



2026 Comprehensive Plan

City of Leavenworth

CITY OF LEAVENWORTH 2026 COMPREHENSIVE PLAN

Prepared by the City of Leavenworth Community Development Department

Adopted:

Month, day, 2026



City Council

Carl J. Florea, Mayor
Anne Hessburg, Mayor Pro Tem
Mike Bedard
Travis McMaster
Shane Thayer
Zeke Reister
Clint Strand
Rob Eaton

Planning Commission

Elizabeth Sall
Amanda Taub
Simon Farivar
Drew Foulk
James Whitesides
Colin Forsyth
Alison Miller

City Staff

Maggie Boles, Community Development Director
Celeste Barry, Senior Planner

Consultant Team

BHC Consultants
Perteet Inc.
EK Consulting

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Community Vision and Context

Introduction

WHAT IS THIS COMPREHENSIVE PLAN?

The City of Leavenworth's Comprehensive Plan is a statement of the community's vision for the future that contains policies to guide the physical, social, and economic development of the City. The Comprehensive Plan reflects the long-term values and aspirations of the community as a whole and shows how various aspects, such as land use, housing, transportation, parks and recreation, and services work together to achieve the community's desired vision. The Comprehensive Plan directs regulations, implementation actions and services in support of the vision. It was developed with extensive community engagement, as summarized in the following section, "Community Vision".

Comprehensive plans are required under the Washington State Growth Management Act¹ and must be updated periodically to reflect current conditions, community goals, and to comply with current legislation.² They are also required to include mandatory elements, or chapters, including land use, housing, transportation, utilities, capital facilities, and climate resilience.³ The city has also chosen to maintain their economic development and parks and recreation element.

¹ RCW 36.70A

² RCW 36.70A.130

³ RCW 36.70A.070





Vision Statement

This Comprehensive Plan was prepared alongside the community members of Leavenworth, the City of Leavenworth Planning Commission, and the Leavenworth City Council. It represents the community's plan for growth over the next 20 years. The goals and policies of this plan, informed by the people who live or work in Leavenworth, are consistent with the requirements of Washington's Growth Management Act. In addition, the Comprehensive Plan was developed in accordance with the Chelan County-wide Planning Policies to ensure consistency throughout the region. This plan assists in the management of future development by providing policies to guide decision-making.

While a Comprehensive Plan is meant to provide a strong and consistent vision for the future, it is also a living document that must be able to accommodate change, such as a new technology, an unforeseen impact, new regulations, or an innovative method of achieving a component of the vision. It is therefore regularly updated to account for changing issues or opportunities facing Leavenworth, while still maintaining the community's vision.

The following Vision Statement was developed based on recurring themes from outreach events and refined by community members.

Leavenworth is a deeply interconnected mountain community where the people who live and work here can thrive. We envision a future with attainable housing, resilient local businesses, meaningful employment opportunities, and a strong sense of belonging for residents of all ages and backgrounds. Our rivers, forests, and mountains are foundational to our identity, economy, and quality of life, and we are committed to their long-term stewardship. As the community grows, infrastructure and public services are expanded thoughtfully, efficiently, and responsibly to support public safety, environmental sustainability, and resilience to wildfire, smoke, flooding, and extreme heat. Guided by enduring vitality, fiscal responsibility, and community character, Leavenworth continues to welcome residents and visitors alike to experience its unique alpine setting, vibrant culture, and year-round recreation.



Leavenworth Place & History

The City of Leavenworth is located on the eastern slopes of the Cascade Mountain Range in the upper reaches of the Wenatchee River Valley in Chelan County, Washington. Leavenworth is 118 miles east of Seattle and 22 miles northwest of Wenatchee on U.S. Highway 2. The town is surrounded by mountain ranges and rests near the confluence of the Wenatchee and Icicle Rivers.

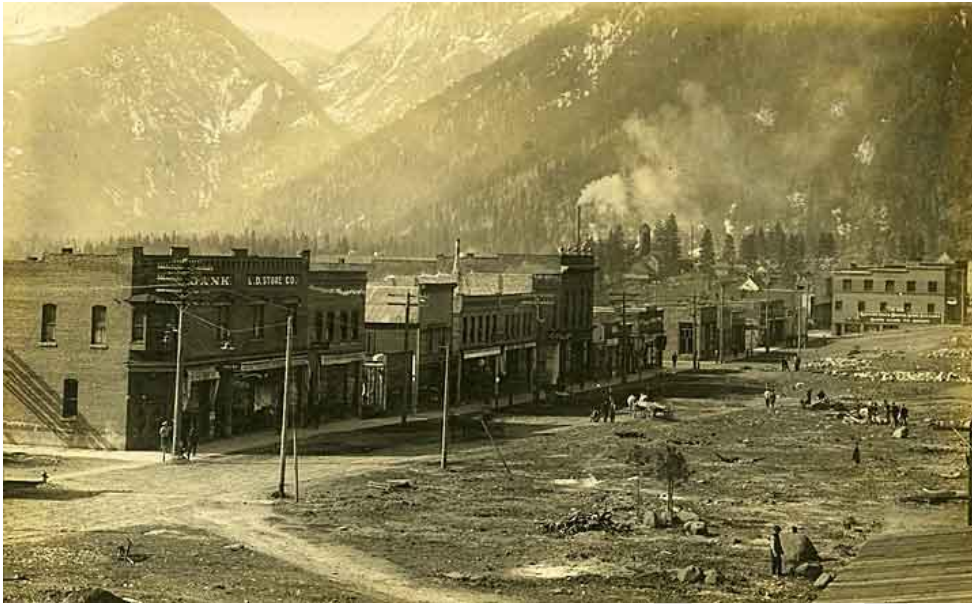
LEAVENWORTH'S HISTORY

Leavenworth – known in the native nxaʔamxcín language as šłǰʷpǰmátkʷ which translates to “water gushing out” – was, and remains, the ancestral territory of the p’squosa (Wenatchi) people, who shared the land and its resources with the Yakama and other neighboring tribes. The tribes sustained themselves through the hunting of deer and elk, the gathering of native plant resources, and the fishing of salmon within the Icicle and Wenatchee River watersheds. Their connection to this land continues through their descendants and sovereign rights today.

As the expansion of the United States reached the Pacific Northwest in the mid-19th century, profound changes began to take shape. Following the Yakama Treaty of 1855, which the p’squosa were pressured to sign and the federal government failed to fully honor, the land was ceded and subsequently opened to settlement. Settlers arrived and established claims under federal land acts, drawn by the pursuit of gold, furs, and timber. This period was also characterized by systemic displacement of the Indigenous population and the rapid commodification of the region’s natural resources. By the late 1800s, the arrival of the Great Northern Railway finalized the transition from an Indigenous-managed landscape to a bustling industrial hub.

The incorporation of the city on September 5, 1906, marked the height of an industrial boom fueled by the railway, which brought opportunities for work, commerce, and a new economy. The period of rapid growth in the sawmill and logging industry eventually fell apart when the Great Northern Railway Company rerouted its tracks out of Leavenworth. The rerouting of the railroad and the subsequent closure of the sawmill converted the town from a bustling, thriving hub of commerce into a hollow, empty community. For more than thirty years, Leavenworth experienced economic stagnation and population decline.

Leavenworth is known in the native nxaʔamxcín language as šłǰʷpǰmátkʷ which translates to “water gushing out”



Main Street, Leavenworth, 1910. (source: Washington State Historical Society)

“What you see here today is the result of a group of very dedicated people with a vision for the future.”

Bob Brender, Miracle Town by Ted Price

In the early 1960s, facing severe economic instability, community leaders launched the Project L.I.F.E. (Leavenworth Improvement for Everyone) initiative through a University of Washington program for small towns. With extensive community feedback, a deliberate choice was made to become a service-based tourism economy. Inspired by the beautiful backdrop of the surrounding Alpine hills and mountains, the community started to remodel their town in the form of an Alpine-Bavarian village and moved beyond a cosmetic facelift to implement an architectural and cultural shift. To complement the complete renovation of the downtown area, community members worked to establish a series of festivals, such as the Autumn Leaf Festival, Maifest, and the Christmas Lighting Ceremony, which were the first of many attractions offered to visitors. This strategic rebrand successfully converted a failing industrial town to a pillar of tourism in the Pacific Northwest, with millions of tourists visiting each year.

However, the growing popularity of the Bavarian village has led to several challenges collectively known as “overtourism”: increased traffic, rising housing costs, limited parking, and the overcrowding of parks and recreational areas. These issues are discussed in further detail in each of the Element chapters for the related topics. In response, the community is working on improving transportation and infrastructure, building new parking facilities, creating more affordable housing options as well as building new partnerships with agencies, organizations, and local groups. Guided by this Comprehensive Plan, the City of Leavenworth aims to regain balance, support its residents, and ensure the community can continue to thrive.

MORE INFORMATION

Miracle Town, by Ted Price | Visit: [Greater Leavenworth Museum](#)

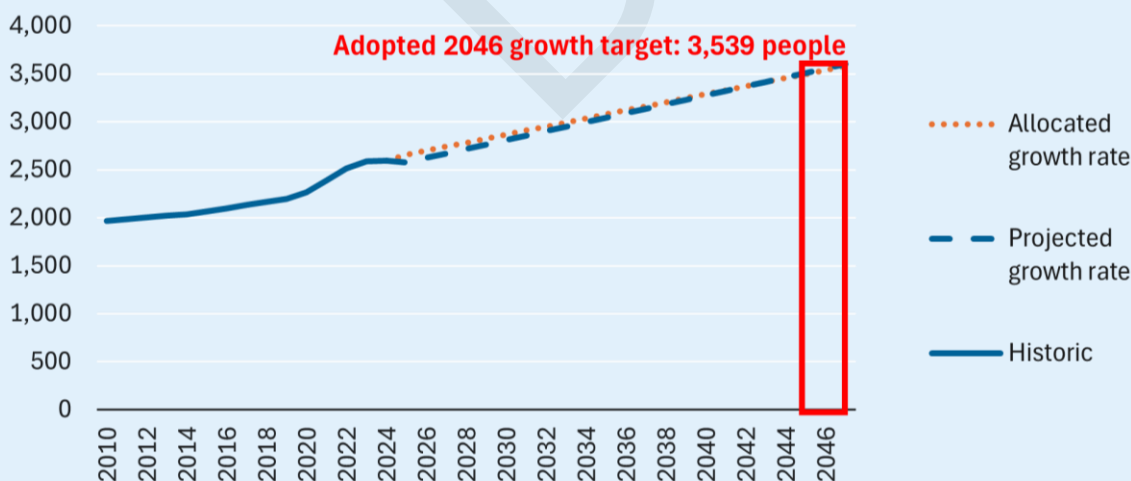
Leavenworth People

Leavenworth history documents a culture of strong, determined, resourceful and compassionate people. That history holds true today. While the City's overall population in 2024 is approximately 2,595⁴ it jumps significantly during events and festivals into the tens of thousands. Population growth over the last several decades has been very moderate with years of no or minimal increases. Between 2010 and 2024, for instance, Leavenworth added 45 people per year on average.

The State Office of Financial Management provides population growth estimates to each county, and the counties are responsible for allocating growth in ways that align with the county's plans and long-term vision. Chelan County works with individual cities to estimate population growth and where that growth should occur within the city. The estimated population for Leavenworth city and UGA is projected to be 3,539 by the year 2046. As shown in Exhibit CC-1, the population allocation reflects a slightly lower growth rate than the historic average growth rate, which projects a population of 3,555 people by 2046 (an additional 16 people compared to the allocated growth rate). Please refer to the full population projection discussion in Appendix A: Community Profile and Land Use.

Since the historic average annual growth rate aligns well with the city's allocated growth rate, it suggests that achieving the city's growth target will require maintaining a rate of growth consistent with past trends. However, the level of growth is typically constrained by the availability of housing, which is discussed in more detail in the Housing Element and in Appendix B. While population growth has generally tracked with historic trends and is shaped by housing availability, the characteristics of who lives in Leavenworth – and how that composition is changing – also influence the community's long-term planning considerations.

Exhibit CC-1. Forecasted population growth and 2046 allocation



Sources: Office of Financial Management April 1st Estimates; Chelan County Ordinance 2024-18

⁴ Office of Financial Management April 1st Estimate

Visitors from around the world contribute a level of diversity that is not reflected in the local community, which is predominantly white with a smaller proportion of Hispanic and non-Hispanic people of color. Over 88% of Leavenworth's population speaks English at home. Of those who don't speak English at home, Spanish was the second most popular language at over 8% of the population. Over the years the racial, ethnic, and language demographic data shows a decline in diversity since 2010⁵.

Over a third of Leavenworth's population is between the ages of 40 and 49. From 2013 to 2023, the share of young people between 20 to 29 years old decreased, from 19% to 13% of the population. The composition of households also reflects this trend, with a decrease in the number of children per household and an increase in the number of households with older adults. The number of people living in a home is declining for both rentals and owner-occupied dwellings. This reduction in family size may correlate to a need for smaller housing units and the lack of affordable housing and housing variety for families at various income levels. Please refer to Appendix A and B for additional demographics information.

"If we don't plan for growth we will not succeed in the future."

Carl Florea,
Mayor

MORE INFORMATION

Comprehensive Plan Appendices | Visit: [Census Data from American Community Survey](#)



⁵ 2020 Housing Action Plan

Exhibit CC-2. Comprehensive Plan Periodic Update Timeline



Public Participation

The Comprehensive Plan was updated with extensive outreach efforts to determine the community’s values and vision for the next 20 years. The City’s [Public Participation Plan](#) was created to ensure that multiple opportunities were provided to community members to share ideas about the future of Leavenworth. Outreach efforts have included in person meetings and events, print and digital surveys and information, and interactive boards and notices posted at City Hall and other locations throughout the community.

The City organized a series of engagement nights and workshops and attended existing community events (such as the Community Block Party) over the course of the Comprehensive Plan Periodic Update process, as summarized in Exhibit CC-2.

The following list includes the community engagement events and surveys conducted as part of the periodic update process.

- Visioning Workshops (September 9, 16, 23, and October 14, 2024)
- Earth Day Fair (April 27, 2005)
- Community Engagement Night (May 6, 2025)
- Parks Survey (Open from May-July 2025)
- Community Block Party (August 21, 2025)
- Climate Advisory Group Meetings (September 30, October 30, December 11, 2025)
- Dan’s Food Market Pop-Up Event (October 2025)
- Housing Survey (Open from October-November 2025)
- Community Engagement Night (November 18, 2025)
- Community Engagement Night (February 3, 2026)

In addition to numerous in-person events, the City also maintained an email newsletter to provide updates on the planning process. Community members were invited to sign up for email updates during in person events and on the City’s website. The City’s website also provided extensive resources on the comprehensive planning process.

To reach a broader audience and include underserved populations and those that may not be able to attend in-person meetings, the City distributed a survey in both English and Spanish. City staff took them to all the hotels and several restaurants in the city in the hope that staff members would respond to the survey, and created a pop-up event at a local grocery store to focus on reaching a larger population of Leavenworth’s community.

Throughout the Comprehensive Plan process, the city developed two surveys: a Housing Survey and Parks Survey, to help identify what housing options and parks and recreation resources are needed and/or desired by the community, including residents and those who work or recreate in Leavenworth. The results of these surveys are discussed in greater detail in the Housing and Parks and Recreation Elements, respectively. Please reference the Public Participation Summary in Appendix H for detailed summaries of these outreach efforts.

Many common themes and concerns were raised by community members throughout these engagement efforts, namely:

- The immediate need for affordable and workforce housing and diverse housing options for community members in all walks of life and to ensure those who want to live in Leavenworth are able to.
- The need to prioritize planning efforts for those who live and work in Leavenworth year-round, which will in turn enhance the experience for residents, workers, and visitors alike.
- Aspirations to preserve parks and natural areas and encourage environmental stewardship amidst urban development.
- Growing concern regarding the increasing frequency and severity of wildland fire and smoke impacts, underscoring the need for coordinated planning efforts to reduce wildfire risk, protect public health, and enhance community resilience.
- The importance of community events and social interaction to foster a welcoming environment and sense of belonging for all.
- Desires for increased access to essential services such as healthcare, childcare, and retail within the city.
- Essential infrastructure improvements to ensure public services, roads, and sidewalks can accommodate growth.
- Imperative transportation network improvements to enhance pedestrian and bike safety and increase multimodal transportation options.

Please note that this list is not exhaustive but rather meant to provide a high-level summary. Numerous other ideas and concerns raised throughout the development of the plan are summarized in Appendix H and have greatly informed the development of the goals and policies found in the Comprehensive Plan Elements of this Plan. Overall, the city is committed to ensuring the Comprehensive Plan and implementation efforts reflect the collective vision for a vibrant, sustainable, and livable Leavenworth.

MORE INFORMATION

Comprehensive Plan Appendix X | Visit: [Community Engagement](#) and [2026 Comprehensive Plan Update](#)



Implementation & Monitoring

To implement the Comprehensive Plan, the City adopts various regulations, including zoning code updates, to comply with state requirements and direct land use and design as new development or redevelopment occurs. Growth is also directed through careful planning for the location and sizing of capital facilities, such as water and sewer availability. Additionally, the “Project Tracker”, Planning Commission Docket, and other annual reporting processes including the City of Leavenworth’s budget process, help implement the Comprehensive Plan.

Amendments to the Comprehensive Plan can be requested by the City Council, Planning Commission, or any person, agency, or organization. However, the Comprehensive Plan may not be amended more than once a year. All amendments to the Comprehensive Plan are reviewed by the Planning Commission before a final hearing with the City Council. Leavenworth Municipal Code Title 21 outlines comprehensive plan amendment regulations, including emergency amendments. By reviewing and updating the Comprehensive Plan on a regular basis, the City of Leavenworth can rely on this document in decision-making and can maintain public interest and support of the planning process. Residents are encouraged to participate in any/all Planning Commission activities.

City staff will review and evaluate the Comprehensive Plan each year, to ensure the policies, development regulations, and other implementation actions are achieving community goals and the goals of the GMA. Additionally, City staff will consistently monitor new State legislation that affects the City’s Comprehensive Plan and make any necessary changes.

The Comp Plan can be amended up to once a year.



PLAY YOUR ROLE

The community reflects its members. In order to achieve the community’s vision, each person’s contribution is vital. You are invited to share your thoughts, ideas, needs, dreams with the city staff, planning commission, committees, and/or council. The City has proudly hosted quarterly Community Engagement Nights since 2023.

MORE INFORMATION

Visit: [Community Engagement](#) and [Planning Commission website](#)



Land Use

Introduction

Over the last couple decades, Leavenworth's community has grown, both in commercial businesses and population. The community is required to plan for population growth under the Growth Management Act, with Chelan County assigning population projections for each planning cycle. The County and Cities have cooperatively determined population projections for the 20-year planning cycle⁶.

The Land Use Element seeks to implement Leavenworth's Vision and accommodate projected growth. The city plans for this by designating and defining various future land uses: residential, commercial, industrial, recreational, and public. This Element establishes the City's Future Land Use Designations and Map, and sets goals and policies to balance growth with protecting agricultural, open space, and critical areas, and to enhance the City's climate resilience.

Appendix A: Community Profile and Land Use provides more background analysis on population and employment growth estimates. Appendix B: Housing provides a detailed review of the existing land capacity. Also, see the Chelan County Hazard Mitigation Plan for information on natural hazards.

⁶ On December 15, 2015, the Board of County Commissioners adopted resolution 2015-112 using the OFM medium population projections.



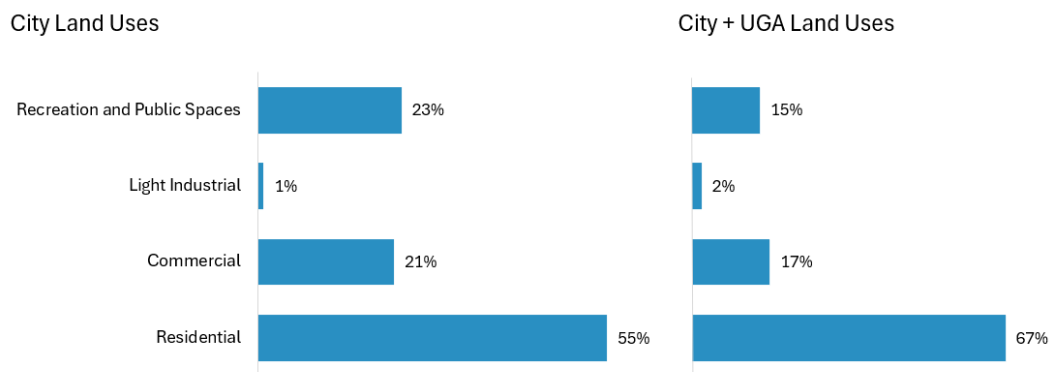
Land Use Context

EXISTING LAND USES

Leavenworth is just over one mile in diameter. It has a historical downtown core with newer businesses along the highway which bisects the town. The residential neighborhoods are located on both sides of the highway with the larger residential areas and schools to the north and smaller residential areas and the river to the south.

Residential uses account for more than half of Leavenworth's existing land use acreage. Commercial uses represent the second largest land use category, accounting for approximately 20 percent of the city's total land area. The remaining acreage consists primarily of lands designated for parks, recreation, and public facilities. This reflects the city's vibrant role as a regional destination for tourism and recreation.

Exhibit LU-1. Existing Land Uses



ENVIRONMENTAL CONTEXT

The city contains a range of environmentally sensitive areas, commonly referred to as “critical areas,” defined under the Washington Growth Management Act. These areas provide essential ecological functions and, in some cases, present hazards to development. As such, they influence and shape the city's land use pattern and future growth. Jurisdictions are required to regulate and protect critical areas through a critical areas ordinance in code. Protecting these areas is vital to enhancing climate resilience, as intact wetlands and riparian corridors naturally mitigate climate hazards like flooding and wildfire spread, while reducing localized extreme heat. There are different types of critical areas, described below.

- ◆ **Critical Aquifer Recharge Areas** – These are areas that contribute to groundwater recharge and are important for maintaining water quality and supply. These areas may be less visibly apparent but are critical for long-term resource protection.
- ◆ **Fish and Wildlife Habitat Conservation Areas** – These include the riparian corridors along the Wenatchee River and nearby tributaries and provide important habitat for fish and wildlife species, including priority habitats and species. These areas support biodiversity and are essential for maintaining ecological connectivity throughout the region.
- ◆ **Frequently Flooded Areas** – Frequently flooded areas are primarily located along the Wenatchee River and its associated floodplain. These areas experience flooding and are generally unsuitable for more intensive forms of development. They function as natural

flood storage areas and are important for reducing downstream flood risks. As the city sees the impacts of climate change, flood events may occur more often and with greater intensity. See the Climate Resilience Element for more information.

- ◆ **Geologically Hazardous Areas** - Geologically hazardous areas, including steep slopes and erosion-prone soils, are generally located along hillside and bluff areas surrounding the developed portions of the city, and mostly located outside of city limits. These areas may pose risks to development due to landslide or erosion hazards.
- ◆ **Wetlands** - Wetlands are areas inundated or saturated by surface water or groundwater and can support vegetation. They present in association with riverine systems and in isolated depressional areas within the city limits. They provide important functions such as water filtration, habitat, and flood attenuation. Wetlands often coincide with other critical areas, particularly floodplains.

See the Critical Areas Map for the general location of critical areas in the city.

FUTURE LAND USE DESIGNATIONS

The city establishes Future Land Use Designations to implement its Vision and accommodate its population target of 3,539 people by 2046. These are then mapped in the city's Future Land Use Map, which provides the framework for the city's zoning and development regulations.

RESIDENTIAL LAND USES

- ◆ **Low Density Residential Designation** – This designation is for residential use types in rural areas or on parcels with limited infrastructure, limiting the maximum capacity of development. For example, this designation is appropriate for residential lands in the Urban Growth Area, or for parcels in the city that are still on septic systems. Typical densities are one to six dwelling units per acre.
- ◆ **Mixed Density Residential Designation** – This designation accommodates Leavenworth's housing stock through a variety of residential densities. For example, this designation may include infill housing types such as Accessory Dwelling Units (ADUs), middle housing, and workforce housing in Leavenworth's older neighborhoods while maintaining the existing residential scale. It may also include areas zoned for multifamily development to ensure a diversity of housing options for renters. The intent of this designation is to provide flexibility in implementing a range of residential zoning classifications consistent with the City's vision. Depending on the adopted zoning standards, permitted housing types, and units per lot, typical residential densities may range from 6 to 20 dwelling units per acre.

NONRESIDENTIAL LAND USES

- ◆ **Commercial Designation** – This designation is intended to accommodate a variety of retail, lodging, and commercial services for both Leavenworth's community members and its visitors. These commercial services may support either pedestrian-oriented or auto-served commercial uses.
- ◆ **Light Industrial Designation** – This designation allows light manufacturing of goods and provides storage facilities.



PUBLIC USE DESIGNATIONS

- ◆ **Recreation Designation** – The Recreation Designation provides both passive and active recreation opportunities. It also provides for and protects open space and areas that provide ecological benefits and services by protecting vegetation and habitat.
- ◆ **Public Designation** – The Public Designation ensures and protects land uses that serve the public, such as educational institutions, municipal buildings like City Hall, or capital facilities, including fire, police, or pump stations.

Exhibit LU-2. Future Land Use Designations and Implementing Zones

FUTURE LAND USE DESIGNATION	IMPLEMENTING ZONING DISTRICTS
Low Density Residential	Residential 8 (R-8)
Mixed Density Residential	Residential Low 6 (RL6) Multi-Family (MF) Residential 3 (R-3)
Commercial	Central Commercial (CC) General Commercial (GC) Tourist Commercial (TC)
Light Industrial	Light Industrial (LI)
Recreation	Recreation (REC) Recreation Public (RP)
Public	Public (P)

MORE INFORMATION

Comprehensive Plan Appendices | Visit: [Leavenworth online GIS maps](#)



Goals and Policies

Goals and policies with a mountain icon  contribute to the Climate Resilience Element by preserving open space, encouraging low impact development, protecting critical areas and air and water quality, and reduce wildfire risks.

Goal LU-1. Provide sufficient land area and densities to meet Leavenworth's projected needs for housing, employment and public facilities.

- Policy LU-1.1.** Permit new development where adequate public facilities and services can be provided.
- Policy LU-1.2.** Provide and promote needed facilities that serve the general public, such as facilities for education, libraries, parks, culture and recreation, police and fire, transportation and utilities. Ensure that these facilities are located in a manner that is compatible with growth patterns.
- Policy LU-1.3.** Through development regulations, maintain a process to site essential public facilities requiring consistency of the proposed facility with the Comprehensive Plan; emphasizes public involvement; identifies and minimizes adverse impacts; and promotes equitable location of these facilities throughout the city, county and state.
- Policy LU-1.4.** Prohibit extension of sanitary sewer services into the Urban Growth Area except to resolve health and environmental emergencies.
- Policy LU-1.5.** Extend domestic water service to the Urban Growth Area where the extension will not conflict with City current and future needs and does not encourage the conversion of agricultural or rural lands to urban densities.
- Policy LU-1.6.** Promote attractive, friendly, safe, quiet and diverse residential neighborhoods throughout the city, including low- and moderate-density to high-density residential neighborhoods.
- Policy LU-1.7.** Consider environmental limitations, infrastructure, and the Comprehensive Plan Vision when establishing residential densities and limits.

Goal LU-2. Implement Leavenworth's vision, goals, and policies through the Future Land Use Map and development regulations.

- Policy LU-2.1.** Maintain development regulations that promote compatibility among land uses and ; prioritize neighborhood connectivity and context through design standards. Ensure adequate light, air, and open space; protect and enhance environmental quality; and manage potential impacts on public facilities and services. Development regulations should include features such as impervious surface area and lot coverage; building height, bulk, placement, and separation; development intensity; access and connectivity; and landscaping and open space.
- Policy LU-2.2.** Encourage infill development on suitable vacant parcels and redevelopment of underutilized parcels.
- Policy LU-2.3.** Promote compatibility between land uses and minimize land use conflicts when there is potential for adverse impacts on lower intensity or more sensitive uses by ensuring that uses or structures meet performance standards that limit adverse impacts, such as noise, vibration, smoke and fumes.
- Policy LU-2.4.** Acknowledge nonresidential uses in Residential zones, such as schools, religious facilities, home occupations, parks, open spaces, senior centers and day care centers. Maintain development standards which respect the scale and form of the neighborhood.
- Policy LU-2.5.** 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 LU-2.6.** Support the continued use of nonconforming uses, particularly single-family residences.
- Policy LU-2.7.** Identify a suitable area to relocate/locate City, County, and State public works shops.
-  **Policy LU-2.8.** Identify and protect open space, forested areas, and green spaces in the City and urban growth areas that are important for wildlife, recreation, ecological services, climate resilience, and the community.



Goal LU-3. Promote high-quality and efficient use of buildable lands by balancing development regulation flexibility and predictability.



- Policy LU-3.1.** Allow clustering that preserves open space and administrative deviations for minor variations/ deviations from prescribed standards.
- Policy LU-3.2.** New residential developments should include provisions for paved streets, curbs, gutters, and sidewalks at the time of development and be consistent with City development standards.
- Policy LU-3.3.** The City may, at the discretion of the City Council, participate with the developer in the added cost of any improvements which further implements the Capital Facilities Plan. In addition, the City may, at the discretion of the City Council, develop a Local Improvement District (LID) for financing improvements in new subdivisions.
- Policy LU-3.4.** Incentivize clustered development by providing density bonuses, expedited permitting processes, or other incentives for developers who incorporate clustered designs that preserve open spaces and natural habitats.

Goal LU-4. Encourage the development of commercial and light industrial facilities/businesses.

- Policy LU-4.1.** Maintain and enhance a strong commercial core, based on the Old-World Bavarian Alpine Theme, which will be attractive to both tourists and residents.
- Policy LU-4.2.** Encourage land use distributions that provide opportunities for shops, services, recreation and access to healthy food sources within walking or bicycling distance of homes, workplaces and other gathering places.
- Policy LU-4.3.** Encourage a pattern of mixed-use development in the commercial areas with residential uses as supportive to the primary commercial uses.
- Policy LU-4.4.** 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 LU-4.5.** Allow light manufacturing, business park, wholesale, warehousing, and distribution uses within General Commercial designated areas when they are compatible with surrounding development. Require site and design standards that minimize visual impacts by locating storage areas, loading facilities, and service entrances away from public streets and other highly visible areas. Prohibit outdoor storage except where specifically authorized and screened in accordance with development regulations.
- Policy LU-4.6.** Encourage mixed use developments in Commercial zones. Streamline development regulations and review procedures to support such uses.
- Policy LU-4.7.** Continue to separate and minimize manufacturing and light industrial uses that create substantial noise or emissions to minimize impacts on incompatible uses.
- Policy LU-4.8.** Encourage accessory uses that support the primary use in the Light Industrial Designation, including food and beverage services and retail sales.

Goal LU-5. Preserve the natural environment and consider environmental justice, harnessing best available science, conservation and land management practices to create a resilient community.



- Policy LU-5.1.** Encourage use of best available science to protect and ensure the integrity of the natural environment and ensure no net loss to ecological functions and values. Promote use of techniques, such as clustering, conservation easements, land trusts, stormwater utility funds, conservation easements, sensitive site planning, best land management practices and flexible regulations, to help retain and protect open space, environmentally critical areas, and unique natural features by:
- ◆ Utilizing SEPA, the Shoreline Master Program, Flood Hazard Reduction, and Critical Areas policies and regulations to ensure protection of the natural environment, critical resources, and habitat vital for safe species migration.
 - ◆ Discouraging development in areas with natural hazard risk such as those susceptible to landslide, flood, avalanche, unstable soils, and excessive slopes.
 - ◆ Continuing to implement the excavation and grading ordinance to regulate excavation, grading, and earthwork construction activities.
 - ◆ Supporting the efforts of public and private organizations, whose goal is the preservation or conservation of critical areas.
 - ◆ Allowing open space and recreational use of critical areas where such use does not negatively impact critical areas.
 - ◆ Enhancing preservation, conservation, and protection measures necessary to maintain riparian and aquatic habitat for anadromous fisheries and other migrating species.

Policy LU-5.2. Preserve the City's dark skies through lighting regulations to support ecosystem health and the enjoyment of the community.

 **Policy LU-5.3.** Where identified, address environmental justice concerns and reduce and eliminate disparities through land use policies and development regulations.

 **Policy LU-5.4.** Consider and address potential and identified environmental health disparities through development regulations.

Policy LU-5.5. 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.

 **Policy LU-5.6.** Incorporate drought and fire-resistant vegetation into landscaping requirements.

 **Policy LU-5.7.** Recognize the importance of protecting wildlife habitat conservation areas, and encourage their protection, enhancement, and connectivity.

 **Policy LU-5.8.** Where possible, strive for net ecological gain to functions and values of critical areas.



Goal LU-6. Protect and maintain air and water quality.

 **Policy LU-6.1.** Adopt and implement stormwater 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.

 **Policy LU-6.2.** Review and monitor drainage, flooding, and stormwater for potential contamination, providing guidance for corrective actions and mitigation where necessary.

 **Policy LU-6.3.** Encourage and support future and ongoing state water quality monitoring programs.

 **Policy LU-6.4.** Support water quality education programs which inform local citizens and visitors about water quality issues.

 **Policy LU-6.5.** Encourage appropriate regulatory agencies to pursue violators who illegally discharge waste into rivers, lakes, and streams.

 **Policy LU-6.6.** Protect the availability of potable water by minimizing the potential for contamination of ground water sources from residential, commercial, and industrial activities. When necessary, encourage the restoration of contaminated ground water sources.

 **Policy LU-6.7.** Continue to support and participate in the implementation of the Wenatchee Watershed Management Plan.

-  **Policy LU-6.8.** Recognize the potential benefits of public water, rail, electric, alternative fuels, non-motorized, and air transportation in helping maintain local air quality.
-  **Policy LU-6.9.** Encourage green stormwater infrastructure that incorporates drought, heat, and fire-resistant vegetation where possible.
-  **Policy LU-6.10.** Develop and implement a wildfire smoke resilience strategy in partnership with local residents, emergency management officials, regional clean air agency officials, and other stakeholders.
-  **Policy LU-6.11.** Prioritize at-risk community members for actions that mitigate wildfire smoke, including providing personal protective equipment and filter fans or incentivizing infrastructure updates (e.g., HVAC updates and MERV 13 filters for air intake) for facilities that serve high-risk populations.

Goal LU-7. Ensure that development minimizes impacts upon significant natural, historic, and cultural features and preserves their integrity, by working with the Tribes and the Department of Archaeology and Historic Preservation.

- Policy LU-7.1.** Encourage development that is compatible with the natural environment and minimizes impacts to significant natural and scenic features.
- Policy LU-7.2.** Promote nature preserves and conservation areas and support the prohibition of inappropriate development within them.
- Policy LU-7.3.** Encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Goal LU-8. Only expand the Urban Growth Area and pursue annexation where adequate public facilities and services exist or can be provided efficiently.

- Policy LU-8.1.** Ensure efficient land uses so that the UGA is based on projected population, 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.
- Policy LU-8.2.** Discourage irregular corporate boundaries during the process of designating urban growth boundaries.
- Policy LU-8.3.** Prioritize infill and other efficient land use strategies to accommodate growth before considering any potential urban growth area boundary expansions.



Goal LU-9. Ensure that buildings are designed and built sustainably to reduce environmental impacts and remain resilient to extreme weather, wildfire, and other hazards worsened by climate change.

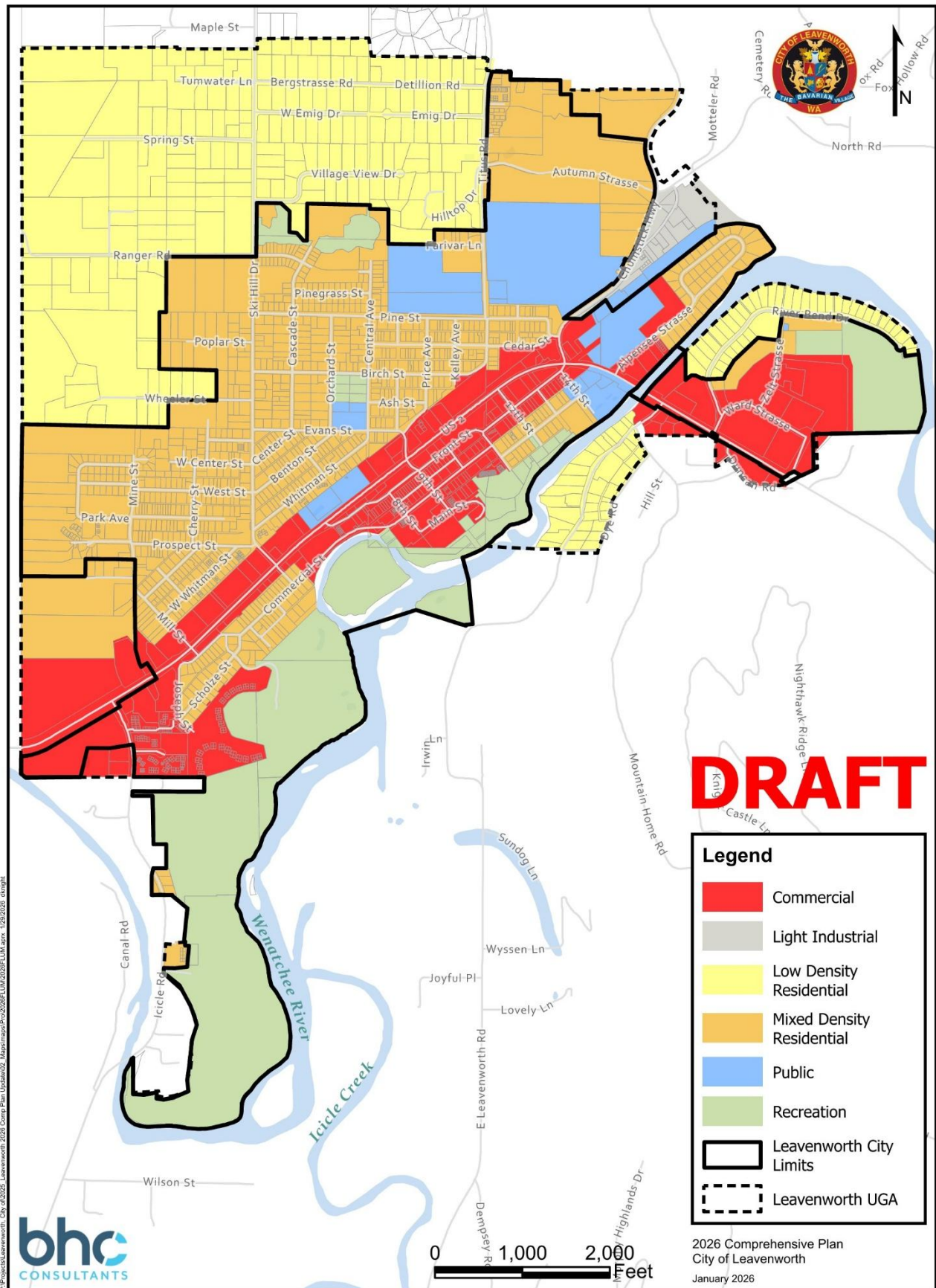


Policy LU-9.1. Through development regulations, the zoning map, and planning practices, consider and mitigate wildfire risks. Such practices may include applying the Wildland-Urban Interface Code, considering Firewise practices, and separating development from wildfire prone areas.

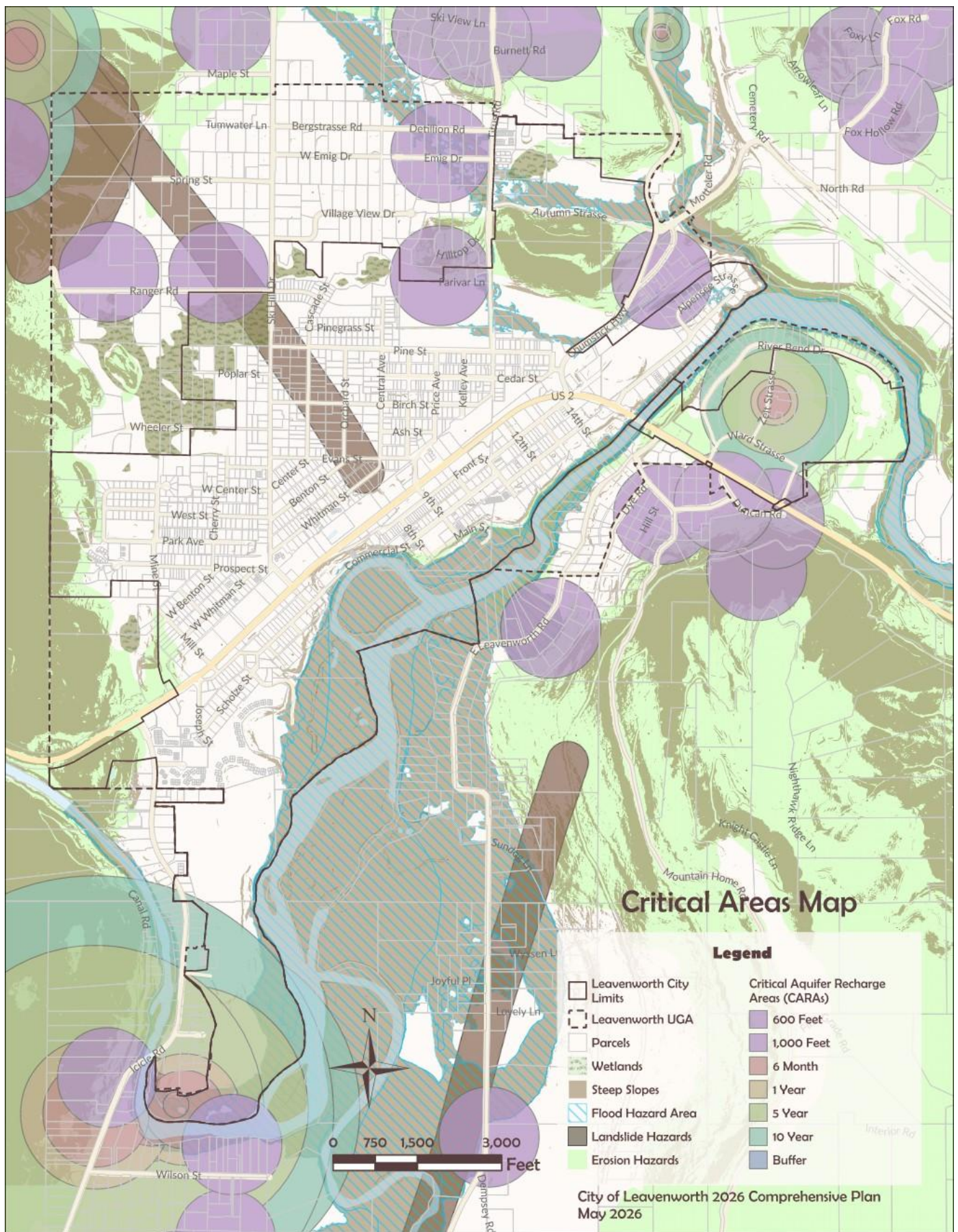


Policy LU-9.2. Promote green and sustainable building practices that reduce environmental impacts and improve energy and resource efficiency.

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Map LU-1 Future Land Use Map





Housing

Introduction

This Housing Element seeks to improve the quantity, diversity and quality of housing options in Leavenworth by evaluating the existing housing conditions, reviewing projected housing needs, and implementing data-based housing tools. This Element also seeks to mitigate and reduce pressures of displacement and seek to ensure all have access to housing, regardless of income, race, or background.⁷

Appendix B: Housing provides a detailed review of the City's housing profile, along with the land capacity analysis for Leavenworth.

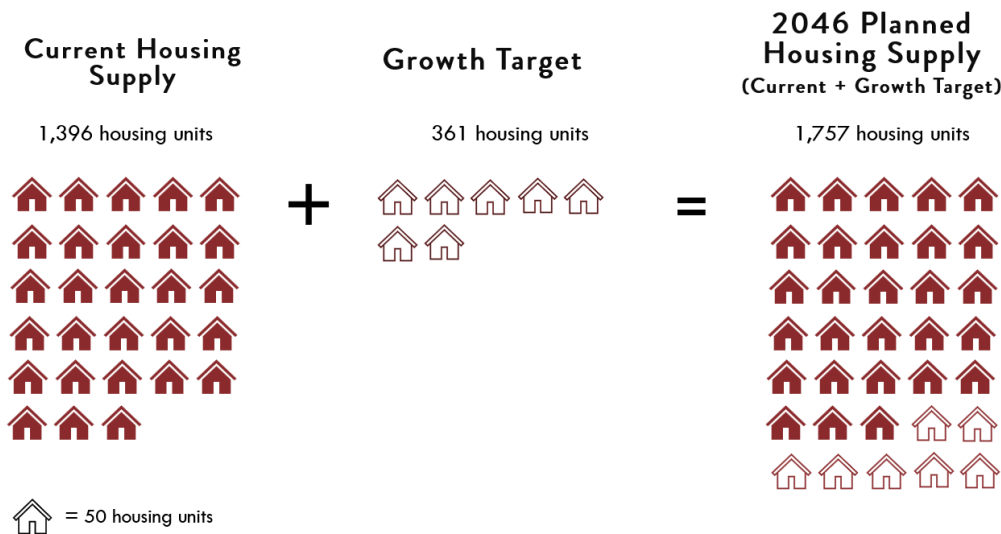
⁷ RCW 36.70A.070(2)



Housing Context

Leavenworth had an estimated 1,396 housing units in 2023. Over half of these units were single-family homes.⁸ Leavenworth must plan for an additional 361 housing units by 2046 according to its population allocation.⁹ The city's Land Capacity Analysis estimates sufficient land and zoning to meet this housing goal across all income levels.

Exhibit H-1. Housing Supply and Growth Target



However, with Leavenworth's vibrant local economy, housing demand is likely higher than its adopted target. In 2022, there were 2,376 jobs in the city. If the city were to provide housing for all of the workers within city limits, approximately 635 additional housing units would be needed.¹⁰ While not all workers may choose to live within city limits and some positions are seasonal, the goals and policies of the Housing Element place particular emphasis on workforce housing and providing workers with the option to live affordably within the city.

Home values have risen 143% since 2010. The city's median income has only risen 68% in that same.

Additionally, with Leavenworth's tourism industry, seasonal home use, second homes, and short-term rentals can impact affordability. Of the city's vacant units, 71% were vacant because they are only used as seasonally or occasionally. This is comparable with the county, where 78% of vacant units were listed as vacant due to seasonal or occasional use.¹¹ To address this, the city provides policies and regulations on short-term rentals to protect its housing stock.

Housing prices for homebuyers provide a barrier. Leavenworth's land values have increased 143% since 2010, compared to the city's median household income, which has only increased 68%. The City should continue to allow and enable more housing ownership opportunities that are attainable to more income

⁸ 2023 ACS 5-Year Estimates, Table DP04.

⁹ Chelan County Department of Community Development, 2026 Comprehensive Plan Periodic Update Population Allocations, March 4, 2024.

¹⁰ This assumes 1.17 jobs per household.

¹¹ 2023 ACS 5-Year Estimates, Table B25004.

levels, such as smaller homes on smaller lots, middle housing types, condominiums, and unit lot subdivisions.



Just under half of the city's households were renters in 2023. While rental data is limited relative to home value data, the city's Housing Action Plan notes that rents in the city were 6-8% higher than in other communities in the County. To advance the City's goal of providing both sufficient and affordable housing supply, the City should support zoning and development regulations that allow more rental opportunities and protect currently affordable rental units from being displaced in redevelopment or economic pressures.

MORE INFORMATION

Comprehensive Plan Appendices and the 2021 Housing Action Plan |
Visit: City Website and search [Housing Options](#)

Goals and Policies

Goals and policies with a mountain icon  contribute to the Climate Resilience Element, by ensuring the City's housing stock is resilient to climate impacts like extreme heat and wildfire, among others.

Goal H-1. Enable and allow the availability and sufficient supply of housing affordable for all economic segments of the population.

- Policy H-1.1.** Promote and allow sufficient housing affordable and attainable for all income levels, particularly for low- (1-80% Average Median Income) and moderate-income (workforce, 80%- 120% AMI).
- Policy H-1.2.** Identify and remove zoning and development regulations that prevent housing types that are more affordable to lower incomes and the local workforce.
- Policy H-1.3.** Continue to allow and expand rental housing options, including multifamily housing, co-living, and moderate density housing types.
- Policy H-1.4.** Continue to allow single-family housing types while allowing greater flexibility for density, such as through Accessory Dwelling Units (ADUs).
- Policy H-1.5.** Support moderate density housing types, including accessory dwelling units, duplexes, triplexes and townhomes within all residential zones.
- Policy H-1.6.** Identify and reduce barriers to housing access to mitigate displacement pressures.
- Policy H-1.7.** Identify and remove barriers to housing access for all community members, with particular attention to policies, practices, or outcomes that result in racially disparate impacts.
- Policy H-1.8.** Implement changes to development regulations to reduce barriers and address community housing needs, including emergency and permanent supportive housing and affordable housing.

Goal H-2. Promote a diverse mix of residential densities and housing types through development regulations and flexibility.

- Policy H-2.1.** Encouraging cluster subdivisions cottage housing, and other zoning techniques that allow for density bonuses or other mechanisms for higher density and greater utilization of land.



- Policy H-2.2.** Consider and allow historic housing patterns that can accommodate more affordable housing types, such as smaller lots and co-living housing.
- Policy H-2.3.** Evaluate existing land uses by housing type and densities, and regulations, which may be presenting barriers to the development, to proactively address changes in housing needs for all economic segments of the population. Remove multifamily density barriers from existing development regulations.
- Policy H-2.4.** Allow and enable zoning tools, such as unit lot subdivision and small lot zoning in historic neighborhoods, to allow infill and housing on smaller lot sizes.
- Policy H-2.5.** Ensure that parking requirements, setbacks, height limits, and other development standards do not create unnecessary barriers to housing affordability.

Goal H-3. Continue providing incentives and subsidies and maintaining partnerships to support affordable housing, with particular attention to affordability for low- and workforce-income levels.

- Policy H-3.1.** Expand and strengthen partnerships with both non-profit organizations and private entities, such as Upper Valley MEND, to provide affordable housing.
- Policy H-3.2.** Maintain and monitor affordable housing incentive programs, such as the Muti-Family Tax Exemption (MFTE) Program, density bonuses, and housing grant/loan programs, for effectiveness in providing affordable units.
- Policy H-3.3.** Regularly evaluate housing affordability incentives to ensure they are effective, financially feasible, and utilized by developers and property owners.
- Policy H-3.4.** Support regional and county programs and incentives to address affordable housing needs for low-income residents.
- Policy H-3.5.** Evaluate the financial feasibility of offering fee waivers for affordable housing.
- Policy H-3.6.** Prioritize housing incentives and strategies that address historic inequities and mitigate disproportionate impacts, including environmental justice concerns.

Goal H-4. Encourage and incentivize workforce housing so more people working in Leavenworth can live here.

- Policy H-4.1.** Enable a sufficient supply of entry-level housing options for workers. This may include traditional home rental options, such as apartments, and more innovative strategies such as co-living and Accessory Dwelling Units (ADUs).

- Policy H-4.2.** Review and amend city development regulations to ensure they do not unnecessarily limit housing supply or undermine affordability, while maintaining Leavenworth's historic residential scale, form, and character.
- Policy H-4.3.** Expand partnerships with local employers, businesses, and community organizations to identify and address barriers to the development and retention of affordable workforce housing.
- Policy H-4.4.** Pursue long-term affordable workforce housing solutions through partnerships with regional and local organizations, such as Upper Valley MEND, that mitigate high land costs, including community land trust models.
- Policy H-4.5.** Support and expand attainable homeownership opportunities beyond single-family detached homes, including duplexes, triplexes, condominiums, and unit lot subdivisions.

Goal H-5. Balance the need for additional housing to meet population and workforce growth while mitigating and preventing displacement of existing affordable housing options, particularly for sensitive groups and those with unique needs.

- Policy H-5.1.** Support regeneration/preservation/rehabilitation of existing housing by:
- Policy H-5.2.** Considering permitting the division of existing structures in designated single-family neighborhoods.
- Policy H-5.3.** Considering expansion of rehabilitation programs.
- Policy H-5.4.** Identify and remove barriers to site manufactured homes.
- Policy H-5.5.** Continue to support pre-approved housing plans for Accessory Dwelling Units (ADUs).
- Policy H-5.6.** Design a program for low-income applicants to obtain pre-approved housing plans at a free or highly reduced price.
- Policy H-5.7.** Continue to monitor and protect housing supply from being converted into short-term rentals.
- Policy H-5.8.** Support development regulations for aging in place, including unit lot subdivision, ADUs, and provisions on accessibility and universal design.



Goal H-6. Ensure that the housing supply is resilient to the impacts of climate change.



- Policy H-6.1.** Prioritize the preservation and weatherization of housing in overburdened communities to protect residents from the harmful impacts of climate change and increase housing resilience.



Policy H-6.2. Support and promote programs to distribute cooling units and install heat pumps, prioritizing households or facilities with residents (e.g., low-income seniors) most vulnerable to extreme temperature events.



Policy H-6.3. Encourage the implementation of recommended actions in the Wildland Urban Interface (WUI) building standards, as prescribed by Chelan County Fire District 3.

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Parks & Recreation

Introduction

The use of parks, school facilities, and natural resources for recreation purposes by residents and visitors alike has long been an established part of Leavenworth's lifestyle and business interests. The City of Leavenworth has become nationally and internationally recognized as a destination or stopover for special events, festivals, and year-round outdoor recreation with over 3.4 million visitors annually.¹² The continuing growth in visitors and residents puts a strain on recreational amenities including parks, trails, schools, and other natural outdoor recreation features.

The Parks and Recreation Element of this Comprehensive Plan is implemented through the Parks, Recreation and Open Space (PROS) Plan, included as Appendix D. The PROS Plan addresses a broad range of issues to ensure that parks and recreational opportunities are accessible to all community members. It prioritizes the needs of those who live and work in Leavenworth while continuing to maintain and enhance facilities and year-round opportunities for residents and visitors alike. The goals and policies of this Element reflect these priorities and have been developed to reflect extensive community outreach.

The Parks, Recreation and Open Space (PROS) Plan implements the Parks and Recreation Element by establishing the framework for the acquisition, development, and maintenance of parks, trails, recreational facilities, and open space serving the City and its service area. The Plan documents existing facilities, community needs, and regional coordination efforts, and sets forth a six-year Capital Improvement Program (CIP) to guide system improvements and implementation of the Parks and Recreation Element goals and policies. The PROS Plan also supports eligibility for recreation and conservation funding through the Washington Recreation and Conservation Office (RCO) to implement identified priorities.

Please reference the Leavenworth PROS Plan in Appendix D.

¹² Leavenworth Chamber of Commerce, [2025 Annual Economic & Visitor Report](#).

Goals and Policies

The following goals and policies have been identified based on the gaps in parks and recreational facilities, and to reflect and support the Public Outreach and Demands and Needs sections of the City's Parks, Recreation and Open Space (PROS Plan). Goals and policies with a mountain icon  contribute to the Climate Resilience Element of the City's Comprehensive Plan by managing the park system as critical green infrastructure to mitigate risks from severe storms and drought, prioritizing tree canopy and vegetation maintenance, and encouraging water conservation.

PARKS & NATURAL AREAS

Goal PR-1. Establish new parks in residential areas that are underserved and lack walkable access to outdoor recreation.

- Policy PR-1.1.** Prioritize land acquisition for new parks within watershed gaps as identified in the Parks Dispersion Map to increase the availability of parks in proximity to residential neighborhoods.
- Policy PR-1.2.** Establish a framework for the temporary use of vacant lots as pocket parks or dog parks, such as through public-private partnerships or temporary land use agreements.
- Policy PR-1.3.** New public parks and open space should be zoned Recreation Public District.
- Policy PR-1.4.** Provide incentives or standards within the Subdivision Code to guide the design, location, and connectivity of parks and open spaces to enhance access, usability, and integration with the City's overall park system.

Goal PR-2. Develop plans to improve existing parks and ensure new and redeveloped parks, open spaces, trails, and other recreational facilities reflect community interests.

- Policy PR-2.1.** Ensure new parks feature amenities most requested by the community and specifically kids, such as playgrounds and swings, splash park or aquatic play areas, nature play areas, bike racks, drinking fountains, ADA accessible and covered picnic shelters, and adequate shade.
- Policy PR-2.2.** Engage community members and stakeholders (e.g., Wenatchee River Institute, Leavenworth Winter Sports Club, rafting/tubing companies, recreation leagues, etc.) in planning for parks projects and recreational facilities at events such as the City's quarterly Community Engagement Night.

- Policy PR-2.3.** Build on previous planning efforts and support the implementation of redevelopment plans for the Osborn Property and Front Street Park, ensuring these projects enhance community access and recreational opportunities.
- Policy PR-2.4.** Prioritize improvements to existing parks and amenities rated 1-2 in the Conditions Assessment.
- Policy PR-2.5.** Improve the East Leavenworth Boat Launch to enhance user experience and safety, such as by adding picnic tables, a picnic shelter, and upgrading the parking lot.
- Policy PR-2.6.** Periodically evaluate maintenance needs for all parks, open space, and recreational facilities, including but not limited to trails, playgrounds, ballfields, and supporting facilities like restrooms and parking lots.
- Policy PR-2.7.** Acquire undeveloped properties to create new parks, trails, and open space within the UGA.
- Policy PR-2.8.** Establish pocket parks or open space on City-owned parcels or unimproved rights of way.
- Policy PR-2.9.** Preserve public park and recreational facilities by preventing the conversion of existing facilities to non-recreational uses.

 Goal PR-3. Conserve, protect, restore, and enhance sensitive areas and open spaces to expand opportunities for passive recreation and climate resilience.

- Policy PR-3.1.** Expand opportunities for wildlife viewing, education, conservation, and low impact recreational activities by preserving open space and natural areas for public enjoyment.
-  **Policy PR-3.2.** Examine the feasibility of obtaining easements on private land for public open space and passive recreational use.
-  **Policy PR-3.3.** Enhance the public use and enjoyment of sensitive areas as permitted by the City's Critical Areas Ordinance, such as developing pervious trails through wetland buffers.
-  **Policy PR-3.4.** Preserve, restore, and plant native vegetation and trees in public parks and open spaces, while managing and controlling the spread of noxious weeds.
-  **Policy PR-3.5.** Ensure the long-term resilience of parks, open spaces, and recreational facilities by continually assessing and addressing climate hazards and impacts, such as wildfire risk or flooding.
-  **Policy PR-3.6.** Utilize water conservation methods, native plantings and xeriscaping, and climate-smart irrigation systems within parks and recreation areas to reduce water usage, increase stormwater management, and enhance climate resilience.

-  **Policy PR-3.7.** Strengthen the Subdivisions Code and establish development standards that specify minimum requirements for common open space or recreational amenities in new subdivisions and set dimensional standards to ensure open spaces are usable, can accommodate passive or active recreational uses, and retain mature trees to preserve tree canopy.
-  **Policy PR-3.8.** Coordinate with the Leavenworth Golf Club to provide emergency irrigation water in the event of a wildfire.

Goal PR-4. Improve parking availability and access for community members.

- Policy PR-4.1.** Maximize the availability of parking lots at City parks for community members.
- Policy PR-4.2.** Manage parking demand created by commercial rafting/tubing activities to maintain capacity in public parking lots for access to parks and trails.
- Policy PR-4.3.** Study whether a paid parking model would reduce parking lot spillover and use of parking lots as “free parking” by visitors to the downtown core.
- Policy PR-4.4.** Integrate public transit options with outdoor recreation to attract more users, reduce parking spillover, and manage overcrowding in popular areas.

RECREATIONAL FACILITIES & PROGRAMS

Goal PR-5. Increase pool safety, opportunities, and programming to serve all community members who recreate at different times throughout the day.

- Policy PR-5.1.** Maintain the existing municipal pool and explore improvements to enhance public use and longevity of the facility.
- Policy PR-5.2.** Expand adult and youth aquatic opportunities and programming by extending operating hours to better accommodate working schedules and diversifying fitness options, such as lap swimming, water aerobics, and other classes for people of all ages and abilities.
- Policy PR-5.3.** Establish a consistent and reliable pool schedule to improve predictability. Explore the possibility of opening the pool for the season earlier in the year.
- Policy PR-5.4.** Study the feasibility of the development of an indoor pool to promote year-round access.
- Policy PR-5.5.** Evaluate and pursue opportunities for the future relocation of City pool facilities to better meet community needs and improve accessibility, functionality, and safety.

Goal PR-6. Work with other agencies, neighboring jurisdictions, and coordinate internally to enhance recreational programming.

- Policy PR-6.1.** Incorporate recreational facilities into public works projects by the Public Works Department, such as bike lanes, pedestrian improvements, and trails.
- Policy PR-6.2.** Coordinate with the U.S. Forest Service and Chelan County to plan, develop, and maintain trails that connect City parks and open spaces to National Forest lands, enhancing public access, recreational opportunities, and sustainable trail management.
- Policy PR-6.3.** Partner with the Cascade School District to support public access to school grounds and recreational facilities, such as ballfields, playgrounds, trails, and natural areas like Rattlesnake Hill.
- Policy PR-6.4.** Partner with the Wenatchee River Institute (WRI) to further common goals, enhance trails, improve ADA accessibility, and strengthen connectivity between the WRI property and public parks.

This partnership aims to expand accessible nature-based recreation and education through potential projects such as:

- ◆ Maintaining trail linkages between City parks and the WRI campus
- ◆ Enhancing ADA accessibility, prioritizing upgraded restroom facilities, parking access, and trail improvements
- ◆ Supporting development of a nature playscape on the WRI campus
- ◆ Supporting development of a bike parking and service station

- Policy PR-6.5.** Engage local nonprofits and stakeholders through a collaborative approach to resource management to address public land concerns and leverage resources and expertise.
- Policy PR-6.6.** Collaborate with regional partners to explore the feasibility of establishing additional recreational opportunities in the City or surrounding region, such as an ice skating rink, indoor pool, sport courts (e.g., volleyball, basketball, pickleball), and dog park, among others.
- Policy PR-6.7.** 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, the Leavenworth Golf Club, and others, which provide recreational facilities within the UGA and the region.

TRAILS & CONNECTIVITY

Goal PR-7. Promote equitable access, connectivity, and public safety for all residents by establishing a system of trails, pedestrian facilities, and

bike lanes between public parks, open spaces, trailheads, and recreational facilities.

- Policy PR-7.1.** Coordinate infrastructure and transportation planning for new pedestrian facilities, bike lanes, and street crossings with recreational facilities to promote pedestrian and bicycle safety, access, and connectivity.
- Policy PR-7.2.** Coordinate with public agencies, such as the Washington State Department of Transportation, to establish safe pedestrian and bicycle connections across and along Highway 2 and other high-volume roads, including highly visible crosswalks, bike lanes, well-lit sidewalks, and protected shoulders where appropriate.
- Policy PR-7.3.** Engage the Cascade School District to identify infrastructure improvements necessary to establish and support safe walking routes for children traveling between residential neighborhoods, public schools, and City parks.
- Policy PR-7.4.** Support implementation of the Upper Valley Regional Trails Plan and prioritize projects that align with the Recommended Trails Plan, including:
- ◆ On-road trails to accommodate pedestrian and bicycle users on Ski Hill Drive and Titus Road
 - ◆ Sidewalk connections from residential areas to park & ride facilities, schools, downtown, and the waterfront
 - ◆ Golf Course Shoreline Trail
 - ◆ E Leavenworth Optional Trail near the Boat Launch
 - ◆ WDFW Shoreline Trail connecting to the Boat Launch
- Policy PR-7.5.** Evaluate and study the feasibility of key non-motorized connectivity and safety improvements to connect city parks along the Wenatchee River corridor, including:
- ◆ A potential pedestrian bridge connecting the Boat Launch to Waterfront Park, as proposed in the UVTRP.
 - ◆ A potential pedestrian underpass under the Highway 2 crossing of the Wenatchee River.

Goal PR-8. Promote active living by increasing total trail mileage and reducing gaps in the City's existing trail system through partnerships, land acquisition, or use agreements.

- Policy PR-8.1.** Partner with property owners, such as the Wenatchee River Institute and Housing Authority of Chelan County and City of Wenatchee, to expand the City's trail system along the Wenatchee River. Consider access easements or use agreements.
- Policy PR-8.2.** Advance the east-west wetlands trails project by developing a route design and infrastructure that prioritizes environmental protection and is consistent with the City's Critical Areas Ordinance while providing opportunities for interpretive signage.

- Policy PR-8.3.** Support regional planning, partnerships, and funding efforts to establish connections between Leavenworth's trail system and regional trails, including but not limited to those identified in the Upper Valley Regional Trails Plan and Chelan-Douglas Transportation Council Pathways Master Plan.

TRIBAL COLLABORATION

Goal PR-9. Acknowledge tribal lands and collaborate with tribal partners throughout the planning and implementation phase of any PROS project.

- Policy PR-9.1.** Partner and collaborate with local tribes to enrich cultural and historical resources within park and recreation facilities, and to ensure Indigenous perspectives lead the development of educational signage, programming, and the preservation of tribal heritage.
- Policy PR-9.2.** Proactively engage Tribal leaders and communities throughout the parks planning process to protect and acknowledge cultural heritage sites, and to identify opportunities for education, stewardship, and interpretation of historical, cultural, and natural resources.
- Policy PR-9.3.** Advance the planning of the p'squosa Heritage Site at Waterfront Park, which includes updated interpretive signage, new benches, artwork, and native plantings.
- Policy PR-9.4.** Engage Tribal leaders and communities when naming new parks, trails, and recreational facilities to recognize and honor cultural heritage, history, and traditional place names.

COMMUNITY BUILDING & EDUCATION

Goal PR-10. Establish recreational facilities and programs that foster social interaction and community engagement.

Policy PR-10.1. Pursue the development of a Community Center, such as proposed by the Osborn Property Vision Report, or other shared and multi-use facilities that host athletic events, performing arts, community meetings, and other community events or amenities (e.g., a gym or seasonal ice skating rink).

Policy PR-10.2. Encourage the development of a Parks and Recreation Program.

Policy PR-10.3. Support the use of public parks and open spaces for youth programming and outdoor education to foster a love for nature and build community ties, collaborating with the school district and local organizations (e.g., Wenatchee River Institute) where appropriate.

Policy PR-10.4. Support the inclusion of public art in parks and encourage the development of art walks throughout the community.

Policy PR-10.5. Support the temporary use of City parks for a farmer's market and/or food truck events.



Goal PR-11. Balance increased community density and tourism with the preservation of nature and park facilities through proactive management and public education.

- Policy PR-11.1.** Encourage the development of ambassador and educational initiatives to enhance community and visitors' awareness around environmental stewardship, responsible outdoor recreation, and responsible river usage.
- Policy PR-11.2.** Collaborate with local and regional organizations and programs, such as the Leavenworth Recreation Ambassador program, to develop educational campaigns and interact with users at trailheads and shoreline access areas.
- Policy PR-11.3.** Enhance signage at City parks and trailheads to inform users about responsible recreation practices (e.g., pet leash requirements, leave no trace, etc.) to minimize negative impacts such as trail erosion, improper waste disposal, and habitat destruction.
- Policy PR-11.4.** Balance public access with conservation efforts to protect shorelines and wildlife habitat, utilizing monitoring systems such as beach and nature area stewards to prevent resource abuse, overuse, and ensure user safety.
- Policy PR-11.5.** Encourage the development of new interpretive trails and maintain and periodically update existing interpretive signage.

ACCESSIBILITY & SAFETY

Goal PR-12. Provide safe, accessible, and well-maintained recreational facilities for all users.

- Policy PR-12.1.** Increase the lighting at all parks to enhance safety, extend usability of recreational facilities, and increase accessibility, while adhering to dark skies principles to reduce light pollution and protect ecosystems.
- Policy PR-12.2.** Provide, maintain, and periodically upgrade support facilities—including restrooms, parking areas, lighting, and other security features—to ensure safe, accessible, and convenient use of the park and recreation system.
- Policy PR-12.3.** Monitor restroom cleanliness and respond to maintenance needs on a frequent and regular basis.
- Policy PR-12.4.** Install animal-proof trash and recycling receptacles and pet waste stations at trailheads and in parks.
- Policy PR-12.5.** Maintain up-to-date trail maps, trail markers, and wayfinding throughout parks and trails to help users navigate safely.
- Policy PR-12.6.** Maintain and enhance trails, sidewalks, and other park pathways; improve ADA accessibility; reduce wildfire fuels; and manage weeds

and litter, coordinating with local ambassador programs and community partners where appropriate.

Policy PR-12.7. Improve the winter maintenance of parks, trails, and pedestrian facilities, including timely snow removal and the removal of hazardous trees, to ensure users can safely access facilities and recreate year-round.

Policy PR-12.8. Improve facilities at the Icicle Bridge Put-In to ensure safer, ADA-accessible river access.

Goal PR-13. Provide a variety of year-round active and passive recreational activities for all users, regardless of age and ability.

Policy PR-13.1. Ensure safe ingress/egress points that are accessible – for user safety, emergency response, and to enhance the overall outdoor experience.

Policy PR-13.2. Establish alternative park entrances for pedestrians and differentiate the pedestrian entry experience from that of a driver arriving at a parking lot.

Policy PR-13.3. Study the experience of a pedestrian entering a park from the perspective of a variety of users, such as a person in a wheelchair or pushing a stroller, to inform ADA improvements.

Policy PR-13.4. Ensure recreation opportunities are accessible to people of all ages and abilities by creating new facilities or expanding existing facilities with consideration for ADA accessibility, diverse usership, and specialty user groups.

Policy PR-13.5. Develop new or expanded facilities, such as interpretive trails, designed for diverse age groups and abilities.

Policy PR-13.6. Provide a variety of trail experiences by locating trails of varying lengths and difficulty through diverse terrain, scenery, and points of interest to draw a variety of users.

MANAGEMENT & ADMINISTRATION

Goal PR-14. Explore diverse funding sources to secure the necessary resources to maintain and improve outdoor recreational infrastructure and ensure the long-term stability of these resources for the community.

Policy PR-14.1. Fund parks, open spaces, and recreational facilities through a variety of funding sources, including grants, tax levies, and fees.

Policy PR-14.2. Partner with neighboring jurisdictions to pursue regional grant opportunities, leveraging shared resources to secure funding that enhances regional trail and park connectivity, diversifies recreational opportunities, and supports environmental protection.

Policy PR-14.3. Require a long-term maintenance and funding plan prior to the development of new park or recreational facilities to ensure they remain safe and functional for their entire lifecycle.

Policy PR-14.4. Prioritize improvements to City park and recreation facilities that enhance ADA accessibility, strengthen pedestrian connectivity, support necessary structural upgrades, and consider strategic expansion opportunities.

Goal PR-15. Establish a park management framework that prioritizes equitable community access while ensuring commercial revenue is reinvested into the local community.

Policy PR-15.1. Establish a tiered fee structure for park facilities that distinguishes between commercial (e.g., paid fitness classes or ticketed events) and non-commercial use, offering reduced rates for local residents hosting private, not-for-profit events such as a birthday party or family gathering.

Policy PR-15.2. Consider implementing a day-use permit system to manage park and trail capacity, accompanied by community outreach and education to communicate benefits and address potential concerns.



Economic Development

Introduction

The Economic Element provides information on regional economy and establishes goals and policies to guide and encourage economic development and diversification for the city over the next 20 years. Supporting a diverse, strong, and resilient local economy promotes both stability and the high quality of life that Leavenworth community members enjoy.





Economic Development Context

GENERAL CONTEXT

The City of Leavenworth's primary industry for its economic growth is tourism, hospitality, and recreation. Arts, entertainment, recreation, and accommodation and food service accounted for an estimated 21% of jobs in the city in 2023. This was followed by education and healthcare service at 20% of jobs.¹³ The leisure and hospitality sector is projected to be the fastest growing sector in the economic region, estimated to grow 22% by 2032.¹⁴ Leavenworth is a tourist destination that attracts millions of visitors each year due to its Old-World Bavarian Alpine Theme, as well as the abundance and variety of year-round recreational opportunities afforded by the mountains and rivers that surround us. The unique Old-World Bavarian Alpine Theme sets the city apart from other towns and is a key component of Leavenworth's economic vitality. Additionally, in response to public engagement, this Comprehensive Plan also prioritizes the need for the local economy to serve Leavenworth's community members in addition to its visitors.

TOURISM INDICATORS

With its Old World Bavarian Alpine theme and numerous festivals, the City of Leavenworth attracts more than 2 million visitors annually. Visitation increased during the COVID-19 pandemic, despite travel limitations and the cancellation of festivals and activities. More recently, however, the City has experienced a downturn in visitation in 2025, influenced by the uncertainty related to cost, immigration policy, flooding impacts along U.S. Highway 2, and impacts to snowfall (see the Climate Resiliency Element for more discussion on climate related impacts to the city). As a result of these factors, according to the Leavenworth Chamber of Commerce's 2025 Annual Economic and Visitor Report, the City had over 500,000 fewer footfalls in December 2025 (under 2 million in 2025 compared to over 2.5 million in 2024). The 2026 report also reported a 60% reduction in Canadian visitors compared to 2024, a decrease of 8,000 people.¹⁵

While tourism remains a strong driver of local economic growth, public engagement through this update also identified that local businesses should not only facilitate tourism but also serve the needs of local community members, both residents and those who work in the city.

EMPLOYMENT

The largest employment industry is related to tourism, but medicine also remains a large source of employment in the city.¹⁶ Most people employed in the city, over 2,000, do not live

¹³ 2023 ACS 5-Year Estimates, Table DP03. Excludes agriculture and forestry related jobs for consistency with non-farm job estimates.

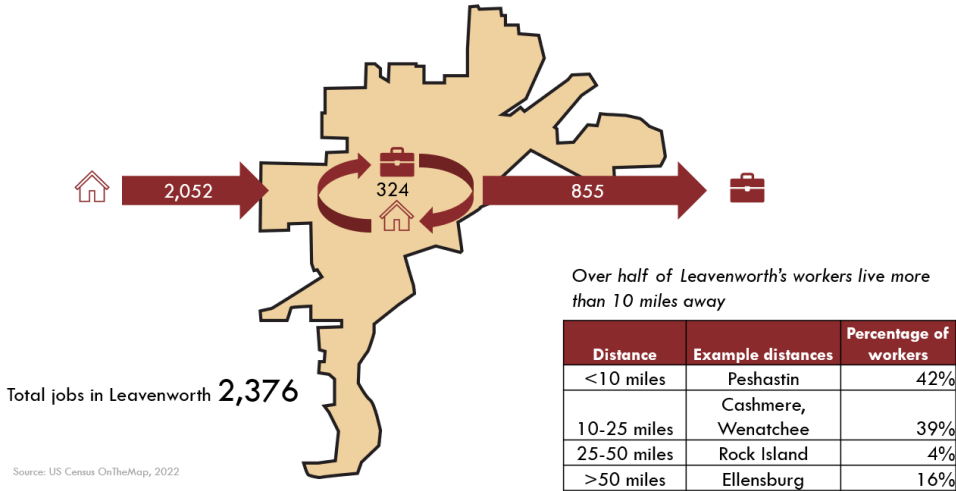
¹⁴ Washington State Employment Security Department, Long-term Aggregated Industry Employment Projections. Uses a base year of 2022 for the projection.

¹⁵ Leavenworth Chamber of Commerce, 2025 Annual Report & Area Profile. April 2026.

¹⁶ Employment and Payrolls in Washington State by County and Industry

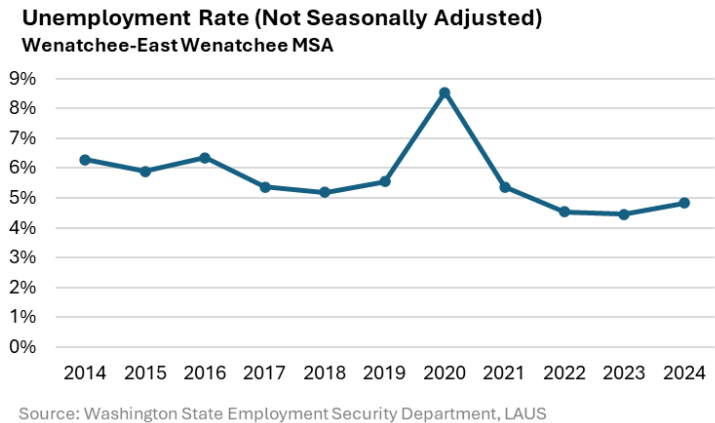
in Leavenworth and commute in. Similarly, over 800 of Leavenworth’s residents work outside the city. Just 14% of employees with jobs in the City also live in Leavenworth.¹⁷

Exhibit ED-1. Leavenworth Employment



The Bureau of Labor Statistics and Washington State Economic Security Department provide unemployment statistics by metropolitan area. The unemployment rate for the Wenatchee-East Wenatchee Metropolitan Statistical Area (MSA), which includes Leavenworth, has ranged from 4% to 10%. Economists often consider a 3% to 5% unemployment rate a healthy or normal rate. The highest rate of unemployment was during the 2020 pandemic, where industries saw downturns. However, the rate of unemployment has recovered since then. Unemployment measures have some limitations for the city however; many workers are seasonal and may be considered underemployed, which are not accounted for in the statistics.

Exhibit ED-2. Unemployment Rate



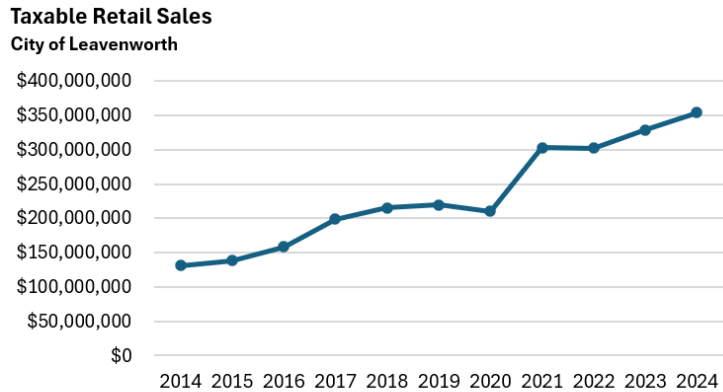
REVENUE INDICATORS

Taxable Retail Sales. Taxable retail sales are a useful indicator of local taxable economic activity, reflecting consumer spending in the city. Sales have generally increased year-on-year, and December typically shows the highest collections, consistent with seasonal holiday shopping and winter visitor spending. While the Washington State Department of Revenue had not yet published calendar year retail tax data for 2025 as of the date of this update, early

¹⁷ 2022 US Census Bureau, OnTheMap.

estimates show a sharp reduction in retail tax revenue compared to 2024 due to climate events faced in 2025.

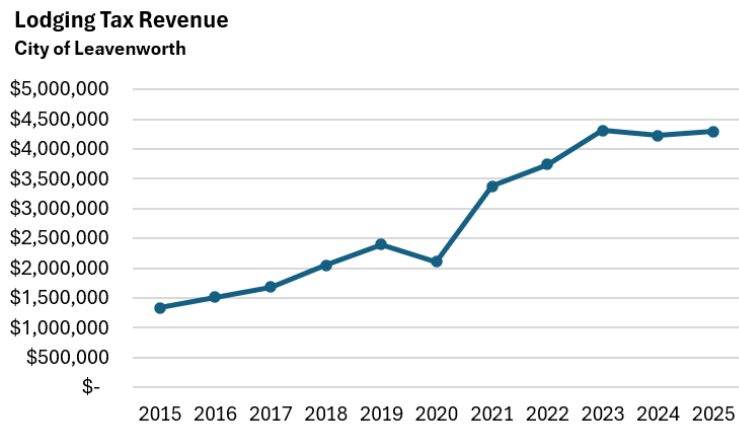
Exhibit ED-3. Taxable Retail Sales



Source: Washington State Department of Revenue, Retail sales for cities and counties

Lodging Tax. Lodging tax revenue can be an indicator of business success, especially for tourism. Lodging tax revenues have increased year-on-year, with stable or increased revenues despite the pandemic years. This is an indication of continued economic growth and tourism interest in the city. Revenues remained relatively consistent in 2025 compared to 2024 despite weather events and fewer visitors. This could be partially attributed to the fact that many lodging accommodations are booked in advance.

Exhibit ED-4. Lodging Tax Revenues



The employment and tax revenue and collection trends demonstrate strong retail and employment in the city. However, to plan for continued economic stability and growth, the city should consider how climate-driven volatility, such as lower snowpack and flooding, have impacted tourism in 2025. See the Climate Resilience Element for more information.

Additionally, because a substantial share of the workforce commutes into Leavenworth and does not reside within city limits, the city should also consider how the local economy serves its own community members, particularly with respect to housing and the cost of living, rather than focusing solely on its role as a tourist destination. The goals and policies seek to address this by balancing the importance of tourism with the need to support and serve the Leavenworth community.



Goals and Policies

Goals and policies with a mountain icon  contribute to the Climate Resilience Element. These goals and policies intend to foster a resilient local economy by diversifying industries to reduce dependence on climate-sensitive outdoor recreation and seasonal tourism, which may face increased disruption from smoke, low summer streamflow, or extreme precipitation events. Climate resilient policies also help to support businesses in adapting to compounding climate stressors like severe storms and power outages.

Goal ED-1. Establish and strengthen partnerships and streamline local processes to foster a balanced, diversified, and sustainable local economy that contributes to Leavenworth's high-quality of life.

Policy ED-1.1. Collaborate across public and private sector organizations, regional agencies, and others engaged in economic development planning in the Leavenworth area to:

- ◆ Promote economic health and diversity for the City of Leavenworth and the surrounding area.
- ◆ Foster a positive entrepreneurial environment for businesses.
- ◆ Ensure that the infrastructure needed to support the economy is in place.

Policy ED-1.2. Encourage and allow businesses and agencies to participate in infrastructure improvements needed to support economic development.

Policy ED-1.3. Advance efficient permitting and design review processes to provide predictability to developers and transparency to the public.

Goal ED-2. Strengthen and build-upon Leavenworth's many cultural, historical, and recreational amenities and its natural setting.

Policy ED-2.1. Where appropriate through funding opportunities and public-private partnerships, recognize, encourage and support the continued success of Leavenworth's cultural resources, including theatre, museum, art, and other resources.

 **Policy ED-2.2.** Recognize the value of trees and vegetation for creating beautiful and healthy spaces, supporting economic vitality. Sustain local employment opportunities to support sustainable land stewardship through wildfire risk management, hazardous vegetation control, and the preservation of native species. Recognize regional Agri-tourism as a component of the local economy and encourage tourism opportunities, such as wedding, heritage, culinary, and craft beverage tourism, that complement existing recreation and hospitality uses.

Policy ED-2.3. Honor Indigenous peoples and their continuing presence and autonomy by fostering respectful government-to-government

relationships with Tribes, supporting cultural recognition and education, encouraging economic opportunities for Native American-owned businesses and enterprises, and identifying opportunities for land use, land stewardship, or public spaces that acknowledge and honor Tribal history, culture, and sovereignty.

-  **Policy ED-2.4.** Maintain and enhance year-round opportunities for sustainable tourism and a balanced mix of visitor and residential uses. Strategies may include:
- ◆ Developing the area's potential for enhanced facilities, services and events that will appeal to residents and visitors year-round.
 - ◆ Working with a broad spectrum of the community to create public-private partnerships to develop year-round visitor potential.
 - ◆ Developing marketing strategies to maximize tourism opportunities to help maintain existing industries and quality of life for residents.

Goal ED-3. Strengthen, preserve, and enhance the Leavenworth Commercial districts as an active and economically viable place to shop, conduct business, reside, and enjoy events.

- Policy ED-3.1.** Enhance and attract small and medium sized businesses that serve the community's needs for goods and services, such as grocery, personal services, health services, and essential retail, alongside businesses that support tourism.
- Policy ED-3.2.** Maintain and enhance commercial designs, including the Old-World Bavarian Alpine Theme within the City of Leavenworth, especially Front Street, as a critical component of the tourist experience and as an economic driver of the tourism economy.
- Policy ED-3.3.** Support the usability and accessibility of public rights-of-way in commercial areas, including pedestrian-oriented and friendly designs and sufficient maintenance and improvements.
- Policy ED-3.4.** Provide adequate signage, convenient restrooms and parking.
- Policy ED-3.5.** Promote the development of commercial uses that serve local needs and diversify the selection of conveniently located goods and services.
- Policy ED-3.6.** Promote mixed-use development with residential use of upper floors in the downtown core.
- Policy ED-3.7.** Encourage development that contributes to the area's small-town atmosphere.

Goal ED-4. Support and encourage living-wage jobs, a trained and qualified workforce, and community livability.

- Policy ED-4.1.** Develop a highly trained local workforce that can compete for meaningful, productive employment, earn living wages, and meet the needs of local businesses.
- Policy ED-4.2.** Create and strengthen partnerships that enhance Leavenworth as a place to live and work, including cross-sector collaborations that support workforce housing.

- Policy ED-4.3.** Encourage employers to offer a range of employment opportunities that utilize diverse skill levels and provide pathways for all residents in the Leavenworth area.
- Policy ED-4.4.** Collaborate with business organizations, workforce agencies, and educational institutions to align training programs with local employment needs.



Goal ED-5. Ensure that the local economy is resilient to climate disruptions and fosters business opportunities associated with climate adaptation.



- Policy ED-5.1.** Support local businesses' efforts to bolster climate preparedness and continuity of operations.



- Policy ED-5.2.** Facilitate new and existing employers to invest in modernization and environmentally sound technologies, support clean and low-impact industries, expand export of local goods and services, and include cottage and light industrial uses.



Capital Facilities

Introduction

The Capital Facilities Element represents the community's policy plan for publicly-owned facilities over the next six to twenty years. This element contains an inventory of existing capital facilities, lists the adopted levels of service, and identifies future projects with projected costs and funding sources needed to serve projected growth through 2046.

Capital facilities include transportation systems, water and sewer systems, stormwater, parks and recreational facilities, fire protection, law enforcement, hospitals, schools and libraries. They have a long-term useable life of 20 years or more and have a value of \$30,000 or more. Planning for a capital facility can require years of design, public involvement, budgeting, and construction. Once constructed, capital facilities tend to become permanent, requiring ongoing operations and/or maintenance cost, which are not required to be listed in the City's capital facilities project list.



Capital Facilities Inventory

WHY INVEST IN CAPITAL FACILITIES?

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 city. By using the adopted level of service (LOS) standards, the City can achieve its goals for adequate services meeting the community's desires. Most capital facilities are expensive and require years to plan and construct. As a result of the high cost of capital facilities, it is important for the government to prioritize, plan for, and appropriately manage capital facilities. Lack of funding can result in projects being delayed as more urgent problems are addressed.

The capital facilities element promotes efficiency by requiring the City to prioritize capital improvements for a longer period of time than the single budget year. Long-range financial planning allows the city to schedule projects so that the various steps in development logically follow one another with regard to relative urgency, economic desirability, and community benefit. Additionally, the identification of adequate funding sources helps the city prioritize needs and evaluate potential trade-offs between projects.

The capital facilities element guides decision making to achieve community goals. This element is intended to serve as an objective guide for the orderly growth and maintenance of public facilities. 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 for City Council and staff, and enables the community to:

- ◆ Gain a better understanding of their existing capital facilities and capacities;
- ◆ Identify potential problems associated with limited revenues and increased public demands for 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.

As the City is facing increasing risks from climate change, this Element includes many new goals and policies to increase the resilience of capital facilities to impacts from wildfire, flooding, and other extreme weather events and natural hazards. Please refer to the Climate Element for a more in-depth discussion of these risks and their potential impact on capital facilities.

CITY-PROVIDED CAPITAL FACILITIES

The inventory of city owned capital facilities has been compiled from other planning documents created at various times. Because the plans represent a "snapshot in time" and development continues to occur, these inventories are not intended to be comprehensive. There will always be some discrepancies between the plan and the actual build-out of

facilities. The most current information on any city facility is maintained by the City Public Works Department. A map of the City's public facilities can be found in Exhibit CF-1.

WATER SYSTEM

The 2018 Water System Plan (WSP)¹⁸ provides a comprehensive inventory, system analysis, projected demands, recommended/required improvements and an implementation recommendation. This plan was followed by a Water Treatment Plant Assessment in 2019 which identified immediate and necessary projects to maintain the function of the plant. As of March 2026, the 2026 WSP is currently in review for potential adoption later this year. In addition, the City's annual Consumer Confidence Report¹⁹ provides information and updates on the city's water quality, water treatment plant, efficiency of water use, and goals to supply clean, safe, and dependable water. Numerous capital projects have been identified in the City's Capital Improvement Program (CIP) to improve the efficiency and capacity of the City's water system.

The City's water treatment plant (WTP) withdraws water from Icicle Creek through an intake structure and screen upstream from the WTP. The WTP is located on Icicle Creek approximately three miles south of town. During peak demand in summer irrigation season, the WTP treats approximately 2.0 million gallons per day (MGD). Icicle Creek experiences heavy sediment loading during spring snow melt and runoff; the City typically shuts down the WTP during the peak sediment loads. The City's water rights constrain the instantaneous and annual quantities of water available for withdrawal. The city foresees no significant changes in its planned use of this resource that would adversely impact the quantity and quality of water in Icicle Creek.

The City's well field withdraws water from a sand and gravel aquifer. Icicle Creek and the Wenatchee River recharge the aquifer. The wells are located adjacent to the city golf course south of town. The three wells have a combined pumping capacity of 3,250 gallons per minute (gpm). The city uses the wells year-round to augment supply provided by the Icicle Creek surface water supply. The city's water rights constrain the instantaneous and annual quantities of water available for withdrawal. The City foresees no significant changes in its planned use of this resource that would adversely impact the quantity and quality of water in the aquifer.

The City has two reservoirs, one off Icicle Road with a capacity of 800,000 gallons and one at the northern end of Ski Hill Drive with a capacity of 750,000. The Ski Hill reservoir is supported by a booster station near Pine Street.

MORE INFORMATION

Visit: [Leavenworth Public Works](https://cityofleavenworth.com/documents/water-system-plan/)

¹⁸ Water System Plan (2018), City of Leavenworth. <https://cityofleavenworth.com/documents/water-system-plan/>

¹⁹ Consumer Confidence Report (2025), City of Leavenworth. https://cityofleavenworth.com/wp-content/uploads/2024/12/2025-CCR_City-of-Leavenworth_June-27-2025.pdf

OKANOGAN-WENATCHEE
NATIONAL FOREST

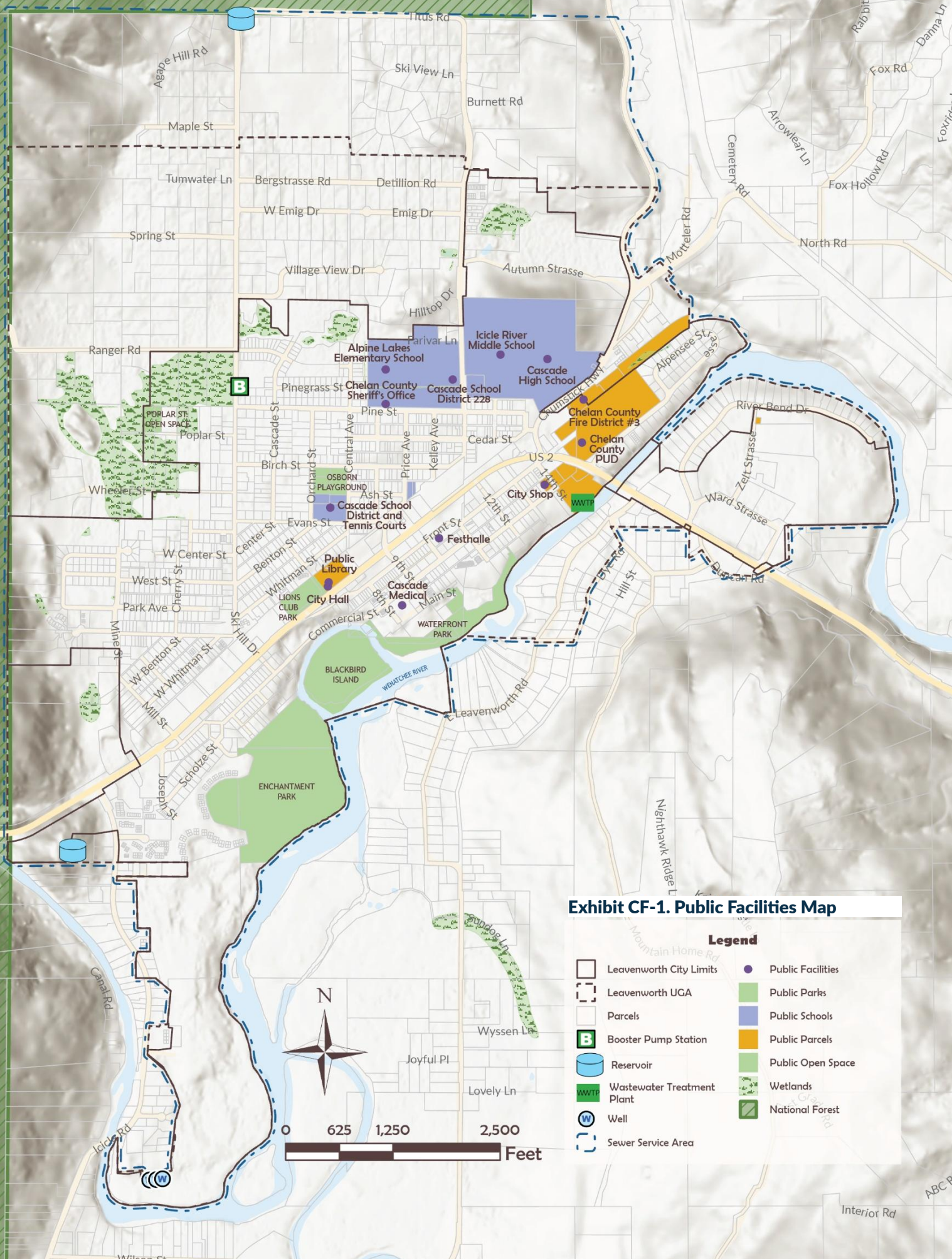


Exhibit CF-1. Public Facilities Map

Legend

- | | |
|----------------------------|-------------------|
| Leavenworth City Limits | Public Facilities |
| Leavenworth UGA | Public Parks |
| Parcels | Public Schools |
| Booster Pump Station | Public Parcels |
| Reservoir | Public Open Space |
| Wastewater Treatment Plant | Wetlands |
| Well | National Forest |
| Sewer Service Area | |

SANITARY SEWER SYSTEM

The 2017 Wastewater General Sewer Plan and Facility Plan provides a comprehensive inventory, system analysis, projected demands, recommended/required improvements and an implementation plan. As of March 2026, an updated Sewer Plan is currently being drafted. Numerous capital projects have been identified in the City's Capital Improvement Program (CIP) to improve the efficiency and capacity of the City's sewer system, which will be updated upon adoption of the new plan.

The Wastewater Treatment Plant site is located at 1498 14th Street, along the Wenatchee River. In 2020, the City started a comprehensive update to the plant, including a new tertiary treatment facility, headworks equipment, clarifier mechanism replacements, centrifuge dewatering equipment, UV disinfection equipment, cross connection control system, electrical/controls upgrades, and associated demolition, earthwork, site improvement, building modifications, and temporary facilities as needed to maintain operation of the treatment plant during construction.

Additionally, the collection system improvements consist of replacing or rehabilitating approximately 13,000 LF of existing sewer main, referred to as the South Interceptor line. In some instances, existing sewer main will be replaced with a larger diameter main line.

STORMWATER SYSTEMS

The 2016 Regional Stormwater/Wetland Management Master Plan provides a complete inventory of stormwater facilities, analysis of needs and recommended projects and regulations. The City is also impacted by the Chelan County stormwater system, which consists of a system of roadside drainage ditches from Ski Hill Road area (and other portions of the UGA) down Titus Road. These ditches drain into the City's stormwater system.

Leavenworth's stormwater infrastructure is neatly divided into four (4) drainage basins: Ski Hill, Downtown West, Downtown East, and Alpensee. A fifth drainage basin, north and east of Alpensee, will eventually be included as annexations occur within the urban growth area (UGA). Please reference the City's Regional Stormwater/Wetland Management Master Plan for a map of the drainage basins.

Two large tributary areas to the west and north – Tumwater Mountain and Ski Hill ridge, have a significant impact to the capacity of the existing stormwater infrastructure; specifically the Ski Hill and Alpensee networks. These tributary areas account for 66% (1,588 acres) of the total 2,614-acre Leavenworth drainage basin. They are directly linked to the lack of capacity in both networks for larger storm events (10-year storms or greater). Additional and replacement of existing stormwater lines is recommended to address deficiencies in the system, as reflected in the City's CIP.

The City's stormwater system is supplemented by green infrastructure throughout the city, including tree canopy coverage, parks and open space, and wetlands (see Exhibit CF-2). The Land Use Element includes policies to increase the City's green infrastructure over the planning period to enhance stormwater management, and Policy CF-8.1 of this Element encourages improved stormwater management. As the Climate Element discusses in greater detail, extreme precipitation events can overwhelm the City's stormwater system and cause localized flooding. As such, efforts to increase green stormwater infrastructure throughout the City are crucial to increase resilience and prevent excess flooding.

PARKS AND RECREATIONAL FACILITIES

The community has several City-owned and maintained parks, school district facilities, a mix of privately owned parks and non-profit spaces such as the golf course and Barn Beach Reserve, and is served by the Upper Valley Park and Recreation Service Area (PRSA) which, in addition to working on regional park and recreation opportunities, supports the City pool. The Parks and Recreation Element of this Plan (fulfilled through the Parks, Recreation, and Open Space Plan in Appendix D) includes a detailed inventory and conditions assessment of facilities, in addition to a demands and needs assessment that informed the development of the 6-year CIP.

SOLID WASTE DISPOSAL

The City of Leavenworth provides solid waste and cardboard collection within city limits to commercial and large multifamily developments. Waste is collected and transported to the local landfills. Residential collection is contracted with Waste Management²⁰ which offer both waste and recycling pickup.

Additionally, the City manages a local recycling center at 216 14th Street. The city recycling center accepts flattened corrugated cardboard, aluminum, tin cans, and newspaper. Residents residing within city limits may also dispose of clean yard waste at the recycling center. No commercial yard waste recycling is currently permitted due to the Apple Maggot Quarantine Boundary. However, the City provides yard waste pick-up services to residential customers two times each year, once in the spring and once in the fall. Because the City is in the Apple Maggot Quarantine area, these materials cannot be transported to Wenatchee and the City has been burning them twice a year. In 2020, a new composting facility northwest of Leavenworth, at the Winton Mill Site, started to provide a year-round collection of materials.

STREETS

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 is located in the Transportation Element of this plan.

The City's Utility Maintenance Division works hard to ensure the City's streets, sidewalks, and rights-of-way are safe for all users, by performing various services like street sweeping, traffic control, snow and ice removal, road and alley maintenance, street lighting, sidewalk repair, and storm drainage maintenance, among other functions. There are numerous street improvements planned for the planning horizon, as discussed in the Transportation Element and as shown in the City's 6-Year and 20-Year Capital Improvement Program (CIP).

²⁰ Waste Management, <https://www.wmnorthwest.com/leavenworth/>

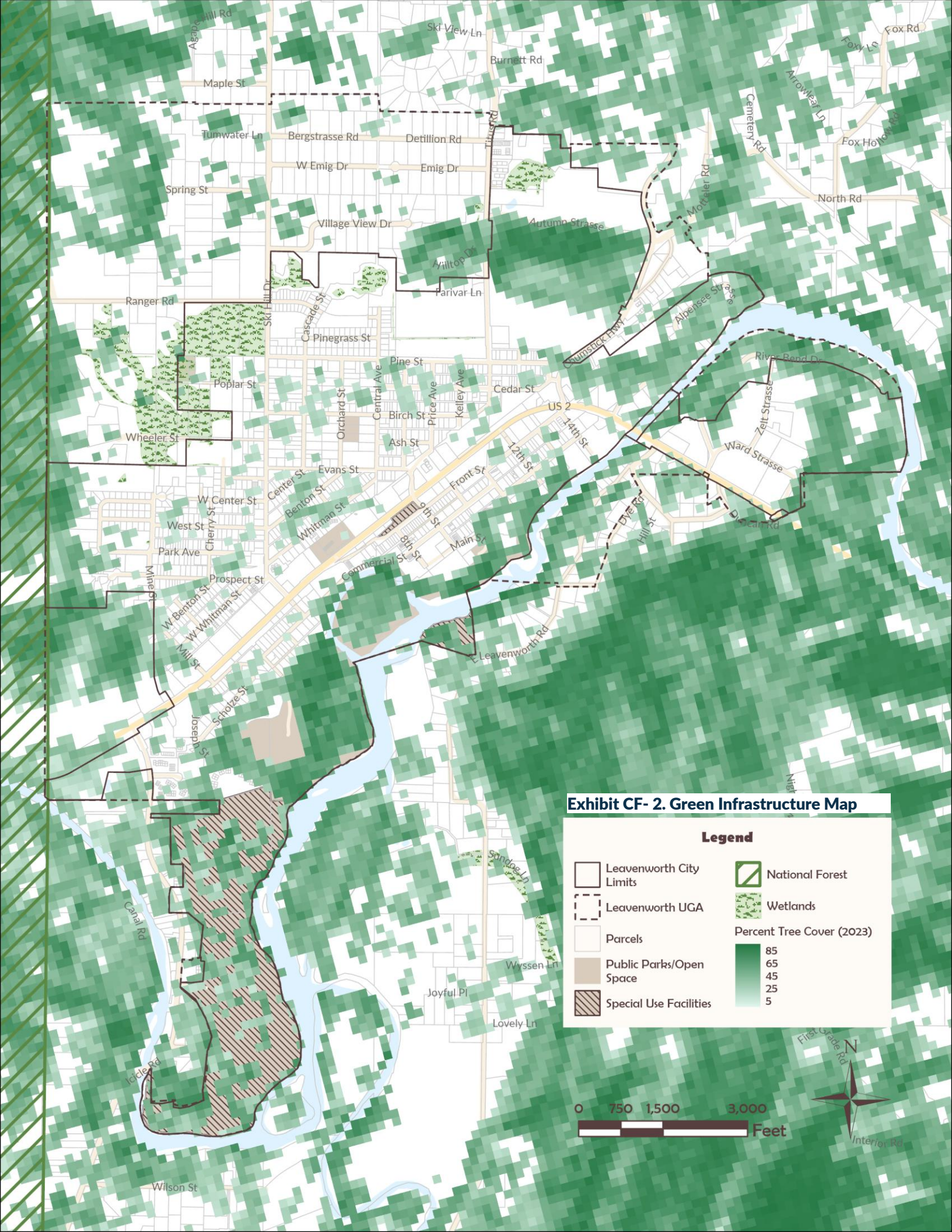


Exhibit CF- 2. Green Infrastructure Map

Legend

Leavenworth City Limits	National Forest
Leavenworth UGA	Wetlands
Parcels	Percent Tree Cover (2023)
Public Parks/Open Space	85
Special Use Facilities	65
	45
	25
	5

FACILITY NAME	SIZE (ACRES)	FACILITIES	MANAGEMENT
Enchantment Park	40.74	Two softball fields, little league field, park building with restrooms, BBQ stands, and equipment storage, parking area, picnic tables, children's play equipment, and trails. Wildlife habitat, trails, raft launching, beaches, interpretive signs, groomed ski trails, pump track, and skate park	City of Leavenworth
Waterfront Park	9.67	Beaches, trails, interpretive signs, playground, amphitheater, overlooks, restrooms, picnic tables, parking, groomed ski trails, and wildlife viewing	City of Leavenworth
Blackbird Island	12.61	Trails, interpretive signs, overlooks, groomed ski trails, and wildlife viewing	City of Leavenworth
Lion's Club Park Howard Hopkins Memorial Pool	1.02	Picnic shelter, picnic tables, Lion's Club equipment building with public restrooms, trash receptacles, and landscaping	City of Leavenworth
Howard Hopkins Memorial Pool	1.93	Outdoor swimming pool with picnic tables, trash receptacles, restrooms, and parking lot	City of Leavenworth
Front Street Park	1.75	Gazebo, restrooms, benches, arbor terrace, plaza, maintenance storage, interpretive kiosk, and maypole	City of Leavenworth
Trout Unlimited Fishing Pond	1.6	Fishing pond for people under 15 years or over 70 years of age and for people with disabilities; trails, wildlife viewing	Private Non-profit Trout Unlimited
East Leavenworth Boat Launch	4.74	Concrete ramp for water access; natural area and short trail; gravel parking lot and seasonal trash receptacles	City of Leavenworth
Osborn Property	2.73	Historic school (vacant), play equipment, covered basketball courts, tetherball stands, swings, and children's play equipment The playground and vacant school building are adjacent to the Cascade School District's tennis courts, green space, and parking lot.	City of Leavenworth Cascade School District
Icicle River Middle School & Cascade High School	36.09	Athletic fields: softball, soccer and football; basketball courts and parking	Cascade School District
Alpine Lakes Elementary	16.4	Ball fields and children's play equipment	Cascade School District
Leavenworth Golf Course	102.52	18-hole public golf course with restaurant, shop, storage facilities, and groomed ski trails during the winter season	Leavenworth Golf Club
Barn Beach Reserve	5.63	Nature, cultural history, arts and outdoor education opportunities, Upper Valley Museum, trails, and signage	Private Non-profit
Wenatchee River Institute	3.34	Nature, cultural history, and arts outdoor education opportunities and exhibits, Lorene Young Audubon Center, trails, community garden and interpretive signage	Private Non-profit
Enzian Falls – Micro-golf putting course	3.15	Professional putting course	Private, Enzian Falls
Icicle Junction	2.66	Miniature golf, arcade games, swimming pool, and other amenities	Private
Community Cupboard	0.32	Food pantry	Upper Valley Mend

Exhibit CF-3. Existing Parks and Recreation Facilities

PUBLIC BUILDINGS AND FACILITIES

Leavenworth City Hall

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.

Festhalle

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. 24'x40' stage. Its planned usage includes festivals including Oktoberfest, Autumn Leaf festival, Accordion Festival, Ale Fest, Timberrrr Fest, Wine Fest, River Fest, Upper Valley Arts Council, Chamber of Commerce functions, Cascade School District events, Weddings, among other events.

Road and Utility Maintenance Shops

In 1998, both Chelan County and the City purchased properties to facilitate their respective shop expansions. Chelan County purchased approximately 35 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 fenced. Funds will be needed to create a master plan for future development of the overall site.

Parking Lots

The City of Leavenworth's 2024 Downtown Strategic Parking Management Action Plan evaluated current parking conditions and future needs in the downtown core based on updated data collection, travel surveys, and system analysis. The study found that while the transition to paid parking has improved turnover and overall system efficiency, the downtown parking supply has decreased from 846 on-street stalls in 2017 to 649 in 2023, while demand has continued to grow due to population increases and strong visitor activity. Peak demand—particularly during summer weekends—creates constrained parking conditions in the core area, despite increased use of off-street lots. Survey results indicate that residents, employees, and visitors frequently experience difficulty finding convenient parking, and stakeholders identified priorities such as additional parking supply, improved employee parking options, enhanced accessibility, and better multimodal transportation options.

To address these challenges, the Action Plan outlined a phased strategy to improve parking management, user experience, and long-term capacity. Recommended actions include administrative improvements, updated parking rates and permit programs, enhanced enforcement technology, improved wayfinding and communications, and investments in multimodal transportation infrastructure such as pedestrian, transit, and bicycle improvements. The plan also evaluated the feasibility of developing structured parking and estimates that approximately 153 additional parking stalls may be needed in the downtown core to maintain efficient occupancy levels during peak periods. Implementation is organized into short-, mid-, and long-term actions to guide future capital planning and support continued economic vitality in downtown Leavenworth. Please refer to the Transportation Element for additional information on the City's parking lots and planned improvements.

Exhibit CF-4. Parking

PARKING LOT	LOCATION	CAPACITY
(A) Aasgard	1000 Front Street (off US Hwy 2)	69 parking stalls
(B) Blewett	1000 Front Street (off Division St)	56 parking stalls ◆ 15 Monthly Restricted Stalls ◆ 25 Restricted Stalls (M-F, 7am-7pm)
(B) Blewett Annex	1038 Front St (off US Hwy 2)	22 parking stalls
(C) Colchuck	1001 Front St (next to Festhalle)	23 parking stalls
(D) Dragontail	700 US Hwy 2 (next to WaFd)	54 parking stalls
(E) Enchantments	700 US Hwy 2 (behind City Hall)	46 parking stalls ◆ 8 Staff Stalls (M-F) ◆ 5 Staff Stalls Only ◆ 6 Library Stalls (T-Sat, during library hours)
(F) Freund	US Hwy 2 (next to Pool)	38 parking stalls
(G) Glacier	170 Hwy 2	85 parking stalls ◆ 6 Oversized vehicle/trailer ◆ 8 EV charging
(H) Horseshoe Lake	1340 US Hwy 2	56 parking stalls ◆ 9 Overnight Parking (with pass)



OTHER CAPITAL FACILITIES

LIBRARY

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.

COMMUNITY CUPBOARD

The Community Cupboard is a food pantry operated by Upper Valley MEND, a local nonprofit organization. Located at 219 14th Street on city-owned property, the Community Cupboard primarily services residents of Leavenworth and the surrounding Upper Wenatchee Valley. In 2025, the pantry served 1,684 households (4,464 individuals) with an average of 650 households (1,750 individuals) visiting each month. The Community Cupboard provides a lifeline for many, especially those employed in seasonally dependent sectors such as tourism and agriculture, as well as residents on fixed incomes. In recognition of this important service, the City of Leavenworth has been renting the space to the Community Cupboard for \$1 per year for decades.

TRAIN SERVICE

In 2009, BNSF and Amtrak built Icicle Station providing rail service to the community, approximately one mile from Leavenworth on North Road. The station and parking area are managed by the city along with two small shelters, one open and one enclosed. The track and 600 foot platform is managed by BNSF Railway.

LINK TRANSIT SERVICE

LINK Transit provides local and regional bus service to Leavenworth. A variety of services are offered, paratransit service, and a DART (Dial-A-Ride) service and traditional bus stops at the following locations:

- ◆ Ward Strasse Park & Ride (100 parking space capacity)
- ◆ Highway 2 and Riverbend Drive
- ◆ Highway 2 and the Forest Service office (12th Street)
- ◆ Link Transit Leavenworth Park & Ride on Highway 2
- ◆ Highway 2 and City Hall
- ◆ WSDOT Park & Ride on Highway 2 (42 parking space capacity)
- ◆ Highway 2 and 9th Street
- ◆ Highway 2 and Icicle Road intersection.

Route 22 offers transit service to Leavenworth, Peshastin, Dryden, Cashmere, Monitor, Olds Station, and North Wenatchee. In 2020, LINK re-established a in town commuter bus which runs from Ward Strasse Park & Ride along Highway 2 to Icicle Road. 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 also 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 Route 22.

CASCADE SCHOOL DISTRICT

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 five schools (Cascade High School, Icicle River Middle School, Alpine Lakes Elementary School, Peshastin-Dryden Elementary, Beaver Valley Elementary School), three of which are within the city limits of Leavenworth along with other ancillary buildings/facilities, including the district office.

Additionally, the District provides several learning programs, such as the Kodiak Cubs for pre-kindergarten, migrant/bilingual, special education, homeless assistance, highly capable, special services, Discovery School, a program of Cascade High School located at the Leavenworth National Fish Hatchery, Cascade Home Link, an alternative learning experience serving grades K-8, and the Kodiak Virtual Academy, an online program serving grades 6-12.

- ◆ **Beaver Valley Elementary School:** grades K-5
- ◆ **Peshastin-Dryden Elementary School:** grades K-2
- ◆ **Alpine Lakes Elementary School:** grades 3- 5
- ◆ **Icicle River Middle School:** grades 6-8
- ◆ **Cascade High School:** grades 9-12

Future capital facility needs include modernization of electrical switchgear serving the Career and Technical Education (CTE) building located on the Cascade High School campus; replacement and upgrades to roofing systems at district warehouse facilities and the District Office; and expansion and improvement of the HVAC system at Icicle River Middle School.



Exhibit CF-5. School Inventory

BUILDING	YEAR BUILT	REMODELED
Peshastin-Dryden Elementary (K-2) 10001 School Street, Peshastin		1984, two classrooms added in 1992, extensive remodel/modernization 2018
Alpine Lakes Elementary (3-5) 500 Pine Street, Leavenworth	2018	
Icicle River Middle School (6-8) 10195 Titus Road, Leavenworth	1993	2014 HVAC upgraded with AC
Cascade High School (9-12) 10190 Chumstick Hwy, Leavenworth	1966	1984, extensive remodel and expansion 2017 / 2018 and shop remodel in 2019
Cascade CTE Building 10190 Chumstick Hwy, Leavenworth	1967	Upgraded in 1984 and again in 2019/2020
Beaver Valley School (K-5) 19265 Beaver Valley Road, Leavenworth	2001	
Winton School Beavery Valley Road	1940s	2002 Building moved to Plain
District Office 330 Evans Street, Leavenworth	1945	Remodeled in 1984
Special Services Offices 520 Pine Street, Leavenworth	1990	Added offices to basement 2016, removed ½ garage 2018
Transportation Bus Garage 10150 Titus Road, Leavenworth	1992	
Discovery School Fish Hatchery Road, Leavenworth		2012 installed older model modular
Warehouse/Maintenance 220 Price Street, Leavenworth		
Pine Street Property From 520 Pine to Titus Road	2018 Built play field	Out buildings removed in 2016 – original structures built 1935-1940



LAW ENFORCEMENT

The Chelan County Sheriff's Office is contracted by the City to provide police protection services to Leavenworth and its UGA. There is a field office located in Leavenworth.

The Regional Law and Justice Building in Wenatchee houses the headquarters of the sheriff's office, the jail, and the County prosecuting attorney's office. The Chelan County Regional Justice Center is a 267-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.

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 facility primarily serves Chelan County and has a capacity of 50 beds.

FIRE PROTECTION FACILITIES

On November 6, 2012, a ballot measure to annex Fire District No. 3 was approved. This proposition made the City of Leavenworth a part of Chelan County Fire District No. 3. The fire district had been providing service to the City since 1989. 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, Washington Department of Natural Resources and the U.S. Forest Service pursuant to a Forest Lands / Fire Protection Agreement.

- ◆ Fire Station No. 31 - Main Station, located at 228 Chumstick Road, Leavenworth and Station No. 32 - Camp 12 Road, located at Mile Post 7 Chumstick Road.
- ◆ The equipment at Station No. 31 (Main Station/ Shop Facility) includes two Type 1 fire engines/pumpers, 1 tender, 3 brush trucks, 1 rescue truck, 2 command trucks, 1 ladder (110ft) truck, and 2 service vehicle; and, at Station No. 32 (volunteer/satellite station), one pumper and one tender.

Future needs include replacing the ladder truck and expanding equipment storage and crew quarters. The size and timing of future improvements will depend on funding.

HOSPITAL

The Chelan County Public Hospital District No. 1 (Cascade Medical) services 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
- ◆ Physical and Occupational Therapy services
- ◆ Laboratory, radiology, and endoscopy services
- ◆ 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 are staffed with approximately 132 full-time equivalent health care professionals and support staff. In 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.

There are no plans for improvements to the Cascade Medical facility, however, the limited parking and limited physical footprint are recognized as long-term considerations.



LEVEL OF SERVICE

The term Level of Service (LOS) refers to the minimum capacity for public facilities or service that is planned to provide an appropriate measure of need. LOS can range from a precise measurement such as the response time for a fire engine to how much open space should be provided for parks. LOS needs to be consistent with the growth projections of the Land Use Element. If the LOS is set too high, they may result in the community not achieving its growth objectives. If the LOS is too low, they may adversely impact the quality of life in the community.

Concurrency describes the situation in which adequate facilities, defined by the LOS, 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, stormwater, sidewalks, and roads at the time of final plat approval and/or the issuance of a building permit.



LEVEL OF SERVICE STANDARDS

STREET SYSTEM

The City will maintain the current LOS standards:

- ◆ US Highway 2: LOS D
- ◆ Weekday PM Peak Hour: LOS D or better at all intersections.
- ◆ Summer Sunday Peak Hour: LOS F permitted when delays remain less than 100 seconds at signalized intersections and less than 70 seconds at unsignalized intersections.

WATER SYSTEM

Supply facilities shall have sufficient capacity to meet the system max day demand, projected to be 3.09 MGD (millions of gallons) per day in 2028.

LOS for distribution system leakage is 10% or less. Currently it is approximately 16%.

WASTEWATER

Water flow of 0.51 MGD (millions of gallons per day).

STORMWATER

Retention of 25-year storm event.

PARKS AND RECREATION

Provide a city park facility within a half-mile walkshed of all residential areas.

SOLID WASTE

Up to seven days a week, including holidays.

SCHOOLS

The current student to teacher ratio is 15:1 (2025-2026)

FIRE SUPPRESSION

The fire suppression storage, provided by the City Water System, should be maintained to be capable of providing fire suppression storage and delivery that meets or exceeds the following minimum standards:

- ◆ **Minimum System Pressure:** 20 psi at all service connections under fire flow conditions, pursuant to WAC 246-290-221. Greater fire suppression requirements for individual structures may be specified by the local fire district or County Fire Marshall.
- ◆ **Fire Flow Duration and Volume:** Fire flow rates and durations vary based on development types, and are established in the City's 2018 Water System Plan, as follows:
 - ◆ Single Family Residential: 1,500 gpm for 1 hour
 - ◆ Multi-Family Residential, Schools, and Commercial: 2,500 gpm for 2 hours
 - ◆ Downtown (central): 3,500 gpm for 3 hours

For new structures, the City may require water system facilities capable of supplying a higher fire flow than shown above if Chelan County, the International Fire Code, the local Fire District, or the Washington Surveying and Rating Bureau requires it.

FIRE PROTECTION

Response time for the city and the UGA should be between 5 and 10 minutes.

Goals and Policies

Goals and policies with a mountain icon  contribute to the Climate Resilience Element. These climate-related goals and policies are intended to reduce solid waste, ensure capital facilities are resilient to climate impacts, and enhance emergency preparedness efforts to reduce risks.

Goal CF-1. Develop and maintain City-owned capital facilities (water, storm, and sanitary sewer, streets, parks, solid waste and public facilities) to ensure they are capable of serving the current and projected needs of the community, including the Urban Growth Area (UGA).

Policy CF-1.1. Establish level of service (LOS) standards for all capital facilities.

Policy CF-1.2. Anticipate and plan for the extension of capital facilities for the city and into the Urban Growth Area. When facilities are outside the UGA, encourage shared responsibilities for financing projects among and between agencies, utility purveyors, special purpose districts, and the private sector. See Goal 4.

Policy CF-1.3. Recognize maintenance and operation costs, debt service, and replacement costs in establishing utility rate structures for City utilities such as water, wastewater, and garbage.

Policy CF-1.4. Ensure utility easements capable of accommodating present and anticipated utility extensions are required to be recorded by the developer, as approved by the City, at the time of development.

Policy CF-1.5. Obtain rights to surface and/or underground water sources adequate to meet anticipated needs.

Policy CF-1.6. Prioritize water use/connections first for properties within the City limits, then the UGA, and finally the remaining water service boundary area.

Policy CF-1.7. Improve and maintain an efficient water system through the following actions:

- ◆ Maintain a difference of less than 3% between water production and billed consumption.
- ◆ Proactively identify, prioritize, and repair leaks in aging city-owned water mains and distribution lines through regular inspection, leak detection, asset management planning, and scheduled pipe replacement program to reduce water loss.
- ◆ Identify, implement, and update water conservation measures to promote efficient water use.
- ◆ Maintain and manage the water system to ensure it remains safe, reliable, and in good working condition.

- ◆ Coordinate individual water service connections to transmission mains where feasible to improve system efficiency and reliability.

Policy CF-1.8. Develop and implement an ongoing maintenance and expansion program for the existing storm-water system which will improve the functioning of the existing system.

Policy CF-1.9. Maintain an efficient water treatment and facilities collection system to ensure adequate capacity and environmental protections.

Policy CF-1.10. Support periodic updates to the Parks, Recreation and Open Space (PROS) Plan to assess the City's demand and needs for recreational facilities within the planning area, including parks, trails, open space, and other amenities.

SEE ALSO:

Appendix D: Parks, Recreation and Open Space (PROS) Plan

▲ **Policy CF-1.11.** Encourage innovative and new technology to reduce and streamline solid waste.

▲ **Policy CF-1.12.** Encourage recycling and composting, and develop or implement a recycling program to reduce waste stream to landfills.

Policy CF-1.13. Support the siting and development of organic materials management facilities, including composting and other organics processing facilities, in appropriate locations to reduce waste, support resource recovery, and advance community sustainability goals.

Policy CF-1.14. Add new stormwater lines and replace existing ones to address deficiencies in the system.

Policy CF-1.15. Identify and prioritize stormwater retrofits to address impaired watershed processes and reduce effective impervious surface areas.

Policy CF-1.16. Manage the quality and quantity of stormwater runoff entering streams to protect public health, surface/groundwater quality, and ecological functions. Make low-impact development the preferred approach to site development where feasible.

Goal CF-2. Ensure ongoing coordination and information sharing with non-City capital facility providers to support the timely planning, financing, and development of facilities necessary to maintain adopted levels of service and accommodate anticipated growth within Leavenworth's UGA.

Policy CF-2.1. Develop, maintain, and support partnerships with non-city owned facility providers.

Policy CF-2.2. Encourage the school district to pursue capital facilities planning efforts to accommodate the projected needs of the expected population growth in the Leavenworth area.

Policy CF-2.3. Provide adequate police and fire personnel and equipment to ensure that the public is well served and protected.

- Policy CF-2.4.** Support the expansion of the Chelan County Fire District #3 to provide adequate fire protection to all in terms of quantity and quality of facilities, equipment, and manpower.
- Policy CF-2.5.** Encourage the shared use of community facilities such as parks, libraries, and schools.
- Policy CF-2.6.** Coordinate with the Chelan County PUD to ensure electrical infrastructure is planned and expanded consistent with the City's adopted land use, population projections, and capital facilities planning.

Goal CF-3. Improve capital facilities, particularly City-owned capital facilities, to meet their adopted levels of service; and, when fiscally practical, exceed their adopted levels of service.

- Policy CF-3.1.** Support improvements to capital facilities, as recommended by relevant capital facilities plans (such as the Water System Plan, Wastewater General Sewer Plan and Facility Plan, and the Stormwater/Wetland Management Master Plan).
- Policy CF-3.2.** Reassess the Land Use Element if probable funding for capital facilities improvements falls short of meeting existing needs and if major changes are made to the Capital Facilities Element.
- Policy CF-3.3.** Ensure capital budget decisions are made in accordance with the Comprehensive Plan.

Goal CF-4. Ensure that the public facilities and services necessary to support development are provided in a timely manner and at levels sufficient to serve new growth while maintaining locally adopted service standards.

- Policy CF-4.1.** Maintain adopted levels of service by requiring new development pay a proportionate share of new or expanded capital facilities needed to serve that development. The City may consider cost-sharing or alternative financing when a substantial public or system-wide benefit is demonstrated. Any exemptions, reductions, or alternative financing shall be authorized consistent with adopted city policy and applicable state law, including provisions supporting affordable housing and other identified public benefits.
- Policy CF-4.2.** Consider the use of innovative financing strategies for capital improvements, to minimize the financial cost to taxpayers and provide an equitable division of costs between existing and new development.
- Policy CF-4.3.** Encourage the use of Local Improvement District (LID) financing for improvements in existing developed areas which may have facilities that do not meet current standards.

Policy CF-4.4. Review proposed developments, which are within the Urban Growth Area but beyond the City limits, to ensure extensions of city water, sewer, and/or storm sewer facilities concurrent with development, are paid for by those who are benefiting from the extension, and may include annexation into the City as a requirement.

Goal CF-5. Support the siting of essential public facilities (EPFs), including facilities that are typically difficult to site, and ensure reasonable compatibility without precluding the siting of EPFs.

Policy CF-5.1. Support essential public facilities identified by the county, city or state, by regional agreement, or by the Office of Financial Management to be placed in consultation with affected agencies and with public input and consideration.

Policy CF-5.2. Encourage essential public facilities to be equitably located within the City or UGA unless they are self-contained and do not require the extension of urban governmental services.

ESSENTIAL PUBLIC FACILITIES (EPFs)

EPFs may include airports, state education facilities, state or regional transportation facilities, transit or bus rapid transit facilities, correctional facilities, solid waste handling facilities, inpatient facilities, substance abuse facilities, mental health facilities, group homes, and secure community transition facilities.

SEE ALSO:

Policy LU-1.3, which requires development regulations to maintain an equitable process to site essential public facilities that promotes public involvement and the mitigation of adverse impacts.



 Goal CF-6. Ensure the city can meet water use demand under drought conditions.

-  **Policy CF-6.1.** Investigate opportunities to develop a municipal reclaimed water system, and allow onsite non-potable water systems to reduce water demand in commercial and residential buildings.
-  **Policy CF-6.2.** Evaluate the long-term adequacy of water delivery infrastructure to ensure that changes in hydrological patterns (e.g., increases in flooding frequency or reduction of late-summer water availability associated with climate change) can be anticipated and managed effectively.

 Goal CF-7. Enhance emergency preparedness, response, and recovery capabilities to mitigate risks and impacts associated with extreme weather and other hazards worsened by climate change.

-  **Policy CF-7.1.** Analyze how the municipal water system maintains adequate pressure during a major wildfire event (e.g., multiple structures burning) and how it will look under current and projected drought conditions.
-  **Policy CF-7.2.** Support the ongoing implementation and periodic updates of the Community Wildfire Protection Plan.
-  **Policy CF-7.3.** Develop resilience hubs – community-serving facilities that are designed to support residents, coordinate communication, distribute resources, and enhance quality of life during emergencies and extreme weather events.

 Goal CF-8. Ensure public infrastructure and services can withstand current and projected climate conditions.

-  **Policy CF-8.1.** Plan, site, design, maintain, and operate capital facilities to function under current and projected climate conditions, including increased heat, storm intensity, and wildfire risk, and ensure continued operation during and after climate-related events so that essential services remain available during and after climate-related events.
 - ◆ Integrate climate risk screening into all capital projects and asset management, using the best available science.
 - ◆ Prioritize resilience retrofits of critical facilities including backup power, redundant communications, floodproofing, and smoke/heat filtration.
 - ◆ Expand distributed backup power for critical facilities and designated cooling/clean air shelters.
 - ◆ Increase stormwater system capacity and use green infrastructure sized for projected storm intensity.

- ◆ Apply WUI-aligned design standards to city facilities and rights-of-way, in coordination with Chelan County Fire District 3.
- ◆ Pursue funding and adopt code/standard updates to institutionalize climate-resilient design in city projects.

 **Policy CF-8.2.** Prepare for efficient and coordinated disaster debris management to support rapid emergency response, timely community recovery, and economic stability following natural hazard events.

DRAFT



Capital Improvement Plan

The Comprehensive Plan's 20-year Capital Improvement Plan (CIP), which can be found in Appendix E, serves as the City's guide for achieving its goals and maintaining established levels of service. By forecasting and assigning projected funding sources to major infrastructure needs, the CIP acts as a bridge between community needs and the City's financial capacity.

The City also maintains a 6-year CIP, which is updated annually to reflect shifting priorities and remove completed projects from the list. The 6-year CIP identifies foreseeable needs requiring immediate or short-term action. Capital improvement projects frequently rely on external funding, such as bonds, levies, loans, or grants, which often require that the relevant projects are identified in the CIP in order to be eligible for funding. This ensures the project has been comprehensively reviewed and planned for by the City. If anticipated funding is not available for a specific project, the City will re-evaluate the project scope and timelines to meet community needs while better aligning with available resources.



Utilities

Introduction

The Utilities Element provides an inventory of existing utilities, current capacities, and identifies future needs to accommodate for the expected population growth. Many public and private agencies are involved in the regulation, coordination, production, delivery, and supply of utility services. The utilities discussed in this element include electrical, telecommunication, water, and natural gas (which is currently not provided in the city).

The inventory presented in this element provides information useful to the planning process. Please refer to the Capital Facilities Element for information on the City's domestic water, sanitary sewer, and stormwater facilities.





Utilities Inventory

CITY PROVIDED UTILITIES

The City's domestic water, sanitary sewer, and stormwater facilities are referenced and inventoried in the Capital Facilities Element.

ELECTRICAL

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, provides electrical service in its service area, which includes parts of Okanogan and Kittitas counties in addition to Chelan County. The Chelan County PUD offers various rebates for residential and commercial customers to promote energy efficiency and weatherization efforts. Chelan PUD also has a comprehensive Wildfire Mitigation Program in place to protect communities and increase the resiliency of the electrical grid. They have also been working to develop a Wildfire Mitigation Program to protect communities and increase the resiliency of the electrical grid. As Leavenworth is located in the highest risk²¹ wildfire area in Washington State, it is important to plan for impacts on power and communication disruptions, whether caused by fire impacts, wind, or proactive power shutoffs to avoid starting a wildfire; the goals and policies of this Element have been updated to reflect this growing risk.

The PUD has been working with the City and community since 2015 to construct a new substation and associated transmission lines to serve the Leavenworth area and increase capacity. Construction of a new substation at North Road/Chumstick Highway is currently underway with anticipated completion in 2026. The PUD is also working to rebuild the Leavenworth Substation (near the Chelan PUD office in Leavenworth) which includes a new double-banked station constructed east of the existing substation, and decommissioning the existing substation upon completion. Anticipated completion in 2027.

This plan adopts the Chelan County PUD's 50-year plan, Imagine 2075²², and the 2025 Integrated Resource Plan²³.

CHELAN COUNTY PUBLIC UTILITIES DISTRICT (PUD)

Wenatchee Service Center

Phone: 509-663-8121

Email: customerhelp@chelanpud.org

Address: 203 Olds Station Rd, Leavenworth, WA 98801

²¹ 2025 Chelan County Community Wildfire Protection Plan

²² Imagine 2075, <https://www.chelanpud.org/about-us/imagine-2075>

²³ Integrated Resource Plan (2025), <https://www.chelanpud.org/environment/operating-responsibly/integrated-resource-plan>

TELECOMMUNICATION, TV, CABLE, AND INTERNET

Frontier and LocalTel provide many services within Leavenworth and its planning area. Charter provides Spectrum TV™, internet and phone services within Leavenworth and its planning area and holds a franchise agreement with the City of Leavenworth. The City is also served by providers such as Verizon, T-Mobile, and AT&T for cellular and telephone service. Cellular and optical fiber technologies are transforming the way service is delivered in Chelan County. Chelan PUD provides fiber optic internet in the region. Like electricity, the provision of telecommunication services is driven by the needs of its customers. As the City and County grow, and as risks to telecommunication facilities grow with compounding climate factors, facilities will be upgraded to ensure adequate service levels and as technology advances. Please refer to the Climate Element for a more detailed description of potential impacts to communication facilities.

WATER

The Icicle Irrigation District (IID) was formed as an official irrigation district in 1917. The Icicle Irrigation District is made up of approximately 39 miles of canals, pipelines, flumes, and tunnels. The Peshastin Irrigation District (PID) serves about 3,700 acres along the west side of the Wenatchee River, from just south of the Leavenworth siphon to just west of the City of Cashmere. The two districts are under the same management and are collectively known as the Icicle/Peshastin Irrigation District (IPID), which together serve 8,000 acres of farmland.

The Icicle and Peshastin Irrigation District (IPID) and the City of Leavenworth are also members of the [Icicle Strategy](#), a working group that was established to find collaborative solutions to water supply problems in the watershed. For instance, as the Climate Element explains, drought and snowpack decline are major concerns for Leavenworth and its water supply. Policies in this Element and the Capital Facilities Element address efforts to increase conservation, prevent contamination, and increase the resilience of the City's water resources.

ICICLE/PESHASTIN IRRIGATION DISTRICT

Phone: 509-782-2561

Email: iid.pid@nwi.net

Address: PO Box 371, 5594 Wescott Cashmere, WA 98815-0371

NATURAL GAS

The City is not served by natural gas; however, individuals may install and use propane systems with a city building permit.



Goals and Policies

Goals and policies with a mountain icon  contribute to the Climate Resilience Element. These goals and policies intend to help the City transition to renewable energy sources, increase reliability against storm-related outages, reduce wildfire risks and impacts on utility infrastructure, and prioritize the resilience of water infrastructure to flood events and post-fire debris flows.

Goal UT-1. Provide public utilities in a coordinated manner that ensures the orderly development of land.

Policy UT-1.1. Require effective and timely coordination of all public and private utility trenching activities including:

- ◆ Coordinate any utility project related to the expansion, improvement, or extension of existing utilities among Chelan County, Washington State Department of Transportation, the PUD, irrigation districts, the City of Leavenworth, and other utility purveyors where shared sites or rights-of-way may be appropriate or efficient.
- ◆ Encourage the consolidation of utility and communication facilities where feasible.

Policy UT-1.2. Coordinate the review of utility permit applications with the review of the related project permit, and, when feasible, approve utility permits concurrently with project permit approval.

Policy UT-1.3. Require technologies for utility development and maintenance that encourage both low cost and minimal disruption to the city.

Policy UT-1.4. Reduce or waive connection fees for affordable housing, including those owned or developed by, or on behalf of, a nonprofit organization, public development authority, housing authority, or a local agency that provides emergency shelter or emergency housing.

Policy UT-1.5. Require the placement of cellular communication facilities in a manner that minimizes the adverse impacts on adjacent land uses. Encourage the use of stealth or screening measures to reduce visual clutter.

Policy UT-1.6. Develop incentives to encourage energy conservation and the use of cost-effective alternative energy sources for new and remodeling construction activities.

Goal UT-2. Ensure cooperation and collaboration between the city and utility providers to develop vegetation management plans and policies for utility corridors that reduce wildfire risks and potential impacts on utility lines.

-  **Policy UT-2.1.** Coordinate with the Chelan County PUD to educate the public on how to avoid potential conflicts between vegetation and utility infrastructure through campaigns like “Right Tree, Right Place”.
-  **Policy UT-2.2.** Coordinate with the Chelan County PUD to reduce potential conflicts between utility infrastructure and critical areas, such as through the consideration of alternate utility routes, coordinated vegetation management activities, and/or long-term vegetation management plans.
-  **Policy UT-2.3.** Manage the quality and quantity of stormwater runoff entering streams, so as to protect public health and safety, surface and groundwater quality, and the ecological functions of natural drainage systems. Where feasible, the City will make low impact development (LID) the preferred and commonly used approach to site development.

 Goal UT-3. Ensure that energy infrastructure – including generation and transmission – is able to withstand and recover quickly from the impacts of extreme weather events and other natural hazards worsened by climate change.

-  **Policy UT-3.1.** Work with energy utilities to improve the safety and reliability of infrastructure vulnerable to climate change.
-  **Policy UT-3.2.** In partnership with Chelan County PUD, increase the resiliency of the electric grid and reduce the risk of wildfires through maintenance, upgrades, and vegetation management, among other methods.
-  **Policy UT-3.3.** Require all new and existing electrical distribution and communication lines to be installed underground where feasible.

 Goal UT-4. Encourage renewable energy, conservation, and energy-efficient technologies and practices to reduce greenhouse gas emissions.

-  **Policy UT-4.1.** Encourage the retrofit of existing buildings for energy efficiency, where feasible.
-  **Policy UT-4.2.** Require all publicly owned buildings to be powered completely by renewable energy, including hydropower, where feasible.
-  **Policy UT-4.3.** Support the development, use, and integration of renewable energy systems, energy conservation measures, and energy-efficient technologies within public utility systems to reduce greenhouse gas emissions and provide backup power during emergencies.



Goal UT-5. Collaborate with the Icicle Irrigation District to sustainably manage water resources, increase the resilience of water resources to climate-exacerbated natural hazards, and protect water quality.



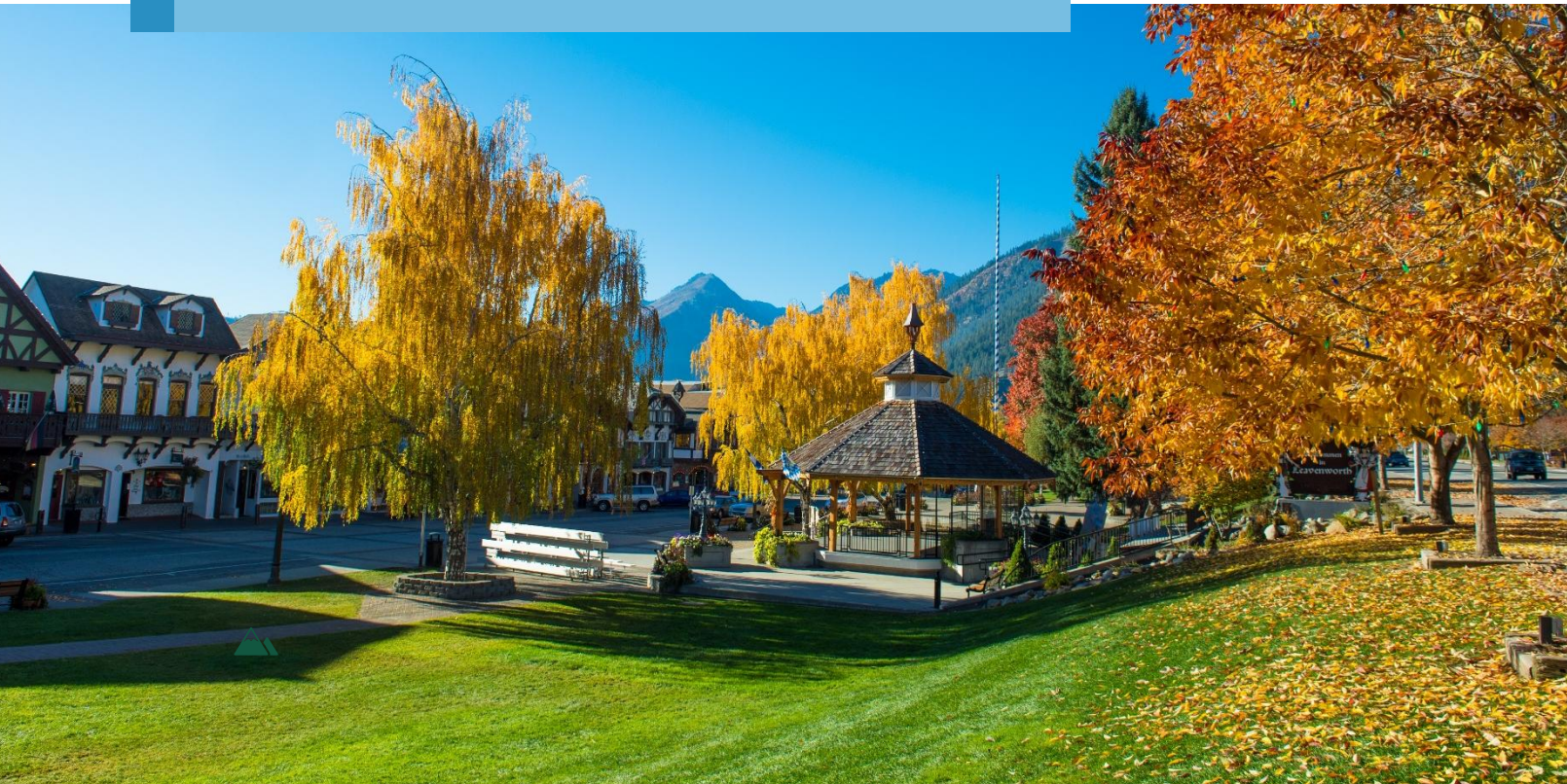
Policy UT-5.1. Manage water resources sustainably in the face of climate change through plant selection, landscape management, use of low-flow water fixtures, and wastewater reuse.



Policy UT-5.2. Encourage the adoption of sustainable agriculture waste-management practices to reduce emissions and water contamination.

SEE ALSO:

Additional utilities-related policies can be found in Land Use Policies 1.4 and 1.5, and additional policies related to the sustainable water management can be found in the Capital Facilities Element.



Transportation

Introduction

The Transportation Element provides the framework for improving mobility and safety in Leavenworth while supporting the City's vision for growth and quality of life. It identifies transportation system needs based on adopted land use assumptions and forecasts, consistent with the Growth Management Act (GMA) and the regional transportation plan, Transportation 2050. This element addresses all modes of travel, including roads, transit, bicycle, pedestrian, and freight, and includes level of service standards, concurrency policies, and strategies for funding and implementation.





PARKING
RESTRICTED
POOL AND PERMIT
PARKING ONLY
DAILY
PERMIT REQUIRED

ian Inn

Hopkins Memorial Inn

Context

Leavenworth envisions a future transportation system that serves all users by offering a safe and robust network of sidewalks, bicycle facilities, intersections, and roadways that provide easy access to downtown and the greater region. This element provides a discussion on the inventory, level of service standards, and goals and policies for the City's transportation system.

More discussion on level of service and traffic projections is provided in Appendix F.

Documents adopted as part of this transportation element include:

- ◆ The City's Six-Year Transportation Improvement Program (TIP), as updated and adopted each year
- ◆ US 2 Upper Wenatchee Valley Corridor Study (2020)
- ◆ Chelan-Douglas Transportation Council Transportation 2050
- ◆ 2026 Leavenworth Traffic Safety Action Plan
- ◆ 2020 Transportation Element Appendix traffic modeling and white paper



Inventory

Leavenworth's transportation system reflects its distinctive role as a year-round community, a tourist destination and gateway to the Upper Wenatchee Valley and the regional highway network. US Highway 2 (US 2) serves as both the City's main street and a state highway that carries freight, local trips, and significant seasonal visitor traffic. This section provides a comprehensive inventory of air, water, and ground transportation facilities and services, including transit, active transportation, and state-owned facilities, consistent with RCW 36.70A.070(6)(a)(iii)(A).

GROUND TRANSPORTATION FACILITIES & SERVICES

STREETS

US 2 serves as Leavenworth's regional transportation corridor, providing the primary access into and out of the City and surrounding area and is owned and maintained by WSDOT. US 2 supports passenger vehicles, freight movement, transit, and emergency response, and plays a critical role in supporting Leavenworth's economy, tourism, mobility, and life safety.

The City's street network consists primarily of two-lane roadways that balance vehicular access with pedestrian, bicycle, and tourism-related needs. Key local arterials and collectors provide connections between residential neighborhoods, commercial areas, recreational destinations, and US 2. Street design and operations in the downtown core emphasize walkability, traffic calming, and access to businesses, reflecting Leavenworth's role as a tourist destination.

The City's street system, with functional classifications and future expansions, is shown in Exhibit TR-1.

PARKING LOTS

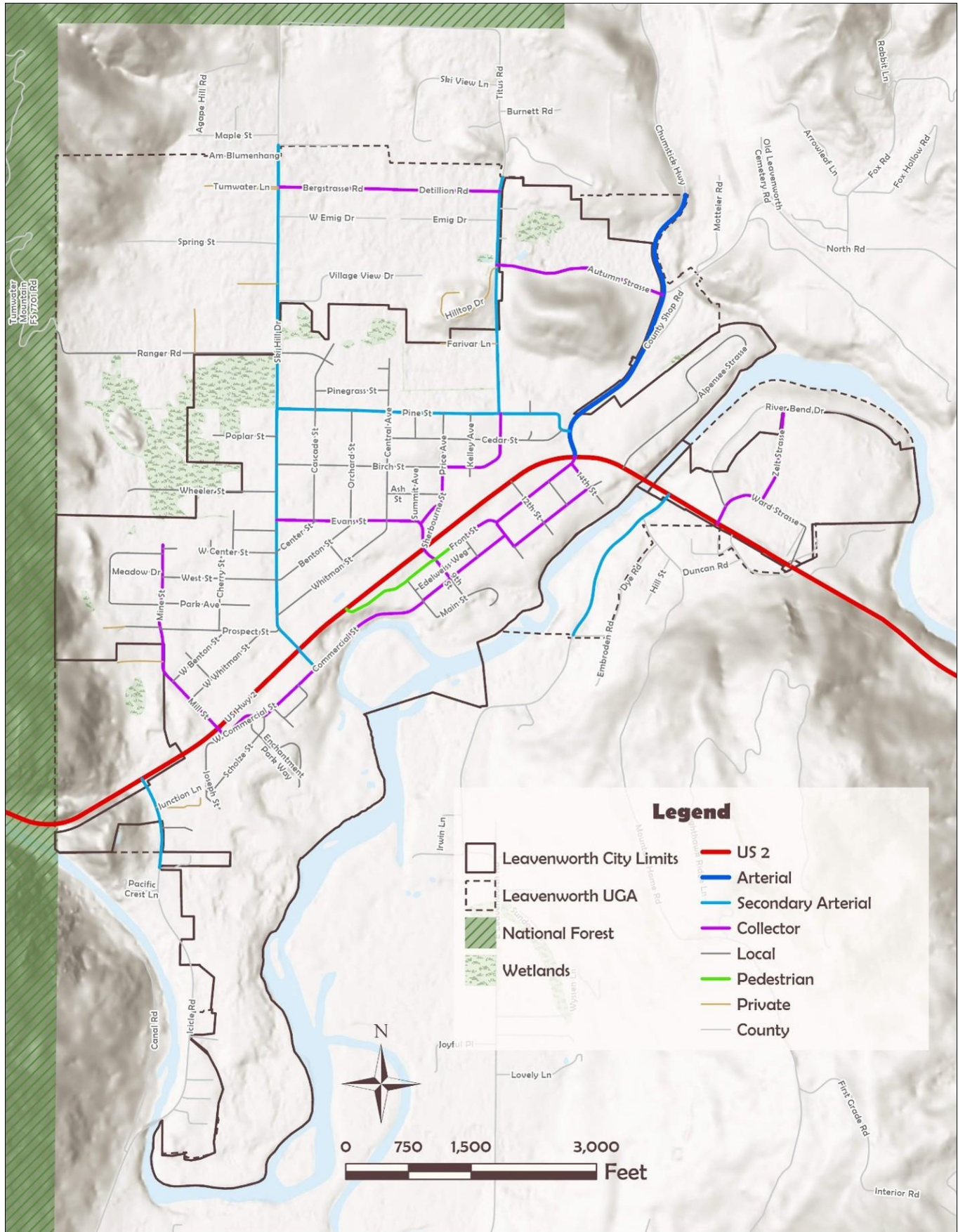
Parking lots play a vital role in reducing congestion along US 2. The City maintains eight paid parking lots in the downtown area, plus the parking lot at City Hall. The City's parking app provides real-time information about parking space occupancy, helping to direct visitors to open parking spaces without needing to circle the block and contribute to congestion. In addition to the City-owned lots, there are two park-and-rides maintained by Link Transit.

RAIL

A Burlington Northern Santa Fe rail line passes adjacent to Leavenworth and supports Amtrak's Empire Builder, which provides daily passenger rail service between Seattle and Chicago. The Empire Builder began stopping in Leavenworth in 2009 after a new train depot was constructed, and in 2025 supported 12,460 riders²⁴.

²⁴ <https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/WASHINGTON25.pdf>

Exhibit TR-1. Leavenworth Street System



FREIGHT

US 2 is designated as a T3 alternative freight corridor. The highway supports the resiliency of statewide freight mobility by providing an alternative freight route when Interstate 90, the state's primary east-west freight corridor, is impacted by severe weather or other disruptions. Through Leavenworth, the highway carries approximately 2.65 million tons of freight annually, averaging 780 truck trips per day or 6% of total traffic.²⁵

At the local level, Chumstick Highway and Icicle Road are designated as T-3 freight corridors, supporting moderate levels of truck traffic. Ski Hill Drive, Titus Road, and Pine Street between Titus Road and Chumstick Highway are designated as T-4 or T-5 truck routes, accommodating lower freight volumes and primarily serving local access needs.

TRANSIT

Link Transit provides free public transportation within Leavenworth and to Wenatchee. The City is served by three fixed routes and two on-demand services:

- ◆ Route 32 provides local transit along US Highway 2 between the Glacier parking lot at the west end of the City and the Willkommen Park-and-Ride at the east end. This important route helps shuttle locals and tourists between downtown destinations, reducing the volume of local vehicle trips, especially during festivals.
- ◆ Route 22 and 122 Express provide service between Wenatchee and Leavenworth.
- ◆ Dial-a-Ride Transportation (DART) service is available to anyone within the Leavenworth service area, and Paratransit service is available to qualifying individuals.

For interstate travel, Northwestern Stage Lines provides daily bus service to Leavenworth from Seattle, Spokane, and Pullman.

ACTIVE TRANSPORTATION FACILITIES

Leavenworth's active transportation network is a defining feature of the City, supporting walkable neighborhoods, recreation, tourism, and access to local destinations. The system includes a combination of sidewalks, shared-use activity trails, recreational trails, and bicycle lanes. The existing active transportation system is shown in Exhibit TR-2, along with proposed expansions.

AIR TRANSPORTATION FACILITIES

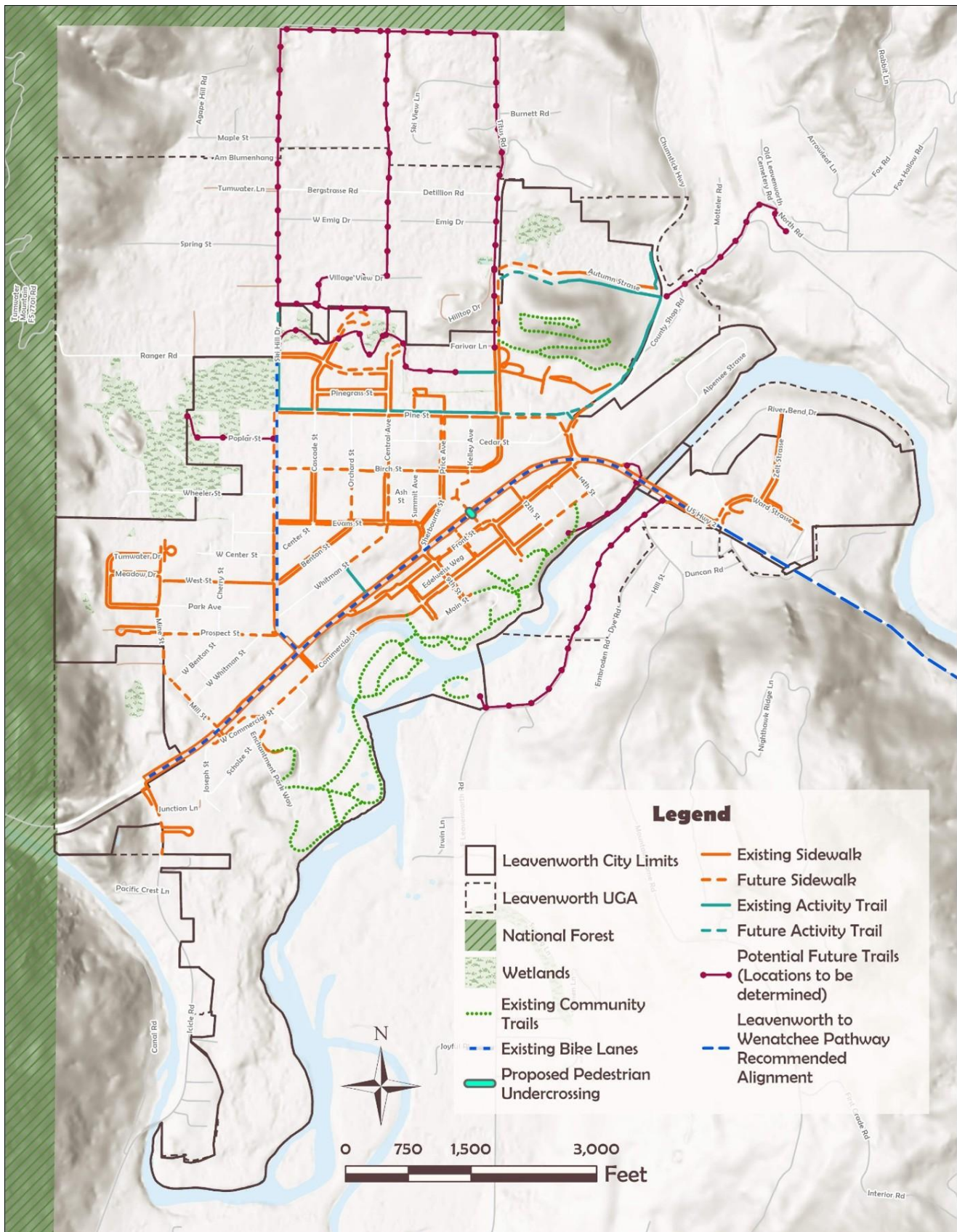
There are no air transport facilities within or nearby city limits. The nearest general aviation and commercial airport is Pangborn Memorial Airport in East Wenatchee. It provides passenger service, air cargo handling, and general aviation for residents, businesses, and visitors. The nearest public airports are the Lake Wenatchee State Airport owned by WSDOT and the Cashmere-Dryden Airport owned by Chelan County.

WATER TRANSPORTATION FACILITIES

There are no water-based transportation facilities within Leavenworth that support passenger or freight travel.

²⁵ <https://wsdot.wa.gov/freight-plans>

Exhibit TR-2. Existing and Future Bicycle and Pedestrian Facilities



Level of Service

The City adopts the following multimodal level of service (LOS) standards and the associated methodologies, deficiency threshold, and monitoring procedures described in Appendix F. These adopted standards and methods guide concurrency review, annual performance evaluation, and transportation investment decisions. As growth happens, transportation facilities that exceed the LOS thresholds are considered deficient and will be addressed through the Transportation Improvement Program and concurrency review.

These LOS standards support the Growth Management Act requirements for multimodal performance, active transportation, and environmental justice and are consistent with the LOS standards adopted in the regional Transportation 2050 plan.

VEHICLE LOS STANDARDS

The automobile LOS standard reflects typical weekday conditions and the seasonal visitor demand that is characteristic of Leavenworth. The City will maintain the current LOS standards:

- ◆ City Streets
 - Weekday PM Peak Hour: LOS D or better at all intersections.
 - Summer Sunday Peak Hour: LOS F permitted when delays remain less than 100 seconds at signalized intersections and less than 70 seconds at unsignalized intersections.
- ◆ US Highway 2: LOS D; however, concurrency requirements do not apply to highways of state-wide significance, per RCW 36.70A.070(6).

PEDESTRIAN LOS STANDARDS

Pedestrian LOS is based on:

- ◆ Minimum clear sidewalk widths:
 - US 2: 8 feet
 - Urban Streets: 5 feet
 - Activity Trails: 8 feet
- ◆ Continuous sidewalks are required on US 2, all arterials and collectors, and within one quarter mile of schools and transit stops.
- ◆ Crossing spacing standards:
 - US 2 Downtown (Ski Hill Drive to Leavenworth Park and Ride): Maximum 700 feet between marked crossings
 - US 2 Outside Downtown: Maximum 1,200 feet between marked crossings
 - Other roads: Maximum 800 feet between marked crossings or intersections
 - All pedestrian facilities must meet ADA standards for curb ramps, slopes, clear widths, and detectable warnings.
 - Enhanced crossings on all legs of intersecting federally classified roads and US 2.
 - Enhanced crossings at commercial areas.
 - 100% completion of planned regional pathways.
 - No vehicle-pedestrian collisions.

BICYCLE LOS STANDARDS

Bicycle LOS is based upon:

- ◆ Level of Traffic Stress (LTS) 2 or better for bicycle corridors on high-volume streets and LTS 1 on lower volume streets.
- ◆ All bike routes are continuous and connect to an activity trail or low volume street.
- ◆ 100% completion of planned regional on-street bikeways and planned regional pathways.
- ◆ No vehicle-bicycle collisions.

TRANSIT LOS STANDARDS

The LOS standards for transit focuses on stop quality and safe, accessible connections that support Link Transit operations.

- ◆ Provide lighting, seating, route information, and ADA-compliant access, as identified in Link Transit's internal bus stop amenity standards.
- ◆ High-use stops (averaging more than 10 boardings per day) should include shelters when feasible.
- ◆ Sidewalks within one quarter mile of transit stops must meet pedestrian LOS standards.

ENVIRONMENTAL JUSTICE LEVEL OF SERVICE

To ensure transportation investments equitably serve all residents, particularly those with limited transportation options, lower incomes, and/or other disadvantages, the City evaluate, identify, and monitor Environmental Justice areas and the distribution of projects within. Deficiencies identified within the evaluation will be addressed through prioritized capital improvements to ensure equitable and reliable access to transportation services and infrastructure.

Project Lists

6-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

The 6-year Transportation Improvement Program (TIP) is updated annually and adopted by City Council. The TIP can be amended if new project or funding opportunities arise. The TIP provides a timeline and funding sources for each project. More information on TIP projects can be found on the City's website.

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Exhibit TR-3. Projects from the 2026-2031 TIP

PROJECT NUMBER	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT INITIATION YEAR	TOTAL ESTIMATED COST	GRANT FUNDING	CITY'S OBLIGATION	EXPENDITURES					
							YEAR 1 2027	YEAR 2 2028	YEAR 3 2029	YEAR 4 2030	YEAR 5 2031	YEAR 6 2032
1	Multi-level Mixed Use Parking Structure	Multi-level mixed use parking structure.	2027	\$45,000,000		\$45,000,000	\$2,500,000	\$42,500,000				
2	Roundabout at Hwy 2 & Icicle Road – Gateway Feature	Partnership with Link Transit to construct a gateway feature at Highway 2 Roundabout.	2027	\$150,000		\$150,000	\$150,000					
3	Ski Hill Dr Improvements Phase II – Sidewalks	Continuation of sidewalk beginning from Evans St to Pine St.	2027	\$1,175,000	CDTC: \$722,275	\$452,275	\$1,175,000					
4	Autumn Strasse Extension – Chumstick to Titus Road Connector	Complete roadway from Chumstick to Titus Road including multiuse trail.	2027	\$3,500,000	CDTC: \$2,000,000 TIB: \$500,000	\$1,000,000	\$500,000	\$3,000,000				
5	Citywide Road Maintenance and Repair	Slurry Seal and Road Patching across City Streets.	2027	\$1,500,000	TIB: \$1,350,000	\$150,000	\$1,500,000					
6	Front Street Pedestrian Plaza	Reconstruction of western portion of Front Street as a pedestrian plaza between US 2 and Division Street.	2028	\$60,000,000	TBD	TBD		TBD	TBD	TBD	TBD	TBD
7	Ward Strasse/Riverbend Intersection Improvement Planning	Planning study (30%) to develop intersection improvement options to enhance traffic movement.	2028	\$50,000		\$50,000		\$50,000				
8	US 2 Pedestrian Safety Improvements	Pedestrian improvements at US 2/Ski Hill and US 2/Mine St and other locations.	2028	\$1,800,000	WSDOT/TIB: \$1,600,000	\$200,000		\$250,000	\$1,550,000			
9	Evans/Sherbourne Sidewalk Repairs	Widen Evans, repair sidewalks, add curb ramps in the vicinity of Evans and Sherbourne.	2028	\$500,000	TIB: \$450,000	\$50,000		\$50,000	\$450,000			
10	Sidewalk Addition: Commercial Street/Scholze Street	Construction of new sidewalk to extend existing sidewalk to entrance of Enchantment Park.	2029	\$800,000	TIB/CDTC: \$700,000	\$100,000			\$800,000			
11	Pine Street Phase II: Chumstick Roundabout	Titus Road to Chumstick Hwy Roundabout: street reconstruction; multi-use path; sidewalk; water, sewer, and stormwater improvements.	2029	\$6,000,000	CDTC: \$2,000,000 TIB: \$2,000,000	\$2,000,000			\$500,000	\$5,500,000		
12	Central Avenue Sidewalk Extension: Evans Street to Pine Street	Construction of new sidewalk on Central Avenue to extend Safe Routes to School sidewalk to the multiuse path on Pine Street.	2030	\$1,000,000	TIB: \$900,000	\$100,000				\$250,000	\$750,000	
13	River Bend Dr/Ward Strasse Sidewalk Improvements	Construct sidewalks in existing gaps on Ward Strasse between Zelt Strasse and US 2.	2030	\$600,000	TBD	TBD				\$150,000	\$450,000	
14	Scholze Street Reconstruction Project	Rebuild Scholze St between Enchantment Park Way and Joseph St.	2031	\$750,000	TBD	TBD					\$750,000	
15	Mine Street/Mill Street Improvements	Pedestrian/bicycle facilities, pavement improvements, etc.	2032	TBD	WSDOT/TIB Grant	TBD						TBD
16	Annual Street and Sidewalk Maintenance and Repair	Crack sealing, HMA repair, new sidewalk panels, curb ramps, etc. Includes street repairs as part of utilities work.	Annual	\$720,000	TBD	TBD	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000
17	Annual Safety Improvements	Improve safety for pedestrians, bicyclists, and motorists. Work can be multi-faceted depending on required improvements.	Annual	\$600,000	TBD	TBD	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
18	Regional Pathways Plan – Multi Modal Trail	Partnership with Chelan County to extend a multiuse trail to Peshastin.	TBD	TBD		TBD						
19	US 2 Pedestrian Underpass	US 2 pedestrian underpass.	TBD	\$4,500,000	\$4,500,000 State 16-Year Transportation Package	\$0						

20-YEAR PROJECT LIST

The 20-year project list includes project that are anticipated to be needed to serve new growth and development. This list is less detailed than the 6-year TIP and does not include cost estimates.

Exhibit TR-3. 20-year project list

NAME	DESCRIPTION
ADA Transition Plan	Prepare and implement an ADA transition plan, including evaluation of all City-owned off-street parking facilities.
Construct missing pedestrian and bicycle connections	Construct missing sidewalks, activity trails, and bicycle facilities to improve multimodal LOS and increase safety.
US 2 eastbound bicycle lane	Remove on-street parking to connect bicycle lane paired with delivery zone/parking/drop off.
Icicle Road pedestrian crossing	Construct a mid-block marked crosswalk across Icicle Road on the north side of the Leavenworth Adventure Park site parking lot
Pedestrian crossing at US 2 and Mill Street	Install signage and an enhanced crossing to improve pedestrian safety at the uncontrolled crossing at Mill Street and US 2.
US 2/Ski Hill Drive intersection improvements	Install traffic control at US 2 and Ski Hill Drive to improve LOS improve safety for bicyclists and pedestrians.
US 2 streetscape improvements Phase I-III	Improve US 2 mobility for local traffic, transit, and emergency responders by extending right-turn pockets to bypass queueing on US 2 and transit signal preemption. Project includes construction of a shared use path to separate bicyclists and pedestrians from vehicles on US 2. Phase 1: Ski Hill Drive to 9th Street Phase 2: 9th Street to Chumstick Highway Phase 3: Chumstick Highway to East Leavenworth Road
Intersection improvements at US 2 and Chumstick Highway	Restripe the northbound approach to extend the right turn bay past 14th Street and change the lane configuration for both the northbound and southbound approach to provide a left turn and a through-right. Retime traffic signal to remove split phasing.
Install traffic signal preemption	Upgrade existing signals to provide preemption for transit and emergency vehicles. Project would be the first phase of streetscape improvements on US 2.
Support improved transit connections	Partner with LINK Transit to increase transit frequency, specifically during off-peak travel times to better accommodate service industry employees.
8th Street improvements	Reconstruct 8th Street, including curb replacement, sidewalk, and illumination, from Front Street to Commercial Street
Division Street reconstruction	Reconstruct Division Street, including sidewalks, curb, gutter, and street illumination, from Commercial Street to the Wenatchee River Institute
County projects that benefit the City	Support County-led projects that benefit the City, such as intersection improvements at North Road and Chumstick Highway, Titus Rd improvements north of city limits, and a multi-use trail that connects Leavenworth to the train station

Financing and Implementation

This long-range planning effort has identified many transportation investments that would greatly enhance Leavenworth's transportation network but exceed forecasted revenues over the next few decades. If the City finds that implementation of necessary improvements is not feasible due to funding, the City must consider how additional funding can be raised or how land use assumptions can be reassessed to ensure the LOS standards are met. Existing and additional revenue sources that the City could consider implementing to enhance its ability to fund transportation system maintenance and rehabilitation, as well as new capital, are described below.

EXISTING REVENUES

TRANSPORTATION BENEFIT DISTRICTS (TBD)

Cities and counties may form transportation benefit districts (TBDs), quasi-municipal corporations, and independent taxing districts that fund specific transportation projects. TBD revenue may be used for transportation improvements included in a local, regional, or state transportation plan. Maintenance, operation, and construction costs are eligible. Leavenworth receives funding from a 0.2% sales tax, which raises an estimated \$700,000 in annual revenues. The tax must be reauthorized by voters in 2031.

REAL ESTATE EXCISE TAX

Real estate excise taxes are taxes on the selling price of real estate. The first quarter percent can be used on capital projects included in the capital facilities element of the Comprehensive Plan. The second quarter percent is restricted to transportation, water/storm/sewer systems, and parks. Leavenworth collects 0.05% tax on each real estate transaction, providing an estimated \$200,000 into the public works capital projects fund.

GAS TAX

The state allocates a portion of gas tax revenue back to the City. These funds are generally used for maintenance and preservation.

PARKING REVENUES

The City implemented paid parking in the downtown core in 2021, which will bring in an estimated \$3.6 million in 2026. The parking fees pay for parking management and enforcement, parking lot improvements, and increasing parking availability through the creation of new parking lots and the proposed construction of a new parking garage.

POTENTIAL REVENUES

TRANSPORTATION IMPACT FEES

Transportation impact fees (TIF) are one-time charges on new development to fund transportation capital improvement needed to accommodate growth. The State provides guidance for how impact fee programs are developed, including the types of capital projects

that can be funded and how rates must be structured. Impact fees cannot be used to fund maintenance and operations costs.

COMPETITIVE GRANT PROGRAMS

Most large transportation projects are funded by grant programs, such as WSDOT Safe Routes to School, Transportation Improvement Board grants, and CDTC Regional STP Program.

STATE APPROPRIATIONS

The state occasionally funds a package of transportation projects state-wide or appropriates funds to specific projects.

DRAFT



Skandinavien / Dänemark
Schlesien / Ostpreußen
Sachsen / Ostpreußen
Pommern / Ostpreußen
Pommern / Ostpreußen

Goals and Policies

Goals and Policies with a mountain icon  contribute to the Climate Resilience Element. These policies aim to increase the resilience of the City's transportation network, by prioritizing low-carbon transportation options, ensuring transportation facilities are resilient to climate impacts, and identifying emergency and evacuation procedures.

Goal TR-1. Provide a safe, accessible, well-connected, and complete transportation system for travelers of all modes, all ages, and all abilities.

- Policy TR-1.1.** Support the expansion of public transit service and facilities in Leavenworth. Improve bus stop comfort and safety through coordination with Link Transit, and improve shelters and safe access for pedestrians and bicyclists.
- Policy TR-1.2.** Implement transportation demand management (TDM) strategies to reduce peak auto demand, improve multimodal access, and support LOS compliance.
- Policy TR-1.3.** Plan a transportation system that equitably accommodates users of all abilities, including the elderly and those with special needs.
- Policy TR-1.4.** Develop and adopt an ADA transition plan that will identify existing obstacles to accessibility and create and establish a schedule to meet compliance.
- Policy TR-1.5.** Prioritize the needs of bicyclists and pedestrians of all ages and abilities in the design and construction of future transportation improvements.
- Policy TR-1.6.** Develop an active transportation system that promotes connectivity between residential development, parks and recreation facilities, schools, the train station, park and rides, and downtown via pathways, trails and street extensions.
- Policy TR-1.7.** Support pedestrian-oriented design and streetscape amenities including landscaping, benches, lighting, artwork, and other amenities.
- Policy TR-1.8.** Adopt bicycle parking standards for public and commercial facilities.
- Policy TR-1.9.** Achieve the LOS standards identified within this plan for all modes of transportation.
- Policy TR-1.10.** Support implementation of the Leavenworth to Wenatchee regional trail system.
- Policy TR-1.11.** Support and encourage development of electric vehicle charging infrastructure.

Policy TR-1.12. Implement the 2026 Traffic Safety Plan to continue supporting crash reduction and increase safety for all modes of transportation.

Policy TR-1.13. Coordinate with Chelan County to ensure seamless transitions of active transportation routes from City streets to County roads.

Policy TR-1.14. Route and design new transportation facilities to avoid publicly owned natural preserves, parks, significant cultural resources, and critical wildlife habitat areas and corridors whenever feasible. Exceptions may be considered only when necessary to serve an overriding public interest and when impacts are minimized and appropriately mitigated.

Goal TR-2. Minimize the impacts of US 2 on Leavenworth's quality of life through collaborative efforts that involve community members and other agencies and organizations.

Policy TR-2.1. Continue coordinating with WSDOT, CDTC, Link Transit, and Chelan County to address traffic congestion problems and improve multimodal access along and across US 2 through implementation of the Transportation Element, Traffic Safety Action Plan, and the US 2 Upper Wenatchee Valley Corridor Study.

Policy TR-2.2. Ensure the Comprehensive Plan remains consistent with Transportation 2050 and other regional plans.

Policy TR-2.3. Prioritize inclusive community outreach in the transportation planning process to ensure equitable implementation of transportation improvements.

Policy TR-2.4. Consider impacts to human health and safety (noise, exhaust fumes, vibration, etc.), as well as environmental impacts when planning and designing transportation facilities.

Policy TR-2.5. Pursue collaborative funding opportunities with WSDOT and other agencies for projects on US 2 that support safety and efficiency for all modes of travel.

Policy TR-2.6. Explore the feasibility of a US 2 bypass via Chumstick Highway to redirect through traffic around the City.

Policy TR-2.7. Work with WSDOT and other partners to install safe and accessible pedestrian crossings along US 2, with priority given to crossings at Mill Street and Ski Hill Drive.

Goal TR-3. Provide a coordinated, efficient, and financially sustainable parking system that balances access, economic vitality, neighborhood character, and multimodal transportation goals.

Policy TR-3.1. Develop and maintain residential, customer, employee, and visitor parking options which reflect changes in demand, reduce congestion and frustration, and provide for the community as a whole.

- Policy TR-3.2.** Pursue cooperative partnerships between the public and private sectors to provide and/or fund needed parking facilities and strategies.
- Policy TR-3.3.** 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 TR-3.4.** Pursue development of a downtown parking garage and encourage underground and/or structured parking for private developments.
- Policy TR-3.5.** Design and maintain public parking facilities to enhance safety and security by including Crime Prevention Through Environmental Design (CPTED) principals such as appropriate lighting, clear signage, safe pedestrian circulation, visibility, landscaping design that avoids hidden areas, and regular maintenance.
- Policy TR-3.6.** Consider a fee-in-lieu program for off-street parking in Central Commercial zone.

 Goal TR-4. Preserve, maintain, and construct transportation infrastructure to be long-lasting, resilient, safe, aligned with the land use element, and financially sustainable.

- Policy TR-4.1.** Update the 6-Year Transportation Improvement Plan (TIP) annually to reflect current estimated costs and schedules to ensure priority, cost, and timing of projects are accommodated.
-  **Policy TR-4.2.** Identify and implement strategies and standards to ensure the resilience of the existing and new transportation system from climate change exacerbated hazards.
- Policy TR-4.3.** Engage in proactive maintenance of existing infrastructure to mitigate potential issues, maintain safe surfaces for all modes of travel, and extend their expected lifespan.
- Policy TR-4.4.** Require new development to mitigate their impacts to the transportation system, ensuring that appropriate levels of service for all modes of transportation are maintained and concurrency requirements are met.
- Policy TR-4.5.** Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services.
- Policy TR-4.6.** Identify and pursue grant opportunities to fund new transportation projects.
- Policy TR-4.7.** Require development to address snow removal and storage in the design of streets and other transportation facilities.

Policy TR-4.8. If funding is not available to meet existing or future transportation needs, reassess the land use element

 **Policy TR-4.9.** Encourage landscaping, street trees, and low impact development along transportation facilities for stormwater management, noise reduction, shade, visual appearance, and air quality.

 **Goal TR-5. Ensure that the local transportation system – including infrastructure, routes, and travel modes – is able to withstand and recover quickly from the impacts of extreme weather events and other hazards exacerbated by climate change.**

 **Policy TR-5.1.** Identify and mitigate transportation infrastructure that is vulnerable to repeated floods, landslides, and other natural hazards.

 **Policy TR-5.2.** Create evacuation plans and outreach materials to help residents plan for emergencies. Regularly practice actions with the community to ensure evacuations are safe and efficient.

Climate Resilience

Introduction

In May 2023, new legislation (HB 1181) added climate planning as a new goal of the Growth Management Act in Washington State. This required cities like Leavenworth to add a resiliency element to its 2026 Comprehensive Plan update and use their principal planning documents to build community resilience against natural hazards and climate change.

Leavenworth has identified goals and policies that will anticipate, prepare for, and adapt to climate change and minimize negative impacts on the city's natural systems, infrastructure, and community members. This resilience element aims to accomplish the following, consistent with state law:

- ◆ Equitably enhance the resilience of communities and ecological systems to climate change.
- ◆ Be consistent with the best available science and scientifically credible climate projections and impact scenarios.
- ◆ Prioritize and benefit overburdened communities that will suffer disproportionately from environmental impacts and climate-exacerbated natural hazards.

Resilient goals and policies are included in this Climate Element as well as other Elements of the Comprehensive Plan.

Washington State Department of Commerce planning guidance was used to document the assessment of climate-related impacts, vulnerabilities, and risks, and develop resilience goals and policies for Leavenworth.



Climate Context

Leavenworth faces climate hazards that increasingly overlap and amplify one another, challenging public safety, infrastructure, and the local economy. Severe storms, wildfire and smoke, heavy rain and flooding, extreme temperatures, and drought with snowpack loss are no longer isolated events. They are compounding stressors that can disrupt power and communications, strain emergency response, impede transportation, and affect tourism and daily life. Recent storms, heatwaves, Arctic blasts, and major wildfire seasons illustrate how quickly conditions can shift and escalate, with disproportionate impacts on vulnerable residents. Looking ahead, projections point to more intense storm activity, longer fire seasons with heavier smoke, greater winter rain and rain-on-snow flooding, hotter summers, less snowpack, and diminished summer stream flows.

CLIMATE HAZARDS AND IMPACTS

SEVERE STORMS

Severe storms occur when multiple hazards overlap or occur in sequence, such as heavy rain followed by high winds or rain combined with extreme cold. With increasingly unstable atmospheric conditions associated with climate change, including trends toward more frequent and intense storm activity, severe storms warrant focused attention in Leavenworth's resilience planning.

Leavenworth has experienced several recent events that illustrate these compounding effects. In December 2025, a period of extreme rain and warm weather followed by extreme winds caused trees to fall throughout the city and surrounding areas, leading to widespread structural damage, power and communications outages, and disrupted holiday tourism. "It couldn't happen at a worse time, but we don't get to decide these things — that's Mother Nature," Leavenworth Mayor Carl Florea said. "Unfortunately, I think what we're seeing is some of the impacts of climate change and that warming trend that brings everything in rain instead of snow."

The 2022 "Snowmageddon" brought significant snowfall within 24 hours, confining residents to their homes and straining emergency response and public works operations. A severe wind event in 2018 also produced notable damage and service disruptions from downed trees. These events demonstrate how compounding weather events can quickly escalate into city-wide challenges.

Severe storms affect daily life, public services, and the local economy. School closures disrupt families and workforce participation, with ripple effects on employers and service providers. Transportation connectivity is compromised when regional transportation routes and local streets are closed or hazardous, limiting access for residents, visitors, freight, and emergency services.

Power and communications disruptions impede essential services, emergency coordination, business operations, and tourism, with disproportionate impacts on vulnerable residents. Because most severe storms occur during colder seasons and most buildings are heated by electricity, power outages are especially impactful to the health and safety of the community.

Severe storms are predicted to increase in frequency and severity

These cascading effects underscore the need for resilient energy, communications, and transportation systems, as well as clear emergency communications and continuity plans.

SEVERE STORM PROJECTIONS

Looking ahead, climate projections indicate that storm-related risks are likely to increase.

- ◆ Over the last two decades, numerous studies have documented how atmospheric rivers will become larger and more frequent, moister and rainier, and more hazardous to communities in the future^a.
- ◆ Continued warming of the Polar Vortex may influence the Jet Stream, contributing to more variable and extreme weather patterns that can push cold Arctic air south and increase the likelihood of rapid weather swings or ice storms.

These trends point to the importance of proactive adaptation measures, including hardening critical facilities and lifelines, improving redundancy in power and communications, enhancing stormwater and slope stability management, and coordinating regional transportation and emergency response strategies.

a. Henny, L., and K. Kim, 2025: The Changing Nature of Atmospheric Rivers. *J. Climate*, 38, 1435–1456, <https://doi.org/10.1175/JCLI-D-24-0234.1>

WILDFIRE AND SMOKE

Leavenworth is located in the highest risk²⁶ wildfire area in Washington State. Hotter, drier conditions and longer fire seasons, combined with more development and use within forested areas, increase the likelihood of ignition and the rapid spread of fire across the wildland–urban interface. These same conditions contribute to heavy smoke emissions from local or distant wildfires that can persist for days or weeks, degrading regional air quality and creating public health risks.

Leavenworth's recent fire history underscores this risk. The community experienced evacuations during the 2017 Mill Fire and the 1994 Hatchery Complex Fire, and more than two hundred fires have been recorded in the Leavenworth area since 1970. Embers are known to be the leading cause of home loss in wildfires. They can be lofted miles ahead of a fire front and ignite spot fires, especially under extreme winds, high heat, and dense fuels. This ember exposure is particularly consequential in neighborhoods with closely spaced structures, wood or plant-based privacy fences, or accumulated combustible materials, where structure-to-structure ignition can occur.

In recent years, Leavenworth has experienced a noticeable increase in wildfire smoke, resulting in more days with unhealthy Air Quality Index (AQI) levels. Longer, hotter, and drier fire seasons across the region are producing larger, more persistent smoke events, and the valley's terrain can trap that smoke for days at a time. What used to be occasional late-summer haze has become recurring stretches of poor air into fall, with more days of AQI above 100 - "Unhealthy for Sensitive Groups,"

By mid-century, Leavenworth will experience up to 10 more fire danger days per year

²⁶ 2025 Chelan County Community Wildfire Protection Plan

“Unhealthy,” and even “Very Unhealthy” ranges. FirstStreet estimates that Leavenworth will see two weeks of AQI above 100 in 2026.

Wildfire smoke has significant health, equity, and economic implications. Low outdoor and indoor air quality causes disproportionate impacts on children, older adults, outdoor workers, and people with cardiovascular or respiratory conditions. Households living in dwellings with limited weatherization, filtration, or air sealing face elevated indoor smoke exposure and may lack safe options to shelter in place. Prolonged smoke can lead to school closures, canceled events, reduced tourism, and interruptions to local businesses.

Wildfire can affect regional connectivity when roads are closed due to wildfire activity or post-fire debris flows. The limited capacity of roads leading to and from Leavenworth will be strained if rapid evacuations are necessary, potentially putting evacuees at risk and limiting the mobility of emergency responders. These disruptions will lengthen response times, isolate neighborhoods, impede delivery of supplies and medical care, and suppress tourism and local commerce.

Power and communications disruptions, whether caused by fire impacts or Public Safety Power Shutoffs – when utility providers proactively shut off power to avoid starting a wildfire – complicate emergency response and daily life by limiting access to 911 service and public safety alerts, closing schools and businesses, disabling transportation infrastructure, point-of-sale transactions and ATMs, and interrupt pumps for gas stations, wells, and wastewater lift stations. Medically dependent residents can lose refrigeration, air conditioning, and power for medical equipment. Extended power outages can isolate canyons with already spotty coverage, making evacuation coordination harder and forcing greater reliance on generators, radio, and door-to-door notifications.

Peak stream flows are predicted to increase by 2-7% in winter

WILDFIRE PROJECTIONS

By mid-century, wildfire risks are projected to intensify.

- ◆ Continued warming is expected to prolong drought conditions that keep soil and fuels dry and extend the burn season.
- ◆ Nine to ten more wildfire danger days each year.
- ◆ The probability of ember cast and structure-to-structure spot fires is likely to increase during extreme weather events.
- ◆ Leavenworth already faces a severe air quality risk; state health disparity indicators rate local PM2.5 and ozone exposure at 10 out of 10, signaling heightened vulnerability to smoke events and related health outcomes^a.

These trends highlight the need to reduce ignition risk and home vulnerability to embers, improve indoor air quality protections—especially for residents in smoke-vulnerable homes—and strengthen emergency preparedness, public communications, and continuity plans for schools, businesses, and essential services.

a. Washington State Department of Health: Environmental Health Disparities Map

HEAVY RAIN AND FLOODING

Leavenworth traditionally experiences annual spring runoff, but heavy winter rains and flooding are becoming more common. Warmer air holds more moisture, increasing the intensity and frequency of heavy rainfall and wet snow events. Warm, moisture-laden

atmospheric rivers like the “Pineapple Express” are expected to occur more often, bringing episodes of heavy rain and strong winds. The steep terrain and constrained river valleys surrounding Leavenworth increase the likelihood of flooding, particularly during rain-on-snow events that rapidly release water from mountain snowpack.

Leavenworth experiences both localized stormwater flooding and broader riverine flooding. Streets and neighborhoods with recurring storm-related flooding include Ski Hill Drive, Center Street, West Street, and Whitman Street; regional storms often flood Chumstick Road and Titus Road. Short-duration storms can cause minor flooding at the Cedar/Burke Street intersection and on Orchard Street, while Division Street and the Commercial Street intersections at 12th and 10th also experience minor flooding during storms. The latest FEMA preliminary flood maps identify more high-risk flood areas, along Titus Road extending toward Ski Hill and an enlarged floodplain along Icicle Creek and the Wenatchee River; however, these maps reflect historical conditions and do not account for future climate change.

The City's riverfront park system is within the Icicle Creek floodplain. These open spaces benefit and protect the City but will be subject to more intense flooding conditions in the future and potential for increased damage to the park infrastructure.

Flooding has community-wide implications. Intense downpours can overwhelm local stormwater systems and cause street and property flooding. Rain-on-snow events elevate risks of rapid runoff and ponding. Excessive rain and standing water can erode and deteriorate city streets, damage culverts and roadside ditches, and undermine utilities. Power reliability may be reduced if substations, lines, or communications infrastructure are damaged. Recreation sites, trails, and open spaces may be temporarily inaccessible or closed, while riparian areas can suffer erosion, sedimentation, and habitat degradation.

HEAVY RAIN AND FLOODING PROJECTIONS

By mid-century, projected changes point to increased flood risk with seasonal shifts.

- ◆ Regional modeling indicates a 2–5% decrease in the magnitude of heavy and extreme precipitation on average, but this does not account for atmospheric rivers, which can deliver outsized storms to the Cascades^a.
- ◆ Warmer winters will increase the share of precipitation that falls as rain rather than snow, raising the likelihood of winter flooding.
- ◆ Peak streamflows are projected to increase by approximately 2–7% in winter.
- ◆ The return intervals for flood events are expected to shorten; for example, a 25-year event on Chumstick Creek is projected to occur about every 10.7 years, while on the Wenatchee River it may occur about every 21.1 years.
- ◆ Overall flood exposure is expected to remain moderate, with up to 7% of properties at risk over the next 30 years^b.

These trends underscore the need to manage both riverine and urban flooding, plan for rain-on-snow events and atmospheric rivers, and invest in resilient stormwater systems, roadway maintenance, and habitat protection.

a. University of Washington: Climate Mapping for a Resilient Washington

b. FirstStreet.org

EXTREME TEMPERATURES

Extreme temperatures encompass both unusually high temperatures and short periods of deep cold driven by seasonal atmospheric dynamics such as Arctic blasts or polar vortex disruptions. Rising average temperatures increase the frequency, intensity, and duration of heat events, while occasional extreme cold will still occur and can be amplified by jet stream variability. Together, these conditions stress public health, infrastructure, ecosystems, and the local economy.

Recent events illustrate the range of risks. The January 2024 Arctic Blast brought prolonged freezing temperatures that strained heating systems, created hazardous travel conditions, and contributed to freeze–thaw damage in streets and utilities. The July 2024 three-day heatwave, which coincided with the Independence Day weekend, elevated risks for residents and visitors and increased electricity demand for cooling. The June 2021 “heat dome” produced record-breaking temperatures statewide, underscoring that exceptional heat can affect the entire region simultaneously, limiting the availability of mutual aid and regional cooling resources.

Extreme heat and cold have broad community and economic implications. Higher cooling demand is expected to increase electricity usage by roughly 16%²⁷, with potential implications for peak load management and business continuity. Roadways can rut or crack in extreme heat and develop more potholes from repeated freeze–thaw cycles. Warmer stream temperatures can challenge compliance with water quality standards and wastewater effluent limits. Elevated temperatures can increase ground-level ozone and other air pollutants.

By 2050, summer maximum temperatures are predicted to increase by 4°F

²⁷ FirstStreet.org

Hotter, drier summers increase plant water stress and canopy temperatures, slowing plant growth. Warmer nights and longer hot spells also speed development and expand ranges of key pests like codling moth, pear psylla, spider mites, and spotted wing drosophila, leading to more generations per season, tighter spray or trapping windows, and expanded range and season for some vector-borne illnesses. Riparian habitats along the Wenatchee and Icicle Creek warm and shrink under low flows, stressing salmonids and reducing cool water refuges while favoring algae and some invasive plants²⁸.

Heat and smoke together can create compounding health risks. Vulnerable populations—including older adults, young children, outdoor workers, people without access to air conditioning, and residents in older or inefficient housing—face greater exposure and may require targeted outreach, accessible cooling and warming spaces, and reliable communications during extreme events.

EXTREME TEMPERATURE PROJECTIONS

By mid-century, extreme temperatures are projected to moderately increase and shift seasonally.

- ◆ Regional modeling shows that summer maximum temperatures may increase by up to 4°F, with up to a week more of days above 90°F and as many as 20 additional days per year with a “feels like” temperature of 90°F or higher^a.
- ◆ The likelihood of experiencing a three-day heatwave is projected to rise from about 63% today to roughly 87% within 30 years^b.
- ◆ At the same time, significantly fewer heating degree days are expected, reducing power demand for heating during the winter, but cold snaps will still occur and can produce damaging freeze–thaw conditions.
- ◆ Seasonal timing is likely to shift, including earlier spring onset and extended warm seasons, with implications for water supply and demand, outdoor work, tourism scheduling, and public safety operations.

These trends highlight the need to reduce heat exposure, manage peak energy demand, harden transportation and utility infrastructure to withstand both heat and deep cold, and protect sensitive aquatic habitats as stream temperatures rise.

a. University of Washington: Climate Mapping for a Resilient Washington

b. FirstStreet.org

DROUGHT AND SNOWPACK LOSS

Drought and snowpack decline are critical climate hazards for Leavenworth. Prolonged periods of low precipitation, combined with hotter conditions and shifting seasonal patterns, reduce water availability for households, agriculture, industry, and ecosystems. Warmer winters mean more precipitation falls as rain rather than snow, and snow that does accumulate often melts earlier and more rapidly. As a result, the region receives less natural “storage” from mountain snowpack and experiences earlier spring runoff, diminishing summer streamflows that are vital for water supply and aquatic habitat.

Local conditions underscore the challenge. The historic 2015 snowpack drought, followed by recurrent snowpack deficits and fast melt in recent years, demonstrated the vulnerability of

²⁸ Sibley, A. et al, 2025: Extreme heatwave causes immediate, widespread mortality of forest canopy foliage, highlighting modes of forest sensitivity to extreme heat. *Global Change Biology*. 31(11): e70571. <https://doi.org/10.1111/gcb.70571>

the Leavenworth domestic water supply to low snow years. The Icicle Creek subbasin, which provides Leavenworth's surface water supply, faces a chronic water supply imbalance in which demands for domestic use, agriculture, and instream flows for fish often exceed available supply during late spring and summer. These conditions heighten competition for limited water, complicate water rights administration, and stress municipal and private systems that rely on summer flows.

By 2050, April 1st snowpack is predicted to decrease by 79%

Drought and snowpack loss have broad implications for community health, the economy, and the environment. Reduced summer water availability can trigger mandatory conservation measures affecting residents and businesses. Warmer stream temperatures and lower flows challenge compliance with water quality standards and degrade habitat for salmonids and other cold-water species. Winter and summer recreation opportunities are likely to shift. Less reliable snowpack may shorten winter sport seasons, while lower summer streamflow will significantly impact water recreation, affecting the local economy and community character. Drier soil and vegetation also elevate wildfire risk by creating more receptive fuels.

Prolonged drought leads to chronic moisture deficit, forcing plant stomata to close and weakening growth. Trees invest less in roots and defenses during drought, making ponderosa pine and Douglas fir more vulnerable to western pine beetle, mountain pine beetle, and fir engraver, and to root diseases such as Armillaria—especially on shallow, rocky soils common around Leavenworth. Pest pressure also shifts with moisture stress, dry conditions, and milder winters, tied to reduced snow cover, which improves overwinter survival for several insects²⁹.

DROUGHT AND SNOWPACK LOSS PROJECTIONS

By mid-century, projections point to continued stress on seasonal water availability.

- ◆ Regional modeling shows that annual precipitation may increase modestly, by up to about 3.2%, including roughly 1.5% in late summer. But year-to-year variability remains high, with up to a 26% chance of a precipitation drought in any given year.
- ◆ April 1st snowpack in the Leavenworth area could decline by as much as 79%, significantly reducing natural water storage.
- ◆ Summer streamflows are projected to decrease by up to 24% on the Wenatchee River at Leavenworth and Chumstick Creek and by up to 23% on Icicle Creek, with the number of low-flow days potentially increasing from about 4 to 11 each year.

These changes reinforce the need integrated watershed planning and climate-resilient infrastructure to support residents, businesses, and ecosystems through increasingly dry and variable summers.

Source: University of Washington: Climate Mapping for a Resilience Washington

²⁹ Fischer, M, 2021: Drought and Tree Mortality in Washington's Conifers. Washington State DNR, Small Forest Landowner News. <https://sflonews.wordpress.com/2021/08/12/drought-and-tree-mortality-in-washingtons-conifers/>

CLIMATE RISK IN LEAVENWORTH

To determine Leavenworth's risk to climate change, community assets were evaluated against the projected climate hazards. These assets, categorized by sector, are listed in Exhibit CR-1. First, a vulnerability assessment was conducted, assessing each asset's exposure, sensitivity, and adaptability to each climate hazard.

All asset-hazard pairs that received a medium or high vulnerability rating were then analyzed for risk. Low, medium, or high risk was determined based on the probability or frequency of hazard occurrence and the magnitude of potential losses and consequences. Probability was determined using information from the Chelan County HMP and other sources. Magnitude was determined based on indicators including the vulnerability, redundancy, cost to recover, and criticality of the asset.

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Exhibit CR-1. Sectors and assets evaluated for resilience

SECTOR	ASSETS
Agriculture & Food Systems	Orchards, ELY community garden, community cupboard, Safeway/Dan's/Sage Mountain grocery stores
Buildings & Energy	All electrical power provided by Chelan County PUD, Cascade School District (13 facilities), Commercial District, Public Library/City Hall, Festhalle
Cultural Resources & Practices	P'squosa and Yakama ancestral lands and fishing sites, Wenatchee River Institute, museums, cemetery, historic sites like ELY property
Economic Development	Small businesses, recreation outfitters, seasonal businesses, hotels/accommodations, service industry, seasonal workers, Chamber of Commerce
Ecosystems	Wenatchee River, Icicle Creek, Chumstick Creek, wetlands, shoreline, National Forest, fish and wildlife including bear, deer, turkey, and many other birds
Emergency Management	Cascade Medical Ambulance, Chelan County Fire District 3 (stations 31 & 32), Chelan County Sheriff's Department (field office in Leavenworth)
Health & Wellbeing	Cascade Medical Hospital, many parks and open spaces, golf course, Hopkins Community Pool, skate park & pump track
Community Members	Residents, second homeowners, seasonal workers, tourists
Transportation	City roads, sidewalks and pedestrian crossings, bridges, trail systems, City/State intersections (Hwy 2), City/County intersections (Chumstick Hwy), Amtrack, LINK Transit, parking lots, road maintenance facility
Waste Management	Waste Management, Waste Loop, debris management
Water Resources	City water from Icicle Creek and well field (recharged by Icicle and Wenatchee), city water system, Icicle Irrigation District, city sewer system, wastewater treatment plant, stormwater system
Zoning & Development	Single-family homes, townhouses/rowhouses, apartment buildings, ADUs (new allowances)

CLIMATE RISK SUMMARY

The risk summary on the following page reflects mid-century (2050) climate projections under the high (RCP 8.5) emissions scenario. As projections extend later into this century, the level of risk changes—often elevating. For the 2026 planning cycle, the city’s risk assessment focuses on changes expected by 2050.

In Leavenworth, severe storms and wildfires represent the highest, most pressing risk to the city, while prolonged drought and gradual snowpack loss will create longer-term risks to water availability and reliability. The results of the risk assessment are summarized in Exhibit CR-2 and highlight the need to implement resilient actions to protect community members, water resources, key infrastructure and services, and prepare for shifting tourism and recreation sectors.

Exhibit CR-2. Leavenworth climate risk summary

ASSETS	SEVERE STORMS	WILDFIRES & SMOKE	HEAVY RAIN & FLOODING	EXTREME TEMPS	DROUGHT & SNOWPACK LOSS
Buildings & housing	●	●	●	●	●
Community members	●	●	●	●	●
Cultural sites & activities	●	●	●	●	●
Emergency management	●	●	●	●	●
Food producers & resources	●	●	●	●	●
Power & communications	●	●	●	●	●
Recreation & tourism	●	●	●	●	●
Ecosystems & wildlife	●	●	●	●	●
Wastewater & stormwater	●	●	●	●	●
Transportation infrastructure	●	●	●	●	●
Waste management	●	●	●	●	●
Water supply & infrastructure	●	●	●	●	●

● Not Evaluated
 ● Minimal or Isolated Risk
 ● Moderate Risk
 ● Major Risk

RISK CALCULATION

Before determining risk, each community asset category was assessed for vulnerability to the climate hazards addressed in this element. To determine vulnerability, these “asset-hazard pairs” were evaluated for exposure, sensitivity, and adaptive capacity using a qualitative rating system. Asset-hazards pairs with a moderate or high level of vulnerability were then assessed for risk.

Determining risk is a result of multiplying the probability (the likelihood of an event occurring) by the magnitude (the extent of damage). Each hazard is given a probability based on historical data and future projections. Magnitude is determined by ranking vulnerability, redundancy, cost, and criticality.

DATA SOURCES

Hazards, indicators, and impacts specific to the city of Leavenworth were identified using the Climate Mapping for a Resilient Washington (“CMRW”) webtool, Washington Department of Health Environmental Health Disparities Map, NOAA National Centers for Environmental Information, FEMA National Risk Index, Western Regional Climate Center, CDC Social Vulnerability Index, FirstStreet.Org, Drought.gov, and Wildfirerisk.Org.

Local resources leveraged included the 2024 Chelan County Hazard Mitigation Plan and Leavenworth Annex, 2025 Chelan County Community Wildfire Protection Plan, 2020 Chelan County Climate Resilience Plan, and the Icicle Strategy.

The CMRW tool provided a long list of indicators within various sectors including agriculture, buildings and energy, cultural resources and practices, economic development, ecosystems, emergency management, human health, transportation, waste management, water resources, and zoning and development. The assessment used the higher greenhouse gas scenario (RCP 8.5) as compared to the lower greenhouse gas scenario (RCP 4.5) as the scenarios do not differ significantly prior to 2050. The Washington Department of Commerce considers the CMRW webtool a source of best-available science and scientifically credible projections.

SEE ALSO:

Appendix G: Climate Risk Assessment

Goals and Policies

Resilient goals and policies can be found within each element of the Comprehensive Plan. See Table CR-3 for a list of resilient goals and policies. This approach ensures the City is taking steps towards resilience that align with its plans and operations. The following goals and policies are broadly applicable to the plan.

Goal CR-1. Make Leavenworth a city that is resilient to the impacts of natural hazards and able to prepare for, respond to, and quickly recover from extreme weather, wildfires, and other natural hazards worsened by climate change.

- Policy CR-1.1.** Support the implementation of the Community Wildfire Protection Plan and Hazard Mitigation Plan to increase emergency response capabilities, mitigate against natural hazards, create fire-resilient landscapes, promote fire-adapted communities, protect the economy, and foster short- and long-term recovery.
- Policy CR-1.2.** Integrate climate resilience into city operations and decision-making by incorporating climate adaptation and climate equity into plans, regulations, processes, and procedures.
- Policy CR-1.3.** Coordinate climate resilience planning with regional, state, and tribal partners, emergency management agencies and special use districts.
- Policy CR-1.4.** Consider climate impacts and worsening climate hazards when planning for emergency preparedness, response, and recovery activities.

Goal CR-2. Ensure environmental justice by providing all residents with an equitable opportunity to learn about climate impacts, influence policy decisions, and take actions to enhance community resilience.

- Policy CR-2.1.** Create and implement outreach and education initiatives and materials that will inform the community about near-term and longer-term climate change threats and build resilience.
- Policy CR-2.2.** Prioritize actions that reduce risks to vulnerable populations during climate-related emergencies.
- Policy CR-2.3.** Support the identification and use of smoke-safe indoor spaces where vulnerable populations may gather during prolonged wildfire smoke events.
- Policy CR-2.4.** Support education of and outreach on the use of drought-tolerant and fire-resistant vegetation, water-efficient landscaping, and maintenance practices that promote water conservation.

Exhibit CR-3. Resilient Goals and Policies

ELEMENT	RESILIENT GOALS AND POLICIES
Land Use	Policy 2.8, Policy 3.1 Goal LU-5, Policy 5.1, Policy 5.3, Policy 5.4, Policy 5.5, Policy 5.6, Policy 5.7, Policy 5.8 Goal LU-6, Policy 6.1, Policy 6.2, Policy 6.3, Policy 6.4, Policy 6.5, Policy 6.6, Policy 6.7, Policy 6.8, Policy 6.9, Policy 6.10, Policy 6.11 Goal LU-9, Policy 9.1, Policy 9.2
Housing	Goal H-6, Policy 6.1, Policy 6.2, Policy 6.3
Parks & Recreation	Goal PR-3, Policy 3.2, Policy 3.3, Policy 3.4, Policy 3.5, Policy 3.6, Policy 3.7, Policy 3.8
Economic Development	Goal ED-1 Policy 2.2, Policy 2.4 Goal ED-5, Policy 5.1, Policy 5.2
Capital Facilities	Policy 1.11, Policy 1.12 Goal CF-6, Policy 6.1, Policy 6.2 Goal CF-7, Policy 7.1, Policy 7.2, Policy 7.3 Goal CF-8, Policy 8.1, Policy 8.2
Utilities	Goal UT-2, Policy 2.1, Policy 2.2, Policy 2.3 Goal UT-3, Policy 3.1, Policy 3.2, Policy 3.3 Goal UT-4, Policy 4.1, Policy 4.2, Policy 4.3 Goal UT-5, Policy 5.1, Policy 5.2
Transportation	Goal TR-1, Policy 1.11, Goal TR-4, Policy 4.2, Policy 4.9 Goal TR-5, Policy 5.1, Policy 5.2