial air travel for Leavenworth is provided via Pangborn Memorial in East Wenatchee. It provides scheduled commercial service for the greater Wenatchee area, including Leavenworth. The airport is served by only one carrier (Horizon) which currently offers 28 weekly departures to Seattle-Tacoma International Airport (Sea-Tac). Alternatively commercial air travel is provided via Sea-Tac, located approximately 125 miles west of the Cascade Mountains.

Other aviation facilities in the area consist of two airports serving general aviation users. The Cashmere-Dryden Airport is classified as a Local Service Airport. It is located in Cashmere and is a County-owned airport with a 1,800 foot asphalt runway. The Lake Wenatchee State airport is classified as Recreation or Remote Airport. It is located 16 miles northwest of Leavenworth (north of SR 207 and northeast of Lake Wenatchee). This is a state-owned, unlit, unpaved airfield with a runway length of 2,475 feet. The airport is generally open from June 1st to October 1st.

Finance and Implementation Program

The transportation improvement projects and programs were identified to address existing and future transportation system needs for the City of Leavenworth. The estimated costs of these projects and programs were summarized and compared to projections of existing transportation-related revenues to assess the City's ability to implement the Transportation Element. As with most local agencies, existing transportation revenues will not allow the City of Leavenworth to fund all of its needed maintenance activities or capital improvements. The Transportation Element identifies other possible revenue sources to help close the funding gap. Even with additional revenues, the City of Leavenworth will not be able to fund all of the projects and programs within the 20-year horizon of the Transportation Element.

Project and Program Costs

Transportation maintenance spending is directly related to the available revenue and/or desired performance level. Therefore, jurisdictions must continually make decisions regarding desired performance and available revenue based on overall financial priorities. Future maintenance and operations costs were based on an analysis of historical maintenance and operations spending trends. The costs increase over time as new infrastructure is built and used to meet the needs of a growing population base. It is assumed these costs will continue to rise at a per capita rate similar to recent history. It also assumes that current performance standards for maintenance and operations will continue in a similar fashion.

Table 14, in the previous chapter, summarizes the list of transportation improvement projects. Planning level cost estimates are provided for each project within the City or County. No cost estimates were prepared for projects along US 2 or for LINK Transit. The cost estimates were developed based on typical unit costs from the City and County's Transportation Improvement Program (TIP) and recent construction costs associated with the downtown streetscape improvements. However, the cost estimates should be refined and updated as each project moves into design and implementation. The project cost worksheets are included in Appendix C.

Projects and programs were combined into three categories as part of the development of a financial strategy for the Transportation Element. These categories are illustrated on Figure 17. Table 15 summarizes the estimated costs of these programs and projects in 2008 dollars. Costs are only shown for projects within the City of Leavenworth's jurisdiction. The summary also includes estimated costs of maintaining the transportation system over the 20-year study period.

Table 15. Transportation Project and Program Costs 2008 to 2027

	Total Estimated Costs¹ (2008-2027)
Maintenance and Operations	\$16.1 million (+\$5 million) ²
Reconstruction and Non-Motorized Enhancements	\$15.4 million
New Construction or Upgraded Transportation Improvements to Serve Growth	\$8.8 million
	TOTAL \$40.3 million (+\$5 million)²

* Based on existing City limits and miles of roadway.

1. Costs in 2008 dollars
2. The \$16.1 million is based on the historical spending levels towards maintenance and operations - which has not been enough to maintain status quo. Therefore the maintenance costs over the next 20 years are likely understated and would need an additional \$5 million more (at a minimum) to maintain existing City streets.

Maintenance & Operations



Types of Projects

- Paving/Chip Sealing
- Snow Plowing
- Emergency Repairs
- Bridge Repairs
- Signing/Stiping

Reconstruction of Existing Facilities/ Pedestrian & Bicycle Enhancements



Types of Projects

- Roadway Reconstruction
- Shoulder Widening
- New Trails/Sidewalks
- Safety Enhancements

New or Upgraded Facilities to Support New Development



Types of Projects

- New Roadways
- Roadway Widening
- Frontage Improvements
- Traffic Control Improvements

Figure 17. Project Funding Categories

Maintenance and Operations Costs

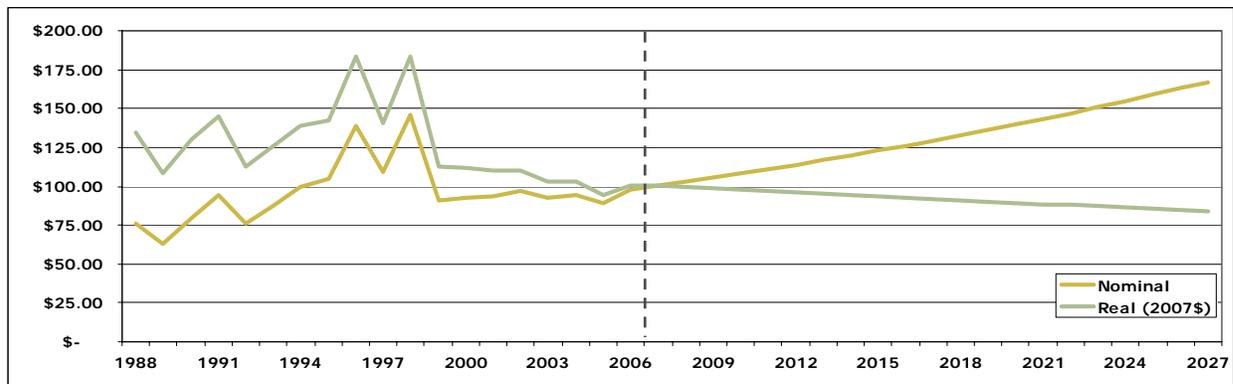
The most basic funding category is maintenance and operations of the transportation system in the City of Leavenworth. This category includes preserving or improving road surfacing, snow plowing, maintaining adequate signing, marking, illumination, and traffic controls, safety enhancements, general and emergency repairs, administration, and traffic policing.

Data for this analysis comes from a review of historical data from WSDOT reports showing the City’s historical expenditures used for transportation funding. The three main categories of expenditures (maintenance, administration, and traffic policing) have each been summarized below.

Maintenance Costs

Since 1988, per capita maintenance costs have been increasing in the City by 2.8 percent annually, which is less than the approximate inflation rate of 3.5 percent. For this analysis it is assumed that maintenance costs will continue to increase at this historical rate.

Figure 18 shows historical expenditures to the left of the dotted line and projected future expenditures to the right. Although nominal expenditures are increasing on a per capita basis, “real” inflation-adjusted expenditures are declining over time.

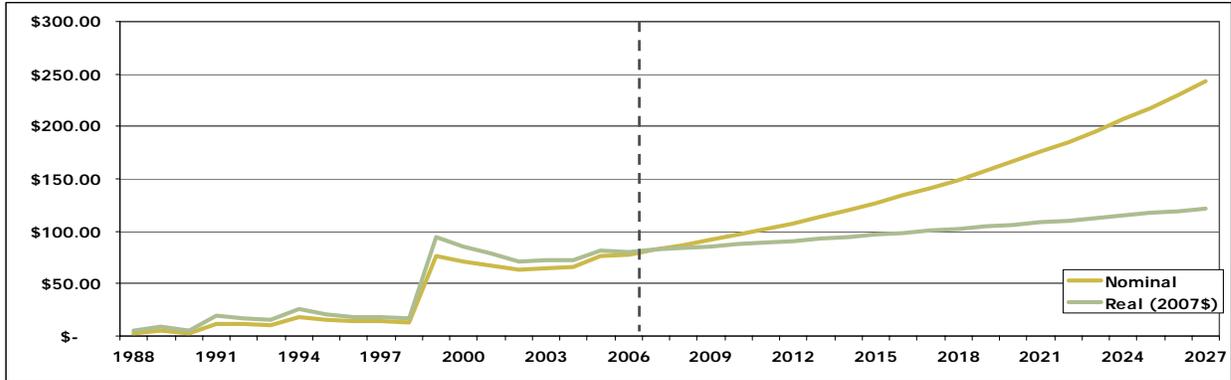


Source: Berk & Associates

Figure 18. Maintenance Expenditures – Per Capita Baseline Projection

Administration Costs

The second category of expenditure for transportation maintenance is administration of the program. Figure 19 shows historical expenditures in this category and future projected costs. These costs increased dramatically in 1999. Since 2002, administration costs have been increasing at a per capita rate of approximately 5.5 percent annually. It is assumed that this per capita rate will continue in the future based on this historical data.

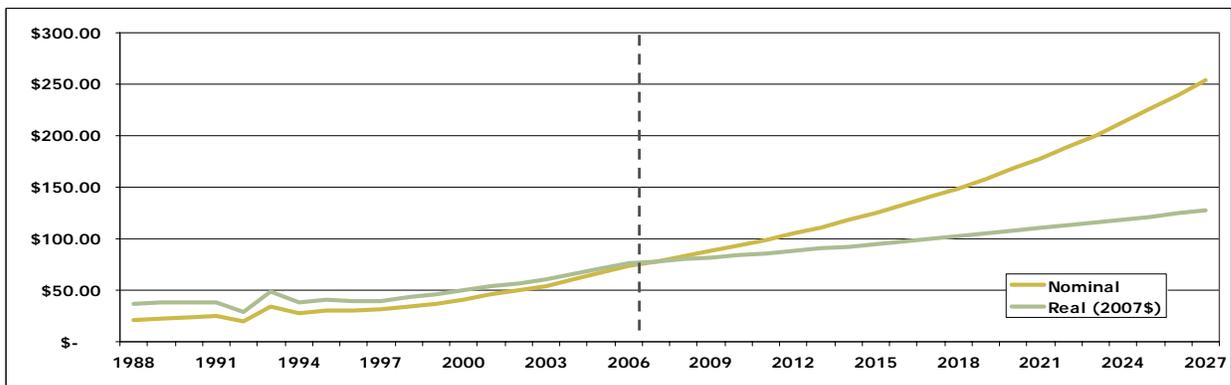


Source: Berk & Associates

Figure 19. Administration Expenditures – Per Capita Baseline Projection

Traffic Policing

The City of Leavenworth also spends money on traffic policing services. The primarily includes traffic enforcement activities and staffing. Figure 20 shows historical expenditures in this category and future projected costs. Since 1994, these costs have been increasing at 6.1 percent on a per capita basis. It is assumed that traffic policing costs will continue to increase at this historical rate.



Source: Berk & Associates

Figure 20. Traffic Policing – Per Capita Baseline Projection

Total Baseline Maintenance and Administration Cost Projections

Table 16 summarizes the baseline cost projections for the three main expenditure categories for transportation maintenance and administration for the City. These projections have been adjusted for inflation and are shown in 2008 dollars.

Table 16. Maintenance and Operations Cost Projections Summary

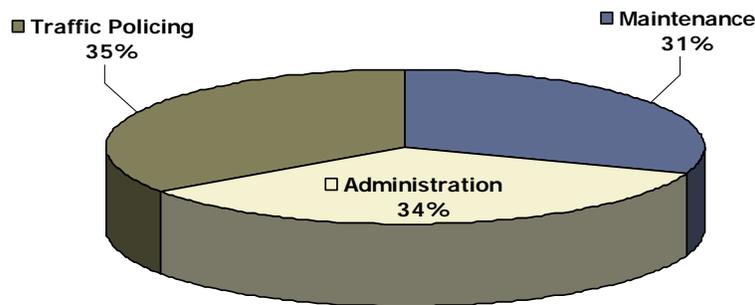
Maintenance and Operations Expenditures	Total 2008-2027 ¹
Maintenance	\$4,929,363 (+\$5 million) ²
Administration	\$5,566,080
Traffic Policing	\$5,590,105
Total Estimated Costs	\$16,085,548 (+\$5 million)²

SOURCE: Berk & Associates

1. Costs in 2008 dollars.
2. The \$4,929,363 is based on the historical spending levels towards maintenance - which has not been enough to maintain status quo. Therefore the maintenance costs over the next 20 years are likely understated and would need an additional \$5 million more (at a minimum) to maintain existing City streets.

Figure 21 illustrates the expected distribution of the total projected revenues over the 20-year study period. Based on historical trends, the City of Leavenworth will need approximately \$16.1 million (in 2008 dollars) to continue maintaining, operating, and policing its transportation system at historical levels. Funding less than that amount will require the City to reduce its level of maintenance and associated programs.

However, the historical spending levels towards maintenance of the transportation system have not been enough to maintain status quo. The City's pavement conditions are in a declining state and are expected to continue to worsen if no additional funding beyond historical levels can be obtained. Therefore the maintenance costs over the next 20 years are likely understated and result in a much higher need than the \$5 million shown for maintenance in Table 16. It is likely the need is closer to \$10 million, or twice as much, because the City currently does not chip seal or overlay City streets on a regular basis.



Source: Berk & Associates

Figure 21. Projected Transportation Maintenance and Administration Cost Distribution

Reconstruction and Non-motorized Enhancements

Capital transportation projects were separated into improvements needed to enhance and upgrade the existing roadways even without growth and those needed to serve growth. The reconstruction and non-motorized enhancements include reconstructing roadways to meet City road standards, upgrading roadways to improve safety and provide for non-motorized travel, and reconstructing downtown streets consistent with the City's Downtown Master Plan. As shown in Table 15, the total cost of the reconstruction and non-motorized enhancement projects between 2008 and 2027 is \$15.4 million (in 2008 dollars). No UGA projects were assumed as part of this analysis.

New Construction or Upgraded Transportation Improvements to Serve Growth

The third category of projects and associated costs cover improvements that were defined primarily due to forecast growth. These include construction of new arterials or collectors, improvements for non-motorized travel, and reconstruction of roadways to enhance capacity and address level of service impacts due to new growth. As shown in Table 15, growth-related improvements are estimated to cost \$8.8 million (in 2008 dollars) through 2027. No UGA projects were assumed as part of this analysis.

Transportation Revenue Projections

Like most cities in Washington State, the City of Leavenworth primarily relies on property taxes, motor vehicle fuel taxes, and state grants for funding transportation maintenance and capital improvements. Historical financial data from the City and WSDOT were reviewed to estimate revenues from these existing revenue sources and to project these through 2027 (in 2008 dollars). These estimates are presented below by revenue source. They include:

- Property Taxes
- General Fund Revenues
- Other Local Funding
- Motor Vehicle Fuel Tax
- State Funding
- Federal Funding

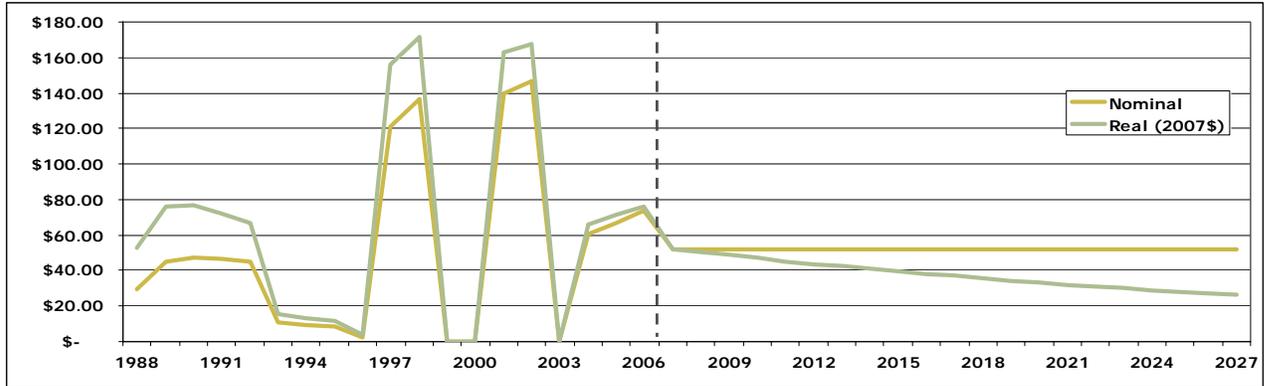
Property Tax Revenues

Because Initiative 747 (I-747) has restricted total Property Tax revenue increases at 1.0 percent annually (plus new construction, voted levy increases, etc), lower than the estimated 3.5 percent rate of inflation, cities and counties are seeing a decline in total Property Tax purchasing power. The amount of Property Tax used for transportation capital improvements in the City of Leavenworth has varied dramatically in the recent past, likely being used on a project-specific basis as needed.

Property taxes may have appeared like they have increased, but rather it is the assessed value that has likely risen. When this occurs, the levy rate typically falls to maintain the required 1.0 percent cap. This 1.0 percent increase is divided up among the City residents according to their assessed value. A property that has just been reassessed might have an increase in taxes above 1.0 percent. However, somewhere else, the assessed value went down and offset the increase.

For future projections, the historical per capita funding from Property Tax was held constant on a nominal basis. Therefore, when adjusted for inflation, future purchasing power will be declining over time. This is consistent with the trend in all Property Tax dollars, as they are held to a one percent increase, and with the likelihood that these funds, which are a General Fund revenue and not restricted to capital, will be in higher demand for other City costs.

Figure 22 shows per capita Property Tax for transportation in both nominal and “real” inflation-adjusted dollars. Historical data is shown to the left of the dotted line, and future projections to the right. The decline in per capita revenues since the institution of I-747 in 2001 is evident particularly in the inflation-adjusted numbers shown by the “real” revenue line.



Source: Berk & Associates

Figure 22. Property Tax for Transportation – Per Capita Baseline Projections

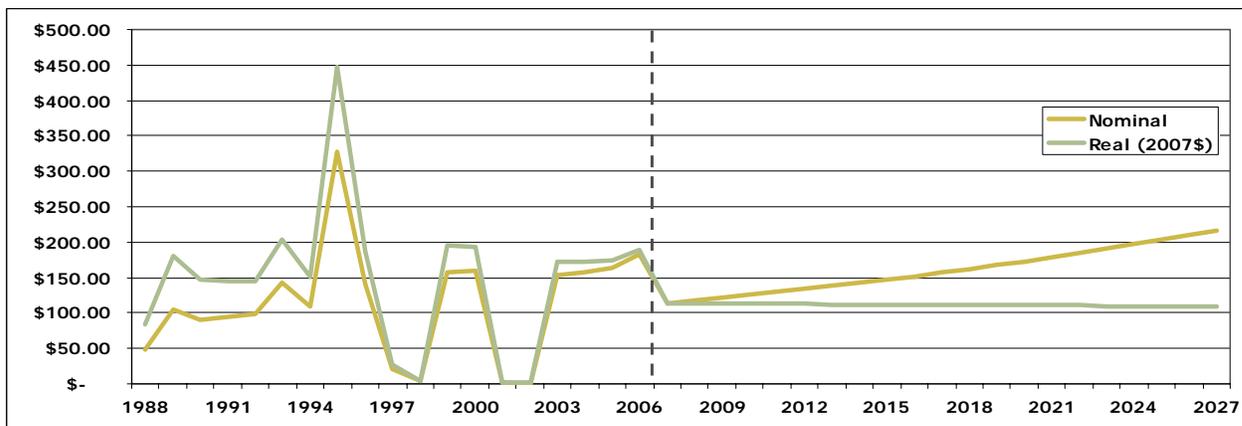
General Fund Revenues

Historically, the City's other General Fund contributions to transportation capital projects has fluctuated, but were fairly regular until 2004 when they ceased entirely. According to City staff, there is no stated policy of General Fund contributions for transportation capital improvements. Therefore, no General Fund contributions are projected in the future. The City may choose to contribute General Funds for particular projects, but given the recent history, there is no basis on which to assume a reliable stream of General Fund dollars for transportation capital funding.

Other Local Funding

These dollars may include Real Estate Excise Taxes (REET), Leasehold Excise Taxes, payments in lieu of taxes, and others. These funds have also fluctuated in recent history, likely contributing to transportation capital funding on a project-specific basis.

Since 1989, these revenues dedicated to transportation have been increasing at approximately 3.3 percent annually. For future projections, the average historical per capita level of funding was increased at the historical 3.3 percent rate. Therefore, when adjusted for an estimated inflation rate of 3.5 percent, future purchasing power will decline slightly over time. Figure 23 shows historical and projected per capita dollars for other local funding sources.

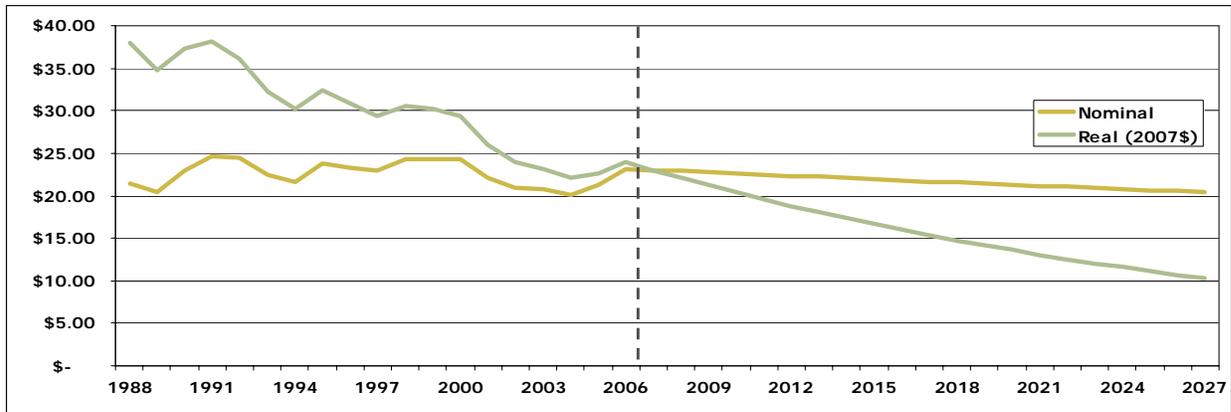


Source: Berk & Associates

Figure 23. Other Local Funds for Transportation – Per Capita Baseline Projections

Motor Vehicle Fuel Tax

Although historical per capita gas tax dollars have remained fairly constant in nominal numbers, when adjusted for inflation, it is clear that per capita revenues have been declining over time. In the more recent history, this trend is becoming more pronounced due to large increases in the price of fuel (notwithstanding the decline in fuel prices in the second half of 2008). Taking into account the recent shift in travel behavior due to the increase in fuel costs and a decrease in economic activity, it is assumed that per capita spending will continue to decline at the historical rate seen since 1998 of 0.6 percent. Figure 24 shows the historical and projected data in “real” and nominal dollars.

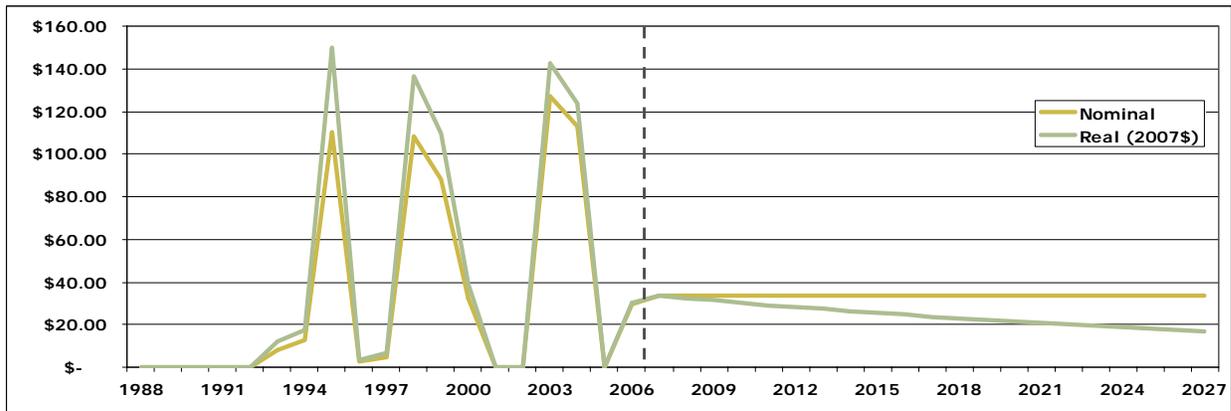


Source: Berk & Associates

Figure 24. Motor Vehicle Fuel Tax – Per Capita Baseline Projections

State Funds

This category primarily includes state grants. It may also include some other types of state funding. State grants are primarily funded through the State Motor Vehicle Fuel Tax. As discussed above, revenues generated from the purchase of gasoline are declining over time, and are expected to do so more dramatically in the near future, leading to fewer available grant dollars. In addition, with the institution of I-747, all state jurisdictions are seeing a decline in a significant source of general revenue. This is causing a higher demand for grant funding and greater competition between jurisdictions. Historical funding and future projections of state funds are shown in Figure 25.



Source: Berk & Associates

Figure 25. State Funds – Per Capita Baseline Projections

Since 1988, the City of Leavenworth has averaged \$33.50 per capita, per year, in state funds. For this analysis, we have assumed that the City will continue to receive this level of funding on a nominal basis, leading to a decline in “real” revenues at the rate of inflation. Because these dollars are largely project-based, the projections shown here are likely to be higher than the actual revenue in some years, and lower in others.

Federal Funds

Federal funds include federal grant revenues targeted for transportation. A review of the City’s finances indicated there has been little or no direct federal funding for transportation projects. Therefore, no future projections were made for federal funding. The one exception is that the City was recently successful in obtaining federal funds to partially finance the new Amtrak train station.

Total Baseline Revenue Projections

Table 17 shows the total baseline revenue projections over the 20-year study period. These revenues are displayed in inflation-adjusted 2008 dollars. A total of \$10 million in revenue is projected from the baseline revenue sources. The “real” revenues decrease in value over time. Figure 26 illustrates the expected distribution of the total projected revenues over the 20-year study period.

Table 17. Baseline Transportation Revenue Summary

Baseline Funding Source	Total 2008-2027 ¹
Property Tax	\$1,968,084
General Fund Contributions	\$0
Other Local Funding	\$6,020,451
State Fuel Tax	\$820,437
State Funds	\$1,266,567
Federal Funds	\$0
Total Estimated Available Revenues	\$10,075,539

SOURCE: Berk & Associates
1. All costs in 2008 dollars

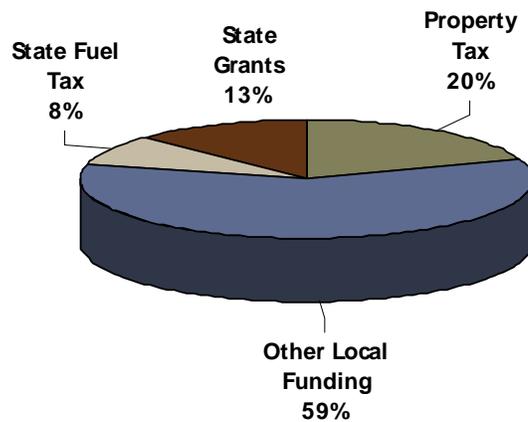
When comparing total available revenues for transportation capital and maintenance with expected costs over the 20-year study period, revenues fall short of paying for just the estimated maintenance costs before even considering capital project costs. This is consistent with the financial analyses showing that the main revenues used for transportation are increasing at a relatively slow rate, while costs are increasing more quickly over time. Although spending is currently balanced with revenues, the increase in costs begins to outpace the increase in revenues in the very near term. This does not account for the fact that the overall maintenance costs are likely much greater than listed in Table 16, due to a substantial backlog of deferred maintenance.

As shown in Table 17, the total estimated transportation revenues for the study period are approximately \$10.1 million. These revenues are the total available for all capital and maintenance needs for the City for the next 20 years. However, some funds are not available for maintenance expenses, including most grant funds, a portion of the REET funds, and matching funds for grants.

The first quarter of one percent Real Estate Excise Tax (REET1) must be used for capital projects identified in a capital facilities plan (RCW 82.46.010 [2]). However, the second one-quarter percent of the Real Estate Excise Tax (REET2), which is allowed for cities planning under GMA, can be

used for “public works projects of a local government for planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvements of streets, roads, highways, sidewalks, street and road lighting, traffic signals . . .” (RCW 82.46.035 [5]). This allows the City to choose whether a portion of the REET revenues will be spent on maintenance or capital expenditures.

The estimated \$1.3 million in grants must therefore not be counted towards maintenance costs, as well as a portion of REET funds and an estimated minimum of \$250,000 in matching funds for grants (estimated at 20 percent of grant funds). This leaves a maximum of \$8.6 million available for maintenance and operations compared to an estimated cost of \$16.1 million for the study period, resulting in an estimated \$7.5 million shortfall to cover maintenance costs. The remaining \$1.5 million is only available for capital projects, and those dollars are heavily dependent upon grant awards.



Source: Berk & Associates

Figure 26. Projected Transportation Revenue Distribution

Table 18 illustrates the shortfall in maintenance and operations of \$7.5 million over the life of the plan. As noted in the Transportation Systems Plan, preserving the existing transportation system is a high priority for the City of Leavenworth. Capital costs would exceed existing revenues by \$38.8 million over the 20-year period. The available \$1.5 million for capital projects would only realistically fund one or two projects on the long-term project list. The maintenance and capital revenue shortfalls result in an overall funding deficit of \$46.3 million.

Table 18. Comparison of Transportation Revenues and Costs from 2008 to 2027

	Total Estimated Revenues ¹ (2008-2027)	Total Estimated Costs ¹ (2008-2027)	Difference ¹
Maintenance & Operations	\$8.6 million	\$16.1 million ³	(\$7.5 million)
Capital Improvements ²	\$1.5 million	\$40.3 million	(\$38.8 million)
Total Transportation Program	\$10.1 million	\$56.4 million	(\$46.3 million)

* Based on existing City limits and miles of roadway.

1. All costs and revenues in 2008 dollars. (xxx) means negative value.
2. Includes reconstruction and non-motorized enhancements and growth-related new construction and upgrade projects. Does not include any costs for improvements along US 2 or within the City UGA.
3. Does not account for the necessary funding to improve the condition of the City streets, which is estimated to be at least \$5 million (at a minimum).

Other Potential Funding Sources

The following outlines possible funding sources to close the maintenance and capital funding shortfalls. The City of Leavenworth is faced with a significant funding shortfall over the planning horizon of its Transportation Element. The City should explore strategies to address the funding imbalance and consider policy changes that would increase future revenues and available funding. The potential funding options are described below and listed in Table 19.

Table 19. Local Transportation Funding Options

Local Funding Source	Comments
Transportation Benefit District	<u>With City Council and/or voter approval</u> , the City may establish various fees/taxes for the construction, maintenance, preservation, and operation of improvements to state or local roadways.
Transportation Impact Fee	<u>With City Council approval</u> , the City may charge a fee to help fund specific transportation projects shown to be reasonably related to new development.
Local or Business Improvement District (LID or BID)	Levy a special benefit assessment on properties within a specific area that would benefit from the improvement.
General Obligation (GO) Bonds	<u>With voter approval</u> , a GO bond requires 60 percent approval and creates a new source of funds when tied to an excess levy for repayment of the bond debt.
Planned Action Ordinance	A project specific action under the State Environmental Protection Act (SEPA) in which the mitigation measures that will be applied have already been identified through a environmental review process.
Other Developer Mitigation	Potential mitigation to address local development regulations and requirements such as GMA concurrency, the State Environmental Policy Act (SEPA), and street standards/frontage improvements.
Latecomers Agreements	Allow property owners who have paid for capital improvements to recover a portion of the costs from other property owners in the area who later develop property that will benefit from those improvements.
Grants or Other Fees	Various federal and state grants (see preceding section). Or Surface Water Management Fees to offset environmental and water quality/storm water detention costs associated with transportation capital improvements.

SOURCE: Transpo Group 2009

Transportation Benefit District

Description. A Transportation Benefit District (TBD) may be established for the construction, maintenance, preservation, and operation of improvements to state, regional, or local agency roadways, high capacity transportation systems, public transit, and transportation management programs. State law sets requirements for selecting improvements, including the need for the projects that are “necessitated by existing or reasonably foreseeable congestion levels.” The projects must be contained in the transportation plan of the State or the regional transportation planning organization (RTPO). The City of Leavenworth could consider applying TBD funding for maintenance of some arterials, collectors, and local streets. The Washington Transportation Plan (WTP) and associated Highway Systems Plan (HSP) identify preservation as a key element of the investment guidelines. The need to preserve and extend the life of prior investments in transportation facilities and services at all levels is a high priority. The regional transportation plan is built from the WTP and HSP, which would support use of a TBD for maintenance and/or upgrades of roadways “necessitated by existing or reasonably foreseeable congestion levels.” The following types of fees may be imposed:

- **Sales and Use Tax.** Up to 0.2 percent with voter approval for up to 10 years – unless reauthorized by voters.

- **Motor Vehicle License Renewal Fee.** Up to \$100 annually, with voter approval – a jurisdiction may impose a \$20 vehicle license renewal by adoption of the City Council without voter approval.
- **Excess Property Tax Levies.** One-year maintenance and operation with voter approval or multi-year for general obligation bonds.
- **Transportation impact fees on commercial and industrial buildings.** Commercial or industrial projects would receive a credit if a transportation impact had already been imposed in the City (residential buildings are excluded).
- **Vehicle Tolls.** Tolls can be established and collected for improvement projects within the TBD.
- **Latecomer Agreements.** Latecomers Agreements allow property owners or the City, who have paid for capital improvements, to recover a portion of the costs from other property owners in the area who later develops property that will benefit from those improvements.

Potential Revenue Impacts. The following illustrates potential levels of revenues that could be generated under the TBD funding options, as well as an example of what the impact to the taxpayer might be.

- A voter approved 0.2 percent sale tax increase could generate approximately \$220,000 per year. Example: A purchase of a television costing \$1,000 would be assessed an additional \$2 in sales tax under this scenario.
- A City Council enacted \$20 vehicle license renewal fee could generate between \$50,000 to \$100,000 per year. A voter approved \$100 fee could generate between \$250,000 to \$500,000 per year.¹
- A voter approved excess levy could generate funds dedicated to the repayment of general obligation bonds. These proposals to voters are typically presented in terms of a total dollar amount and the levy rate is determined by the assessed value in the district. Example: On a \$1 million voted excess levy, a single family home valued at \$250,000 would likely pay an additional \$50 per year in property taxes to retire the bonds.

Transportation Impact Fees

Description. Transportation impact fees (TIF) may be charged to help fund specific transportation projects shown to be reasonably related to new development. The impact fees “shall only be used to fund system improvements” that are reasonably related to and benefit the new development. Impact fees may not be used to correct existing deficiencies. The imposing jurisdiction must also contribute funds to the included projects, which by statute cannot be funded 100 percent through impact fees (RCW 82.02.050 [2]). The revenues collected from a TIF must then be used within six years of payment.

Potential Revenue Impacts. The goal of calculating transportation impact fees is to create fees based on a new development’s expected benefit from the transportation system improvements that are needed to support future growth. Generally, this is done by basing the fees on the number of vehicle trips a development is expected to generate and the proportional cost of the transportation improvement projects (alternatively can be charged on a per unit basis) needed to serve growth. Example: The impact fees must be calculated based on project costs and growth. As an example, for every \$1,000 in the impact fee rate, \$1 million in revenue could be generated over the next 20 years, based on 1,000 new residential units expected to be built in the City of Leavenworth and its

¹ Estimate based on analysis from Berk & Associates.

UGA. Commercial development also would pay the fee based on their relative traffic impacts and benefit of the TIF improvement projects which would increase the potential revenues.

Local Improvement District or Parking and Business Improvement Area

Description. Any jurisdiction may form a local improvement district (LID) parking and business improvement area (PBIA) and levy a special assessment on properties within the district that would benefit from the improvements. An LID is a special purpose financing option that may be created by the City or other local governments to fund improvements, such as streets, water, or sewer facilities that benefit nearby property owners. Voter approval is not required to form an LID, but the LID formation may be challenged by the property owners. LIDs for cities are authorized under RCW 35.43 to 35.56. The City may levy a tax on the property within an area that will benefit from a specific capital project. They can be created by local governments or they can be initiated by property owners in the benefit area. Property owners that will benefit from the improvements would be assessed a special benefit assessment based on proportionate levels determined during the formation of the districts. This special benefit assessment would typically be paid annually by the property owner for a time period established during the formation of the district. The City would have discretion in its financial contribution to the overall project costs of the district.

A PBIA is somewhat similar to an LID, but has specific requirements per RCW 35.87A.010. A PBIA is permitted to aid general economic development and neighborhood revitalization. It is intended to facilitate the cooperation of merchants, businesses, and residential property owners to support economic vitality, livability, and general trade. A PBIA requires a petition be submitted by at least 60 percent of the assessments of property within the area.

Potential Revenue Impacts. A LID's or PBIA property assessment is determined during its formation and is assessed relative to the benefits the users derive from the improvements.

Example: A LID or PBIA in the downtown area, funding right-of-way improvements, might charge on the basis of commercial building square footage. If the LID or PBIA funded \$1 million of improvements and there were 100,000 square feet of commercial square footage in the district, a property owner with 10,000 square feet of shop space might be assessed an additional \$100,000 (\$10/sq ft).

General Obligation Bonds Supported with an Excess Property Tax Levy

Description. The City Council may go to the public for a voter-approved bond with a property tax increase. With voter approval, the City can increase funding through debt by raising the property tax rates to pay the general obligation bond.

Potential Revenue Impacts. A voter approved property tax excess levy, designated to pay back general obligation bond proceeds, could generate additional funds. Example: On a \$5 million voted excess levy backed by an excess levy, a single family home in Leavenworth valued at \$250,000 would likely pay an additional \$250 a year in property taxes to retire the bonds.

Planned Action Ordinance

Description. Planned Action Ordinances (PAO) are a project specific action under the State Environmental Protection Act (SEPA) in which an Environmental Impact Statement (EIS) designates, by ordinance, those types of projects to be considered Planned Actions – spelling out mitigation measures that will be applied. This type of action is appropriate for small areas, such as the downtown, expecting a specific type of development. Per RCW 43.21C.031, GMA counties and cities may designate a planned action. A planned action must be designated by an adopted ordinance or resolution of the City. The planned action must be based on an Environmental Impact Statement (EIS) that adequately addresses significant environmental impacts. The EIS needs to be prepared in conjunction with a comprehensive plan or subarea plan adopted under GMA.

The planned action can only include projects that are subsequent to or implement the comprehensive plan or subarea plan; however, the projects must be located within the defined urban growth area. The planned action would be limited to specific geographical areas that are less than the boundaries of the City or to specific types of development within the City. The ordinance and/or EIS must specify a time limit for the planned action. The City will need to fund the costs of preparing the subarea plan and EIS to establish the planned action, which is typically a significant upfront investment.

To ensure that the developments are not paying twice for the same impacts, it is recommended that projects included in a planned action are not also included in a TIF, or at least are specifically allocated to each funding source. This distinction would simplify the administration of both funding options.

Potential Revenue Impacts. A feature of a PAO is the level of flexibility and specificity that it may proscribe as mitigation for all development within the Planned Action Area. Both existing deficiencies and growth-related improvements can be included to the degree they mitigate transportation impacts of new development.

Other Development Mitigation

Description. All new development in the City must pass state and local development regulations and requirements. These include GMA concurrency requirements, the State Environmental Policy Act (SEPA), and road standards/frontage improvements. These elements are project specific and are reviewed as part of each development application.

Potential Revenue Impacts. Funding or construction of improvements through development mitigation is dependent on the location, timing, and type/size of new developments. Therefore, a specific estimate cannot be made.

Latecomers Agreements

Description. Latecomers Agreements (RCW 35.72) are contracts that allow property owners who have elected to install capital improvements to recover a portion of the costs from other property owners in the area who later develop property that will benefit from those improvements. The City may also join in the financing of the improvement projects and be reimbursed in the same manner as a property owner. The period of collection may not exceed 15 years and is based on a pro-rata share of the construction and contract administration costs of the particular project. The City must define an area subject to the charges by determining which properties would require similar improvements. The preliminary assessment reimbursement area needs to be provided to all property owners within the area; owners of property in the area may request a hearing to discuss the Latecomers Agreement. The contract must define the cost allocation process based on benefits to properties in the reimbursement area. The final contract must be recorded with the County Auditor within 30 days to be valid. Although not explicitly required, the City could adopt an ordinance noting the circumstances where the option for such a reimbursement contract would be acceptable.

Potential Revenue Impacts. Latecomers Agreements are typically done on a pro-rata share of the project cost, plus administrative fees. Example: A one-block-long sidewalk costs a builder \$45,000 to construct. Adjacent developments that benefit from the sidewalk contract to reimburse the original owner \$15,000 to cover the cost of the improvement based on their relative benefit.

Financing Strategy

Overall the City is not able to fully fund the identified transportation projects and programs. As noted in Table 18, in order to fully fund the transportation improvement projects and programs, the City would need approximately \$58.6 million (in 2008 dollars) between 2008 and 2027 (plus additional funds for increased maintenance and operations). Existing revenues would cover \$10.1 million of the \$56.4 million costs for the City. This represents about 18 percent of the needed revenues for the 20-year study period. Additional revenue of approximately \$46.3 million will be needed to fully implement the Transportation Element.

In addition, WSDOT and Chelan County have significant roles in the transportation system serving the greater Leavenworth area. However, the \$46.3 million funding shortfall is only for those local projects on existing City streets and does not include funding for projects within the City's UGA or along US 2. There are several significant projects that need to be funded along US 2 and within the UGA to accommodate growth in the area. Overall, the existing baseline revenues fall well short of the estimated 20-year costs of transportation improvements and programs.

The following identifies options for the City to pursue to fund both regional and local transportation needs. The financing strategy is guided by the following principles:

- Funding from New Development - New development should fund its share of expanding/upgrading transportation facilities in the City and its UGA.
- Pursuing Grants and Other Funding - Continue to aggressively pursue grants and other funding options.
- Partnering with Other Agencies - Partner with Chelan County and WSDOT to improve transportation infrastructure within the City's UGA and along US 2.
- Identifying a New Local Funding Source - A new funding source or combination of local revenues will be needed to fund maintenance, operations, and the highest priority capital projects to preserve and enhance the existing transportation system.

Funding from New Development

Growth within the City and its UGA results in a need for additional transportation improvements, as discussed previously. The City has primarily required new developments to mitigate their potential transportation impacts based on its review under the State Environmental Policy Act (SEPA), its Road Standards requirements, and GMA concurrency.

The City should consider updating its development review processes, level of service standards/concurrency program, and its street development standards to better address the adequacy of the transportation system to serve growth. The City should also further evaluate whether a GMA-based transportation impact fee (TIF) should be implemented to help fund growth-related roadway and intersection improvements.

Development Review Process

The City of Leavenworth is required by State law to review development proposals for environmental impacts under SEPA. Under the GMA, the City of Leavenworth must not approve new development unless its transportation system is adequate to support the growth; this is implemented through concurrency. The City also has adopted street development standards to guide the construction or upgrading of roadways and other related transportation facilities. These processes all support the development and improvement of the City's transportation system.

Concurrency and SEPA Review. The City will continue to use concurrency and SEPA to review the impacts of new development on roadways and intersections. As a minimum, the SEPA review would be used to evaluate impacts on:

- Safety, such as horizontal curvature issues
- Intersection operations
- Congestion
- Transit and Non-motorized transportation

SEPA review is based on the development project having an adverse impact. Assessment of transportation impacts under SEPA depends on the conditions for each transportation facility or service serving a new development. If adverse impacts are identified, the City can condition the development to provide mitigation to offset or reduce its impacts. This mitigation would help improve the transportation system or address any concurrency issues.

The concurrency evaluation may identify impacts to facilities that operate below the City's level of service standard during the PM peak hour on an average weekday. To resolve that deficiency, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant can wait for the City, another agency, or another developer to fund improvements to resolve the deficiency.

Street Standards. The City has adopted road classification and street development standards. They identify requirements for design speed, right-of-way width, pavement width, non-motorized facilities, storm water, parking, and other roadway design features. New developments are required to comply with the street standards for all on-site roadways, adjacent street frontage, and access roadways. The standards cover both public and private roadways. The City has specific review and approval processes if variances to the standards are requested by the developer. The City is also in the process of developing new non-motorized system standards as part of the Upper Valley Regional Trails Plan.

Latecomers Agreements. Mitigation under concurrency, SEPA, or the City's street development standards may entail constructing or improving roadways or intersections that future development in the City will benefit from. To help balance the costs with the benefits of the improvements, the City can provide for Latecomer Agreements. As discussed previously, Latecomer Agreements allow property owners or the City to recover a portion of their costs of constructing capital improvements from other future developments that benefit from the improvements. The Latecomers Agreements are set up for specific improvements and would calculate a share of the construction costs based on the relative benefit of the improvement to each development. Contract administration costs of the agreement also can be included. A maximum period of 15 years can be established for the Latecomers Agreement.

Transportation Impact Fees

To address the broader system transportation impacts of new growth, the City of Leavenworth should evaluate the benefit of implementing a transportation impact fee (TIF) program. The TIF would need to be implemented as a development regulation adopted by ordinance.

The GMA allows agencies planning under the GMA to develop and implement a TIF program to help fund transportation projects needed to accommodate growth. State law (Revised Code of Washington [RCW] Chapter 82.02) sets forth that the impact fees:

- Shall only be imposed for system improvements that are reasonably related to the new development;
- Shall not exceed a proportional share of the costs that are reasonably related to the new development;

- Shall be used for system improvements that will reasonably benefit the new development; and,
- May only be collected and spent on public facilities that meet the requirements of RCW 82.02 and are addressed by the Capital Facilities Plan (CFP) Element of the Comprehensive Plan.

TIFs can only be used to help fund the improvements needed to serve new growth; the GMA specifically notes that the fees cannot be used to address existing deficiencies. The City could include costs of prior capital projects to the extent that new growth will benefit from the improvements.

The benefit of a TIF system is that funds could be pooled together and entire projects could be constructed at one time. With the transportation improvement projects dependent upon some level of development mitigation, several projects might be constructed piecemeal or not at all due to the inability to pool funds together for SEPA related mitigation. A TIF system would allow the City to pool funds together to implement an entire project at one time while also likely saving in costs and construction impacts to the surrounding community.

A TIF program should be considered as another funding source for the City, and could potentially collect between 15 to 35 percent of the total costs of those projects within the City limits. Several of the projects identified in the long-term project list serve new development growth and therefore, are eligible to be funded partially by a transportation impact fee. However, to be effective, the City must show that a reasonable amount of growth could be expected within the existing City limits to collect enough revenue to implement projects. More importantly, the City should have sufficient capital revenues available to provide the matching funds to complete the identified TIF-eligible projects, since the TIF can only cover a portion of the project costs.

Since a majority of the growth within Leavenworth is targeted for its UGA, the City should work with Chelan County to implement a similar TIF program. The County is currently considering the implementation of a TIF program as part of its updated Transportation Element that will be adopted by the end of 2009. If both the City and County implement a TIF program, it would make it easier to enter into an Interlocal Agreement with the County to share impact fees. This could be a good strategy for both the City and County to assist in implementing projects in the greater Leavenworth area and specifically the UGA. Through an Interlocal Agreement, key system improvements within the City could be added to the County's TIF program and resulting rates. The County would then pass the portion of the fee associated with the City improvements to the City. The City also would collect fees from developments under its jurisdiction for system improvements in the unincorporated areas of Chelan County. This would help fund key improvements serving the UGA. This will also provide for a more seamless transition of the UGA at the time the City annexes the remaining areas.

Before a TIF system is considered, the City should evaluate additional local revenue sources to use to match against TIF related revenue. This new revenue source would not only provide for matching funds against growth related projects, it could also be used to address maintenance and non-motorized needs. If both a new local revenue source and a County TIF program move forward towards implementation, a City TIF program is a logical next step in funding growth related transportation projects within the City. Without either of these other programs planned for or in place, a TIF program would not be a strong funding option for the City.

Pursuing Grants and Other Funding

As noted previously, the City depends on state and federal grants to help implement its transportation improvements. These grants are becoming more competitive because most agencies are facing funding issues, gas tax revenues used to fund the grants are declining, and

project costs are increasing at a rate faster than inflation. Table 20 lists a variety of grants and state and federal funding sources to assist local agencies in implementing transportation projects.

The City will need to continue to pursue traditional transportation related grants through the Transportation Improvement Board (TIB) and federal grant programs administered by WSDOT. These grants can be used to fund preservation, non-motorized, intersection, and roadway projects. Grant programs specific to regional trail projects also should be pursued with state, regional, and other local agencies.

In addition, the City will need to pursue grants for other types of projects and programs that can partially support transportation improvements. These could include economic development grants such as the Local Infrastructure Financing Tool (LIFT) or Community Block Grants administered through the Washington State Department of Trade and Economic Development (CTED).

Table 20. Grants and Other Funding Options

Grant / Funding Source	Comments
FEDERAL	
FHWA – Surface Transportation Program	See State STP below
FHWA – Safe Routes to School	See WSDOT Safe Routes to School below
STATE	
Surface Transportation Program (STP) – Regional	Funds are allocated to the Regional Transportation Planning Organization (RTPO) for regional prioritization and selection. Must be used on Federal Highways such as US Highway 2 or rural county collectors.
STP – Transportation Enhancement	Funds projects that allow communities to strengthen the local economy, improve the quality of life, enhance the travel experience for people traveling by all modes, and protect the environment.
WSDOT Safe Routes to School	Funds pass from FHWA through WSDOT to local jurisdictions. Funds projects to increase the number of children walking and biking to school safely.
WSDOT Pedestrian and Bicycle Safety Grants	Projects that help reduce collisions involving pedestrians and bicyclists.
Transportation Improvement Board (TIB) – Small City Arterial Program (SCAP)	Provides funding for projects that improve safety and roadway conditions.
TIB – Small City Preservation Program (SCPP)	Provides funding for rehabilitation and maintenance of the roadway system, in some cases in partnership with WSDOT or county paving projects.
TIB – Small City Sidewalk Program (SCSP)	Provides funding for sidewalk projects that improve safety and connectivity.
Community Trade and Economic Development (CTED) - Local Infrastructure Financing Tool (LIFT)	Allows the City to take advantage of tax revenue generated by private investment in a revenue development area (RDA) to help finance the cost of public infrastructure improvements that encourage economic development and redevelopment in that area.
CTED – Community Development Block Grant Planning Only	Planning-Only grants fund planning activities that lead to projects that benefit low-and moderate-income persons. Activities could include infrastructure planning, feasibility studies and pre-engineering reports.
CTED – Community Development Block Grant General Purpose	General Purpose grants are designed to assist in carrying out significant community and economic development projects that principally benefit low-and moderate-income persons. Examples include public facilities such as streets and barrier removals for improved handicap accessibility.

Typically, the City will need to provide local matching funds to receive the grants. The need for these matching funds further supports the strategy for a new local revenue source. The City of Leavenworth can also apply for low interest loans through the Public Works Trust Fund (PWTF). While not a source of new funding, the loans can help advance high priority projects. Depending on the interest rate, the loans may help reduce the total project costs by completing projects prior to inflationary increases in construction costs.

Partnering with Other Agencies

The City will need to continue to coordinate and partner with WSDOT and Chelan County on transportation needs within the City and its UGA. Improvements along US 2 are critical to the long-term transportation needs of the City. At this time, there is no significant funding for most of the improvements along US 2. However, a significant amount of the traffic using US 2 within the City are regional in nature. The City should work with WSDOT and WVTC to seek grants, legislative “earmarks,” and other outside funding for improvements along the highway.

Chelan County also plays a major role in funding and constructing transportation projects in the greater Leavenworth area. The County’s Transportation Improvement Program (TIP) currently includes several major projects in the area. These include projects along North Road and Eagle Creek Road. The County is currently evaluating a proposed transportation impact fee program to fund additional capital improvements within Leavenworth’s UGA. The City will need to work with Chelan County on funding improvements to corridors that serve both the City and UGA. These could include improvements to upgrade Titus Road and Ski Hill Drive to urban standards or improvements to the intersection of Chumstick Highway and North Road. The City and County should partner on the arterial improvements serving growth in the UGA. Together, the agencies can increase the potential for grants for some of these projects.

Identifying a New Local Funding Source

A new funding source or combination of local revenues will be needed to fund maintenance, operations, and the highest priority capital projects to preserve and enhance the existing transportation system. The City of Leavenworth should identify a new local funding option to implement capital improvements, while also addressing maintenance of its existing transportation infrastructure.

The Transportation Element identifies the maintenance shortfall the City is facing just to maintain the existing transportation infrastructure. In addition to the maintenance needs, the Transportation Element identifies several transportation improvements that address existing safety issues, non-motorized needs, and enhancements to the downtown street network, as identified in the Downtown Master Plan. These maintenance needs and capital improvements would provide benefits to residents, property owners, businesses, and tourists in the City. The projects include regional trails, sidewalks, traffic calming, pavement upgrades, new traffic control, and corridor enhancements.

The City is facing a shortfall of more than \$48.5 million over the life of the plan. Many of the capital improvements will be needed regardless of growth, so new growth can not be expected to make up the shortfall. However, some of the growth related improvements also benefit existing users, thus requiring local matching revenue. The matching revenue would support establishment of a transportation impact fee program as well as be used to partner with Chelan County or WSDOT to implement projects that serve both agencies.

In an effort to create a new revenue source suitable to funding both maintenance and capital projects, the City should consider establishing a Transportation Benefit District (TBD). A TBD may be established for the construction, operation, or maintenance of improvements to City streets. The TBD may be used for the reconstruction and upgrade of existing facilities, pedestrian and bicycle enhancements, or other regionally significant projects included in the North Central RTPO Regional Transportation Plan.

A TBD allows for an array of funding options. It is suggested that the City implement some combination of the following types of fees:

- **Sales and Use Tax.** Up to 0.2 percent with voter approval for up to 10 years – unless reauthorized by voters. A voter approved 0.2 percent sales tax increase could generate approximately \$220,000 per year for the City. Assuming a 2 percent rate of growth in the value of taxable retail sales collected, the 0.2 percent sales tax could generate an additional \$3.9 million over the planning period (in 2008 dollars).
- **Motor Vehicle License Renewal Fee.** A City Council enacted \$20 vehicle license renewal fee could generate between \$50,000 to \$100,000 per year or \$1.0 to \$2.0 million over the planning period.
- **General Obligation Bond with Excess Property Tax Levy.** A voter approved property tax levy lift to pay back a 20-year general obligation bond. A \$10 million voted excess levy backed by a property tax levy. Assuming a single family home is valued at \$250,000, they would likely pay an additional \$500 a year in property taxes to retire the bonds.

The TBD could help fund anywhere from \$3 million to \$16 million (or more) depending on the combination and magnitude of funding options pursued during the 20-year life of the plan.

Reassessment Strategy

A reassessment strategy has been provided to help maintain a viable transportation program to address the City's existing and future needs. The financing strategy is based on the ability of the City to expand existing revenues and generate new funding sources. Some of these efforts will require specific action by the City Council, such as adoption of a transportation impact fee program. Other strategies, such as establishment of a TBD will require voter approval. These requirements will affect the actual level of funding and its timing.

Due to the uncertainties in funding and the magnitude of the potential deficit, the City of Leavenworth is committed to reassessing its transportation needs and funding each year as part of the development of its Six-Year Transportation Improvement Program (TIP). This will allow the City to match available funding with the highest priority improvements and programs. The reassessment strategy also includes a periodic review of its land use plans, level of service standards, and funding options to ensure they support one another and ensure that concurrency requirements are met. The City will consider the following principles in its transportation funding programs:

- As part of the development of the annual Six-Year Transportation Improvement Program, the City will balance improvement costs with available revenues;
- Review roadway designs to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
- Fund improvements or require developer improvements as they become necessary to maintain the City's level of service standards;
- Assure that developer contributions adequately address their impacts and benefits;
- Coordinate and partner with WSDOT and Chelan County to vigorously pursue a full range of grants from state and federal agencies to fund regional transportation improvements;
- Work to implement a new local funding source, such as a TBD.
- Coordinate with the County in implementing a Transportation Impact Fee program and Interlocal Agreement between the two agencies;
- If the actions above are not sufficient, the City could consider changes in its level of service standards and/or possibly limit the rate or location of growth as part of future updates of its Comprehensive Plan; and,
- Acknowledge that some lower priority projects may be delayed or removed from the program.

Relationship to Other Plans

Leavenworth's transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that have responsibilities for the overall transportation system. The Leavenworth Transportation Element directly interfaces with the WSDOT, the North Central RTPO, Chelan County, and LINK Transit. The Transportation Element is intended to be consistent and compatible with the plans and programs of these agencies.

The Transportation Element builds off the transportation planning documents adopted at state, regional, and local levels. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Element needs to be consistent with and support the objectives identified in the *Washington State Transportation Plan*, the *North Central RTPO Transportation Plan*, and LINK Transit's development plan. However, it is primarily a bottoms-up approach to planning, with the City exploring its needs based on the land use plan. Eventually, the local projects are incorporated into regional and state plans. A schematic of this approach is shown in Figure 27.



Figure 27. Relationship to Other Plans

The following summarizes how the City Transportation Element relates to these other plans.

Washington Transportation Plan

The *Washington Transportation Plan 2007-2026 (WTP)*, adopted in November 2006, and the associated *2007-2026 Highway System Plan (HSP)* from December 2007, provide the umbrella for all metropolitan and regional transportation plans.

The WTP's vision is:

"Washington's transportation system should serve our citizens' safety and mobility, the state's economic productivity, our communities' livability, and our ecosystem's viability."

The priorities set by the City of Leavenworth for its Transportation Element align closely with these state guidelines. The WTP priorities focus on preservation, safety, economic vitality, mobility, and environmental quality and health. The City's goals and policies are supportive and consistent with these WTP objectives.

The Highway System Plan is an element of the WTP. The HSP identifies highway system improvement projects and programs consistent with the WTP priorities. The HSP is constrained by available funding forecast for the next 20 years. Improvement projects listed in the HSP were

reviewed for consistency with the strategies and projects recommended in the Transportation Element.

Pursuant to the GMA, the Leavenworth Transportation Element addresses the existing and future conditions of US 2 serving the City. The transportation inventory describes existing conditions along US 2 through the City. Data and analyses on existing traffic volumes, operation levels of service, and safety have been summarized for US 2. The Transportation Element also identifies forecast conditions and improvement needs on the highway.

US 2 is classified as a State Highway of Statewide Significance. According to the HSP, the LOS standards are set forth by State law. State law sets LOS D for HSS facilities in urban areas and LOS C for HSS facilities in rural areas. Since the City is a designated urban area, the LOS D standard applies for the segment of US 2 within the City. GMA concurrency requirements do not apply to HSS facilities. However, the City has an adopted LOS D standard for US 2 and all other arterial and collector roadways and intersections, which is consistent and supportive of the State standard.

When a development affects a segment or intersection where the LOS is already below the applicable threshold, the pre-development LOS will be used instead of the otherwise applicable deficiency level.

When a development would degrade the facility's LOS below the applicable threshold, the facility would be considered deficient to support the development, and WSDOT and its partners would seek mitigation of traffic impacts.

The City's Transportation Element includes WSDOT improvement projects to US 2 that were identified in the HSP. The expanded project list in Appendix C lists those projects that originated from the HSP or directly from a WSDOT study. Several additional projects were then identified as part of the City's Transportation Element that are shown to be needed to address anticipated growth at both the local and regional level. These projects include a preliminary design study to evaluate traffic control enhancements and intersection improvements along US 2. The outcome of the study would better define the improvements at the intersections listed in Table 14. Many of the intersection projects, along with the pre-design study are not in the State's current plans. The City requests that the State and regional transportation plans include these projects to provide for grant or other funding to be available.

Regional Transportation Plan

The Wenatchee Valley Transportation Council (WVTC) is a local government consortium responsible for regional transportation planning in North Central Washington. It is the lead agency for the North Central Regional Transportation Planning Organization (NCRTPO), a separate, but similar entity, with the responsibility to coordinate transportation planning in the non-metropolitan areas of Chelan, Douglas, and Okanogan counties.

WVTC has developed a Regional Transportation Improvement Program (TIP) for 2009 to 2014. It includes a project list by jurisdiction and identifies what is needed along the State Highway System and the arterials. Many of the projects in the Transportation Element are also listed in the regional TIP. It recognizes that the needs far exceed available revenues and only includes pedestrian improvements along US 2 and the Icicle Train Station as funded projects. Overall, the Transportation Element is generally consistent with and supportive of the regional TIP. However, there are still a number of improvements in the Transportation Element that are not reflected in regional TIP. The City requests that the regional TIP and resulting long-term transportation plan include the projects in Table 14 to provide for grant or other funding to be available. It will also assist the City in implementing other local revenue sources, such as a Transportation Benefit District.

Chelan County Transportation Element

The Leavenworth Transportation Element was prepared alongside the County Transportation Element. Both plans are consistent in regards to priorities, projects, and possible financing strategies to address the anticipated funding shortfall for both agencies. The Transportation Element lists those projects within and surrounding the UGA which the County has in its Transportation Element. The City's Transportation Element recognizes that the County improvements are important elements of the regional and local area transportation system.

The Leavenworth Transportation Element accounts for the significant growth anticipated for the UGA and unincorporated Chelan County. Most of the traffic associated with the developments in the UGA and surrounding county areas will connect within Leavenworth, while other trips will pass through the City. The City plans to continue coordinating with the County on capital improvements, and will work alongside the County as new revenue sources are investigated to address the considerable funding shortfalls that are highlighted in each Transportation Element.

Transit Plans

Two recent transit plans were used in the process of developing the City Transportation Element:

- LINK Transit's Transit Development Plan
- Coordinated Human Services Transportation Plan

LINK Transit adopted a six-year transit development plan covering the period 2008 to 2013. The document highlights a set of action strategies organized around the following items:

- Preserve existing public transportation service levels
- Preserve existing public transportation facilities and equipment
- Integrate public transportation services into a coordinated system linked by intermodal facilities
- 2008 service expansion

These strategies guided the development of the transit strategies of the City's Transportation Element. The projects listed in Table 14 are based on those projects found in the Transit Development Plan. The City plans to work with LINK Transit to locate another park & ride facility near the downtown, while also supporting an increase in transit service and frequency to communities along the Wenatchee River. Overall, the Transportation Element is generally consistent with and supportive of the Transit Development Plan.

In 2007, WVTC led the development of a Coordinated Human Services Transportation Plan for the North Central Regional Transportation Planning Organization, which covers Chelan, Douglas, and Okanogan counties. The document describes existing transit services available and identifies service gaps and overlaps. Specific projects to address existing and future needs are described, and ranked into three categories to assist in defining which projects should be funded in priority through federal grant programs. The list of proposed projects was reviewed and some of these projects were included in the list of transportation improvements listed in Table 14.

LINK Transit also recently completed a Park and Ride feasibility study and identified two possible locations in Leavenworth for a new park and ride facility. The Transportation Element is supportive of this conclusion and notes the need for a new park and ride in Table 14.

Upper Valley Regional Trails Plan

An Upper Valley Regional Trails Plan is currently under development, with the City of Leavenworth as the lead agency. The new plan will integrate existing planning processes occurring in the upper valley area of the Wenatchee River. The plan proponents intend to build a community in which residents and visitors, in a safe and enjoyable manner, can travel for leisure or work, from corner to corner by their own force. This plan is envisioned to incorporate multiple modes of travel through four seasons and will include, but not be limited to, pedestrian, bicycle, equestrian, and cross-country ski travel. This plan will link and enhance existing and planned trails, and will determine the necessary locations for new trails--all within urban, rural, and public lands settings. Where possible, this will also include development of pathways pursuant to Smart Growth initiatives such as "Green Infrastructure." This plan will include the creation of capital improvement plans, goals, and policies for the City of Leavenworth, Peshastin Community, and Chelan County Comprehensive Plans, and will also involve the creation of development standards for each jurisdiction. Ultimately, this plan will further each partner's goals for development of open space, recreation, and healthy communities.

ECONOMIC DEVELOPMENT

ECONOMIC DEVELOPMENT ELEMENT

I. Introduction

The City has recognized the importance of economic development in maintaining the stability of the local economy and quality of life. As a result, the comprehensive land use plan includes this economic development element. This element contains general information about the local and regional economy, and goals and policies to guide and encourage economic development and diversification.

II. General Economic and Income Profile

Economic and income information available is addressed by census district. The inventory and analysis that follows combines 1990 census information for the census districts and other sources of county-wide information to provide a profile of the economic and income condition of the area, the county, and the region.

Economic Development Organizations

In Chelan County there are several organizations that play a supportive role in economic development both in the County and in North Central Washington. Examples of these organizations are the Chelan County Port District and Quest for Economic Development. There are also a number of organizations that provide support to specific industry sectors such as cattlemen and fruit growers. In the City of Leavenworth, the Leavenworth Chamber of Commerce also contributes to economic development strategies.

Income

The income of households in the two census districts (CD) has historically been very close to the average income in Chelan County. The Census Bureau tracks income by family, household, and per capita. A household is an occupied housing unit. Family income includes only those households that are considered families (householder and one or more other persons related to the householder by birth, marriage, or adoption). Since not all households contain families, the household income is more representative of the actual community income.

For the Leavenworth/Lake Wenatchee CD, the median household income in 1990 was \$24,741 which was much lower than the state median of \$31,183, and very close to the Chelan County median of \$24,312. The Cashmere CD 1990 median household income was \$24,806 and the City of Leavenworth was \$22,931.

The median household incomes have been updated for the state and counties by estimates prepared by the Washington State Office of Financial Management (OFM). According to OFM the 1992 median household income for Chelan County was \$28,470 and \$36,648 for the state. If the historic relationship has continued between the two CD's and regional household income, the 1992 median

household income for the planning area would be approximately the same as that of the County. "Persons below poverty level" is a factor prepared by the Census Bureau using the poverty threshold established by the Federal Office of Management and Budget. A review of this indicator also shows the relative prosperity of residents in the planning area as compared to Chelan County as a whole.

For the City of Leavenworth in 1990, 13% of all persons were below the poverty level compared to 15% in Chelan County and 11% statewide. This percentage amounted to 11.7% in the Cashmere CD and 10.4% for the Leavenworth/Lake Wenatchee CD.

In 1990, 8.6% of all families in the Leavenworth/Lake Wenatchee CD lived below poverty level compared to 11% in Chelan County and 8% statewide. This percentage was 7.7% for the Cashmere CD and 8.9% for the City of Leavenworth.

For many federal and state assistance programs, eligibility is based on incomes. For most programs agencies are encouraged to serve "very low income" households as the highest priority, "low income" households as the second priority, and "moderate income" households as the last priority. The following table defines very low, low and moderate income levels as it relates to median household income:

Income Level	Description
Very Low Income	up to 50% of Median Household Income
Low Income	up to 80% of Median Household Income
Moderate Income	up to 120% of Median Household Income

By using the County median as the threshold for determining incomes qualifying under the levels shown above, 23% of all households in the Leavenworth/Lake Wenatchee CD were within the very low income level and 17% in the low income level compared to 25% and 41% respectively in Chelan County. These percentages compare to 25% and 17% in the Cashmere CD and 32% and 14% in the City of Leavenworth.

Employment - Regional

It is important to recognize the regional nature of employment in the Chelan and Douglas Counties area. Chelan County provides 80% of the jobs in the two county area and contains 75% of the total number of employers. The 1990 Census asked respondents if they worked in the same county they lived in. Nearly 57% of Douglas County's working residents worked in another county compared to 11% for Chelan County. A portion of these respondents may work in a county other than Chelan or Douglas.

Employment information was taken from the publication "Employment and Payrolls in Washington State by County and Industry" which is prepared by the Washington State Employment Security Department. This publication provides information on the number of employees and payroll for businesses covered by the unemployment compensation program. This represents over 80% of all businesses in Washington State. Unfortunately, this information is only available at the county and

state level.

The agricultural industry is the largest employment generator in Chelan County. In 1993, the number of persons employed in agriculture represented the highest percentage of total county employment in Chelan County at 23%. This was down slightly from the 1990 figures of 24%. The significance of the agricultural industry in the area can be seen by comparing Chelan County to the state average where agriculture represented only 4% of the total covered labor force.

Historic changes to the agricultural employment base are difficult to determine due to a change in the Employment Security Act in 1990 when many small farms, which had previously been exempt, were covered under the program. Agricultural employment experienced nominal increases in Chelan County between 1990 and 1993 (62 new jobs). Statewide, agricultural jobs increased by 4% with 3,400 new jobs.

In 1993, two industries (retail trade and services) were tied for second place in percentage of total employment in Chelan County at 18%. The retail trade industry posted the highest increase in employment between 1990 and 1993. Over 1,100 new retail jobs were created during that period. Between 1980 and 1993, 2,110 new retail jobs were created in Chelan County. During that same period 1,788 service jobs were created. Services are the number one employer at the state-wide level, where it represents 23% of the covered labor force.

Another economic guide is the information collected by the State Department of Revenue on retail sales. This information is only available for counties and larger cities like Wenatchee. Between 1981 and 1993 total taxable sales have increased 147% in Chelan County and 133% statewide.

Retail trade represents the highest percentage of total sales in Chelan County and the State. In Chelan County, retail trade made up 57% of sales in 1981 compared to 49% in 1993. In 1981, wholesale trade ranked second in percentage of sales. Since then, contracting has increased to the number two position. For the state, contracting has been in the number two spot consistently since 1981.

Employment - Planning Area

The employment profile of the planning area differs slightly from the county and regional trend. According to the 1990 Census, 21% of employed persons in the City of Leavenworth were employed in retail sales, 10% in personal services, 9% in construction, and 9% in agriculture/forestry. The agriculture/forest industry came in first in the Cashmere CD with 20%, followed by 15% in retail sales, and 7% in manufacturing. Only the top 4 employment activities are listed.

Unemployment

Unemployment in the region is consistently higher than the state average. This is most likely due to the seasonal nature of the area's biggest employer, agriculture. Chelan County consistently posts higher unemployment rates than Douglas County. In 1980, the annual average unemployment rate was 12% in Chelan County, 9% in Douglas County, and 8% in the state. In 1993, the figures were

11%, 8%, and 7%, respectively. In the 1990 Census within the City of Leavenworth, 58% of persons 16 years of age or older were in the labor force and 6% were unemployed.

III. Goals and Policies

Goal 1: Encourage compatible diversification of the economy.

Goal Rationale: The timber, fruit, and tourist industries are well established as the basis for the planning area's economy, and their continued health is the key to the area's future. New commercial and industrial activities should be evaluated to insure that they are compatible with existing uses so that the area will remain economically viable.

Policy 1: The economic development element of the comprehensive plan should be based upon a needs assessment which evaluates the following factors within the community:

- *An inventory of available land suitable for development of commercial and industrial use.*
- *The availability of infrastructure including transportation (air, rail, roads) and utilities.*
- *The availability of housing to support economic growth.*
- *An analysis which evaluates the commercial and industrial sectors which are not adequately represented in the community based upon the state average and factoring in community desires.*

Rationale: A needs assessment is necessary to insure that there is adequate commercial and industrial land available for the planning area.

Policy 2: Encourage coordination and cooperation at the local and regional level to ensure consistency on economic growth considerations.

Rationale: Coordination at the local and regional level will insure that all areas of the county will be considered in economic development efforts.

Policy 3: Consideration should be given to diversification of the economic base to provide opportunities for economic growth in all communities on a county-wide basis to ensure a healthy stable economic base.

Rationale: Diversification of the economic base can provide stability if there is an economic down-turn in the existing commercial/industrial activities of the planning area.

Policy 4: The City is encouraged to provide information on the community strengths, marketable factors (i.e. waterfront, quality of life considerations), availability of housing, infrastructure, contact people, etc. which can be used by the Economic Development Council to attract and/or expand commercial and industrial activities.

Rationale: Economic development recruitment efforts will be more successful if those who are involved in economic development are kept informed of positive community attributes.

Policy 5: The City should consider establishing a local standing committee or task force to work on economic development. The committee could be responsible for preparing and maintaining the community's database, developing local goals and policies for economic development, and act as the contact group to work with the Economic Development Council.

Rationale: A local standing committee would insure that economic development professionals remain current on the needs and desires of the planning area in terms of commercial/industrial recruitment.

Policy 6: Economic development should be one of the considerations in the process of land use planning, transportation planning, infrastructure planning, and the determination of urban growth boundaries.

Rationale: Considering economic development in the preparation of other plan elements will insure that there is adequate land base, infrastructure, and access to provide for future commercial and industrial development.

Policy 7: Commercial and industrial activities should be encouraged to locate in areas with infrastructure capacity and the potential to provide adequate, affordable housing and /or transportation linkages to existing housing.

Rationale: Adequate infrastructure, access to transportation systems and available work force are key elements to successful commercial and industrial development.

Policy 8: Encourage the retention and growth of existing industries and businesses by promoting the establishment of commercial/industrial research, and educational activities which support those industries and businesses.

Rationale: Research and educational activities which support the existing commercial and industrial base of the City will help to insure continued growth of the economy.

Policy 9: Local government should develop criteria under which they would consider participating in infrastructure improvements needed to support economic development.

Rationale: There may be circumstances where local government should participate in infrastructure improvements if this would encourage economic growth.

GLOSSARY

GLOSSARY

Adequate Capital Facilities: facilities which have the capacity to serve development.

Agricultural Land: land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable or animal products or of berries, grain, hay, straw, turf, seed, or Christmas trees, not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, or livestock and land that has long-term commercial significance for agricultural production.

Alley: a narrow thoroughfare that typically bisects a block giving access to the rear of lots or buildings.

Available Capital Facilities: facilities or services are in place or a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Bike Route: a portion of a street that is designated by signs and/or pavement markings for preferential bicycle use.

Capacity: the measure of the ability to provide a level of service on a public facility.

Capital Budget: the portion of each local government's budget which reflects capital improvement; is generally non-recurring and may require multi-year financing.

Capital Improvement: physical assets constructed or purchased to provide, improve, or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non-recurring and may require multi-year financing.

Commercial Uses: activities within land areas which are predominantly connected with the sale, rental, and distribution of products, or performance of services.

Comprehensive Plan: a generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to RCW Chapter 36.70A.

Concurrency: adequate capital facilities are available when the impact of development occurs. This definition includes the two concepts of "adequate capital facilities" and of "available capital facilities" as defined above.

Consistency: no feature of a plan or regulation is incompatible with any other features of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

Coordination: consultation and cooperation among jurisdictions.

Contiguous Development: development of areas immediately adjacent to one another.

Critical Areas: include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Cultural Resources: elements of the physical environment that are evidence of human activity and occupation. Cultural resources include: (a) historic resources which are elements of the built environment typically 50 years of age and older, and may be buildings, structures, sites, objects and districts; (b) archaeological resources consist of remains of the human environment at or below the ground surface such as habitation sites; and (c) traditional cultural properties consist of places or sites of human activities which are of significance to the traditions or ceremonies of a culture. Traditional cultural properties do not necessarily have a manmade component and may consist of an entirely natural setting.

Density: a measure of the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (i.e., people per acre). Density is useful for establishing a balance between potential local service use and service capacities.

Domestic Water System: any system providing a supply of potable water for the intended use of a development which is deemed adequate pursuant to RCW 19.27.097.

Financial Commitment: sources of public or private funds or combinations thereof have been identified which will be sufficient to finance capital facilities necessary to support development and that there is assurance that such funds will be put to that end in a timely manner.

Forest Land: land primarily useful for growing trees, including Christmas trees, subject to the excise tax imposed under RCW 84.33.100 through 84.33.140, for commercial purposes, and that has long-term commercial significance for growing trees commercially.

Geologically Hazardous Areas: areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

Goal: the long-term end toward which programs or activities are ultimately directed.

Growth Management: a method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare of the residents of the city.

Household: a household includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit.

Industrial Uses: the activities predominantly connected with manufacturing, assembly, processing, or storage of products.

Infrastructure: those man-made structures which serve the common needs of the population, such as sewage disposal systems, potable water wells serving a system, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

Intensity: a measure of land use activity based on density, use, mass, size, and impact.

Land Development Regulations: any controls placed on development or land use activities by a county or city including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building codes, shoreline master programs, environmental ordinances, or any other regulations controlling the development of land.

Level of Service (LOS): an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. LOS means an established minimum capacity of capital facilities, or services provided by capital facilities, that must be provided per unit of demand or other appropriate measure of need. For the purposes of this plan, Level of Service applies solely to the City of Leavenworth's transportation road system and plan.

Long-Term Commercial Significance: includes the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land.

Manufactured Housing (Factory Built Structure): a manufactured building or major portion of a building designed for long-term residential use. It is designed and constructed for transportation to a site for installation and occupancy when connected to required utilities. This structure is designed and built in compliance with the Uniform Building Code and is typically posted with a gold label.

Master Planned Resort: a self-contained and fully integrated planned unit development, in a setting of significant natural amenities, with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities.

Minerals: includes gravel, sand and valuable metallic substances.

Mobile Home: a single portable manufactured housing unit, or a combination of two or more such units connected on-site that is:

- a. designed to be used for living, sleeping, sanitation, cooking, and eating purposes by one family only and containing independent kitchen, sanitary, and sleeping facilities;
- b. designed so that each housing unit is transported on its own chassis;
- c. placed on a temporary or semi-permanent foundation;
- d. over 32 feet in length and over eight feet in width; and
- e. typically identified by a red label.

Multi-Family Housing: as used in this plan, multi-family housing is all housing which is designed to accommodate three or more households or dwelling units.

Natural Resource Lands: agricultural, forest, and mineral resource lands which have long-term commercial significance.

New Fully Contained Community: is a development proposed for location outside of the initially designated urban growth areas which is characterized by urban densities, uses, and services.

Objective: a specific, measurable, intermediate end that is achievable and marks progress toward a goal.

Open Space: underdeveloped land that serves a functional role in the life of the community. This term is subdivided into the following:

- a. Pastoral or recreational open space areas that serve active or passive recreation needs, e.g., federal, state, regional and local parks, forests, historic sites, etc.
- b. Utilitarian open space areas that are not suitable for residential or other development due to the existence of hazardous and/or environmentally sensitive conditions, which can be protected through remaining as open space, e.g., critical areas, airport flight zones, well fields, etc. This category is sometimes referred to as "health and safety" open space.
- c. Corridor or linear open space areas through which people travel, and which may also serve an aesthetic or leisure purpose. For example, an interstate highway may connect Point A to Point B, but may also offer an enjoyable pleasure drive for the family. This open space is also significant in its ability to connect one residential or leisure area with another.

Overriding Public Interest: when this term is used, i.e., public interest, concern or objective, it shall be determined by a majority vote of the Leavenworth City Council.

Owner: any person or entity, including a cooperative or a public housing authority (PHA), having the legal rights to sell, lease, or sublease any form of real property.

Planning Period: the 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Policy: the way in which programs and activities are conducted to achieve an identified goal.

Public Facilities: include streets, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. These physical structures are owned or operated by a government entity which provides or supports a public service.

Public Services: include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Regional Transportation Planning Organization (RTPO): the voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties which have common transportation interests.

Resident Population: inhabitants counted in the same manner utilized by the U.S. Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

Right-of-Way: land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

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

Sanitary Sewer Systems: all facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Shall: a directive or requirement.

Should: an expectation.

Single-Family Housing: as used in this plan, a single-family housing unit is a detached housing unit designed for occupancy by not more than one household. This definition does not include manufactured housing, which is treated as a separate category.

Solid Waste Handling Facility: any facility for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.

Street: a thoroughfare that is wider than an alley and should include/accommodate the construction of sidewalks and typically provides access to the front of lots or buildings.

Transportation Facilities: includes capital facilities related to air, water, or land transportation.

Transportation Level of Service Standards: a measure which describes the operational condition of the travel stream, usually in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Transportation System Management (TSM): low level capital expenditures to increase the capacity of the transportation network. TSM strategies include, but are not limited to, signalization, channelization, and bus turn-outs.

Transportation Demand Management Strategies (TDM): strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work hour changes, ride-sharing options, parking policies, and telecommuting.

Urban Growth: refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Urban Growth Area (UGA): those areas designated by a county pursuant to RCW 36.70A.110.

Urban Governmental Services: include those governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with non-urban areas.

Urban Service Threshold: an area having, or an area identified in this document as planning to have at least a domestic water system AND sanitary sewer service shall be considered urban. An area having a domestic water system OR sanitary sewer OR any combination of other services as defined in the term Urban Governmental Service shall not necessarily be urban in nature.

Utilities: facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the delivery of natural gas, electricity, telecommunications services, water, and for the disposal of sewage.

Vacant/Underdeveloped Lands: may suggest the following: (a) a site which has not been developed with either buildings or capital facility improvements, or has a building improvement value of less than \$500 [vacant land]; (b) a site within an existing urbanized area that may have capital facilities available to the site creating infill development; (c) a site which is occupied by a use consistent with the zoning but contains enough land to be further subdivided without needing a rezone [partially-used]; and (d) a site which has been developed with both a structure and capital facilities and is zoned for more intensive use than that which occupies the site [under-utilized].

Visioning: a process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Wetland: areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include

swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas which were created to mitigate conversion of wetlands, if permitted by the city.

Zoning: the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential) and the location, bulk, height, shape, and coverage of structures within each zone.

APPENDIX A

RESOLUTION 92-88

RE: County-Wide Planning Policies

WHEREAS, the Chelan County is required to plan under the State of Washington's Growth Management Act, Chapter 36.70A R.C.W.; and

WHEREAS, R.C.W. 36.70A.210 requires the legislative authority of a county to prepare county-wide planning policies in cooperation with the cities located within the county; and

WHEREAS, an inter-local agreement was prepared establishing the process for the preparation of the county-wide planning policies; and

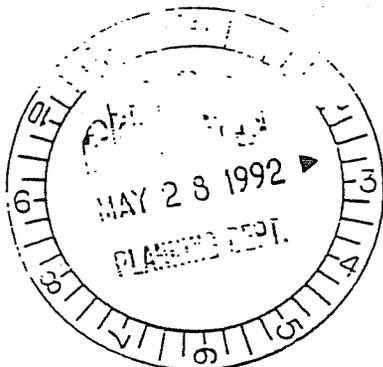
WHEREAS, the policy plan prepared under that process has been reviewed and ratified by all of the cities within Chelan County, and circulated for review and comment to all adjacent jurisdictions; and

WHEREAS, the Board of Chelan County Commissioners have held a public hearing on the proposed county-wide planning policies;

NOW, THEREFORE, BE IT RESOLVED that the Board of Chelan County Commissioners hereby adopts the County-Wide Planning Policies which shall be used solely for establishing a county-wide framework from which county and city comprehensive plans are developed and adopted pursuant to the Growth Management Act.

This resolution shall take effect and be in force immediately from and after its passage.

Dated this 26th day of May, 1992.



BOARD OF CHELAN COUNTY COMMISSIONERS

John S. Wall
John S. Wall, Chairman

Ronald W. Myers
Ronald W. Myers

Thomas A. Green
Thomas A. Green

ATTEST:

EVELYN L. ARNOLD
Evelyn Arnold
Clerk of the Board

BY: Claudia Metz
Deputy Auditor/Clerk of the Board

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Chelan County Board of Commissioners will conduct a public hearing on Tuesday, May 26, 1992, beginning at 10:30 A.M. in the Commissioners chambers, County Courthouse, Wenatchee, Washington to consider the adoption of the "County-Wide Planning Policies for Chelan County" as required by State of Washington's Growth Management Act, RCW 36.70A.210.

Complete information and copies of the proposal may be obtained at the office of the Chelan County Planning Department, 411 Washington Street, Wenatchee, WA 98801-2854 or by calling 509/664-5225.

Dated this 12th day of May 1992.

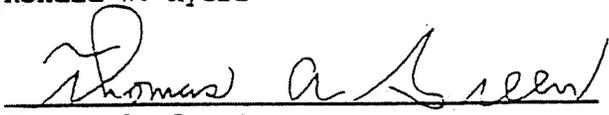
BOARD OF CHELAN COUNTY COMMISSIONERS



John S. Wall, Chairman

Absent

Ronald W. Myers

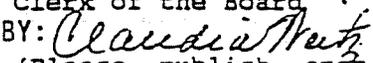


Thomas A. Green

ATTEST:

EVELYN L. ARNOLD

Evelyn Arnold
Clerk of the Board

BY:  Deputy Auditor/Clk of the Brd
{Please publish once on May 15, 1992. Send bill and affidavit of publication to Chelan County Planning Dept., 411 Washington St., Wenatchee}

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #1

POLICIES TO IMPLEMENT RCW 36.70A.110 RELATING TO THE
ESTABLISHMENT OF URBAN GROWTH AREAS.

- I. Each city within Chelan County will be included within a designated urban growth area.
- II. Designated urban growth areas should include an adequate amount of undeveloped area to adequately accommodate forecasted growth and development for the next 20 years.
- III. Designated urban growth areas should include those portions of our communities already characterized by urban growth to have existing public facilities and service capacities to serve such developments as well as those areas projected to accommodate future growth.
- IV. The formal designation of urban growth areas should be accomplished as a part of the comprehensive planning process. The size of designated urban growth areas should be based on projected population, existing land use, the adequacy of existing and future utility and transportation systems, the impact of second home demand, viable economic development strategies and sufficient fiscal capacity within the capital facilities plan to adequately fund the appropriate infrastructure necessitated by growth and development. Consideration should also be given to regularize grossly irregular corporate boundaries during the process of designating urban growth boundaries.
- V. Communities should consider the development and use of ten and twenty year population forecast to assist in the process of preparing plans for growth management. Such forecasts would provide substantial benefit, particularly in the preparation of utility and transportation plans and for the capital improvement plans to implement the same.
- VI. In recognition of the potential for the development of new fully contained communities Chelan County may reserve a portion of the twenty year population project and off-set urban growth areas accordingly for allocation to a new fully contained community.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #1 (Continued)

- VII. Community comprehensive plans should contain annexation and/or incorporation elements. Areas for potential annexation or potential incorporation should be designated in portions of urban growth areas outside of cities.
- VIII. When the county has adopted a comprehensive plan and development regulations under the Growth Management Act, the Board of County Commissioners should evaluate any future need for the boundary review board.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #2

POLICIES FOR PROMOTING CONTIGUOUS AND ORDERLY DEVELOPMENT AND
THE PROVISION OF URBAN GOVERNMENTAL SERVICES TO SUCH
DEVELOPMENT.

- I. For proposed developments which are within the urban growth boundary, but beyond municipal boundaries, the following policies should be considered:
 - A. Improvement standards for new developments proposed within urban growth areas should be jointly developed by the county and the appropriate city. Standards should address such improvements as street alignment and grade, public road access, right-of-way, street improvements (which may include street width, curbs, gutters, and sidewalks, etc.), sanitary sewer, storm water improvements, park and recreation facilities.
 - B. All projects will be reviewed to ensure compatibility with urban density projections of the urban comprehensive plan.
 - C. The timing of utility extensions into the urban growth area shall be consistent with the adopted capital facilities plan of the utility purveyor.
- II. Policies and procedures for establishing and monitoring level of service standards.
 - A. Existing level of service standards may differ between service areas within a given jurisdiction.
 - B. Level of service standards may differ between service areas within a given jurisdictions.
 - C. Level of service standards should be coordinated at the interface between adjacent jurisdictions.
 - D. Annual review of current levels of service and capital facilities will be made by jurisdictions.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #3

POLICIES FOR SITING PUBLIC CAPITAL FACILITIES (INCLUDING LULU'S/NIMBY'S) THAT ARE OF A COUNTY WIDE OR STATE WIDE NATURE.

- I. Essential public facilities which are identified by the county, by regional agreement, or by the Office of Financial Management should be subject to the following siting process.

When essential public facilities are proposed the local government(s) will:

- A. Appoint an advisory County-Wide Project Analysis and Site Evaluation Committee composed of citizen members selected to represent a broad range of interest groups. It will be this committee's responsibility to develop specific siting criteria for the proposed project and to identify, analyze, and rank potential project sites. In addition the committee shall establish a reasonable time frame for completion of the task.
 - B. Insure public involvement through the use of timely press releases, newspaper notices, public information meetings and public hearings.
 - C. Notify adjacent jurisdiction of the proposed project and solicit review and comment on the recommendations made by the Advisory Project Analysis and Site Evaluation Committee.
- II. No local comprehensive plan or development regulation will preclude the siting of essential public facilities, but standards may be generated to insure that reasonable compatibility with other land uses can be achieved.
- III. In determining a local governments fair share of siting of public facilities the Advisory County-Wide Project Analysis and Site Evaluation Committee shall consider at least the following:
- A. Existing Public Facilities and their effect on the community.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #3.III. (Continued)

- B. The relative potential for reshaping the economy, the environment and the community character resulting from the siting of the facility.
- IV. Essential public facilities should not locate in Resource Lands or Critical Areas if incompatible.
- V. Essential public facilities should not be located beyond Urban Growth Areas unless they are self-contained and do not require the extension of urban governmental services.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #4

POLICIES FOR COUNTY WIDE TRANSPORTATION FACILITIES AND
STRATEGIES.

- I. A county-wide transportation plan developed pursuant to the Growth Management Act shall be consistent with the land use elements of the comprehensive plans developed for the jurisdictions within the transportation planning area.
- II. As a component of a county wide transportation plan, each comprehensive plan adopted pursuant to the Growth Management Act, will contain a transportation element which includes a financial sub-element including:
 - A. A multi-year financing plan;
 - B. An analysis of the jurisdictions ability to fund existing or potential transportation improvement which identifies existing sources, new revenue sources which may include impact fees;
 - C. If identified funding falls short, land use assumptions will be reassessed to assure that level of service standards are being met or are adjusted to be consistent with the land use element.
- III. Transportation improvements which are identified in the transportation plan shall be implemented concurrent with new development. Concurrent with development means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.
- IV. The county-wide transportation planning effort should produce a methodology and/or tools for jurisdictions to use in evaluating the impact of development proposals and identifying related transportation improvements.
- V. The county-wide transportation plan should integrate concerns of all jurisdictions and the general public within the geographic limits of the transportation plan area.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #4 (Continued)

VI. The county-wide transportation plan should address:

- A. Economic growth.
- B. Cost-effective accessibility for goods, services, and people.
- C. The quality of life issues.
- D. Alternatives which will provide convenient and safe access to employment, educational, and recreational opportunities for citizens in both urban and rural environments.
- E. Transportation improvements necessary to provide for a balanced transportation system that will work effectively and safely over the next twenty years.
- F. Energy-efficiency in transportation systems.

VII. An integrated transportation system is conceived as a cooperatively developed, integrated system of public transportation services, road facilities, transportation system management(TSM)/demand management programs, and land use policy. The integrated system should enhance mobility by providing a range of transportation choices for the public. The Transportation Plan Element shall address air, water and land transportation facilities including but not limited to:

- A. Airports and air strips.
- B. Facilities related to commercial water transportation.
- C. Major and secondary arterials and collector roadways.
- D. Transit routes.
- E. Non-motorized modes of transportation including bikeways and pedestrian routes.
- F. Railroad systems.
- G. Bridges
- H. Truck Routes.

VIII. The Transportation Plan element will provide a summary and analysis of planning information including:

- A. Land use assumptions which provide a summary of the current population, employment by type, recreation, and comprehensive

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #4 :VIII. A. (Continued)

land use designations, and the ratio of single and multi-family units to total housing units.

- B. Inventory and analysis of existing services and facilities should include:
- i. function and scope of the facility(local/regional).
 - ii. traffic and volume patterns including peak hour traffic congestion and current capacity.
 - iii. jurisdiction.
 - iv. accident problem areas.
 - v. geometry and structural adequacy of arterials and collectors.
 - vi. traffic control devices.
 - vii. facility specific plans and routes.
 - viii. origin and destination data and commute distance for the urban area.
 - ix. methods of evaluating changes.
 - x. transit facilities.
 - xi. environmental and geographic limitations in the study area.
 - xii. demand management (carpools, public transit, etc.)
- C. Level of service standards for arterials and collectors.
- D. An analysis and forecast of future transportation needs including:
- i. An issues assessment and prioritization for the study area and for each facility.
 - ii. A forecast of future travel demand for each facility.
 - iii. An analysis of deficient transportation facilities based on adopted LOS standards.
 - iv. An identification of facility expansion needs.
- IX. Level of service standards for arterials, collectors and transit routes should be coordinated at a county-wide level.
- X. A plan designed to have services that are specific to conditions to include growth, employment diversification, environmental quality, mobility needs, and quality of life and the future environment of Chelan County. An integrated plan should help support the operations of

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #4.X. (Continued)

buses, ridesharing programs, para-transit, special services within the region and coordinate services that link Chelan County to other counties.

- XI. To insure coordination in transportation planning efforts, each community and the county should participate in a Regional Transportation Planning Organization (RTPO). Such program should be implemented by way of an inter-local agreement which stresses the role of each local government in the development of its own transportation plan and be based on the concept of the RTPO governing body consisting of local elected officials.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #5

POLICIES ADDRESSING THE NEED FOR AFFORDABLE HOUSING FOR ALL ECONOMIC SEGMENTS OF THE POPULATION AND THE ADOPTION OF PARAMETERS FOR THE DISTRIBUTION OF AFFORDABLE HOUSING.

- I. The housing element of each comprehensive plan shall:
 - A. Assess current price structure and availability of housing options.
 - B. Address income statistics of the population to assess financial accessibility to existing housing inventory including owner and renter occupied.
 - C. Assess the need for additional units based upon population projections including owned, rented and shelter units and including an assessment of second home ownership.
 - D. Address the manner and the extent that demand from all segments of the housing market will be met.
 - E. Assess the ability to provide sufficient land, infrastructure and services to each housing segment including, but not limited to, government-assisted housing for low income families, manufactured housing, multi family housing, migrant agricultural worker housing, and group homes. All segments of the housing market must be accommodated in appropriate numbers on a county wide basis.
- II. Individual plans should encourage regeneration of existing housing inventories with methods such as:
 - A. Permitting accessory housing or the division of existing structures in single family neighborhoods.
 - B. Consider implementing methods of protecting the inventory of manufactured home parks and the provision of siting of manufactured homes on single family lots.
 - C. Participating in or sponsoring housing rehabilitation programs offered by state and federal governments.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #5 (Continued)

- III. To the extent possible each plan should promote the construction of affordable housing, particularly for low and moderate income segments of the population.
- IV. Consideration should be given to the provision of diversity in housing types to accommodate elderly, physically challenged, mentally impaired, and special needs segment of the population, I.E., congregate care facilities.
- V. Comprehensive plans shall consider the effects of public improvement development costs on housing, including impact fees. Allowance for exemption from impact fees for projects which enhance housing for low and moderate income householders should be considered.
- VI. Each community is encouraged to provide its fair share of housing affordable to low and moderate income households by promoting a balanced mix of diverse housing types.
- VII. Communities should evaluate densities permitted within Urban Growth Areas (UGA) to reduce the overall costs of development.
- VIII. Consideration should be given to implementing innovative regulatory strategies which provide incentives for developers to provide housing affordable to low and moderate income households.
- IX. Recognizing the shrinking role of the Federal government in providing finances for housing, local governments should consider support of the existing public housing agency and/or the development of a county-wide public housing authority with a broad base of public financial support from local jurisdictions.
- X. Public entities own undeveloped land in various quantities. Some consideration should be given to assembling larger parcels suitable for affordable housing development through the use of land exchanges, the establishment of land trusts/banks or other suitable vehicles. Such parcels could then be sold to a public housing agency, at less than market rates, for the development of low income housing.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #6

POLICIES FOR JOINT COUNTY AND CITY PLANNING WITHIN URBAN
GROWTH AREAS.

AND,

POLICIES PROVIDING FOR INNOVATIVE LAND USE MANAGEMENT
TECHNIQUES THAT MAY INCLUDE USE OF FLEXIBLE ZONING PROCESSES
(I.E. PLANNED UNIT DEVELOPMENTS, TRANSFER OF DEVELOPMENT
RIGHTS, CLUSTER DEVELOPMENT DENSITY BONUS, ETC.)

- I. City and county planning efforts will be coordinated with urban growth areas.
- II. Adjacent jurisdictions will refer current development applications for review and comment prior to public hearings to ensure consideration with adopted development standards.
- III. Each jurisdiction shall consider the implications of utilizing innovative land use management techniques in fulfilling the planning goals enumerated in the Growth Management Act including, but not limited to, planned unit development, transfer of development rights, cluster development density bonus , and the purchase of development rights.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #7

POLICIES FOR COUNTY-WIDE ECONOMIC DEVELOPMENT AND EMPLOYMENT.

- I. The Economic Development element of the Comprehensive plans should be based upon a needs assessment which evaluates the following factors within the community:
 - A. An inventory of available land suitable for development of commercial and industrial use.
 - B. The availability of infrastructure including transportation (air, rail, roads) and utilities.
 - C. The availability of housing to support economic growth.
 - D. An analysis which evaluates the commercial and industrial sectors which are not adequately represented in the community based upon the state average and factoring in community desires.
- II. Encourage coordination and cooperation at the local and regional level to ensure consistency on economic growth considerations.
- III. Consideration should be given to diversification of the economic base to provide opportunities for economic growth in all communities on a county-wide basis to ensure a healthy stable economic base.
- IV. Communities are encouraged to provide information on the community strengths, marketable factors (i.e. waterfront, quality of life considerations) availability of housing, infrastructure, contact people, etc. which can be used by the Economic Development Council to attract and/or expand commercial and industrial activities.
- V. Communities should consider establishing a local standing committee or task force to work on economic development. The committee could be responsible for preparing and maintaining the community's database, developing local goals and policies for economic development and act as the contact group to work with the Economic Development Council.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #7 (Continued)

- VI. Economic development should be one of the considerations in the process of land use planning, transportation planning, infrastructure planning, and the determination of urban growth boundaries.
- VII. Commercial and industrial activities should be encouraged to locate in areas with infrastructure capacity and the potential to provide adequate, affordable housing, and/or transportation linkages to existing housing.
- VIII. Encourage the retention and growth of existing industries and businesses by promoting the establishment of commercial/industrial, research and educational activities which support those industries and businesses.
- IX. Local government should develop criteria under which they would consider participating in infrastructure improvements needed to support economic development.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #8

AN ANALYSIS OF FISCAL IMPACT

- I. Each jurisdiction's Capital Facilities Plan should provide:
 - A. A plan for cooperation between public and private sectors to insure coordination of capital improvements with emphasis on the efficient provision of service at adopted levels concurrent with the demand for such service.
 - B. An inventory of existing capital facilities including locations and capacities of capital facilities.
 - C. An assessment of future needs for such capital facilities including:
 - i. The proposed locations, capacities and costs of expanded or new facilities;
 - ii. At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
 - iii. A requirement to reassess the land use element if probable funding falls short of meeting existing needs to insure consistency between the land use plan, the capital facilities plan and the financing plan within the capital facilities plan.
- II. Communities should consider the use of innovative financing strategies for capital improvements which minimize the financial cost to taxpayers and provide for the equitable assignment of costs between existing and new development.
- III. Communities should consider the imposition of an impact fee process, as provide for in ESHB 2929, to insure that new development pay its fair share of the cost of improvements necessitated by growth and contribute to the overall financing of capital improvements.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #8 (Continued)

- IV. On a case by case basis, to minimize the potential economic impact of annexation activities on local government entities, consideration should be given to implementing an inter-jurisdictional analysis and process for development agreements or contracts which:
- A. Compensate the county for loss of tax revenue, from annexation of significant industrial and commercial areas, for the effected budget cycle and/or
 - B. Compensate the city for the cost of providing services and maintenance of infrastructure to newly annexed areas during the period prior to the change in dispensation of full tax revenue. This may include contracting with the county to provide services to newly annexed areas during this interim period.
- V. Within the Urban Growth Area, capital facilities planning should encourage shared responsibilities for financing projects among and between local governments, utility purveyors, special purpose districts and the private sector.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #9

POLICIES RELATING TO PUBLIC EDUCATION AND CITIZEN PARTICIPATION

- I. Each Community should establish procedures to ensure early and continuous participation by the public in the development and amendment of plans and implementation programs. The Citizen Participation Plan should consider:
 - A. Broad dissemination of proposals and alternatives
 - B. Opportunity for written comments
 - C. Public meetings after effective notice
 - D. Provisions for open discussion
 - E. Communication programs
 - F. Information services
 - G. Consideration of and response to public comments
- II. Each community's citizen participation process should provide opportunity to include media dissemination throughout the planning process.
- III. On a county-wide basis, Citizen Advisory Committees should consider meeting locations which would be distributed throughout the county to provide maximum opportunity for public participation.
- IV. In the formation of Citizen Advisory Committees, communities should include representation from landowners; agricultural, forestry, mining, and business interests; environmental and community groups; tribal governments; special purpose districts; and other government agencies.

CHELAN COUNTY
COUNTY-WIDE PLANNING POLICIES

POLICY #10

POLICIES RELATING TO MONITORING, REVIEWING, AND AMENDMENT
OF COUNTY-WIDE PLANNING POLICIES

- I. Throughout the ongoing planning process the county or individual jurisdiction may request that the County-Wide Planning Policy Drafting Committee reconvene to discuss problems or concerns regarding specific policies as they may relate to the comprehensive plan.