

2026 Comprehensive Plan

City of Leavenworth

CITY OF LEAVENWORTH
2026 COMPREHENSIVE PLAN

Prepared by the City of Leavenworth Community Development Department

Adopted:

October 27 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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ML Jewel



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 Act[1] 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


Hotel Europa
Gingerbread
Mountain Modern







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.

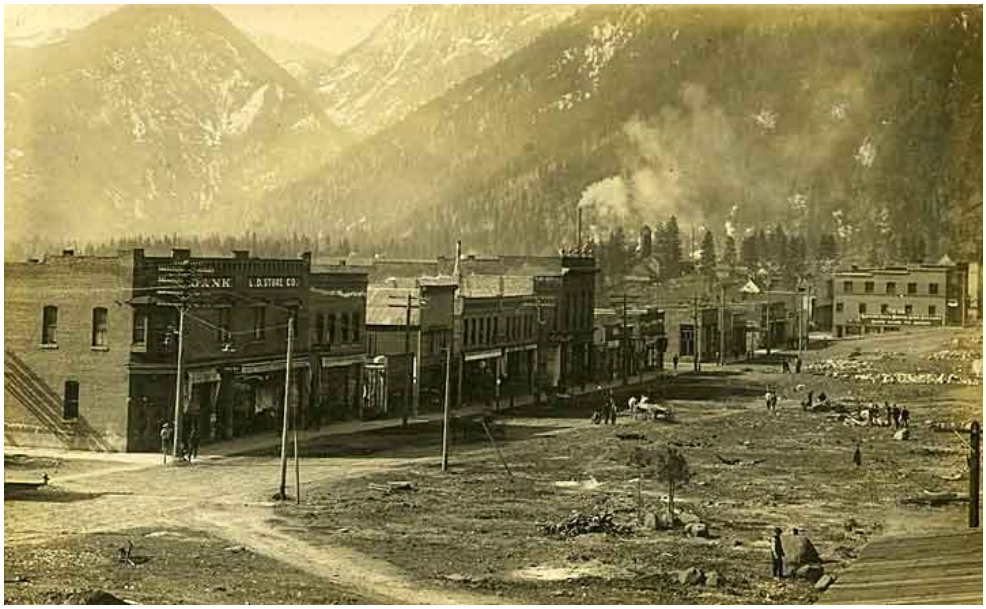
LEAVENWORTH'S HISTORY

Leavenworth – known in the native nxaʔamxcín language as šɬx̌ʷpṁátkʷ 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 šɬx̌ʷpṁátkʷ 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

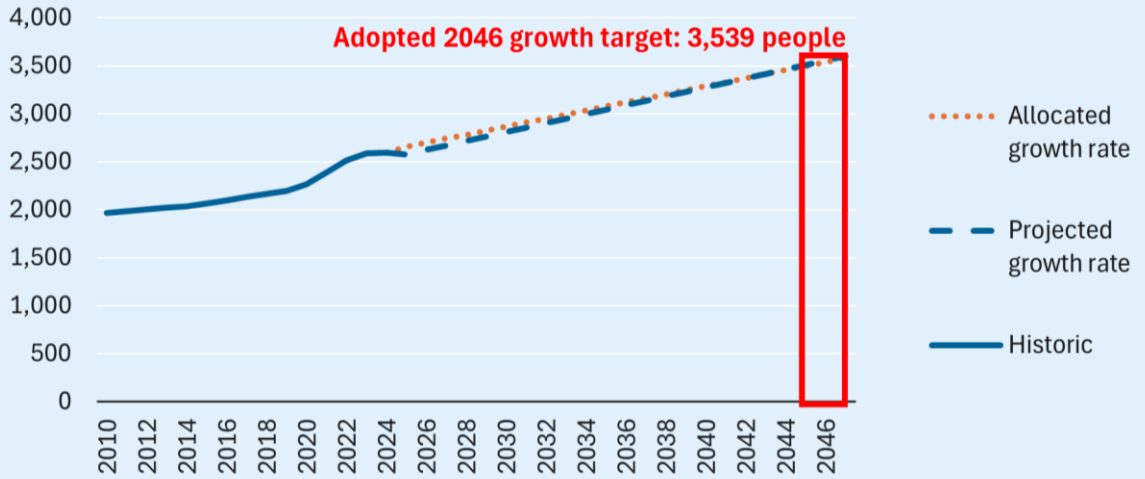
Leavenworth People

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 2,595[4] 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 2010[5].

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

Public Participation

Exhibit CC-2. Comprehensive Plan Periodic Update Timeline



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, 2025)
- 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.

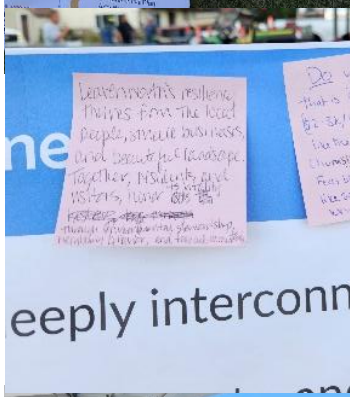
Many common themes and concerns were raised by community members throughout these engagement efforts, namely:

- 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.

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

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.

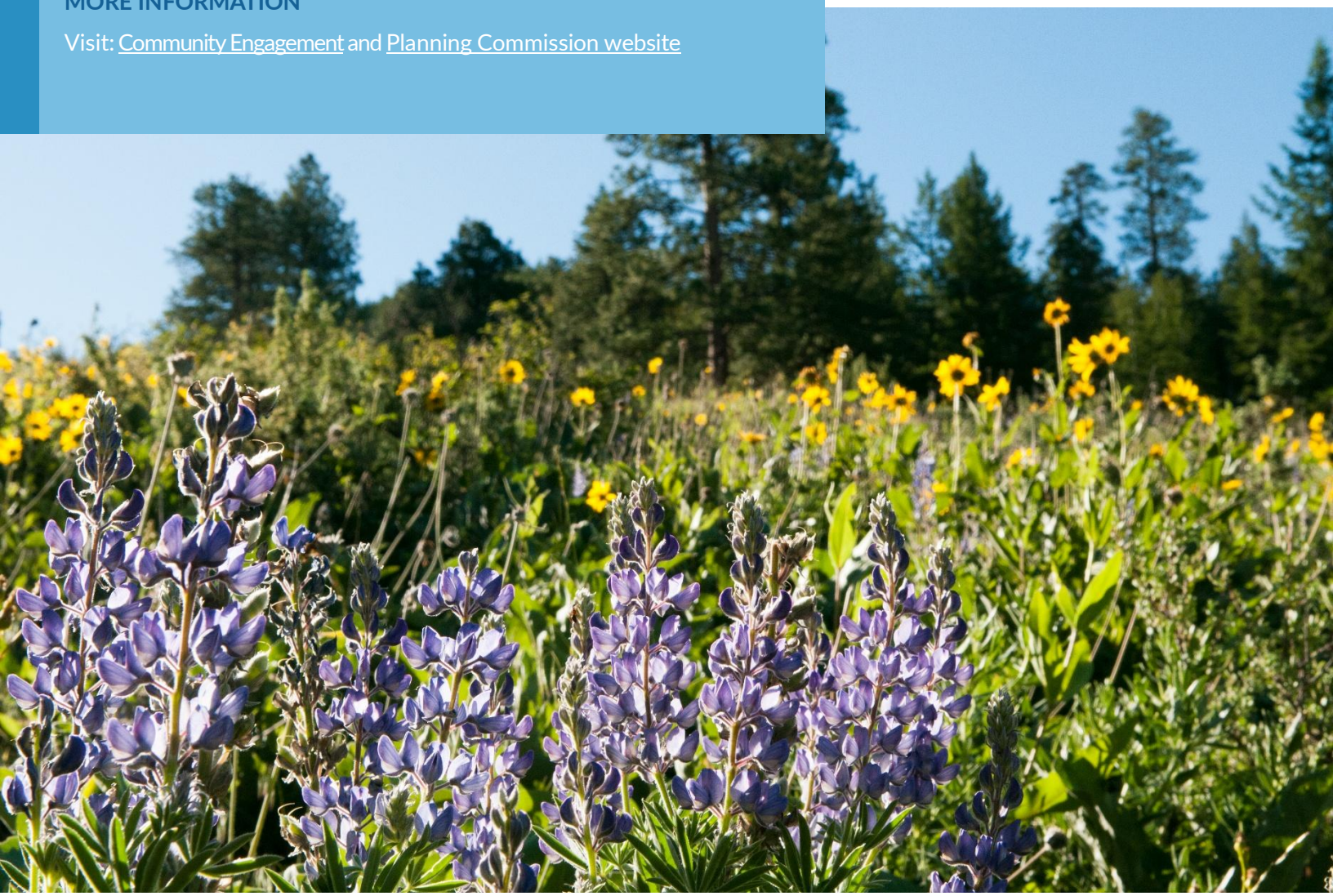


PLAY YOUR ROLE

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 cycle[6].

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.



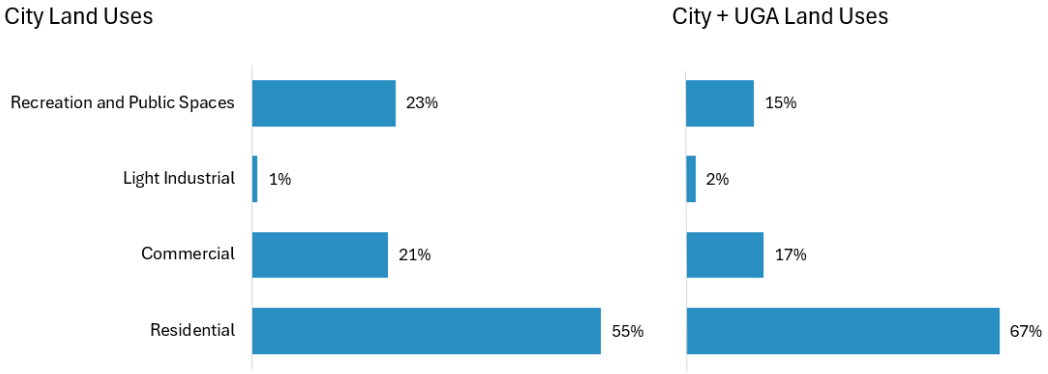
Land Use Context

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 (R8)
Mixed Density Residential	Residential 6 (R6) Multi-Family (MF) Residential 3 (R3)
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.


Candle Connection
Hat Shop
Hat Shop
PINE HILL

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.

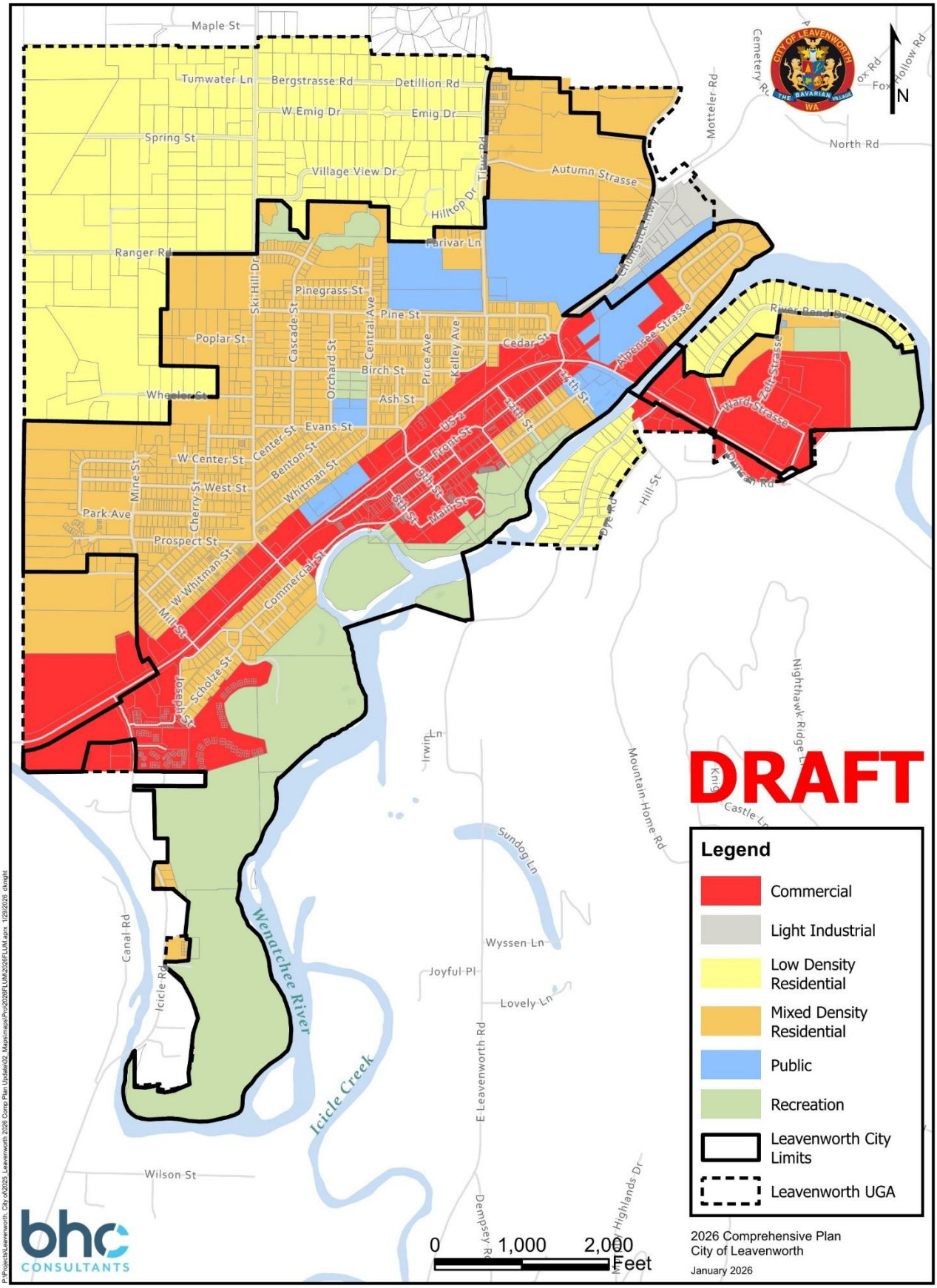
Goal LU-10. Preserve small town character by ensuring new development is compatible in scale and design with its surroundings, while accommodating housing types and densities necessary to meet the City's housing needs at all income levels.

Policy LU-10.1. Use clear and objective standards for building scale, articulation, and transitions between different intensities of development.

Policy LU-10.2. Encourage new housing types, including ADU's, cottage housing, and duplexes, that fit the form and scale of existing neighborhoods.

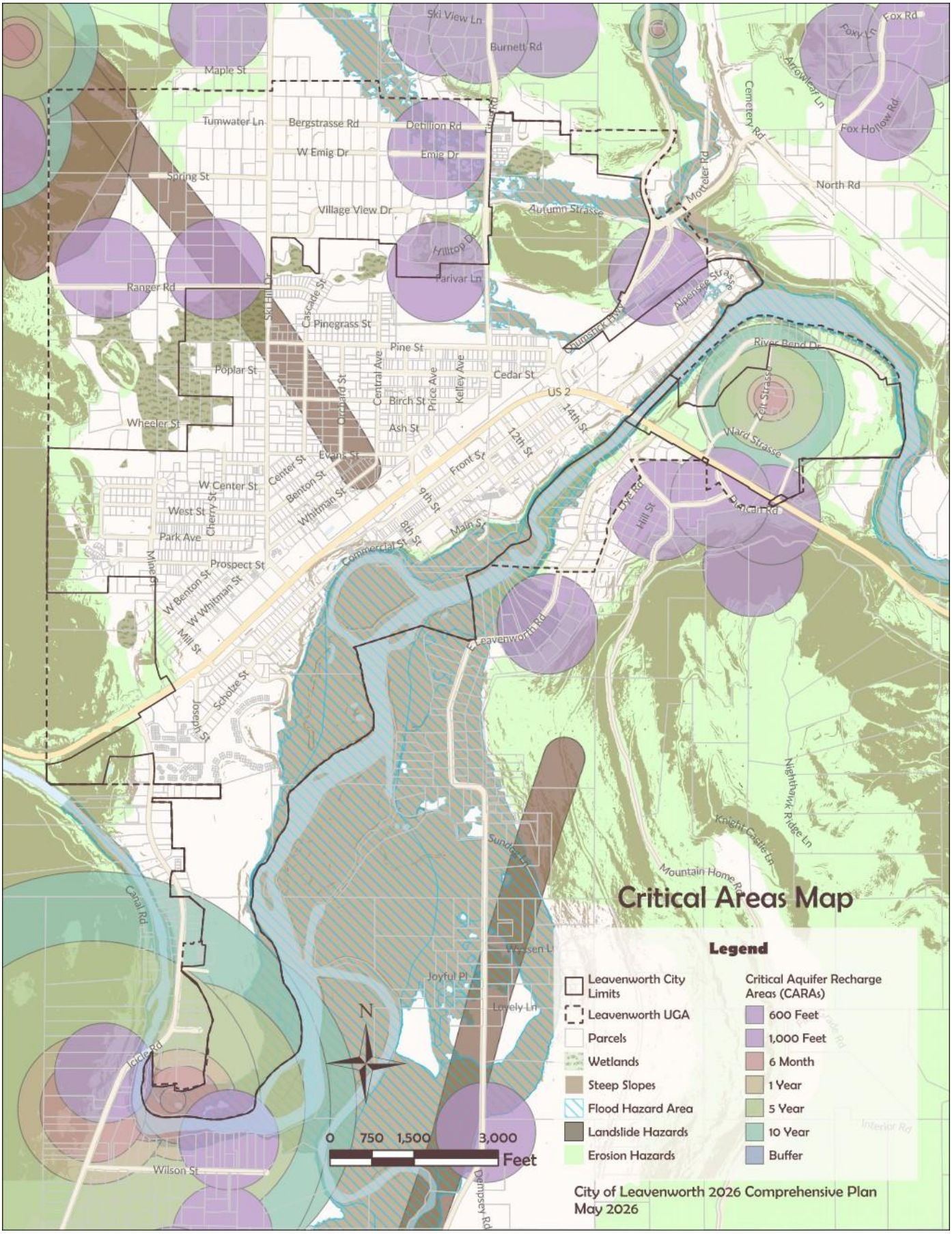
Policy LU-10.3. Consider adopting inclusionary zoning incentives that require or encourage affordable units in new residential and mixed-use development, prioritizing areas where the City increases residential capacity.

Policy LU-10.4. Require usable open space or recreation facilities in new subdivisions that are proportionate to the demand they create, consistent with the City's adopted park level-of-service standards.



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Map LU-1 Future Land Use Map


Critical Areas Map
Legend
Leavenworth City Limits
Leavenworth UGA
Parcels
Wetlands
Steep Slopes
Flood Hazard Area
Landslide Hazards
Erosion Hazards
Critical Aquifer Recharge Areas (CARAs)
600 Feet
1,000 Feet
6 Month
1 Year
5 Year
10 Year
Buffer
N
0 750 1,500 3,000
Feet
City of Leavenworth 2026 Comprehensive Plan
May 2026
Ski View Ln
Burnett Rd
Maple St
Tumwater Ln
Bergstrasse Rd
Debillion Rd
W Emig Dr
Emig Dr
Spring St
Village View Dr
Ranger Rd
Ski Hill Dr
Cascade St
Pinegrass St
Pine St
Poplar St
Orchard St
Central Ave
Price Ave
Kelley Ave
Birch St
Cedar St
Ash St
US 2
14th St
12th St
Front St
Wheeler St
Evans St
Center St
Benton St
Whitman St
W Center St
West St
Cherry St
Park Ave
Prospect St
Mine St
W Benton St
W Whitman St
Mill St
Commercial St
9th St
8th St
Main St
Schotze St
St Joseph
Ft Leavenworth Rd
Canal Rd
Icicle Rd
Wilson St
Sunderland
Joyful Pl
Lovely Ln
Weesen Ln
Dumpsey Rd
Tumwater Rd
Cemetery Rd
Arrowleaf Ln
Foxy Ln
Fox Rd
Fox Hollow Rd
North Rd
Mortelier Rd
Autumn Strasse
Alpensee Strasse
Thunderstick Dr
River Bend Dr
Ten Strasse
Ward Strasse
Dye Rd
Hill St
Duncan Rd
Nighthawk Ridge Ln
Knight Castle Ln
Mountain Home Rd
Interior Rd



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.

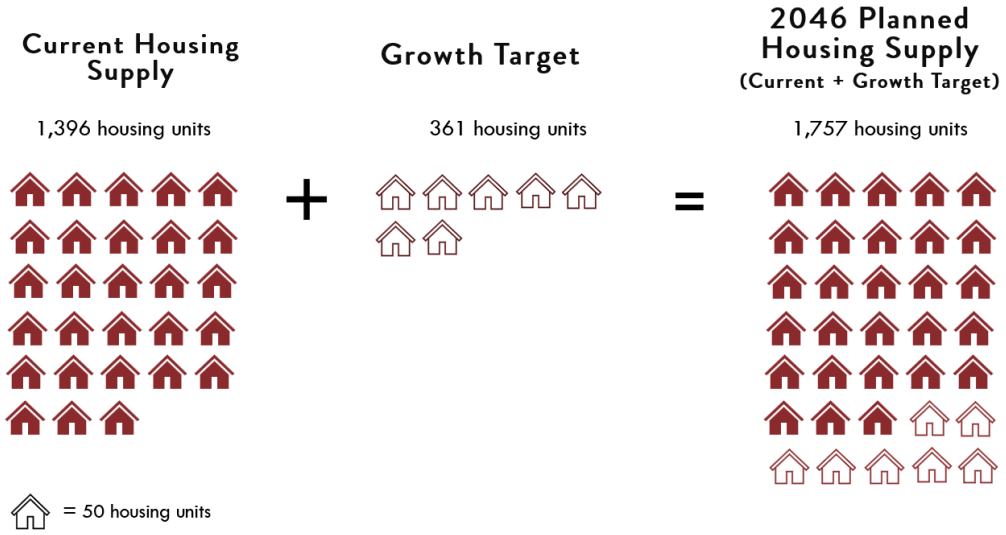
[7] RCW 36.70A.070(2)



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.

"Greater Leavenworth used to have homes teachers could afford to buy... Teacher income can no longer afford homes in much of [the] Upper Valley" – 2025 Housing

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.

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

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. In the 2025 Housing Survey, several respondents reported needing multiple roommates and struggling to find rentals, despite having one or multiple jobs. Another reported that they used to live in Leavenworth but had to move after the landlord increased rent by $500 per month.

"Rent increases do not reflect current wages and it is unlivable for many residents. The recent hikes in rent cost are not reflective of updates in rentals or available space for more roommates to keep costs down." – 2025 Housing Survey

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.

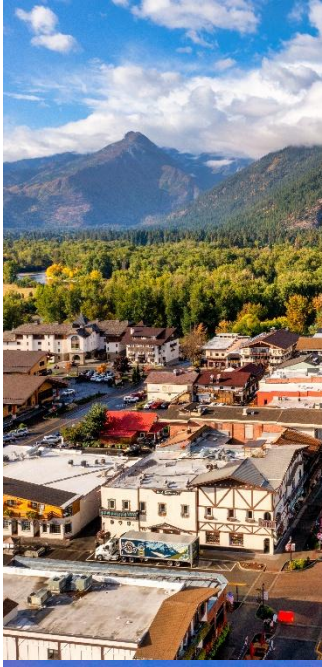
Policy H-1.6. Identify and reduce barriers to housing access to mitigate displacement pressures.

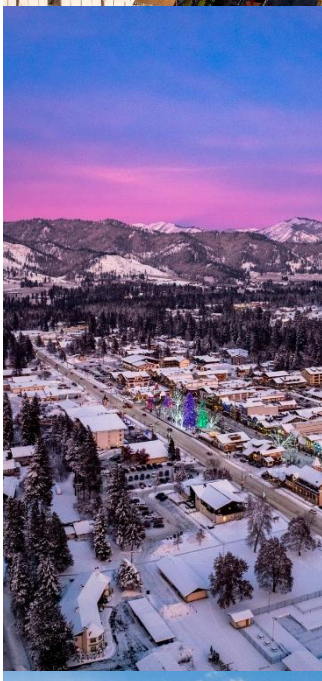
Policy H-1.7. Identify and remove barriers to housing access for all community members, with particular attention to policies, practices, or outcomes that result in racially disparate impacts.

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.



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 walkshed 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 2009 Upper Valley Regional Trails Plan (UVRTP) and prioritize projects that align with the recommended trails plan (p. 25 and associated maps), 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 2009 Upper Valley Regional Trails Plan and 2026 Chelan-Douglas 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.


STOP
EXIT
RIVER
DANGER

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.




Kris Kringl
Kris Kringl
Bären Haus
Restaurant
Open

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.

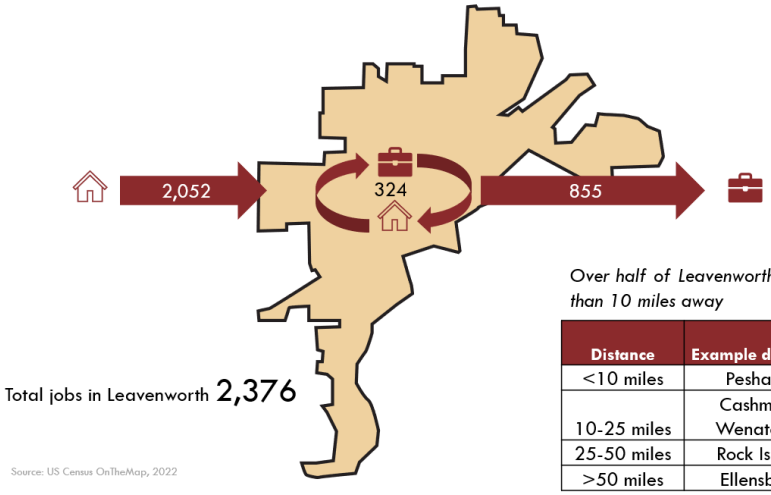
EMPLOYMENT

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

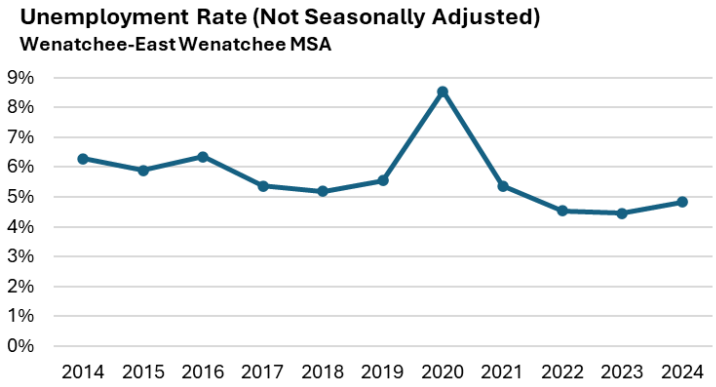


Over half of Leavenworth's workers live more than 10 miles away

Distance	Example distances	Percentage of workers
<10 miles	Peshastin	42%
10-25 miles	Cashmere, Wenatchee	39%
25-50 miles	Rock Island	4%
>50 miles	Ellensburg	16%

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



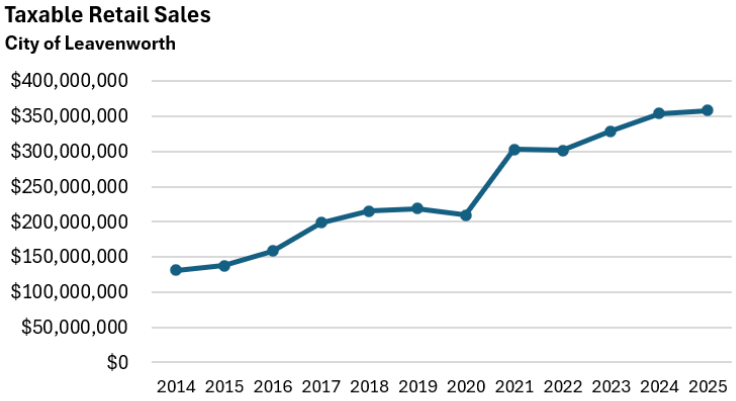
Source: Washington State Employment Security Department, LAUS

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. With climate events in winter of 2025, overall retail sales tax revenues remained relatively flat for 2025.

[17] 2022 US Census Bureau, OnTheMap.

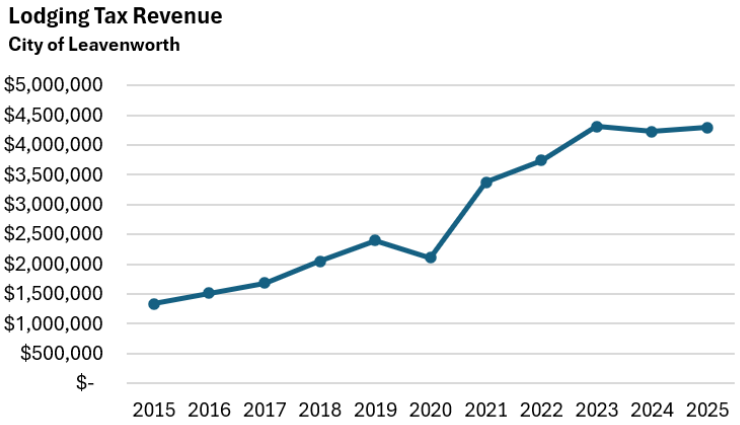
Exhibit ED-3. Taxable Retail Sales



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.


Mozart's

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 Report[19] 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 it 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

[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

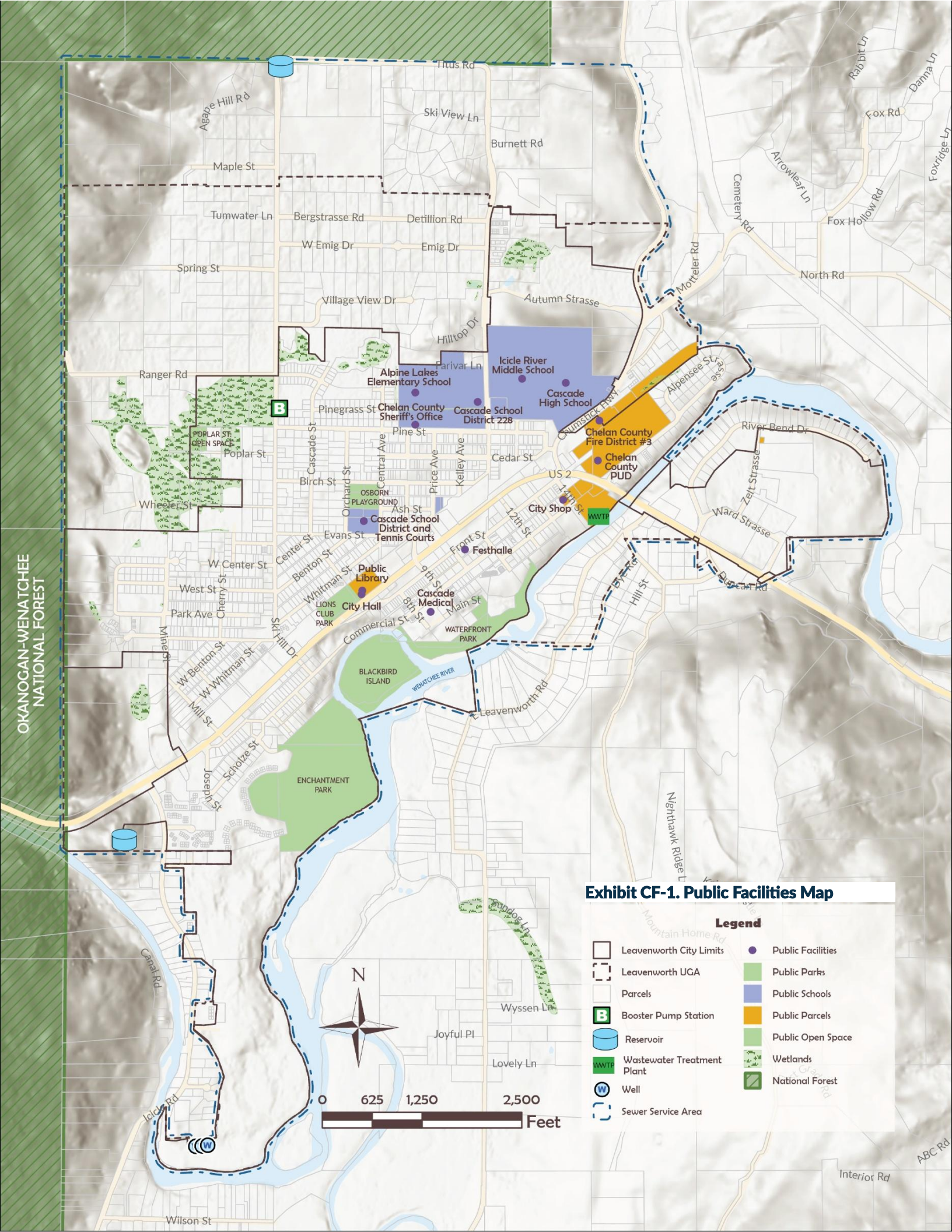


Exhibit CF-1. Public Facilities Map

Legend

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

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 on 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 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 Management[20] which offer both waste and recycling pickup.

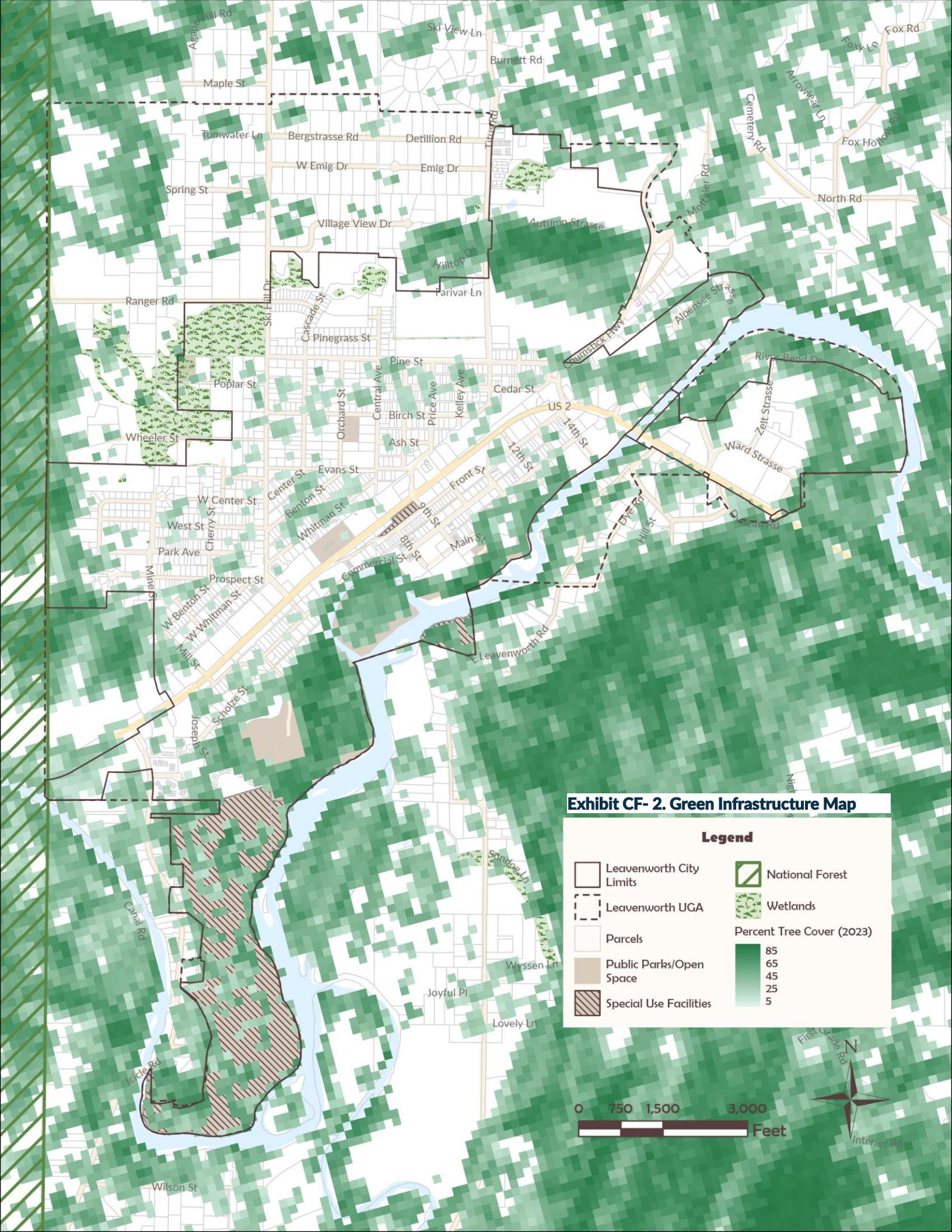
Additionally, the City manages a local recycling center at 216 14th Street. The city recycling center accepts flattened corrugated cardboard, aluminum, tin cans, and newspaper. Residents residing within city limits may also dispose of clean yard waste at the recycling center. No commercial yard waste 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
Leavenworth UGA
Parcels
Public Parks/Open Space
Special Use Facilities
National Forest
Wetlands
Percent Tree Cover (2023)
85
65
45
25
5
0 750 1,500 3,000
Feet
N
Agape Hill Rd
Ski View Ln
Burnett Rd
Maple St
Fox Rd
Foxy Ln
Arrowleaf Ln
Cemetery Rd
Fox Hollow Rd
Tumwater Ln
Bergstrasse Rd
Detillion Rd
Tigard Rd
W Emig Dr
Emig Dr
Spring St
Motteler Rd
North Rd
Village View Dr
Autumn Strasse
Hilltop Dr
Parivar Ln
Ranger Rd
Ski Hill Dr
Cascade St
Pinegrass St
Alpensee Strasse
Tumstick Dwy
River Bend Dr
Pine St
Poplar St
Cedar St
Central Ave
Price Ave
Kelley Ave
Orchard St
US 2
Birch St
14th St
Zeit Strasse
Wheeler St
Ash St
Ward Strasse
12th St
Front St
Evans St
Center St
Benton St
W Center St
Whitman St
6th St
Dye Rd
Dye Creek Rd
Cherry St
West St
8th St
Main St
Hill St
Park Ave
Commercial St
Prospect St
Mine Rd
W Benton St
W Whitman St
Mill St
E Leavenworth Rd
Scholze St
Joseph St
Sandage Ln
Canal Rd
Wyssen Ln
Joyful Pl
Lovely Ln
Icicle Rd
First Grade Rd
Interior Rd
Wilson St

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	95.29	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, Timberrr! 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.


Mozart's

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.



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.




Copper Creek
Corner Store

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 risk[21] wildfire area in Washinton 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 2075[22], and the 2025 Integrated Resource Plan[23].

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.

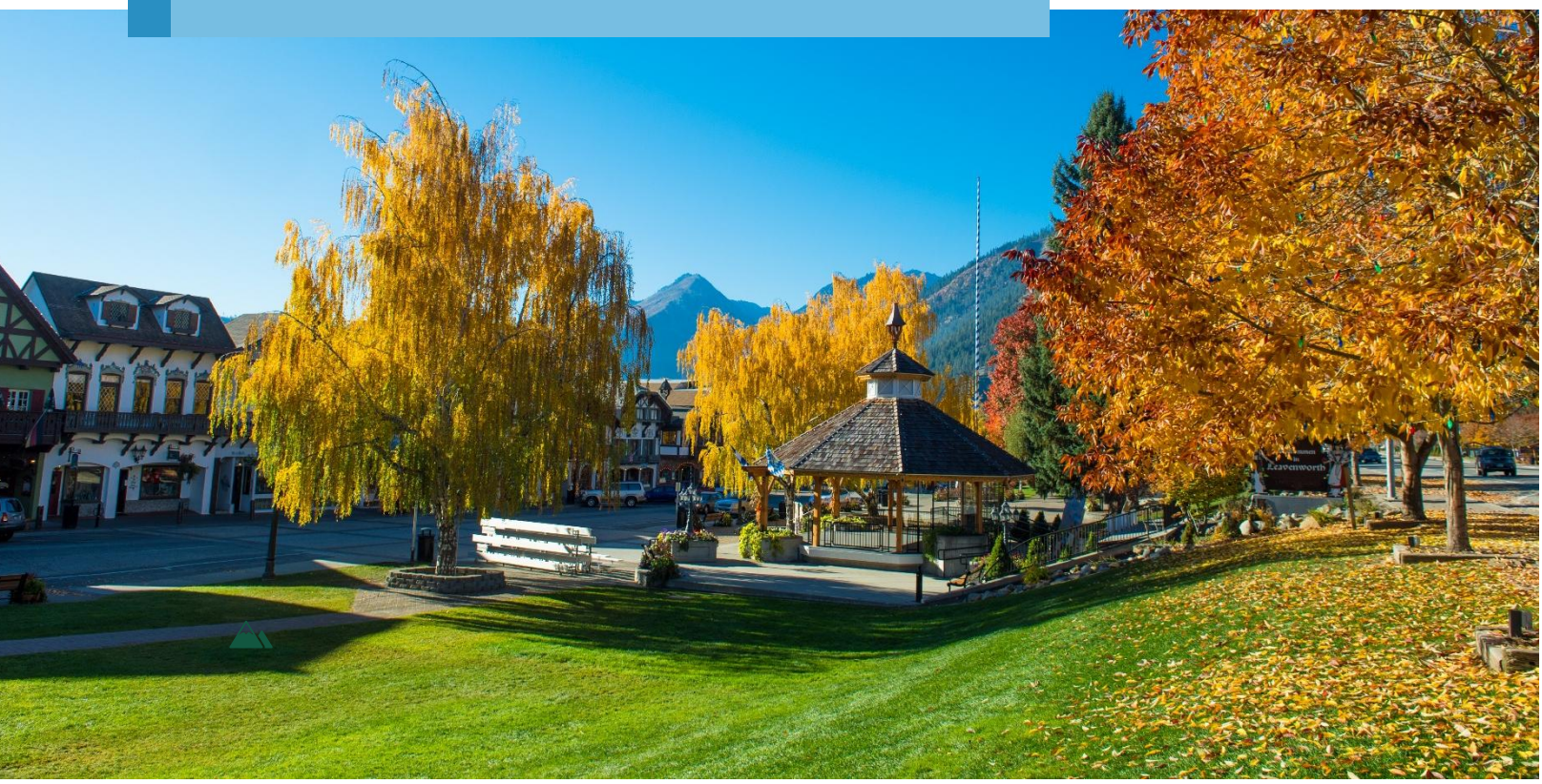
Goal UT-5. Collaborate with the Icicle Irrigation District to sustainably manage water resources, increase the resilience of water resources to climate-exacerbated natural hazards, and protect water quality.

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
Hopkins Memorial Park

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

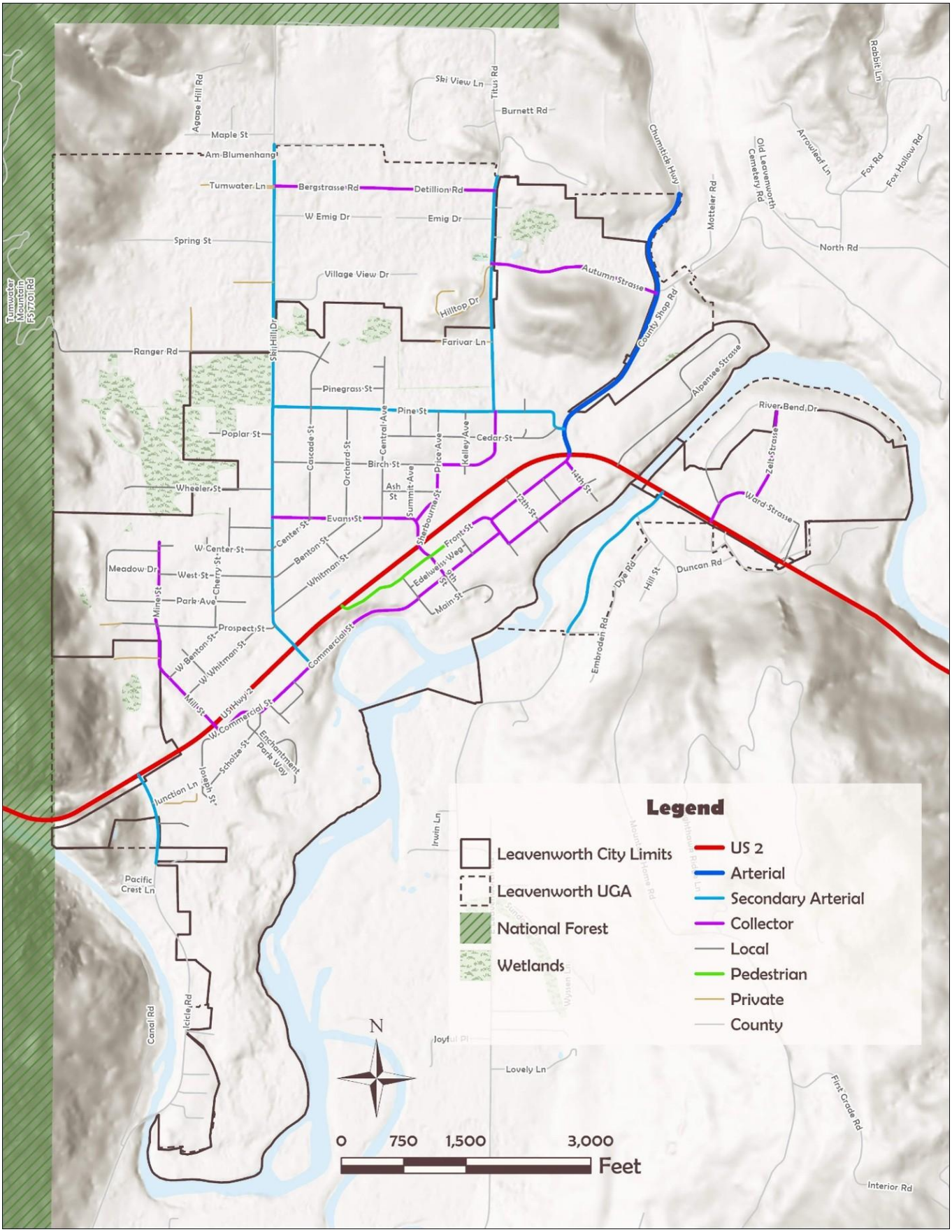
Parking lots play a vital role in reducing congestion along US 2. The City maintains eight paid parking lots in the downtown area, plus the parking lot at City Hall. The City's parking app provides real-time information about parking space occupancy, helping to direct visitors to open parking spaces 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 riders[24].

[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 Wilkommen 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

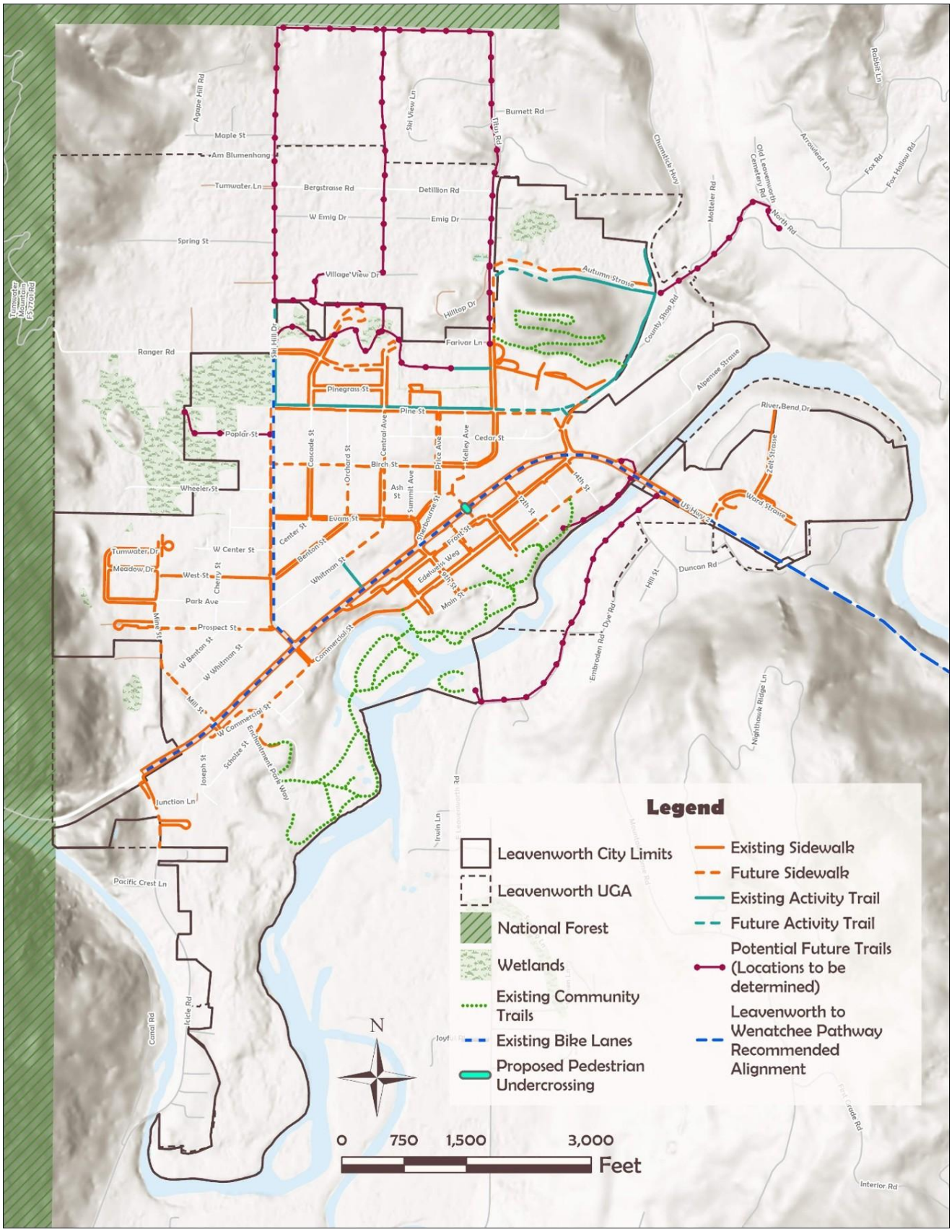
There are no air transport facilities within or nearby city limits. The nearest general aviation and commercial airport is Pangborn Memorial Airport in East Wenatchee. It provides passenger service, air cargo handling, and general aviation for residents, businesses, and visitors. The nearest public airports 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 will 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.

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	2026 Chelan-Douglas Pathways Master 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.


Schwimmbad / Parkplätze
Stadtzentrum / Hafenpromenade
Parkplätze / Parkplatz für Wohnmobile
STOP
RED

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 Leavenworth Traffic Safety Action 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."

Severe storms are predicted to increase in frequency and severity

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.

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 risk[26] 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.

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

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.

[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 plants[28].

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 insects[29].

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.

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	Moderate	Major	Moderate	Not Evaluated	Not Evaluated
Community members	Major	Major	Moderate	Moderate	Moderate
Cultural sites & activities	Moderate	Moderate	Minimal	Minimal	Minimal
Emergency management	Moderate	Moderate	Minimal	Not Evaluated	Not Evaluated
Food producers & resources	Moderate	Moderate	Minimal	Not Evaluated	Not Evaluated
Power & communications	Moderate	Major	Minimal	Minimal	Moderate
Recreation & tourism	Moderate	Moderate	Minimal	Minimal	Major
Ecosystems & wildlife	Minimal	Major	Minimal	Moderate	Moderate
Wastewater & stormwater	Moderate	Moderate	Moderate	Not Evaluated	Moderate
Transportation infrastructure	Moderate	Major	Moderate	Moderate	Not Evaluated
Waste management	Moderate	Major	Moderate	Not Evaluated	Not Evaluated
Water supply & infrastructure	Moderate	Moderate	Moderate	Not Evaluated	Major

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

2026 Comprehensive Plan Appendices

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Appendix C: Housing Action Plan
Appendix D: Parks, Recreation, and Open Space (PROS) Plan
Appendix E: Capital Improvement Plan
Appendix F: Transportation
Appendix G: Climate Risk Assessment
Appendix H: Community Outreach Summary

APPENDIX A: COMMUNITY PROFILE AND LAND USE

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A.1 KEY ISSUES

ISSUES IDENTIFIED IN THIS APPENDIX

- Leavenworth's population allocation is in line with their historic growth. To meet its allocation, Leavenworth's population must grow 21 people per year.
- Median household income increased by 119% over the past decade, reaching $74,653 in 2023—comparable to the county's median of $78,306.
- Leavenworth's poverty rate is lower than the county's, with 6% of the population living below the poverty threshold, compared to 9% county-wide.
- The city has a lower age dependency ratio than the county, indicating fewer young and elderly residents relative to the working-age population.
- Nearly 50% of residents hold a bachelor's degree or higher, and over 90% have at least a high school diploma.

A.2 COMMUNITY PROFILE

POPULATION: HISTORIC AND ALLOCATED GROWTH

Between 2010 and 2024, Leavenworth added 45 people per year on average (Exhibit 1). Leavenworth's 2046 population allocation is an additional 498 people from the 2022 estimate, or a total of 3,539 people in 2045. The analysis for Land Capacity and population is discussed in the memo in Appendix B.

Exhibit 1. Historic population growth and population allocation

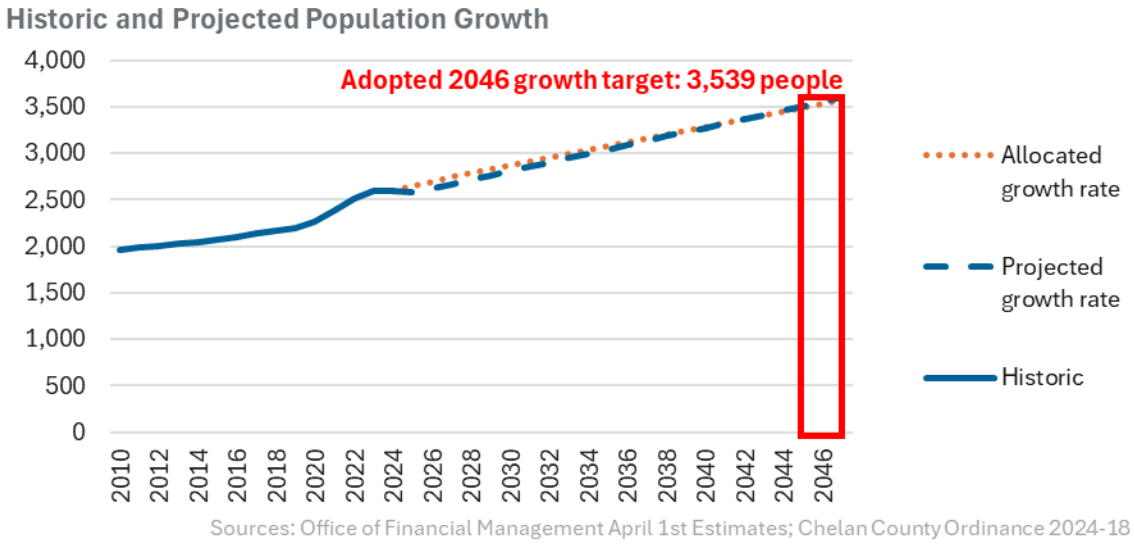
Year	Population Estimate	Annual Change
2010	1,965	-
2011	1,987	+1.12%
2012	2,005	+0.91%
2013	2,023	+0.90%
2014	2,037	+0.69%
2015	2,068	+1.52%
2016	2,095	+1.31%
2017	2,136	+1.96%
2018	2,168	+1.50%
2019	2,197	+1.34%
2020	2,263	+3.00%
2021	2,390	+5.61%
2022	2,515	+5.23%
2023	2,590	+2.98%
2024	2,595	+0.19%

Washington State Office of Financial Management April 1st Estimates

Leavenworth Growth Allocations Chelan County Resolution 2024-188	
2022 Estimate	3,041
2046 Allocation	3,539
Change	+498
Growth Rate	+16.37%
Annual growth rate to meet allocation (individuals)	21

The population allocation reflects a slightly lower growth rate than the historic average, seen in Exhibit 2. If Leavenworth were to achieve its full 2046 population allocation, the average annual growth rate would be 43 people per year, or a one percentage point increase. Assuming growth consistent with the previous 10 years and using a liner projection model, Leavenworth's population could grow to 3,555 people by 2046. The linear growth scenario reflects a difference of 16 people in the city in 2046 compared to the allocated growth scenario.

Exhibit 2. Forecasted population growth and 2046 allocation



As seen in Exhibit 3, the historic average annual growth rate aligns with the city's population growth target set by the County. This suggests that achieving the city's growth target will require maintaining a rate of growth consistent with past trends. However, this level of growth is typically constrained by the availability of housing. Actual population demand is closely tied to the existing housing stock, which is discussed in more detail in Appendix B.

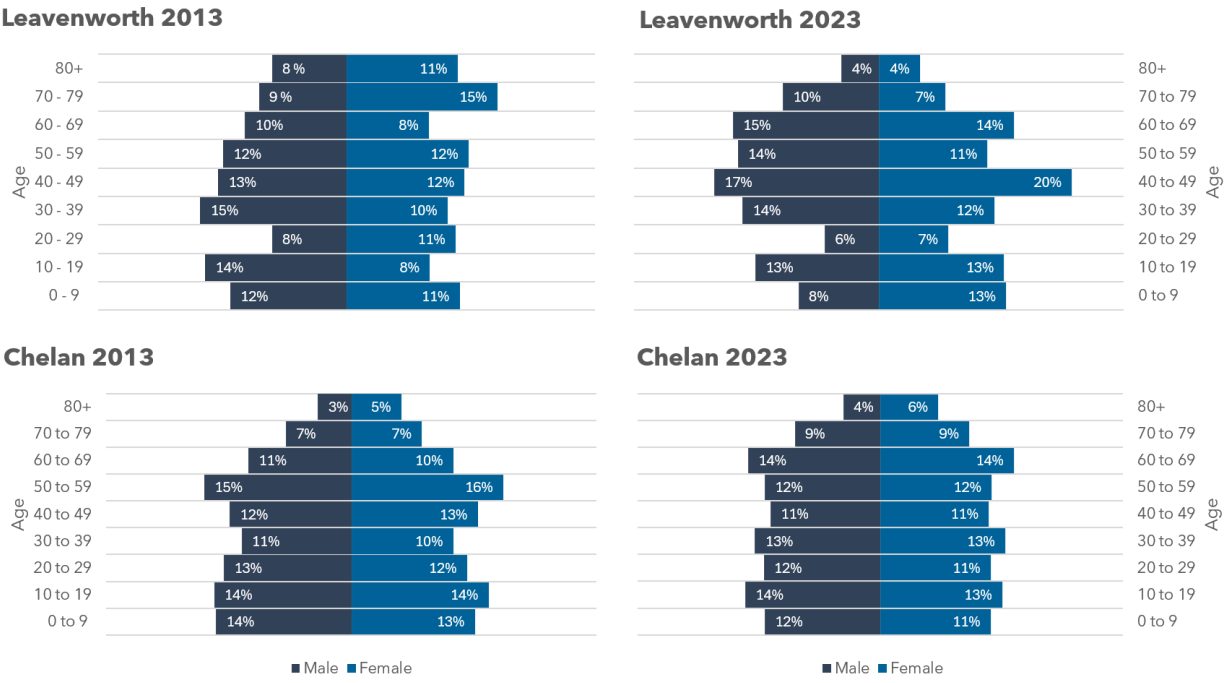
Exhibit 3. Forecasted population growth and 2046 allocation

	Average Annual Growth (People)	Average Annual Growth Percentage
Historic growth (2010-2024)	45	2.02%
Allocated growth scenario (2026-2046)	43	1.42%
Difference (Allocated - Historic)	**-2**	**-0.6 percentage point**

AGE AND ABILITY

Over a third of Leavenworth's population is between the ages of 40 and 49. The share of young people between 20 to 29 years old decreased, from 19% to 13% of the population. Similarly, between 2013 and 2023, the share of older people shrank from 19% of the population to only 8%. Looking at the county's population, generations remained relatively evenly distributed, as seen in Exhibit 4. In 2023, the median age for the county's population was 41, and 42 for Leavenworth.

Exhibit 4. Population pyramid for Leavenworth and Chelan County



Source: 2023 ACS 5-Year Estimates, Table S0101

Just over half of Leavenworth's population is of working age. Leavenworth's age dependency is lower than the county's, reflecting fewer young and elderly people compared to the working age population (Exhibit 5). In 2023, 14% of households were 4 people or more households, which is lower than the county's estimate with 22% being 4 people or more households.[1]

[1] U.S. Census Bureau, American Community Survey, 5-Year Estimates, 2023, Table S2501.

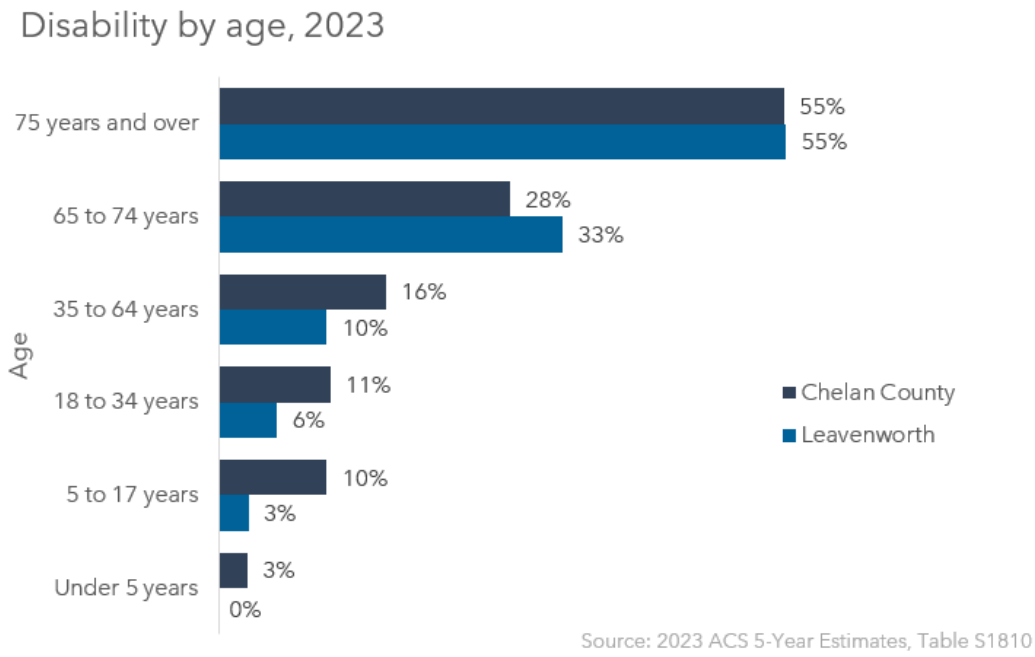
Exhibit 5. Age dependency

	Chelan County	Leavenworth
Age dependency ratio	76.3	67.3
Old-age dependency ratio	36.1	30.7
Child dependency ratio	40.2	36.6

Per 100 people Source: 2023 ACS 5-Year Estimates, Table S0101

The proportion of the population with disabilities is similar between Leavenworth and the county. Elderly individuals are the most likely to identify as having a disability. In 2023, children in Leavenworth had a lower incidence of disability compared to the county.

Exhibit 6. Disability by age

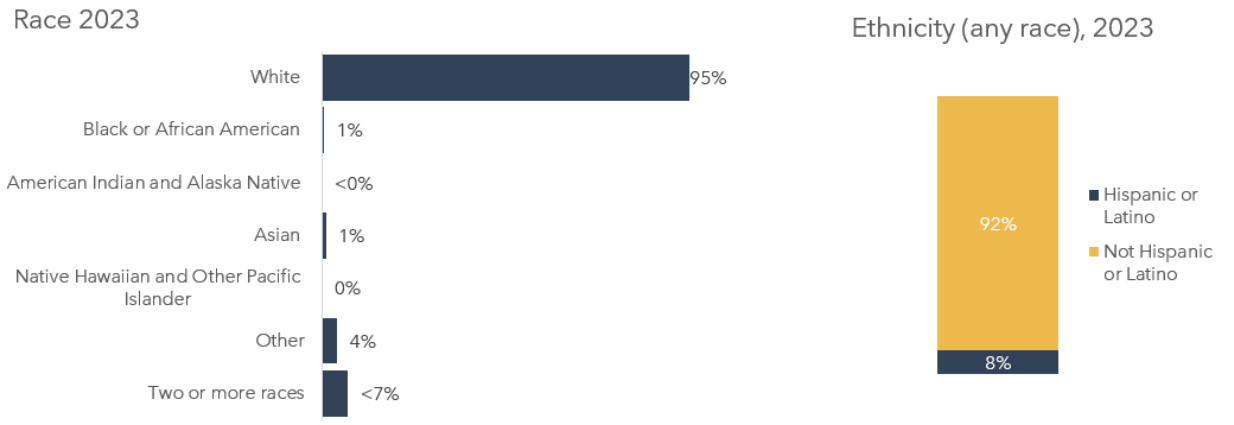


Source: 2023 ACS 5-Year Estimates, Table S1810

RACE, ETHNICITY, AND LANGUAGES SPOKEN

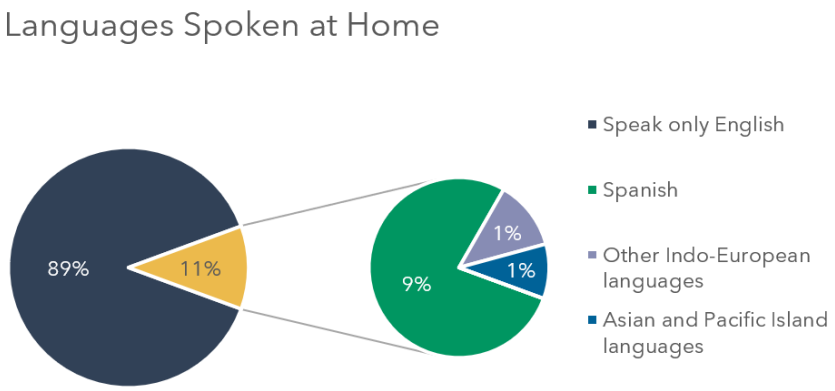
Most of Leavenworth's population identifies as white and not Hispanic or Latino (Exhibit 7). These demographics have remained relatively consistent over the last 10 years, varying only by a few percentage points. Over 88% of Leavenworth's population speaks English at home. Of those who didn't speak English at home, Spanish was the second most popular language at over 8% percent of the population (Exhibit 8).

Exhibit 7. Race and ethnicity



Source: 2023 ACS 5-Year Estimates, Table DP05

Exhibit 8. Most Leavenworth residents only speak English at home

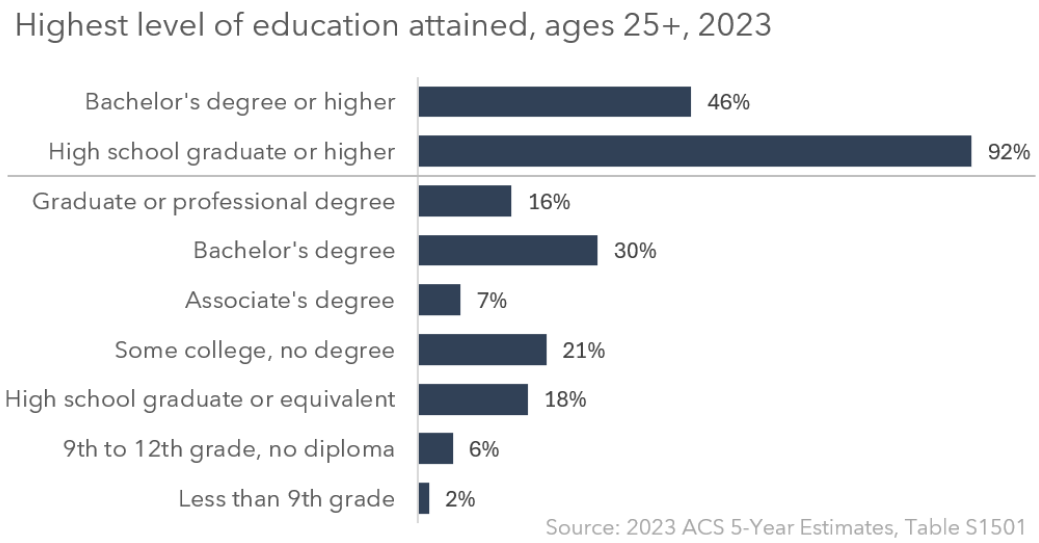


Source: 2023 ACS 5-Year Estimates, Table S1601

EDUCATIONAL ATTAINMENT

Most of Leavenworth's population over the age of 25 have at least a high school diploma or equivalent and nearly half of the population have a bachelor's degree (Exhibit 9). These percentages are higher than Chelan's where 86% of the population is estimated to have a high school diploma or equivalent and only 31% have a bachelor's degree or higher.

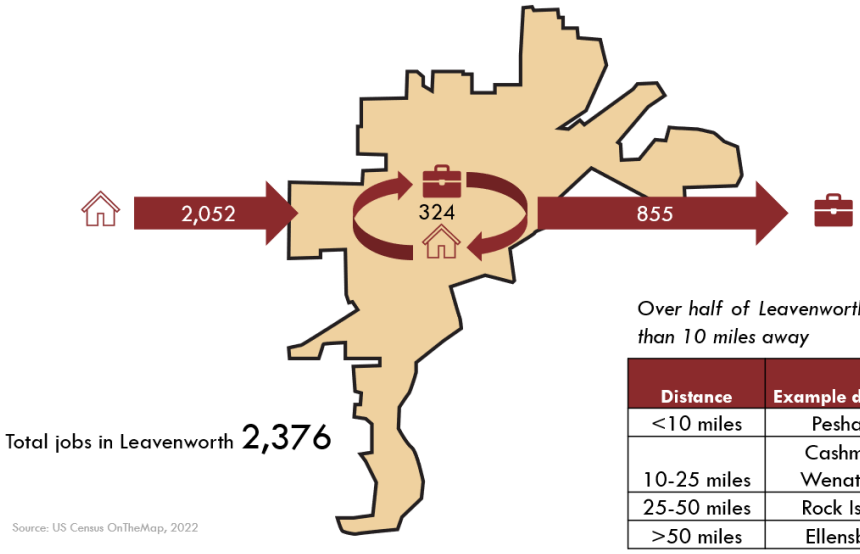
Exhibit 9. Most Leavenworth community members have at least a high school diploma or equivalent



EMPLOYMENT PROFILE

As shown in Exhibit 10 the majority of individuals employed in Leavenworth, over 2,000 people, commute from outside the city. Conversely, a significant number of Leavenworth residents, approximately 855, work outside the city. Over half of these workers commute more than 10 miles to Leavenworth. Only a small portion of residents, 324 people, both live and work within Leavenworth. The vast number of people working within Leavenworth can likely be attributed to the city's vibrant tourism sector.

Exhibit 10. Most people who work in Leavenworth live outside the city



Over half of Leavenworth's workers live more than 10 miles away

Distance	Example distances	Percentage of workers
<10 miles	Peshastin	42%
10-25 miles	Cashmere, Wenatchee	39%
25-50 miles	Rock Island	4%
>50 miles	Ellensburg	16%

The Washington State Employment Security Department provides regional employment projections, as shown in Exhibit 11. The leisure and hospitality sector is expected to experience the highest employment growth at 22%. This is followed by the information and construction sectors, with projected growth rates of 20% and 19%, respectively.

Exhibit 11. Regional employment projections by sector

Title	Estimated employment 2022	Estimated employment 2027	Estimated employment 2032	Total percentage growth projection (2022 to 2032)
Leisure and hospitality	11,700	13,100	14,300	22%
Information	1,500	1,500	1,800	20%
Construction	6,300	7,100	7,500	19%
Professional and business services	7,400	8,000	8,600	16%
Education and health services	13,800	15,000	15,900	15%
Other services	2,600	2,900	3,000	15%
Government	24,500	26,400	27,300	11%
Manufacturing	8,900	9,700	9,800	10%
Transportation, warehousing and utilities	2,900	3,000	3,200	10%
Wholesale trade	5,100	5,400	5,500	8%
Retail trade	13,200	13,800	14,300	8%
Financial activities	3,500	3,500	3,600	3%
Natural resources and mining	200	200	200	0%
Total nonfarm	**101,600**	**109,600**	**115,000**	**13%**

Source: Washington Employment Security Department, North Central Region, Long-term occupational projections

INCOME AND POVERTY

Leavenworth's median household income has been slightly lower than the county's compared across 2013 and 2023, as shown in Exhibit 12 and Exhibit 13 . However, in this 10-year period Leavenworth's income has more than doubled. In 2023, 6% of Leavenworth's population fell under the poverty threshold. This percentage is lower than the county, which had an estimated 9% of the population falling under the poverty threshold. Women comprised a larger share, with over 9% falling under the poverty threshold compared to around 3% of men.[2]

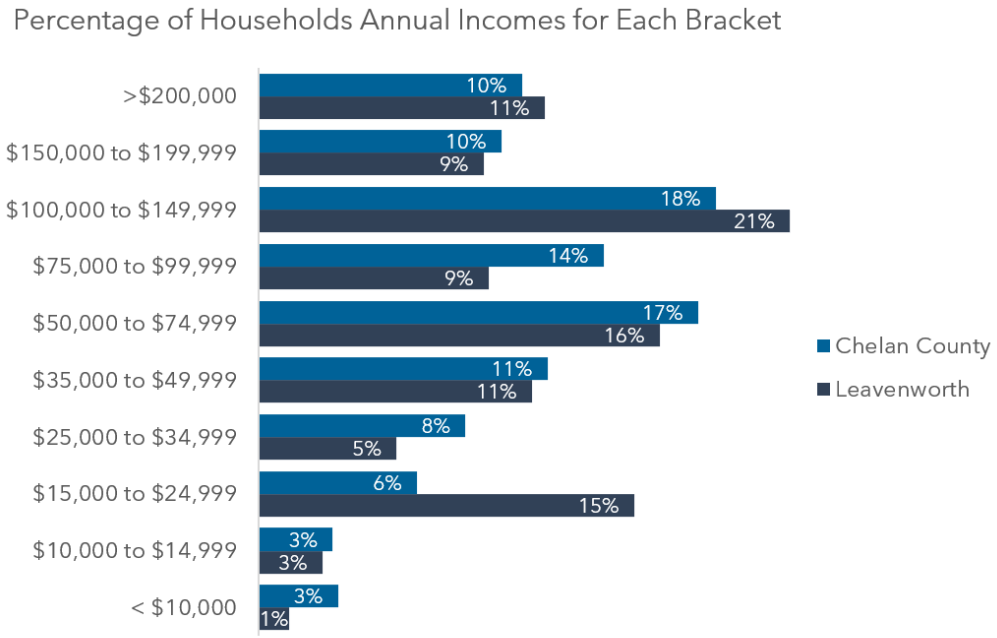
[2] U.S. Census Bureau, American Community Survey, 5-Year Estimates, 2023, Table S1701.

Exhibit 12. Leavenworth and Chelan County median household income

	2013 Median Household Income	2023 Median Household Income	Change
Leavenworth	$34,081	$74,653	+119%
Chelan County	$51,354	$78,306	+52%

Source: ACS 5-Year Estimates, Table S1901

Exhibit 13. Distribution of household incomes

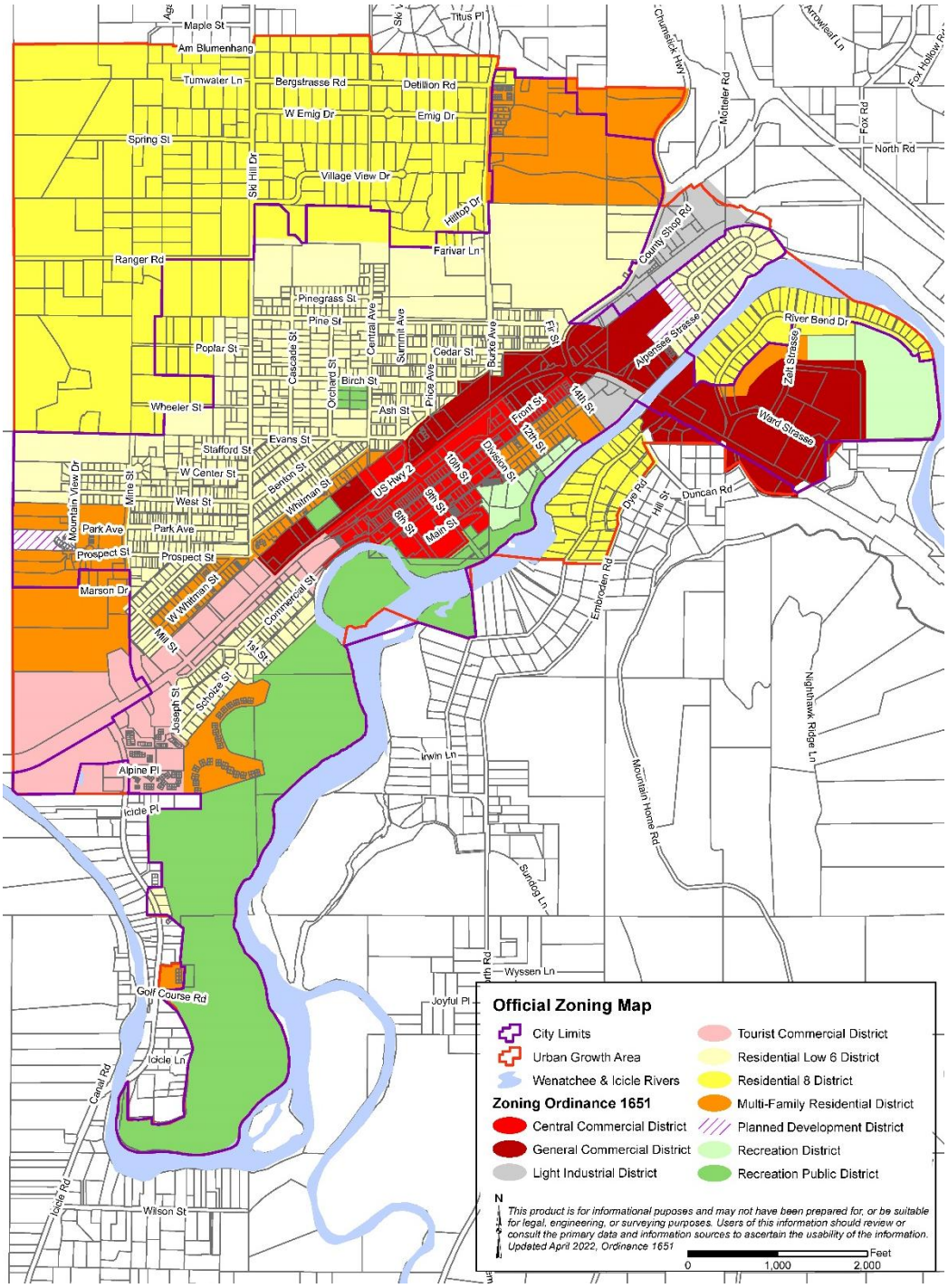


Source: ACS 5-Year Estimates, Table S1901

A.3 LAND USE

In the existing 2021 Comprehensive Plan, the Land Use Designations are the same as the established Zoning designations, shown below

Exhibit 14. Existing Zoning and Future Land Use Designations



The Residential 8 District comprises most of the land in Leavenworth, at around 31% of designated land, seen in Exhibit 15. The second largest Land Use/Zoning designation in the city and UGA area is Residential Low 6 District.

Exhibit 15 Inventory of existing Land Use and Zoning Designations

ZONE	City		UGA		Total Acres	Overall % of City + UGA
	Acres	% Share	Acres	% Share		
Central Commercial	47.8	3%	0	0%	47.8	3%
General Commercial	93.1	7%	8.5	1%	101.6	7%
Light Industrial	7.5	1%	20.2	1%	27.7	2%
Multi-Family Residential	113.2	8%	45.0	3%	158.2	11%
Planned Development	7.3	1%	0.0	0%	7.3	1%
Recreation	32.1	2%	0.6	0%	32.7	2%
Recreation Public	168.2	12%	0.1	0%	168.3	12%
Residential 8	40.7	3%	390.9	28%	431.6	31%
Residential Low 6	334.5	24%	2.4	0%	336.9	24%
Tourist Commercial	49.3	4%	31.4	2%	80.7	6%
Total	893.6	64%	499.1	36%	1,392.8	100%
Numbers may not add to 100% exactly due to rounding.						

The Land Capacity Analysis discussing both housing and employment capacity is in Appendix B: Housing.

APPENDIX B: HOUSING

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B.1 KEY ISSUES

ISSUES IDENTIFIED IN THIS APPENDIX

- Leavenworth has the land capacity to meet its forecasted 2046 housing needs across all income levels and for their emergency housing target.
- Housing values have gone up 143% and sale prices 132% from 2010 to 2023. This is much faster than the Area Median Income (AMI) for Leavenworth, which only increased 68%.
- Although Leavenworth's zoning provides opportunities for many types and sizes of housing, housing market dynamics are unlikely to build housing that is affordable to lower and middle-income buyers and renters.
- The city should add additional policies in the Housing Element to address affordability for workforce housing and preserving and expanding affordable housing in the city.
- Ensuring that housing is affordable not only requires the zoned opportunities, but also the policies and incentives to achieve affordability. It is important to pursue policies that promote attainable housing affordability.
- While the existing Comprehensive Plan does contain policy provisions for affordability, others are out of date or challenge anti-displacement and anti-exclusion requirements.
- Renters face the greatest housing cost burden, nearly a third spend more than 30% of their respective incomes on housing.
- Most of the Comprehensive Plan goals and policies are supportive of GMA housing objectives but could be revised to better support anti-displacement objectives and requirements.

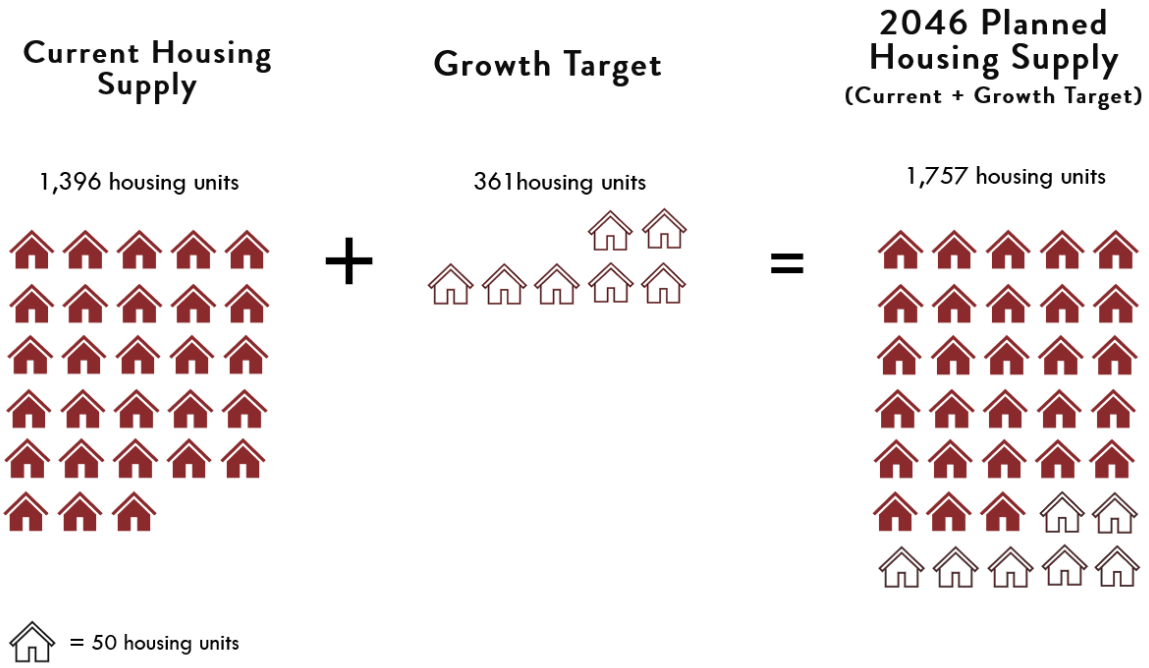
ISSUES IDENTIFIED IN THE 2021 HOUSING ACTION PLAN (HAP)

- There is a disconnect between the increase in new jobs in the city and residential growth, likely due to new housing stock being used for non-residential uses, such as short-term rentals.
- Leavenworth's housing prices have risen significantly higher than the housing price increases seen in Chelan County as a whole.
- Lower wage workers who are renters are likely unable to afford to rent in Leavenworth and are accepting longer commutes.
- There is a need for additional housing suitable for older adults in the city's residential zones.
- Leavenworth will likely meet its 20-year planning target in the near term. With a high number of units in the construction permit timeline, Leavenworth could meet its housing target before the 20-year timeline. However, the city should focus on relieving costs for workforce housing.

B.2 HOUSING SUPPLY AND TARGETS

Chelan County has allocated Leavenworth a growth forecast of 361 additional housing units by 2046 (Chelan County Resolution 2024-188). This is an average of about 18 units per year. If housing unit growth was consistent with historic estimates and using a linear projection model, Leavenworth would be short 74 units in meeting its production target shown in Exhibit 1. However, due to recent increases in the rate of housing growth, and the number of units in the permit pipeline, Leavenworth will exceed its growth target far before 2046, shown in Exhibit 3 and discussed in the following section.

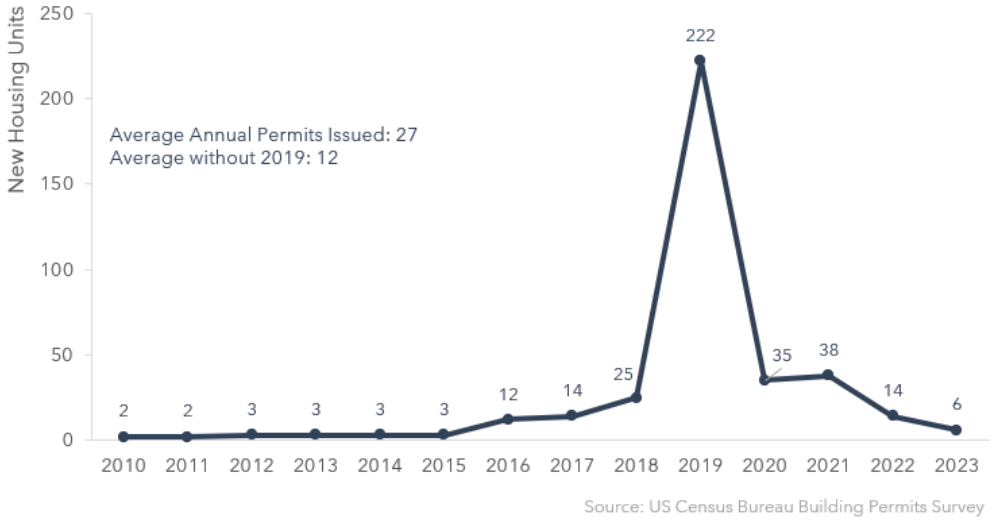
Exhibit 1. Housing Supply and Target



HOUSING PRODUCTION

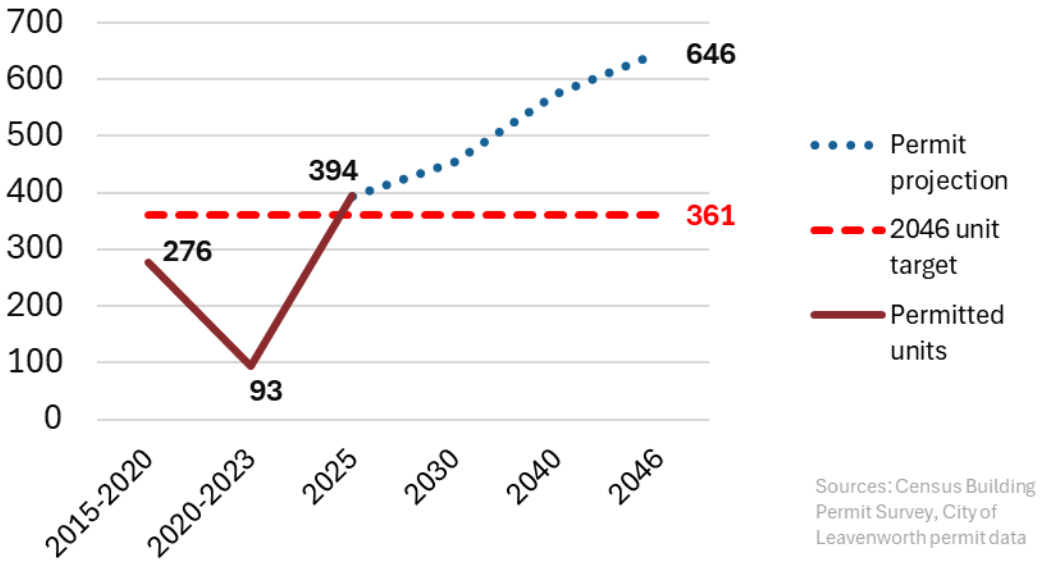
The US Census Bureau's Building Permits Survey estimates that Leavenworth has, on average, permitted 27 units per year since 2010 (Exhibit 2). However, this estimate includes permits issued in 2019, an outlier compared to other years. When 2019 permits are excluded from the estimate, the average drops to 12 permits per year.

Exhibit 2. Leavenworth has permitted an average of 27 units per year since 2010



However, the average number of permitted units per year does not include those currently in the pipeline. According to the city's permit tracking data, Leavenworth currently has 394 units in progress. If we include these pipeline units and project forward, assuming an additional 12 units are permitted each year, Exhibit 3 shows that Leavenworth is likely to exceed its 2046 housing target.

Exhibit 3. Permitted housing unit projection

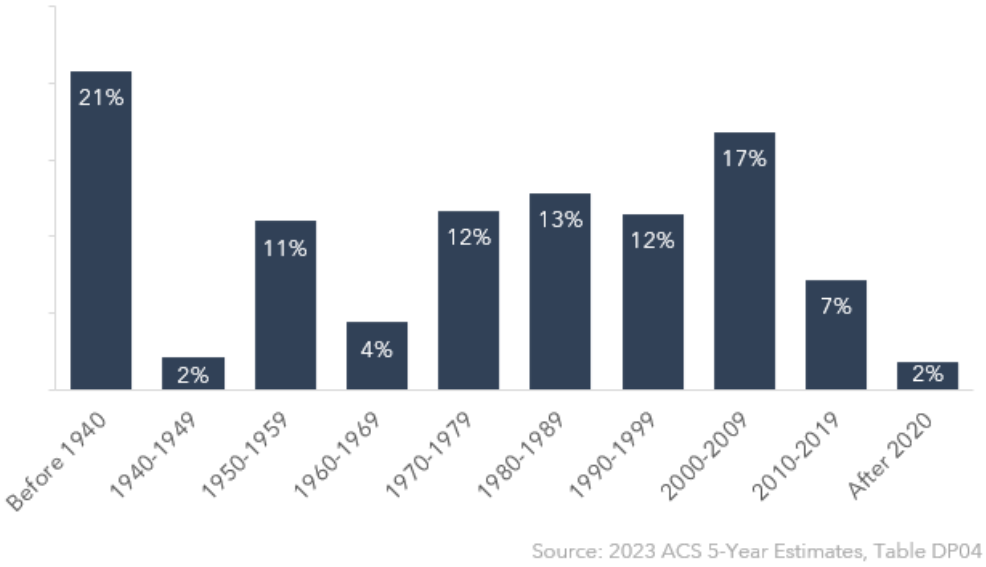


Leavenworth's Land Capacity Analysis results, including capacity and targets by income bracket, are discussed below in B.3 Land Capacity Analysis.

HOUSING TYPES AND OCCUPANCY

Most of Leavenworth's housing units were built before 1940 and the early 2000's (Exhibit 4). Fewer units have been constructed since, likely due to market downturns after the 2008 financial crisis. With increasing populations and constrained supply, Leavenworth will need to encourage housing production to ensure adequate supply for both current and future generations of community members. Additionally, as the existing housing stock ages, the city should consider incentives to ensure existing, older housing units are maintained and not lost due to redevelopment into new, less affordable, market rate housing.

Exhibit 4. Most of Leavenworth's housing units were built before 1940 and the early 2000's



Source: 2023 ACS 5-Year Estimates, Table DP04

Leavenworth's overall vacancy rate was an estimated 15% in 2023. This estimate is lower than Chelan County as a whole, which had an estimated 19% vacancy rate.[1]

Exhibit 5. Vacancy rates

Jurisdiction	Vacancy Rate
Leavenworth	15%
Chelan County	19%
Wenatchee	3%
Cashmere	10%

Source: 2023 ACS 5-Year Estimates, Table B25002

Of the 213 vacant units in Leavenworth in 2023, 71% of were designated vacant for the reason of being for seasonal, recreational, or occasional use (Exhibit 6). This is indicative of the City's high tourist demand, where the City is a popular holiday destination; however, it is

[1] U.S. Census Bureau, American Community Survey, 5-Year Estimates, 2023, Table DP04.

not uncharacteristic compared to the County as a whole. In Chelan County, 78% of all vacant housing units were also designated as vacant because they were only used for season, recreational, or occasional use.

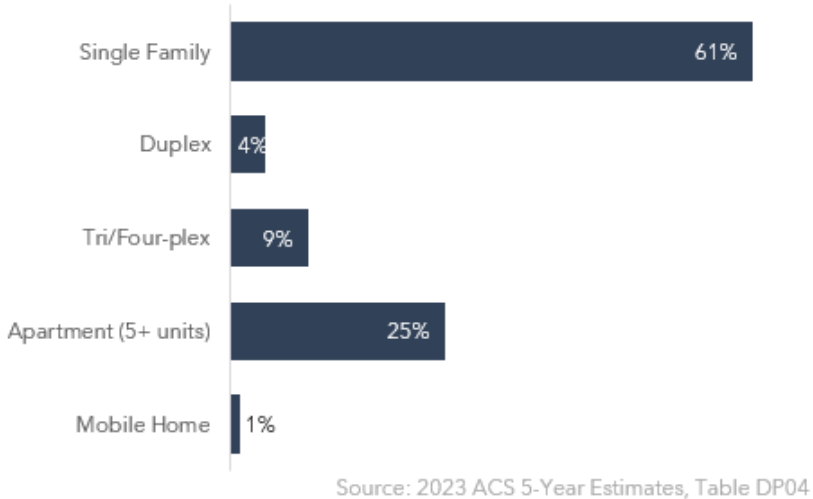
Exhibit 6. Vacancy status

Vacancy Status	Chelan County		Leavenworth	
	Count	Pct.	Count	Pct.
For rent	491	7%	7	3%
Rented, not occupied	49	1%	0	0%
For sale	192	3%	32	15%
Sold, not occupied	67	1%	0	0%
For seasonal, recreational, or occasional use	5,671	78%	152	71%
For migrant workers	179	2%	0	0%
Other vacant	655	9%	22	10%
Total	**7,304**		**213**	

Source: 2023 ACS 5-Year Estimates, Table B25004

Most of Leavenworth's housing stock is three-bedroom, single-family structures, as seen in Exhibit 7 and Exhibit 8. Due to its on average larger home size, Leavenworth's households were not considered severely crowded by U.S. Census standards.[2] However, larger homes tend to be more expensive to build, maintain, rent, and buy. Many potential buyers or renters may seek smaller, more affordable units. As housing costs increase, the city should consider goals and policies to allow smaller structures with fewer bedrooms to increase housing affordability of newer units.

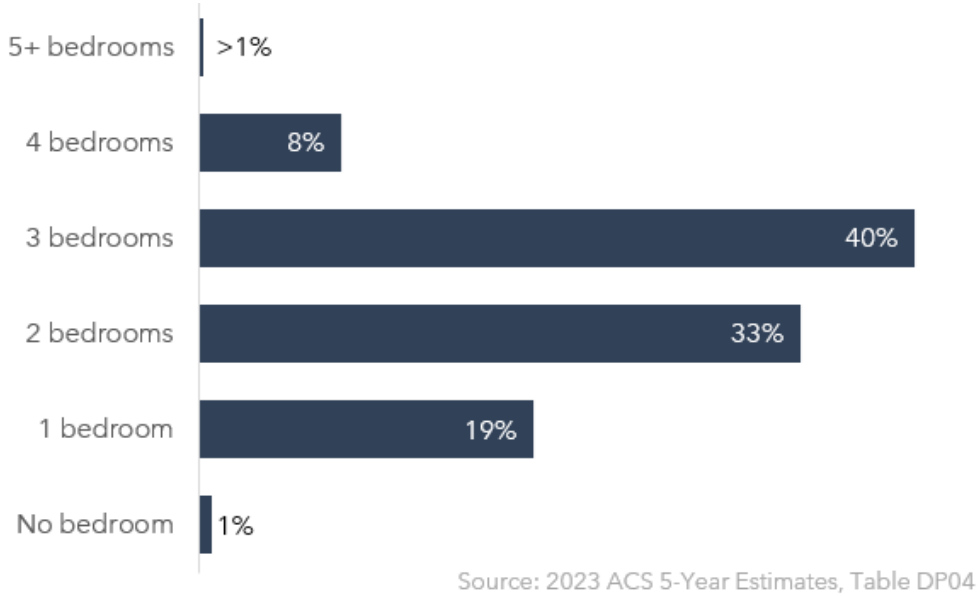
Exhibit 7. Most housing units in Leavenworth are single-family



Source: 2023 ACS 5-Year Estimates, Table DP04

[2] U.S. Census Bureau, American Community Survey, 5-Year Estimates, 2023, Table B25014.

Exhibit 8. Most housing units in Leavenworth have two or more bedrooms

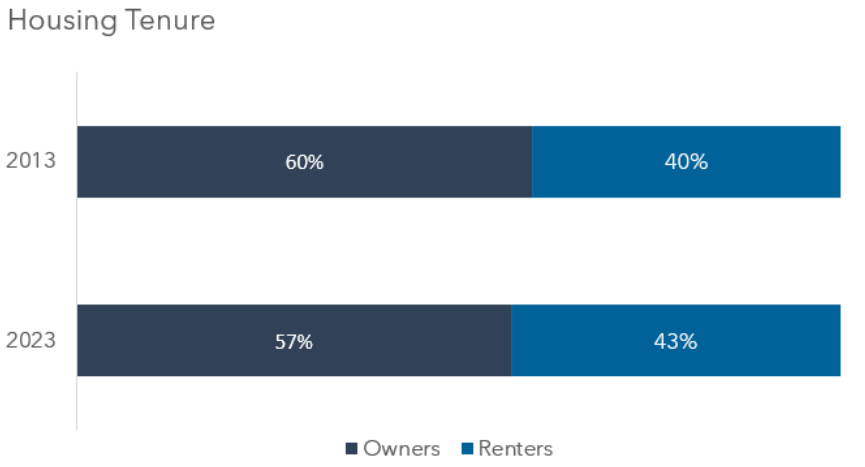


Source: 2023 ACS 5-Year Estimates, Table DP04

HOUSEHOLD CHARACTERISTICS, COST, AND VALUES

Most Leavenworth households remained homeowners between 2013 and 2023 despite declining ownership rates, as seen in Exhibit 9.

Exhibit 9. The percentage of owners versus renters remained relatively similar between 2013 and 2023



Source: 2023 ACS 5-Year Estimates, Table DP04

Home values and sale prices increased dramatically between 2013 and 2023. Based on Chelan County assessor data, Leavenworth median sale prices increased 132% from 2013 to 2023 (Exhibit 10).

Exhibit 10. Home prices increased substantially since 2013

	Chelan County			Leavenworth		
	2013	2023	Change	2013	2023	Change
Home values[1] (typical home)	$ 224,182	$ 494,655	**+121%**	$ 288,833	$ 667,989	**+131%**
Sale prices[2] (median)	$237,750	$525,000	**+121%**	$289,000	$669,500	**+132%**

1. Zillow Home Value Index (ZHVI). Annual average taken from monthly data. Typical values for homes in the 35th to 65th percentiles, smoothed and seasonally adjusted.
2. Chelan County Assessor. Residential home sales data for Leavenworth market area and Chelan County as a whole.

Chelan County fair market rents in 2023 were estimated to be $981 for a studio and $2,325 for four-bedroom units. These rates were, for the most part, attainable for those making the Area Median Income (AMI), shown in Exhibit 11. Leavenworth-specific fair market rent data was unavailable, however, so local rent data may differ.

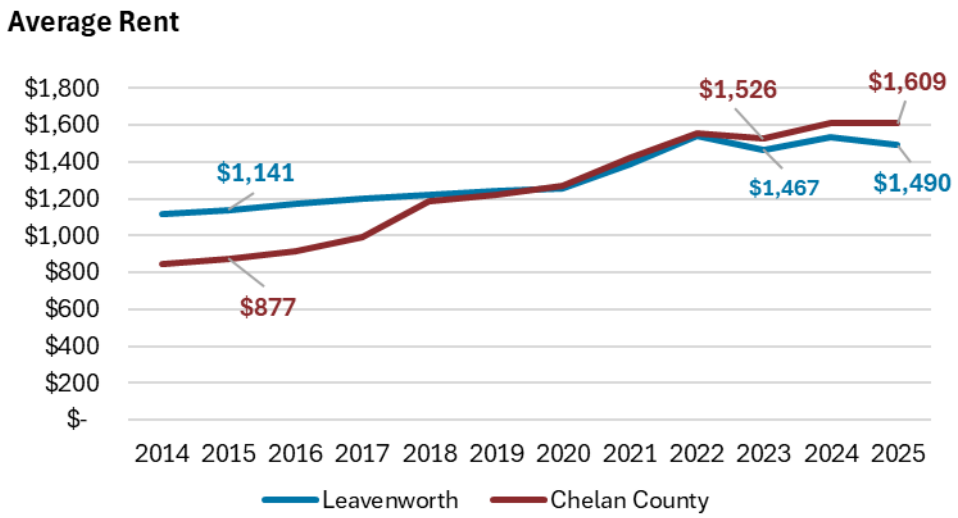
Exhibit 11. Fair market rents in Chelan County 2023

Bedrooms	Fair Market Rent[1]	Percent of AMI[2]
Studio	$981	16%
One-bedroom	$1,153	19%
Two-bedroom	$1,448	23%
Three-bedroom	$2,003	32%
Four-bedroom	$2,325	37%

1. National Low Income Housing Coalition, Out of Reach (2024)
2. Based on 2023 5-Year ACS estimate for Chelan County. Median income of $78,306.

Average rents in Leavenworth have tracked similar to those across the entire county, as seen in Exhibit 12. The average rent for a unit in Leavenworth over the past several years has hovered around $1,500. At this level, rents are generally affordable for households earning approximately the Area Median Income, representing between 22% of income at the lowest point in 2024 and 27% at the highest point in 2014.

Exhibit 12. Average rents in Leavenworth and Chelan County



Source: University of Washington Center for Real Estate Research.

This update gathered local rental listings to supplement the county rental data. Exhibit 13 shows recent averages of listed rents for apartments from Leavenworth Haus and Autumn Haus. While these rents may not be fully inclusive of all rentals throughout Leavenworth, it does provide a picture of available rentals and how they may compare to rates from the County. These rental rates are higher than those of the county shown in Exhibit 11; however, some of the disparity can be attributed to the smaller sample size of average listings across the two Leavenworth apartments and different years of rental listing data.

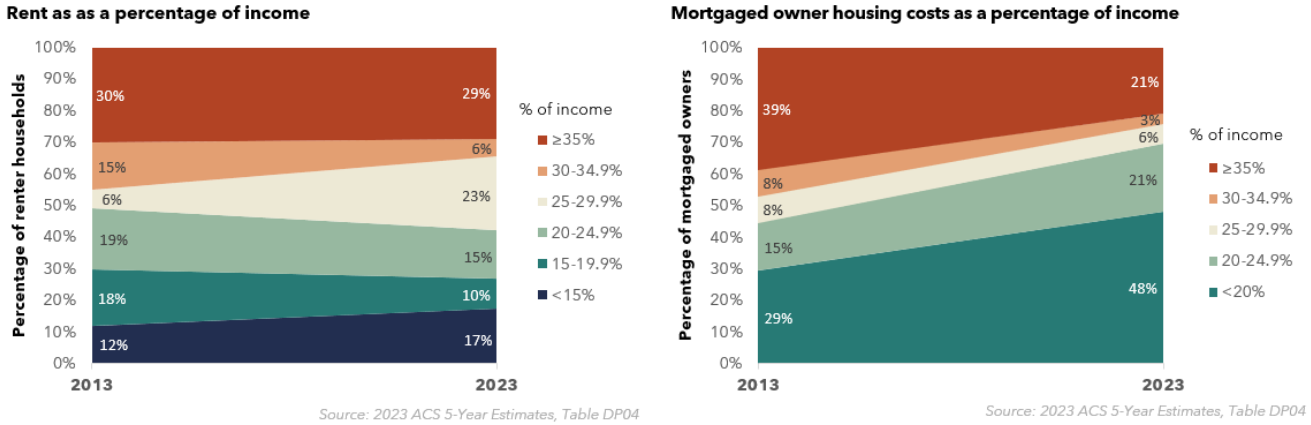
Exhibit 13. Average listed rents for Leavenworth apartments, 2025

Bedrooms	Average Market Rent Listings[1]
Studio	$1,373
One-bedroom	$1,646
Two-bedroom	$2,025
Three-bedroom Townhouse	$3,338

1. Averages from apartment listings from Leavenworth Haus and Autumn Haus

Both renters and owners with mortgages in Leavenworth seem to be spending less on their housing costs in 2023 compared to 2013, as seen in Exhibit 14. In 2013, an estimated 39% of mortgaged owners spent more than 35% of their income on housing while in 2023 the estimate decreased to only 21% of mortgaged owners. The downward trend in housing spending as a proportion of income may suggest that the city is attracting higher-income households, who consequently spend a smaller share of their income on housing.

Exhibit 14. Households spent less of their income on housing in 2023 compared to 2013



Higher costs of housing impacts renters more. When a household is cost burdened, they are more at risk of losing their housing due to economic upsets or life events. A household is considered cost burdened when it spends more than 30% of household income on housing. Nearly a third of renter-households were considered cost burdened, compared to only 17% of owners (Exhibit 15). This was lower than the County, where almost half of all renters are considered cost burdened. Some of this discrepancy could be attributed to second home rentals in the city, where middle and higher income households rent a home in Leavenworth but live elsewhere. However, the cost burden rate for renters is comparable with the state overall, where 34% of renters are considered cost burdened.

The current Comprehensive Plan Housing Element does not have many policies that emphasize renter households and workforce housing. Leavenworth should consider goals and policies in the Comprehensive Plan update that address affordability for renters.

Exhibit 15. Renters are the most burdened by housing costs

	Leavenworth			Chelan County		
	Owners	Renters	Total	Owners	Renters	Total
Cost Burdened (30-50%)	9%	17%	12%	14%	23%	17%
Severely Cost Burdened (>50%)	8%	13%	10%	8%	21%	13%
Total Cost Burdened	**17%**	**30%**	**22%**	**22%**	**44%**	**30%**

Source: US HUD, 2017-2021 Comprehensive Housing Affordability Strategy (CHAS) (Table 4)

B.3 LAND CAPACITY ANALYSIS

KEY FINDINGS

- Leavenworth has both residential and employment land capacity to meet its forecasted 2046 housing (Exhibit 24) and employment needs (Exhibit 35).
- While this analysis confirms that there is sufficient capacity under the city's current zoning, it is increasingly important to pursue policies that promote attainable housing affordability. This is particularly the case given Leavenworth's tourism industry and economic context. Ensuring that housing is affordable not only requires the zoned capacity for it to occur, but the policies and incentives to realize it.
- The city has sufficient capacity to meet its Emergency Housing target (Exhibit 33).

ALLOCATED TARGETS

Chelan County adopted the following housing allocation targets on March 4, 2024.[3] Leavenworth's allocated population growth is 410 additional people, for a total 2046 population of 3,539 people, as shown below in Exhibit 16. The following Land Capacity bases its analysis on this forecasted growth to ensure adequate land supply is available for housing and jobs.

Exhibit 16. Adopted population targets

Population Allocations										
Urban Growth Area	Share of 2000-2020 Population Growth	Adjusted Population Allocation	2022 OFM Estimate	2026 Projection	2030 Projection	2035 Projection	2040 Projection	2045 Projection	2046 Projection	2026-2046 20 year change
Manson UGA	3.37%	3.37%	2,103	2,189	2,280	2,385	2,483	2,574	2,592	403
Chelan UGA	3.43%	3.43%	4,704	4,791	4,884	4,991	5,090	5,183	5,201	410
Entiat UGA	2.23%	2.23%	1,361	1,418	1,478	1,548	1,612	1,673	1,684	267
Leavenworth UGA	3.43%	3.43%	3,041	3,128	3,221	3,329	3,428	3,521	3,539	410
Peshastin UGA	-0.43%	0.00%	655	655	655	655	655	655	655	-
Cashmere UGA	3.23%	3.23%	4,153	4,235	4,322	4,423	4,517	4,604	4,621	386
Wenatchee UGA	59.59%	59.59%	41,019	42,530	44,141	46,008	47,731	49,347	49,660	7,130
Urban	74.86%	75.28%	57,036	58,945	60,980	63,339	65,516	67,557	67,953	9,007
Rural	25.14%	24.72%	23,614	24,241	24,909	25,683	26,398	27,069	27,198	2,958
Total	100.00%	100.00%	80,650	83,186	85,889	89,022	91,914	94,626	95,151	11,965

The share of population growth prepresented in the above table was calculated using the same methodology as the population allocations adopted under Chelan County Resolution 2015-112 for the last periodic update cycle.

The UGAs listed above include incorporated areas located within them, if any.

The County defines housing supply growth targets based on number of households, household income level and housing type. The city must plan for emergency and supportive housing types, as well as typical permanent housing types. The city must also ensure it is planning for a range of household incomes. See Exhibit 17. Planning for a variety of income levels requires the city to ensure a variety of housing types are allowed throughout the city's zones.

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

Exhibit 17. Adopted housing unit targets

Housing Need Allocations by Income Level and Type

Urban Growth Area	Adjusted Population Allocation	Total	Permanent Housing Needs by Income Level (% of Area Median Income)						Emergency Housing Needs (Temporary)
			0-30%		>30-50%	>50-80%	>80-100%	>100-120%	>120%	
			Non-PSH	PSH						
Manson UGA	3.37%	355	43	31	60	59	29	26	107	10
Chelan UGA	3.43%	361	43	32	61	60	29	27	109	10
Entiat UGA	2.23%	235	28	21	40	39	19	17	71	7
Leavenworth UGA	3.43%	361	43	32	61	60	29	27	109	10
Peshastin UGA	0.00%	-	-	-	-	-	-	-	-	-
Cashmere UGA	3.23%	340	41	30	57	57	28	25	103	10
Wenatchee UGA	59.59%	6,275	752	548	1,057	1,048	509	466	1,895	180
Urban Total	75.28%	7,928	950	693	1,335	1,323	644	589	2,394	227
Rural	24.72%	2,603	312	227	439	435	211	193	786	75
Total	100%	10,531	1,262	920	1,774	1,758	855	782	3,180	302

The table above uses the same calculation method utilized in the "Method A" option provided by the Washington State Department of Commerce in the Housing for All Planning Tool (HAPT). The listed values are for the period 2020-2046.
The UGAs listed above include incorporated areas located within them, if any.

Since the County did not establish a specific jobs target for its Urban Growth Areas; however the city must plan for anticipated job growth to support its population. To calculate the required number of jobs needed per new household, we used the American Community Survey figure of 1.17 jobs per household in Leavenworth in 2023. Based on the expected growth of 361 households, Leavenworth will need an additional 422 jobs by 2046.

METHODS

This study analyzed housing and commercial land capacity to estimate whether the City will have the zoned land availability to accommodate future growth. This analysis was completed according to the House Bill 1220 (2021), which updated the Growth Management Act (GMA) RCW 36.70B. Accordingly, Leavenworth must plan for very low-, low-, and moderate-income housing needs when conducting their Comprehensive Plan updates. Leavenworth must demonstrate that land capacity exists in the Urban Growth Area for housing types that meet these income needs. In other words, the analysis asks the question, *do the current zoning and development regulations allow housing types and quantities that meet need by income bracket?*

This analysis used data from the county assessor, local zoning data and shapefiles, and critical area layers to determine the lands able to support development (i.e. buildable lands). Any properties and areas deemed unbuildable due to steep slopes (>40% slope), flooding, wetlands, or public uses, are excluded. To identify buildable lands, we used the four classifications:

- **Pipeline**. Units with active building or land use permits. Rather than acreage, the analysis uses the proposed unit count.

- **Vacant**. Parcels that are either classified as undeveloped land by the county assessor or that have improvement values of less than $10,000. Parcels that did not meet the minimum zoning requirements for lot size are excluded.

- **Under-utilized**. Parcels where the improvement (i.e. building) value is equal to or less than the land value. Lower value structures suggest the property is not being used to its full potential and could be likely to redevelop or upgrade in the future. To identify these parcels, we first determined a utilization ratio (the improvement value divided by the land value). Using these ratios, we used the following criteria, scaled based on location and use, to classify under-utilized parcels:
    - Low density residential zone parcels in the UGA: ≤50%
    - Low density residential zone parcels in the city: ≤ 70%
    - Multifamily zone parcels: ≤100%
    - Commercial zone parcels: ≤120%

- **Partially-used**. Parcels where the lot size is large enough to be further subdivided, based on current zoning, are considered partially-used. However, we recognize that not all large parcels will be subdivided. To control for this, we excluded properties with improvements (buildings) that were the upper quartile, then used the following criteria to identify partially-used parcels:
    - In the UGA: ≥3 times the zoned minimum
    - In the city: ≥2.5 times the zoned minimum

These classifications were hierarchical. For example, a vacant parcel, by its nature, is also under-utilized. Similarly, if an under-utilized parcel was large enough to be considered partially-used, it was only counted once as under-utilized.

In addition to the deductions made for critical areas, we also made several deductions based on infrastructure, market, and future public use considerations. We used the following percentage deductions.

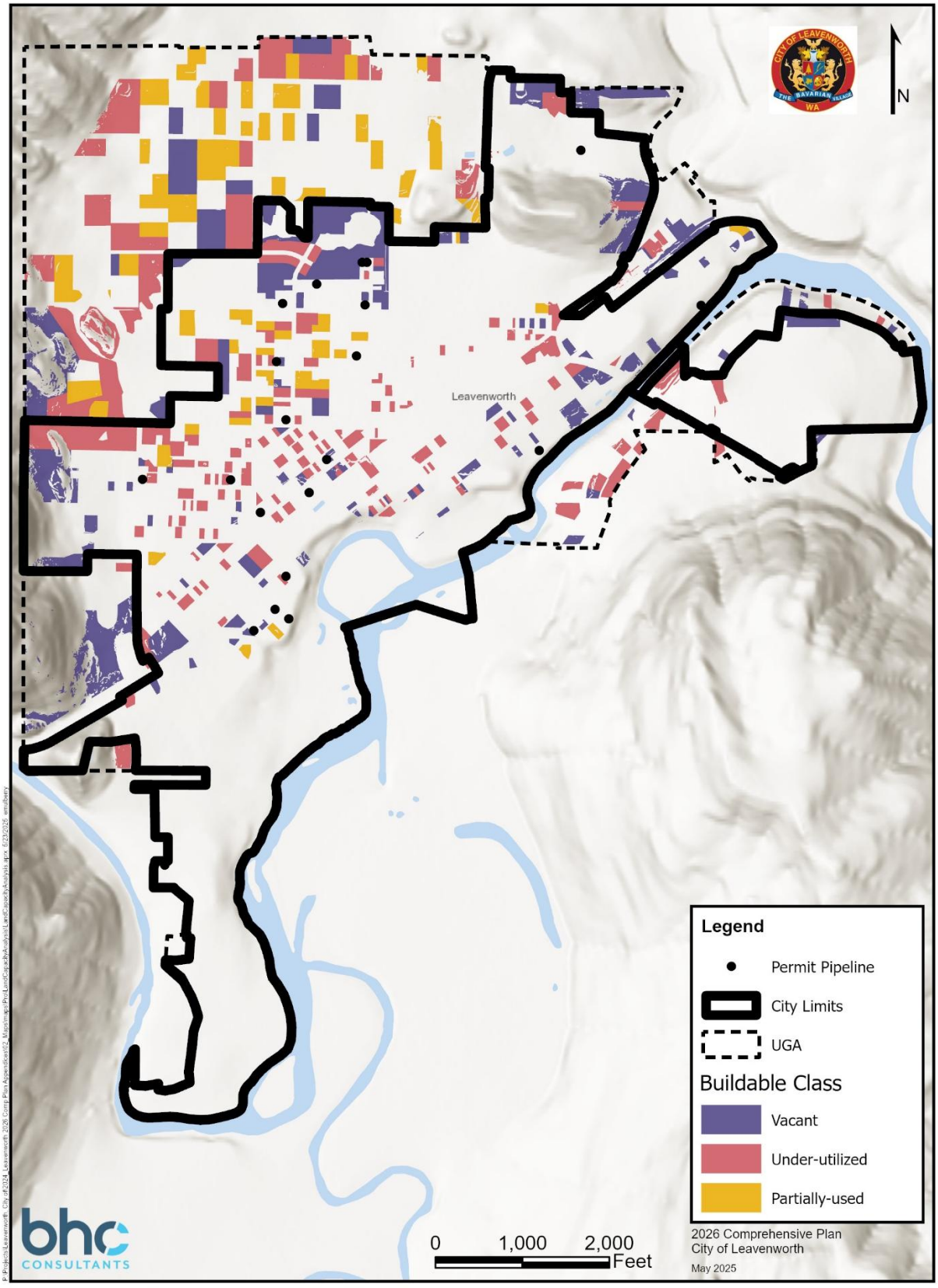
- **Infrastructure deduction** – 25%. This deduction recognizes that a significant portion of land may be unsuitable for immediate or efficient development due to the need for major infrastructure improvements (e.g., roads, utilities, drainage).

- **Future Public Use** – 5%. This small deduction accounts for land reserved or left undeveloped intentionally for public amenities such as parks, recreational spaces, or community facilities.

- **Market Factor** – 15% for vacant and 25% for under-utilized and partially-used parcels. The market factor adjusts for economic realities. It recognizes that not all vacant or under-utilized parcels will be developed due to market conditions, investor confidence, and other economic trends.

The results of this analysis are a map identifying parcel types (Exhibit 18), a tabulation of all buildable lands in acres, and a total number of units in the permit pipeline.

Exhibit 18. Land capacity map



RESIDENTIAL DENSITIES AND INCOME BRACKET ALLOCATION

To convert acres to housing units, this study considered both zoned and achieved densities to establish a reasonable assumed dwelling unit per acre density for each zone. The following exhibit discusses the assumed densities used and reasons for them.

Exhibit 19. Assumed residential densities

Zone	Assumed density (du/acre)	Notes
Residential Low 6	8.55	While zoned density with setbacks ranges just above 7 du/acre, considering trends and construction of ADUs and local achieved densities, this was adjusted.
Residential 8	1	While setbacks and coverage limits may allow up to 5, achieved densities have historically been lower due to infrastructure limitations.
Multi-Family Residential	15	This density is based on height, coverage, and siting requirements in the zone.
Residential 8 (UGA)	1	While setbacks and coverage limits may allow up to 5, achieved densities have historically been lower due to infrastructure limitations.
Multi-Family Residential (UGA)	10	This density is based on height, coverage, and siting requirements in the zone. This study discounted the density to be slightly lower in the UGA to be more conservative.

Once acreage is converted to housing units using the assumed densities above, the total unit capacity by zone must then be allocated by income bracket. To do this, we created a set of assumed allocation ratios. These ratios were based on a market review of existing rents and housing costs along with the Washington State Department of Commerce's housing guidance on affordability by housing type for land capacity analyses.[4] We use the example for higher-cost jurisdictions as a starting point given Leavenworth's housing demand and tourism industry.

[4] Department of Commerce. "Guidance for Updating Your Housing Element (Book 3)," September 2024. https://deptofcommerce.app.box.com/s/1d9d5l7g509r389f0mjpowh8isjpirlh.

Exhibit 20. Commerce example of relating zone categories to housing and income levels[5]

Zone category	Typical housing types allowed	Lowest potential income level served		Assumed affordability level for capacity analysis
		Market rate	With subsidies and/or incentives	
Low Density	Detached single family homes	Higher income (>120% AMI)	Not feasible at scale*	**Higher income (>120% AMI)**
Moderate Density	Townhomes, duplex, triplex, quadplex	Higher income (>120% AMI)	Not typically feasible at scale*	**Higher income (>120% AMI)**
Low-Rise Multifamily	Walk-up apartments, condominiums (2-3-floors)	Moderate income (>80-120% AMI)	Extremely low, Very low, and Low-income (0-80% AMI)	**Low income (0-80% AMI) and PSH**
Mid-Rise Multifamily	Apartments, condominiums	Moderate income (>80-120% AMI)	Extremely low, Very low, and Low-income (0-80% AMI)	**Low income (0-80% AMI) and PSH**
High-Rise/Tower	Apartments, condominiums	Higher income (>120% AMI)	Moderate income (>80-120% AMI)	**Moderate income (>80-120% AMI)**
ADUs (all zones)	ADUs on developed residential lots	Moderate income (>80-120% AMI)	N/A	**Moderate income (>80-120% AMI)**

In addition to the Department of Commerce guidance, to assess existing rental affordability within the city, we looked at existing contract rent data from the American Community Survey. Exhibit 21. shows that just over half of the observed contract rental amounts are affordable to households in the 0-50% AMI range.

Exhibit 21. Households paying contract rents at each affordability bracket

AMI Bracket	Income Thresholds		Max affordable rent (30% of income)	Number of households meeting threshold (2023 ACS)	
	Minimum	Maximum		Households	Percent
<30%	$0	$23,492	$587	215	43%
30-50%	$23,492	$39,153	$979	79	16%
50-80%	$39,153	$62,645	$1,566	85	17%
80-100%	$62,645	$78,306	$1,958	72	14%
100-120%	$78,306	$93,967	$2,349	44	9%
>120%	$93,967	N/A	N/A	6	1%
2023 ACS 5-Year Estimates, Contract Rent, Table B25056					

The Commerce example of relating zoning categories to income levels (Exhibit 20) and ACS contract rent data (Exhibit 21) were the two key resources that informed the allocation ratios in our land capacity analysis, shown in Exhibit 22. The contract rent data revealed that nearly half (43%) of existing households pay rents that fall into the lowest income brackets, likely because much of the current housing stock is naturally affordable. However, new

[5] Department of Commerce. "Guidance for Updating Your Housing Element (Book 3)," September 2024. https://deptofcommerce.app.box.com/s/1d9d5l7g509r389f0mjpowh8isjpirlh. See Exhibit 13 in the guidebook.

development is unlikely to achieve the same affordability levels. We therefore adjusted the allocations for the Multi-Family Residential Zone to reflect this by assuming a smaller proportion of future units will meet the lower income brackets compared to those reflected in Exhibit 21.

Exhibit 22. Allocation ratio assumptions

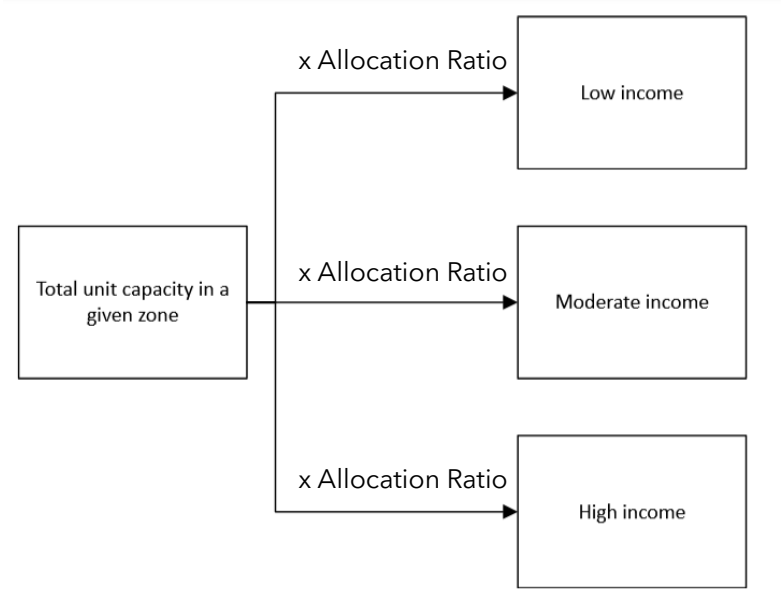
Residential Zones	Area Median Income Bracket (AMI)					
	0-30%	30-50%	50-80%	80-100%	100-120%	>120%
Residential Low 6*	-	-	-	10%	15%	75%
Residential 8	-	-	-	-	-	100%
Multi-Family Residential	15%	20%	30%	25%	10%	-
Residential Low 6 – UGA*	-	-	-	10%	15%	75%
Residential 8 – UGA	-	-	-	-	-	100%
Multi-Family Residential – UGA	15%	20%	30%	25%	10%	-

*Generally, low density is unaffordable for brackets below 120% AMI. However, given recent permitting, we assume 25% of properties in this zone have Accessory Dwelling Units. This is based on several areas of the R-6 zone, where 25% of the lots have ADUs. The allocation ratios for 80-120% therefore reflect this.

Rows add up to 100%.

Finally, we used these allocation ratios to estimate housing unit capacities across various income brackets by multiplying them by the zone's overall unit capacity (in dwelling units per acre). This process is demonstrated in Exhibit 23. The results of this are discussed in the following section.

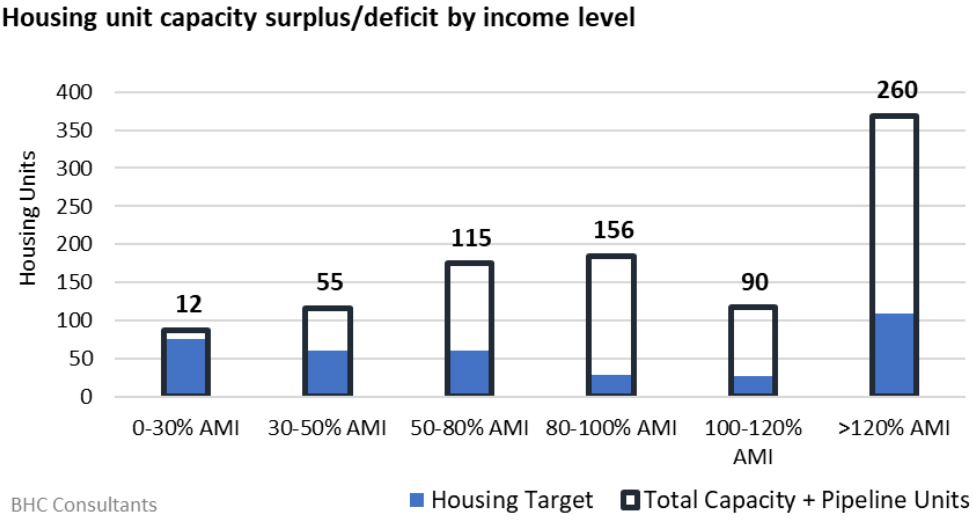
Exhibit 23. Unit capacity to income level process



RESIDENTIAL CAPACITY RESULTS

Based on the allocation assumptions and estimated unit capacities, Leavenworth should have sufficient residential capacity to accommodate all income bands, as shown in Exhibit 24. This is largely due to the significant amount of recent permitted units as part of the Meadows apartment project (369 units). Leavenworth's effectiveness and relatively high participation of property owners constructing ADUs also plays a role in providing capacity among the 80-100% AMI category.

Exhibit 24. Projected residential capacity – Surplus/ deficit



To see how housing capacity is reflected against the total population target, we can estimate the number of people that the housing unit capacity can accommodate. Assuming an average household size of 2.84 and a vacancy rate of 15% based on 2023 American Community Survey 5-Year Estimates, Leavenworth should have housing capacity for 2,525 people. The allocated target for Leavenworth is an increase of 410 people, resulting in a capacity surplus of 2,115 people.

RESIDENTIAL CAPACITY – ADDITIONAL PLANNING SCENARIOS

While the surplus capacity is promising for the city, we should note that Leavenworth faces increasing cost pressures and affordability concerns given its high demand and tourism industry. This is reflected in the fact that in 2022, 2,052 people commuted from outside the city for work in Leavenworth.[6] Therefore, the estimated capacity surplus does not negate the city's need to provide policy and incentives to ensure continued affordable housing for both existing and future households, especially targeting workforce housing. This section provides

[6] US Census Bureau, OnTheMap, 2022.

additional scenario analyses, adjusting the housing allocation targets for scenario planning. This analysis considered the following scenarios:

1. **Commuter + County target scenario**. This scenario answers the question, *what would capacity look like if each commuter had a home in Leavenworth, in addition to the county target?* This scenario takes the current target and adds the existing commuter workforce to it, based on census workforce estimates. This is a simplistic, extreme build-out scenario, assuming that one commuter would need one housing unit, excluding considerations for shared households.
2. **Commuters only scenario**. This scenario answers a similar question to the first scenario, answering what capacity would look like if the city accommodated just its existing commuter workforce.
3. **Adjusted workforce scenario**. This scenario incorporates more reasonable assumptions and adjustments to the commuter number to find a more likely scenario, while still basing the scenario housing target on workforce data. It assumes:
    - 1.5 jobs per household
    - 5% vacancy rate
    - 50% capture rate (half of the commuting workers decide to live in Leavenworth given the option)

Each scenario assumes a similar AMI unit distribution as the adopted county target distribution. The following exhibit shows the adjusted scenario targets.

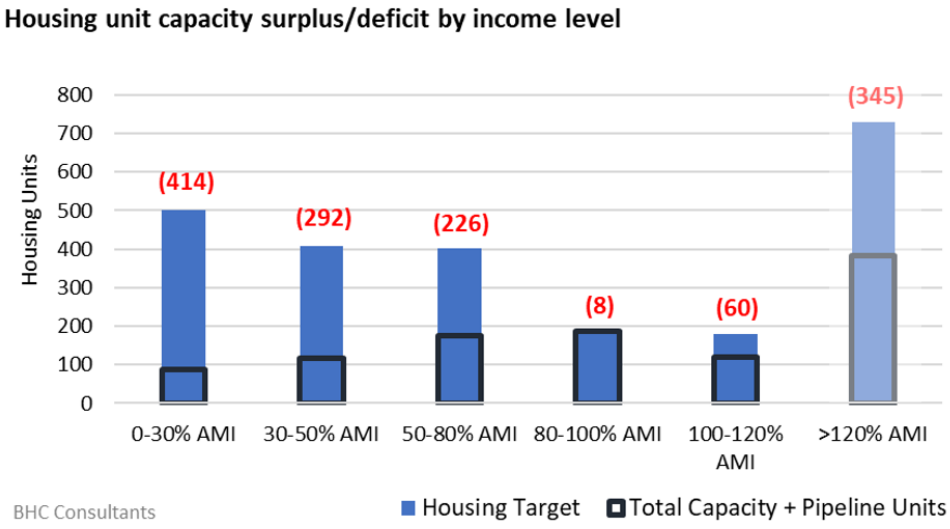
Exhibit 25. Planning Scenarios – Adjusted Targets (in housing units)

AMI Level	Adopted County Target (Baseline)	Commuter + County Target Scenario	Commuters Only Scenario	Adjusted Workforce Scenario
0-30% AMI, Non-PSH	43	287	244	86
0-30% AMI, PSH	32	214	182	64
30-50% AMI	61	408	347	122
50-80% AMI	60	401	341	120
80-100% AMI	29	194	165	58
100-120% AMI	27	180	153	54
>120% AMI	109	729	620	218
Total	**361 units**	**2,413 units**	**2,052 units**	**720 units**

Commuter + County Target Scenario Results

Unsurprisingly, this scenario showed the greatest deficit across the board. Essentially, to accommodate a new housing unit per commuting worker, Leavenworth would essentially need to double its housing. Its current infrastructure and density capacity would be unable to accommodate this kind of growth without significant upgrades.

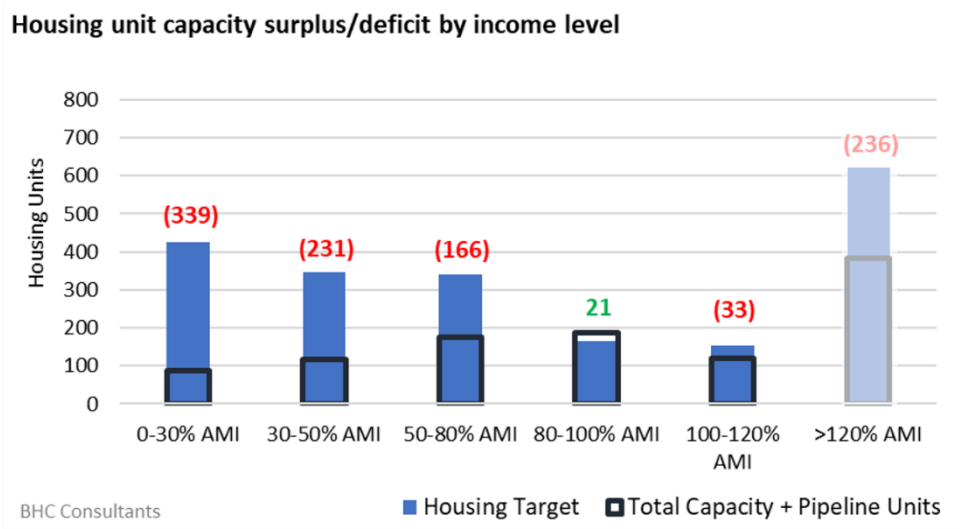
Exhibit 26. Commuter + County target scenario results



Commuters Only Scenario

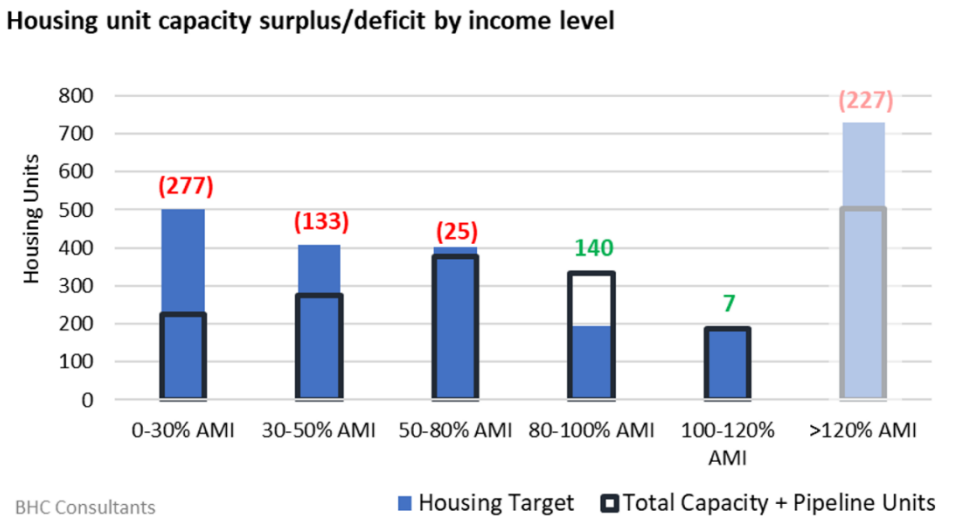
This scenario, while still a reach target, still reflects a large difference from the county target given the sheer number of commuters working in the city. However, it aims to be more reasonable than the commuter+ county target scenario.

Exhibit 27. Commuter only results



Even if the City upzoned all residential zones to allow multifamily everywhere—R6 upzoned to 20 dwelling units per acre and multifamily zones upzoned to 40 dwelling units per acre—the city would still be unable to meet this target, reflected below.

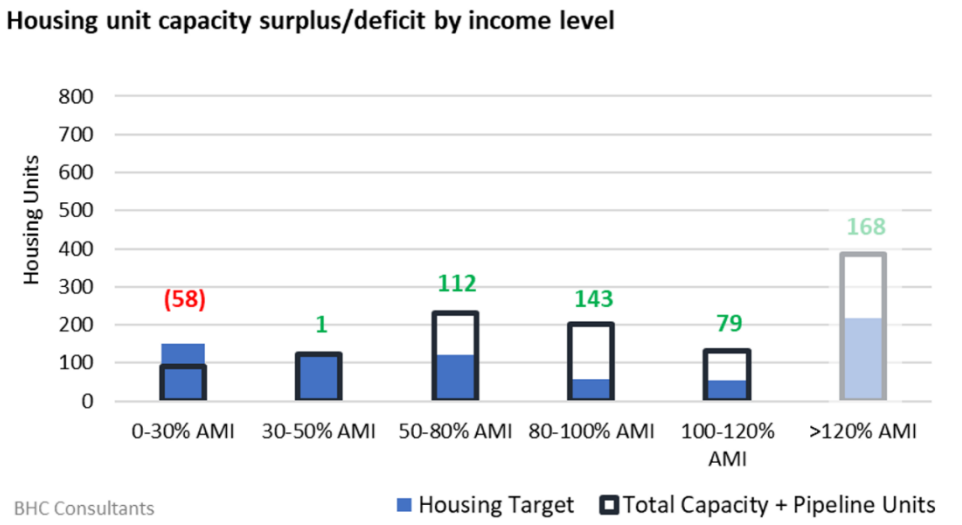
Exhibit 28. Commuter only results - Upzoned



Adjusted Workforce Scenario

This last scenario is intended to be more reasonable and realistic for internal planning purposes. The results for this also include density bonuses considering the proposed R3 zone (with smaller lots) and co-living housing (1.2x assumed density bonus). Even with these bonuses, the city would still see a potential shortfall for units affordable to the 0-30% AMI category.

Exhibit 29. Adjusted workforce scenario results



The scenario analyses show several key takeaways:

- Under the commuter scenarios, accommodating every current commuter with housing in the city would involve significant changes in zoning and infrastructure improvements. This would involve significant cost to the city's capital facilities and services.
- The city has been successful in increasing housing capacity for moderate-income households through Accessory Dwelling Units and middle housing adjustments. This is reflected in the adjusted workforce scenario, which shows a capacity surplus for the 50–100% AMI category.
- Co-living and rezoning strategies would help increase capacity, but they would not fully eliminate the deficit for the lowest-income tier. To address the deficit in the 0–30% AMI category, the city would need to consider expanding opportunities for multifamily housing.
- Expanding multifamily zoning would not necessarily guarantee affordability for households at the 0–30% AMI level. The city currently offers several incentives and bonuses to encourage affordable housing production, but participation in these programs is generally at the developer's discretion. Guaranteeing affordability would likely require some form of mandatory inclusionary zoning requirement. Such a policy could affect overall housing production if not paired with sufficient funding, feasibility analysis, and careful program design.[7]

[7] Shane Phillips, *Modeling Inclusionary Zoning's Impact on Housing Production in Los Angeles: Tradeoffs and Policy Implications* (Berkeley, CA: Terner Center for Housing Innovation, April 2024), https://ternercenter.berkeley.edu/wp-content/uploads/2024/04/Inclusionary-Zoning-Paper-April-2024-Final.pdf

AFFORDABLE HOUSING FUNDING GAP ANALYSIS

While the section, Residential Capacity Results, shows land and zoning capacity, this section provides additional analysis on funding sources and gaps to provide affordable units below market rates to meet the requirements of RCW 36.70A.070(2)(d)(ii). Exhibit 30 provides an inventory of funding sources for affordable housing at the city. The City of Leavenworth has already implemented many affordable housing financing initiatives and maintains affordable housing funds to support its affordable housing goals.

Exhibit 30. Checklist for local option tools for addressing affordable housing funding gaps

Local option tools for addressing affordable housing funding gaps*	Implementation status	Plans for implementation
Housing and related services sales tax (RCW 82.14.530)	Implemented	N/A
Affordable housing property tax levy (RCW 84.52.105)	No	
REET 2 (RCW 82.46.035) – GMA jurisdictions only and only available through 2025	N/A (available through Chelan County)	Not possible
Affordable Housing Sales Tax Credit (RCW 82.14.540) – was only available to jurisdictions through July 2020	No	N/A
Lodging Tax (RCW 67.28.150 and RCW 67.28.160) to repay general obligation bonds or revenue bonds	Implemented	N/A
Mental Illness and Drug Dependency Tax (RCW 82.14.460) – jurisdictions with a population over 30,000	N/A	N/A
Sales and Use Tax Deferral for Conversion of Underutilized Commercial Property to Affordable Housing (RCW 82.59)	No	The city does not have significant underutilized commercial properties to make an impact. Residential use is already allowed in commercial zones.
Donating surplus public lands for affordable housing projects (RCW 39.33.015)	N/A. No surplus lands	Not possible
Impact fee waivers for affordable housing projects (RCW 82.02.060)	No	Possible
Application fee waivers or other benefits for affordable housing projects (RCW 36.70A.540)	No	Possible
Multifamily Tax Exemption (MFTE) with affordable housing requirement (RCW 84.14)	Implemented	N/A
General funds (including levy lid lifts to increase funds available)	Implemented	N/A

Annual Average Affordable Housing Need

Based on the adopted housing targets, Exhibit 31 estimates the annual production need for affordable units over the next 20 years. This update grouped the income groups for 0-80% AMI and 80-120% AMI respectively. Affordable housing providers in Leavenworth generally set the qualifying threshold to less than 80% AMI.

Exhibit 31. Annual average affordable housing need

Income Level	Housing Unit Target	Units Needed Per Year
0-30% AMI, Non-PSH	43	10
0-30% AMI, PSH	32	
30-50% AMI	61	
50-80% AMI	60	
80-100% AMI	29	3
100-120% AMI	27	

Funding Gap Analysis – 0-80% AMI

Upper Valley MEND, a nonprofit that provides affordable housing, is the primary partner for providing units for households making less than 80% AMI. From 2022 to 2027, Upper Valley MEND produced, acquired permits for, and proposed an average of seven affordable units per year. To fund these affordable units, Upper Valley MEND reported using the following sources:

- City of Leavenworth affordable housing funds
- Upper Valley MEND general funds
- Charitable contributions (land and cash donations)
- Chelan County Board of County Commissioners provides annual operating funds of $20,000 for housing program
- Washington State Housing Trust Fund (Dept. of Commerce),
- American Rescue Plan Act (ARPA) funds through Chelan County
- Cascade Public Infrastructure Funds (CPIF) through Chelan County
- MJ Murdock Charitable Trust, Foundation Grant

Additionally, the Housing and Urban Development Department (HUD) added eight affordable units in 2022. Combining these units with those from Upper Valley MEND, the city has added an annual average of 8 affordable units per year.

The Department of Commerce's Guidance for Updating Your Housing Element (Book 2) provides an average cost per unit of new unit construction based on LIHTC projects (Exhibit 27 in the guidance). For Chelan County, the average cost per affordable unit was $274,816 in 2022 dollars. Adjusting for inflation in 2026 dollars using the Consumer Price Index, this amounts to $310,304. To meet the housing target for the 0-80% AMI categories, Leavenworth would need to permit and produce an additional three affordable units per year over the next 20 years. Based on the assumed average cost per unit, this amounts to a funding gap of $620,608 annually, summarized in Exhibit 32.

Exhibit 32. Estimated affordable unit funding gap – 0-80% AMI income categories

Measure	Housing Units / Dollars
Total annual affordable units needed[1]	10 units
Average annual affordable housing production rate[2]	8 units
Assumed cost per unit[3]	$310,304
Annual affordable unit production surplus/(deficit)[4]	(2 units)
Estimated annual funding surplus/ (deficit) gap[5]	**($620,608)**

1. Based on Leavenworth's housing allocation target for 0-80% AMI incomes. Over the 20 year planning horizon.
2. Based on permitting and production of affordable units by Upper Valley MEND. Assumes similar permitting and production as 2022-2027.
3. Department of Commerce's *Guidance for Updating Your Housing Element* (Book 2). Exhibit 27 average cost per unit for Chelan County, adjusted for inflation in 2026 dollars.
4. Annual need minus annual average production.
5. Assumed cost per unit times the unit production gap. Does not include rents paid by qualifying households to offset costs.

Funding Gap Analysis – 80-120% AMI

For the income brackets of 80-100% AMI, the city has taken significant steps to increase housing capacity through infill provisions, including recent changes for middle housing types and Accessory Dwelling Units (ADUs). Between 2019 and 2024, the City permitted an average of 11 ADU's annually, supported in part by its pre-approved plan set program. . The projected need for the 80-120% AMI category is three units per year. Even if a fraction of the ADUs constructed per year meet this income category, they should be sufficient to meet the needs of these income levels. Additionally, with recent changes to code to meet co-living requirements, market rate multifamily housing construction, and middle housing allowances, the City does not estimate a gap for this income category. The City will continue to monitor housing production and affordability trends and evaluate whether additional actions are needed to maintain adequate housing opportunities for this income gap.

Addressing the Gap

To address the identified need for housing affordable to households earning 0–80% of the Area Median Income (AMI), the City should continue to evaluate and enhance existing housing incentive programs, including the Multi-Family Tax Exemption (MFTE) program, to improve their effectiveness in encouraging the development of income-restricted and workforce housing. The City should also monitor the effectiveness of recently adopted housing regulations, including provisions for co-living housing, lot splitting, and unit lot subdivisions, and consider additional regulatory amendments as needed to increase housing supply and affordability.

The City should evaluate opportunities to increase residential capacity through targeted zoning amendments, including the potential rezoning of appropriate historic residential areas to a higher-density R3 residential designation where compatible with neighborhood character, historic resources, and infrastructure capacity. These strategies may increase infill

development opportunities, improve land use efficiency, and reduce barriers to housing production.

To preserve the existing housing stock for permanent residents and the local workforce, the City should continue to implement, monitor, and periodically evaluate regulations governing short-term rentals, including restrictions applicable to accessory dwelling units, to ensure they remain effective in supporting long-term housing availability for households earning between 80 and 120% AMI.

EMERGENCY HOUSING CAPACITY

Currently, Leavenworth allows emergency shelters by right in the GC, CC, TC, REC, and RP zones. The code is also silent on spacing and buffering requirements for such emergency housing. Leavenworth's capacity target for emergency housing is 10 beds. To estimate capacity for emergency housing, our analysis used the assumed density method outlined in the Department of Commerce's housing guidance.[8] First, we identified parcels that met the following criteria:

- Underutilized parcels in the GC, CC, TC, REC, and RP zones.
- Categorized as hotels/motels by Chelan County Assessor land use codes.

Though we could have included underdeveloped lands as part of this analysis, we opted to limit the study to hotels and motels to be more conservative. Additionally, we assume a density of 5 beds per acre. This is far fewer what is likely possible given zoning and the availability of rooms in such hotels and motels, but we opted for a lower assumed density to be more realistic and conservative given Leavenworth's context. This analysis estimated that Leavenworth should have sufficient capacity to meet the allocated emergency housing target, as seen in Exhibit 33.

Exhibit 33. Emergency housing capacity – Surplus/ deficit

Zoning	Site ID	Acres	Beds
Central Commercial	1	0.42	2
General Commercial	2	0.96	5
	3	1.22	6
Tourist Commercial	4	0.18	1
		Total Capacity	14
		Allocated target (beds)	*10*
		Surplus / (Deficit)	**4**

EMPLOYMENT DENSITIES

To calculate job and employment capacities, unlike housing which uses dwelling units per acre, we used an assumed Floor Area Ratio (FAR) for each zone. These were based on development regulations surrounding, setbacks, heights, coverage, and other achieved FARs within the zones. The assumed FARs are shown below in Exhibit 34. This analysis assumes a

[8] Department of Commerce. "Guidance for Updating Your Housing Element (Book 3)," September 2024. https://deptofcommerce.app.box.com/s/1d9d5l7g509r389f0mjpowh8isjpirlh.

vacancy rate of 5% and a needed 1,000 square feet per employee.[9] While some of the commercial zones allow mixed uses and housing, due to recent development trends, we opted to assume that all capacity in these zones will be non-residential.

Exhibit 34. Assumed employment densities

Zone	Assumed density (FAR)
General Commercial	3.75
Central Commercial	5
Tourist Commercial	1.5
Light Industrial	2.93

EMPLOYMENT CAPACITY RESULTS

Based on the assumed densities, Leavenworth has sufficient land capacity to accommodate the number of jobs needed to support its future population growth (Exhibit 35). However, though the projected employment surplus may appear substantial, the job target of 422 is based on housing demand within the city. When accounting for seasonable tourism, employees commuting into Leavenworth, and other non-residential economic activities, the actual surplus of jobs will likely be considerably smaller.

Exhibit 35. Projected employment capacity – Surplus/ deficit

Zone	Total Sq. Ft Capacity	Total Job Capacity
General Commercial	528,866	529
Central Commercial	642,387	642
Tourist Commercial	247,836	248
Light Industrial	294,617	295
General Commercial - UGA	161,470	161
Tourist Commercial - UGA	234,228	234
Light Industrial - UGA	155,146	155
Total incorporated	**1,713,705**	**1,714**
Total unincorporated	**550,844**	**551**
	Total estimated job demand	***422***
	Surplus / (Deficit)*	**1,291**
*Only uses incorporated capacity		

[9] The assumed 1,000 square feet per employee is likely far greater than the actual needed square foot per employee. However, this study chose to be more conservative.

RESIDENTIAL LAND CAPACITY DETAILED TABLES

Zone	Gross Developable Land (acres)			Future Public Use Deduction			Infrastructure Deduction			Market Factor Deductions			Net Developable Land (acres)				Assumed density (du/acre)	Residential capacity (dwelling units)	Pipeline/ Recently Built	Total Units (Capacity + Pipeline)
	Vacant	*Partially-utilized*	*Under-utilized*	*Vacant*	*Partially-utilized*	*Under-utilized*	*Vacant*	*Partially-utilized*	*Under-utilized*	*Vacant*	*Partially-utilized*	*Under-utilized*	*Vacant*	*Partially-utilized*	*Under-utilized*	***Total (acres)***				
Residential Low 6	28.31	12.48	35.44	5%	5%	5%	25%	25%	25%	15%	25%	25%	17.1	6.7	18.9	**42.8**	9	366	25	391
Residential 8	10.76	1.21	1.91	5%	5%	5%	25%	25%	25%	15%	25%	25%	6.5	0.6	1.0	**8.2**	1	8	0	8
Multi-Family Residential	12.1	0.00	5.75	5%	5%	5%	25%	25%	25%	15%	25%	25%	7.3	0.0	3.1	**10.4**	15	156	369	525
Residential Low 6 - UGA	0.00	0.00	0.00	5%	5%	5%	25%	25%	25%	15%	25%	25%	0.0	0.0	0.0	**0.0**	0	0	0	0
Residential 8 - UGA	25.91	41.08	56.60	5%	5%	5%	25%	25%	25%	15%	25%	25%	15.7	22.0	30.2	**67.9**	1	68	0	68
Multi-Family Residential - UGA	8.99	0.00	0.48	5%	5%	5%	25%	25%	25%	15%	25%	25%	5.4	0.0	0.3	**5.7**	10	57	0	57

Area Median Income (AMI) Level	Income Bracket	Zones Included	Housing Types Included	Projected Housing Need	Total Capacity+ Pipeline Allocated	Surplus/ (Deficit)
0-30% AMI	$0 - $23,492	Multi-Family Residential, Multi-Family Residential - UGA	Low- and mid-rise apartments	75	87	12
30-50% AMI	$23,492 - $39,153	Multi-Family Residential, Multi-Family Residential - UGA	Low- and mid-rise apartments	61	116	55
50-80% AMI	$39,153 - $62,645	Multi-Family Residential, Multi-Family Residential - UGA	Low- and mid-rise apartments	60	175	115
80-100% AMI	$62,645 - $78,306	Residential Low 6, Multi-Family Residential, Residential Low 6 - UGA, Multi-Family Residential - UGA	Low- and mid-rise apartments, detached single-family with ADUs.	29	185	156
100-120% AMI	$78,306 - $93,967	Residential Low 6, Multi-Family Residential, Residential Low 6 - UGA, Multi-Family Residential - UGA	Detached single-family with ADUs.	27	117	90
>120% AMI	$93,967+	Residential Low 6, Residential 8, Residential Low 6 - UGA, Residential 8 - UGA	Detached single-family with ADUs.	109	369	260
Net				**361**	**1,049**	**688**

EMPLOYMENT LAND CAPACITY DETAILED TABLES

Zone	Gross Developable Land (acres)			Future Public Use Deduction			Infrastructure Deduction			Market Factor Deductions			Net Developable Land (acres)				Assumed density (FAR)	Total Sq. Foot Capacity	Total Occupied Sq. Foot Capacity	Pipeline / Recently Built (sq. ft.)	Total Job Capacity (sq. ft.)
	Vacant	*Partially Utilized*	*Under-Utilized*	*Vacant*	*Partially Utilized*	*Under-Utilized*	*Vacant*	*Partially Utilized*	*Under-Utilized*	*Vacant*	*Partially Utilized*	*Under-Utilized*	*Vacant*	*Partially Utilized*	*Under-Utilized*	***Total (acres)***					
General Commercial	1.70	0.00	4.45	5%	5%	5%	25%	25%	25%	15%	25%	25%	1.0	0.0	2.4	**3.4**	3.8	556,701	528,866	-	528,866
Central Commercial	2.14	0.00	3.38	5%	5%	5%	25%	25%	25%	15%	25%	25%	1.3	0.0	1.8	**3.1**	5.0	676,196	642,387	-	642,387
Tourist Commercial	3.91	0.00	3.05	5%	5%	5%	25%	25%	25%	15%	25%	25%	2.4	0.0	1.6	**4.0**	1.5	260,880	247,836	-	247,836
Light Industrial	4.01	0.00	0.00	5%	5%	5%	25%	25%	25%	15%	25%	25%	2.4	0.0	0.0	**2.4**	2.9	310,124	294,617	-	294,617
General Commercial - UGA	0.47	0.00	1.41	5%	5%	5%	25%	25%	25%	15%	25%	25%	0.3	0.0	0.8	**1.0**	3.8	169,969	161,470	-	161,470
Tourist Commercial - UGA	5.08	0.00	1.30	5%	5%	5%	25%	25%	25%	15%	25%	25%	3.1	0.0	0.7	**3.8**	1.5	246,556	234,228	-	234,228
Light Industrial - UGA	1.12	0.00	1.13	5%	5%	5%	25%	25%	25%	15%	25%	25%	0.7	0.0	0.6	**1.3**	2.9	163,312	155,146	-	155,146

B.4 ADEQUATE PROVISIONS CHECKLIST

Exhibit 36. Moderate density housing barrier review checklist

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
DEVELOPMENT REGULATIONS			
Unclear development regulations	No	Not an observed barrier	
Prohibiting some moderate density housing types, such as: • Duplexes • Triplexes • Four/five/six-plexes • Townhomes • Cottage housing • Live-work units • Manufactured home parks	Yes	Only duplexes and cottage housing are allowed land uses. Live-work units are allowed in Commercial districts.	Allow triplexes, and four/five/six-plexes in residential districts
High minimum lot sizes	No	Minimum lot size is 6,000 sf (LMC 18.30.020).	
Low maximum densities or low maximum FAR	No	Max lot coverage is 35% (LMC 18.30.020). No minimum FAR.	
Low maximum building heights	Yes	Max building height is 30 ft (LMC 18.30.020)	Consider allowing 35ft as building maximum. If architectural scale and compatibility are concerns, the city could consider form-based approaches to ensure adequate setbacks and daylight for neighboring properties.

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
Large setback requirements	No	Front yard setback is 25 ft, street side yard is 15 ft (LMC 18.30.020)	
High off-street parking requirements	No	One stall required up to 1,500 sf, 2 stalls afterwards (LMC 14.12.150.A.1)	
High impervious coverage limits	Yes	Impervious coverage limits are not included in the development regulations section, only maximum lot coverage (LMC 18.30.020)	Clarify regulations or establish impervious coverage area requirements
Lack of alignment between building codes and development codes	Yes	The lowest maximum height allowed for residential is 40 ft (Table 504.3 of 2021 IBC)	Consider allowing 35ft or 40ft as building maximums
Other (for example: complex design standards, tree retention regulations, historic preservation requirements)	No	Not an observed barrier	
PROCESS OBSTACLES			
Conditional use permit process	No	Permit forms are posted on the city's website. Municipal code defines and lists conditional uses.	
Design review	No	Design review only applies to commercial zone districts	
Lack of clear and accessible information about process and fees[10]	No	Permit forms are clearly posted on the city's website and LMC 21.09	
Permit fees, impact fees and utility connection fees	Yes	2025 fee schedule webpage and file appear broken	Update link on webpage

[10] For example: guidance resources are unclear or difficult to find, no digital permit tracking system, staff do not provide fee estimates or permitting time estimates are unavailable or inaccurate.

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
Processing times and staffing challenges	No	While having limited staff, the city has consultant contract agreements to support as needed	
SEPA process	Yes	SEPA link on website appears broken	Update link on webpage
LIMITED LAND AVAILABILITY AND ENVIRONMENTAL CONSTRAINTS			
Lack of large parcels for infill development	No	The Land Capacity Analysis estimates sufficient capacity for infill to meet demand.	
Environmental constraints	Yes	There are several steep slopes in Multi-Family zones that inhibit the ability to build the zoned densities.	While this is a barrier, it would not likely impair the city's ability to meet supply targets.

Exhibit 37. Low-rise or mid-rise housing barrier review checklist

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
DEVELOPMENT REGULATIONS			
Unclear development regulations	No	Not an observed barrier	
High minimum lot sizes	No	Minimum lot size is 6,000 sf (LMC 18.30.020). For new land divisions of more than 3 units 2,000 sf of additional area on the lot is required for each dwelling unit.	
Low maximum densities or low maximum FAR	No	Maximum lot coverage is 40% (LMC 18.30.020). No minimum FAR.	
Low maximum building heights	No	Maximum building height is 35 ft (LMC 18.30.020)	
Large setback requirements	No	Front yard setback is 25 ft (LMC 18.30.020)	
High off-street parking requirements	No	One stall required up to 1,500 sf, 2 stalls afterwards; reduced limits if more than 20 units and near public transit (LMC 14.12.150.A.1)	
High impervious coverage limits	Yes	Impervious coverage limits are not included in the development regulations section, only maximum lot coverage (LMC 18.30.020)	Clarify regulations or establish impervious coverage area requirements
Lack of alignment between building and development codes	Yes	The lowest maximum height allowed for residential is 40 ft (Table 504.3 of 2021 IBC)	Consider allowing 35ft or 40ft as building maximums
Other (for example: ground floor retail requirements, open space requirements, complex design standards, tree retention regulations, historic preservation requirements)	No	Not an observed barrier	

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
PROCESS OBSTACLES			
Conditional use permit process	No	Permit forms are posted on the city's website. Municipal code defines and lists conditional uses.	
Design review	No	Design review only applies to commercial zone districts	
Lack of clear and accessible information about process and fees	No	Permit forms are clearly posted on the city's website and LMC 21.09	
Permit fees, impact fees and utility connection fees	Yes	2025 fee schedule webpage and file appear broken	
Process times and staffing challenges	No	While having limited staff, the city has consultant contract agreements to support as needed	
SEPA process	Yes	SEPA link on website appears broken	Update link on webpage
LIMITED LAND AVAILABILITY AND ENVIRONMENTAL CONSTRAINTS			
Lack of large parcels for infill development	No	The Land Capacity Analysis estimates sufficient capacity for infill to meet demand.	
Environmental constraints	Yes	There are several steep slopes in Multi-Family zones that inhibit the ability to build the zoned densities.	While this is a barrier, it would not likely impair the city's ability to meet supply targets.

Exhibit 38. Supplementary barrier review checklist for PSH and emergency housing

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barriers.
DEVELOPMENT REGULATIONS			
Spacing requirements (for example, minimum distance from parks, schools or other emergency/PSH housing facilities)[11]	No	Emergency shelters allowed in commercial districts (LMC 18.25.030)	
Parking requirements	NA	Code is silent on PSH/Emergency Housing parking requirements	
On-site recreation and open space requirements	NA	Code is silent on PSH/Emergency Housing requirements	
Restrictions on support spaces, such as office space, within a transitional or PSH building in a residential zone	NA	Code is silent on PSH/Emergency Housing requirements	
Arbitrary limits on number of occupants (in conflict with RCW 35A.21.314)	Yes	Definition of Family, under LMC 21.90.030, in non-compliant with RCW. Limits a family to no more than five unrelated persons.	Update to be in compliance with state law.
Requirements for PSH or emergency housing that are different than the requirements imposed on housing developments generally (in conflict with RCW 36.130.020)	No	Not an observed barrier	
Other restrictions specific to emergency shelters, emergency housing, transitional housing and permanent supportive housing	NA	Code is silent on PSH/Emergency Housing requirements	

[11] Note that RCW 35A.21.430 expressly states requirements on occupancy, spacing, and intensity of use may not prevent the siting of a sufficient number of permanent supportive housing, transitional housing, indoor emergency housing or indoor emergency shelters necessary to accommodate each code city's projected need for such housing and shelter under RCW 36.70A.070(2)(a)(ii). The restrictions on these uses must be to protect public health and safety.

Exhibit 39. Accessory Dwelling Unit (ADU) barrier review checklist

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barriers.
DEVELOPMENT REGULATIONS			
Consistent with HB 1337 (2023) • Must allow two ADUs on each lot in urban growth areas; • May not require the owner to occupy the property, and may not prohibit sale as independent units, but may restrict the use of ADUs as short term rentals; • Must allow an ADU of at least 1,000 square feet; • Must set parking requirements based on distance from transit and lot size; • May not charge more than 50% of the impact fees charged for the principal unit; • Must permit ADUs in structures detached from the principal unit; • May not restrict roof heights of ADUs to less than 24 feet, unless that limitation applies to the principal unit; • May not impose setback requirements, yard coverage limits, tree retention mandates, restrictions on entry door locations, aesthetic requirements, or requirements for design review for ADUs that are more restrictive than those for principal units; • Must allow an ADUs on any lot that meets the minimum lot size required for the principal unit; • Must allow detached ADUs to be sited at a lot line if the lot line abuts a public alley, unless the city or county routinely plows snow on the public alley; • Must allow conversions from existing structures, even if they violate current code requirements for setbacks or lot coverage; and • May not require public street improvements as a condition of permitting ADUs.	No	Code up to date with the latest requirements of HB 1337	
Unclear development regulations	NA	Not an observed barrier	

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barriers.
Large setback requirements	No	ADU may encroach 20% into the setback (LMC 18.36.035.E)	
Off-street parking requirements	No	One off-street parking space required (LMC 18.36.035.C)	
Other (for example: burdensome design standards, tree retention regulations, historic preservation requirements, open space requirements, etc.)	No	Not an observed barrier	
PROCESS OBSTACLES			
Lack of clear and accessible information about process and fees	No	The city website has a process page and pre-approved plans	
Permit fees, impact fees and utility connection fees that are not proportionate to impact	No	Fee for ADUs review is listed separately	
Processing times and staffing challenges	No	While having limited staff, the city has consultant contract agreements to support as needed	

Exhibit 40. Checklist for local option tools for addressing affordable housing funding gaps

Local option tools for addressing affordable housing funding gaps*	Implementation status	Plans for implementation
Housing and related services sales tax (RCW 82.14.530)	Yes	
Affordable housing property tax levy (RCW 84.52.105)	No	
REET 2 (RCW 82.46.035) – GMA jurisdictions only and only available through 2025	N/A (available through Chelan County)	
Affordable Housing Sales Tax Credit (RCW 82.14.540) – was only available to jurisdictions through July 2020	No	
Lodging Tax (RCW 67.28.150 and RCW 67.28.160) to repay general obligation bonds or revenue bonds	Implemented	
Mental Illness and Drug Dependency Tax (RCW 82.14.460) – jurisdictions with a population over 30,000	NA	NA
Donating surplus public lands for affordable housing projects (RCW 39.33.015)	N/A no surplus lands	
Impact fee waivers for affordable housing projects (RCW 82.02.060)	No	Possible
Application fee waivers or other benefits for affordable housing projects (RCW 36.70A.540)	No	Possible
Multifamily Tax Exemption (MFTE) with affordable housing requirement (RCW 84.14)	Yes	NA
General funds (including levy lid lifts to increase funds available)	Yes	

* Some tools may be unavailable for certain jurisdictions. For example, only GMA jurisdictions can use REET 2, or the surrounding county may have already implemented the housing and related services sales tax. See MRSC's summary of Affordable Housing Funding Sources for more details and the Association of Washington Cities (AWC)/MRSC booklet on Homelessness & housing toolkit for cities (2022)

B.5 RACE AND DISPARATE IMPACTS (RDI) ASSESSMENT

This section provides analysis and data to meet the requirements of RCW 36.70A.070(2)(e-h).

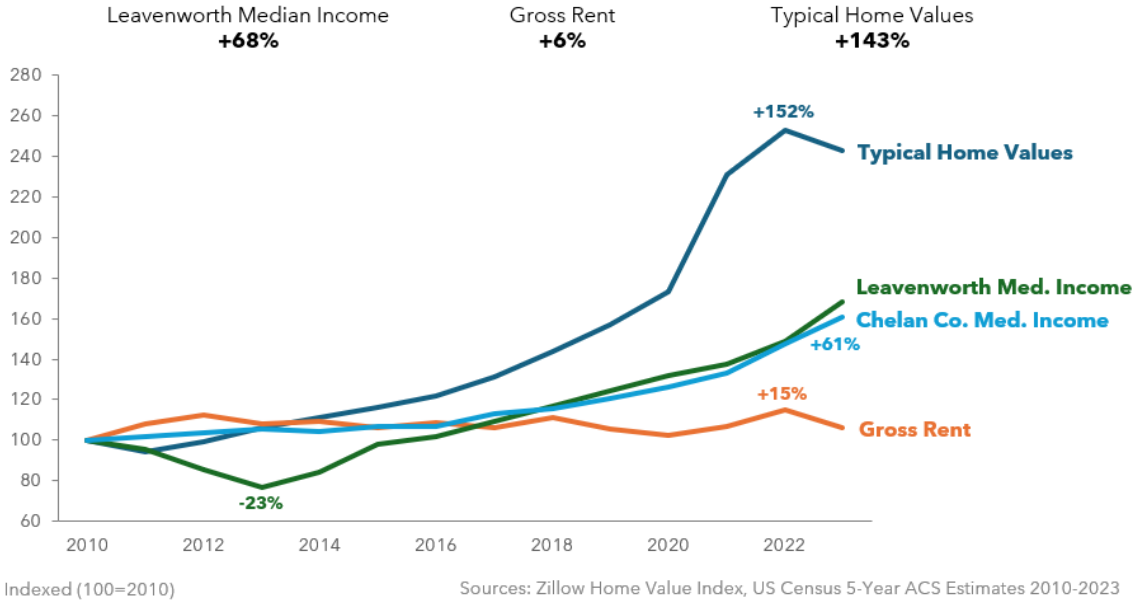
KEY FINDINGS

- Rents in Leavenworth have not increased at the same pace as home values.
- Renters face the greatest housing cost burden, nearly a third spend more than 30% of their respective incomes on housing.
- Leavenworth is mostly white racially, and non-Hispanic or Latino ethnically. This results in insufficient population data to determine income, cost burden, and tenure disparities by race. However, given the city's demographics, the Comprehensive Plan goals and policies should be updated to ensure the city's policies do not establish a pattern of institutionalized exclusion.
- Most of the Comprehensive Plan goals and policies are supportive of GMA housing objectives but could be revised to better support anti-displacement objectives and requirements.

AFFORDABILITY

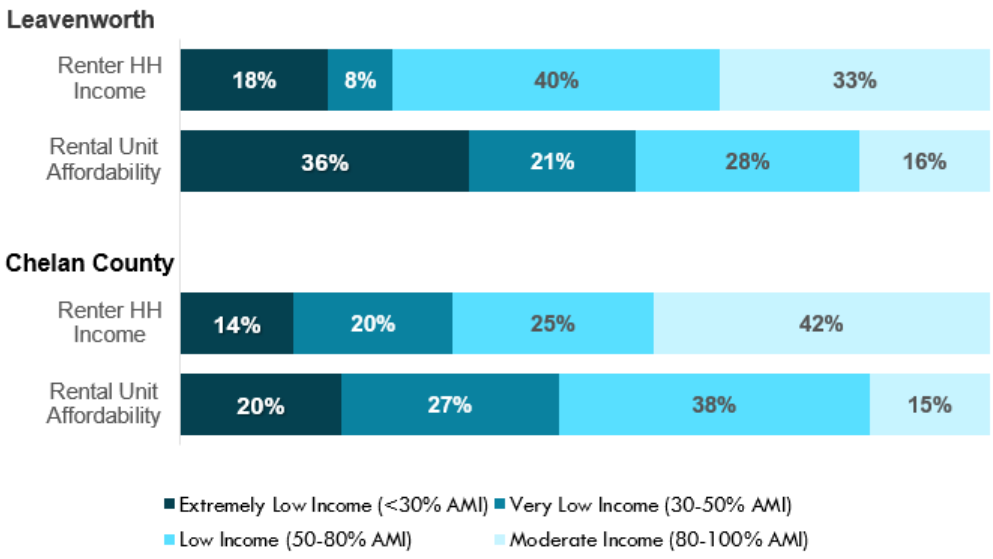
Like the rest of the state, housing costs have continued to increase in Leavenworth, outpacing incomes. Typical home values have increased 143% from 2010 to 2023. Median incomes for the city have only increased 68% in this same timeframe (see Exhibit 41). Gross rents have also increased but only slightly at 6% and with variations throughout the 2010-2023 period.

Exhibit 41. Leavenworth home values have far outpaced incomes



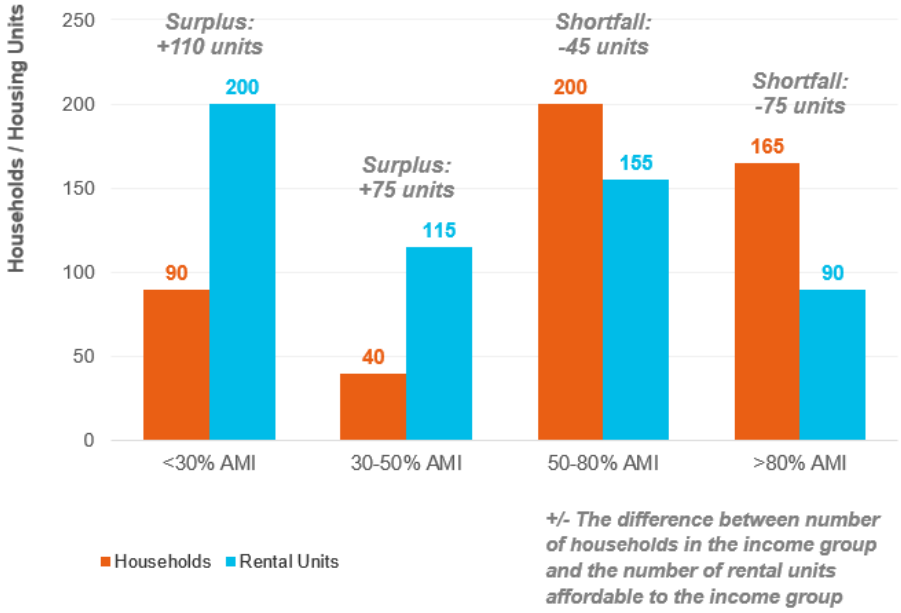
Leavenworth's rental units largely remain affordable to community members, especially for those making less than 30% of the Area Median Income (AMI) as seen in Exhibit 42 and Exhibit 43. There is a shortage of units affordable to low income (50-80% Area Median Income) and moderate-income households (>80% Area Median Income).

Exhibit 42. Units remain affordable for very low- and extremely low incomes



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 8)

Exhibit 43. There is a shortage of affordable units at the low- and moderate-income levels

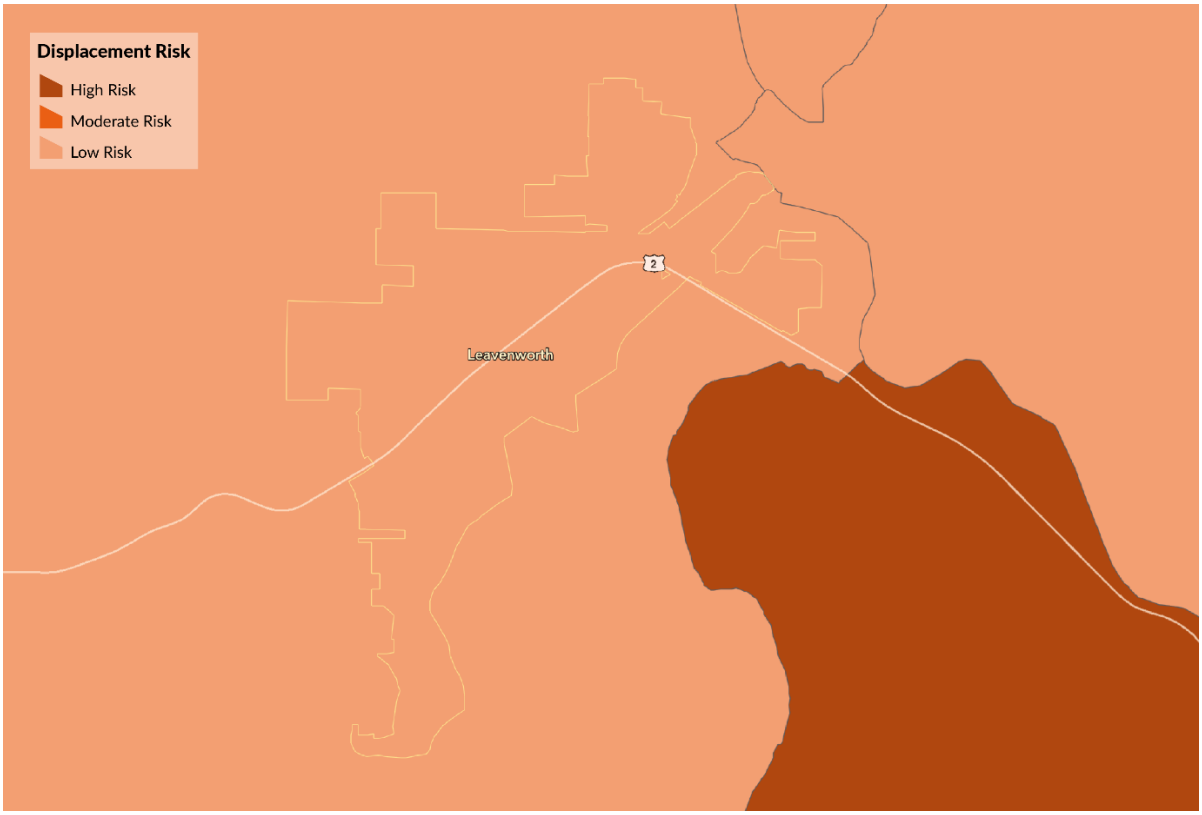


Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B)

DISPLACEMENT RISK AND TRENDS

The Washington State Department of Commerce provides a draft Displacement Risk mapping tool where each census tract is assigned a Displacement Risk Score (Exhibit 44). The Leavenworth census tract is categorized as having low displacement risk. The census tract Southwest of Leavenworth, outside of the city limits, is considered at High Risk of displacement due to gentrification.

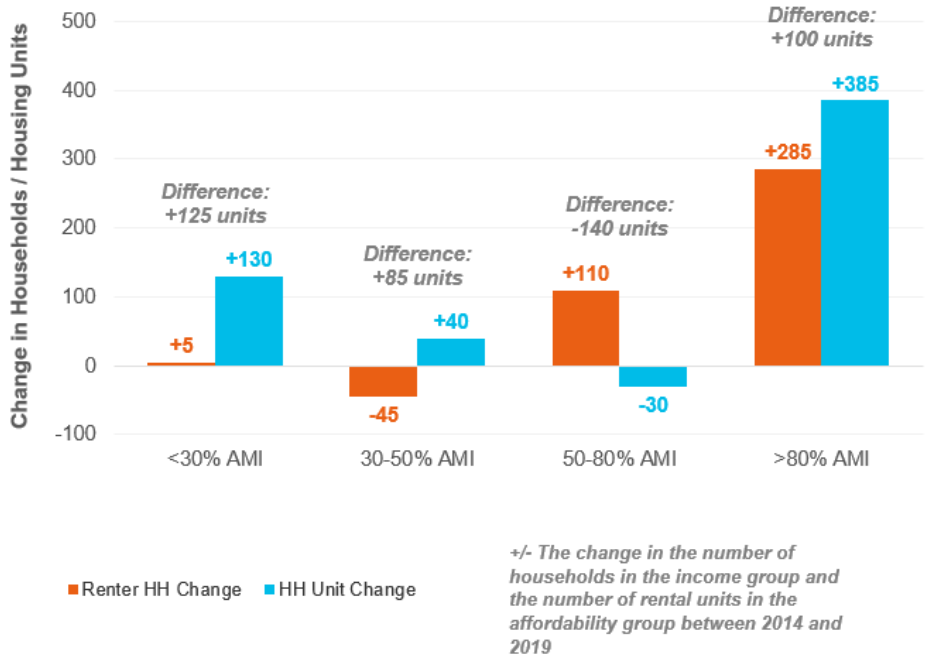
Exhibit 44. Leavenworth is at a low risk of displacement



The number of lower income households has decreased in the city, compared to an increase in moderate- and higher-income households, as seen below in

Exhibit 45. At the same time, we see an increase in the number of housing rental units at the lower income levels. Such a trend may be indicative of lower income households being priced out of the city before newer affordable units became available recently.

Exhibit 45. The number of units affordable to the lowest incomes increased from 2014 to 2019

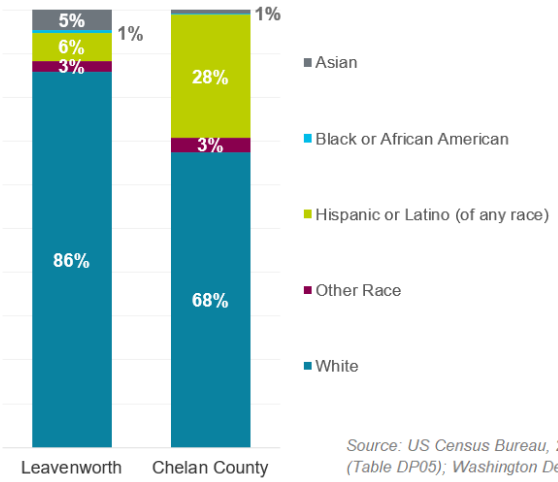


Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B) & US HUD, 2010-2014 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2010-2014 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B)

HOUSEHOLD DEMOGRAPHICS

Leavenworth is predominantly white racially (Exhibit 46). The city has more individuals identifying as white than the county, 86% compared to 68% for Chelan County.

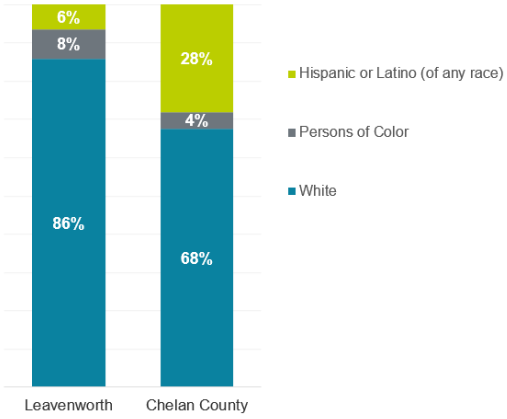
Exhibit 46. Leavenworth and Chelan County have slight differences in race and ethnicity makeups, 2020



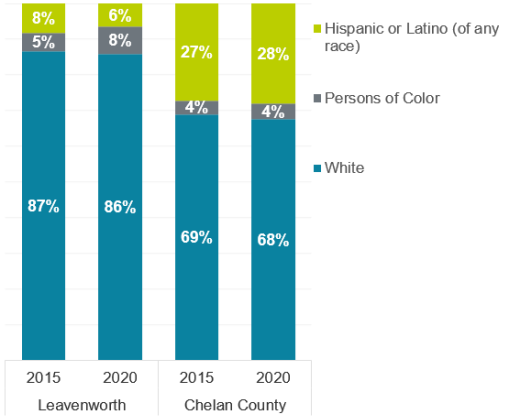
Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

The city has fewer individuals of any race, identifying as Hispanic or Latino, 6% compared to 28% for the county. However, the city saw a slight increase in individuals identifying as a Person of Color from 2015 to 2020, though only by three percentage points, as show in Exhibit 47.

Exhibit 47. Leavenworth and Chelan County remain majorly white



Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

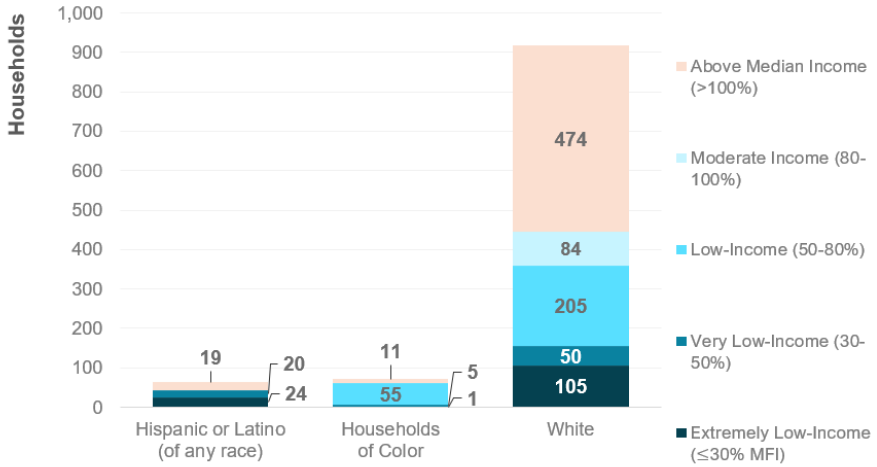


Source: US Census Bureau, 2011-2015 and 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

HOUSEHOLD INCOMES BY RACE

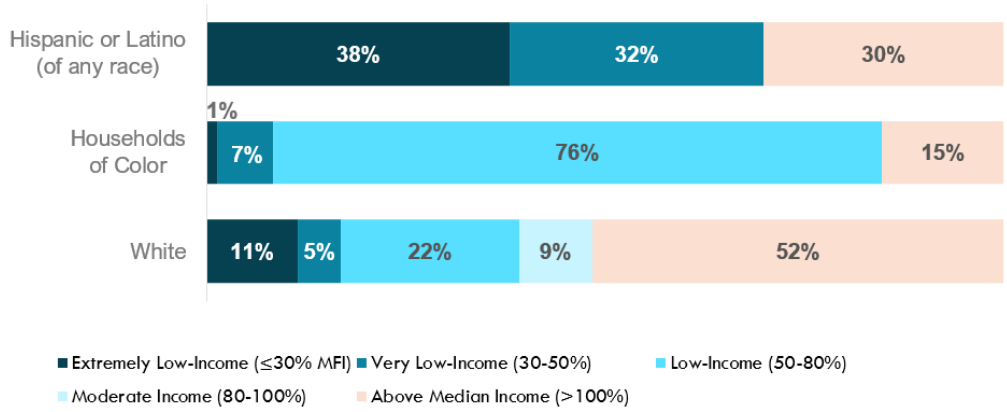
Since there are so few households that identify as a race other than White and Leavenworth's population is comparatively small, this assessment cannot assess whether there are disparities across race or ethnicity, as exemplified in both Exhibit 48 and Exhibit 49. However, one concern is the number of households that are considered Extremely Low Income. These households are at greater risk of displacement, as housing costs have increased faster than incomes.

Exhibit 48. Household incomes by race, count



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

Exhibit 49. Household incomes by race, percentage

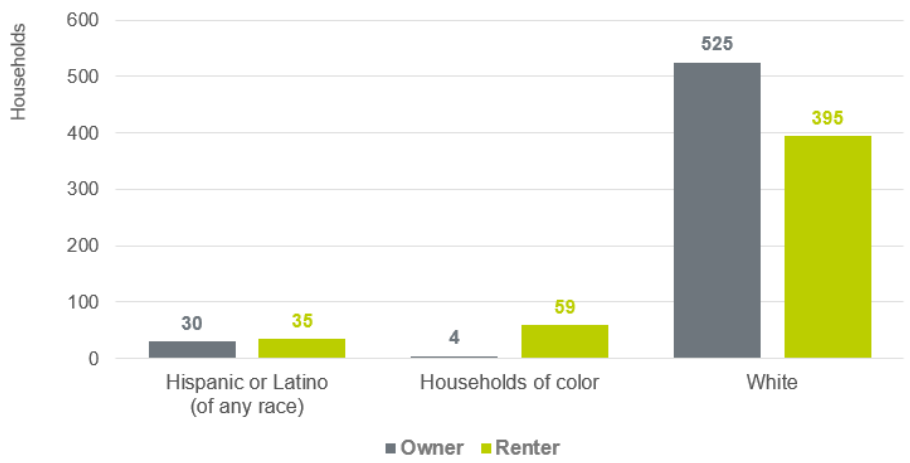


Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

TENURE AND COST BURDEN BY RACE

For housing tenure, households of color and Hispanic or Latino households are more likely to be renters than White households (Exhibit 50).

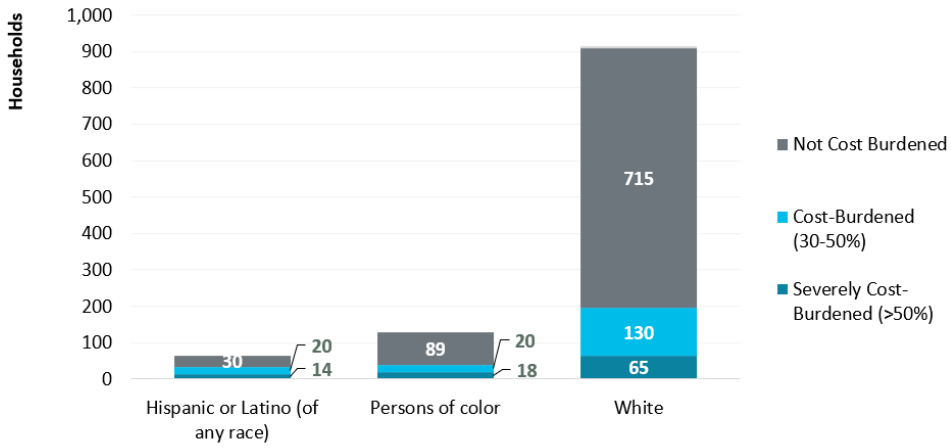
Exhibit 50. Housing tenure by race and ethnicity



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9)

The greatest observed disparity is that many of Leavenworth's renters are cost burdened, 34%, compared to homeowners, only 11%12. Due to the small number of households identifying as non-white or Hispanic or Latino, this RDI assessment did not observe any notable differences in cost burden across racial or ethnic identities (see Exhibit 51 and Exhibit 52).

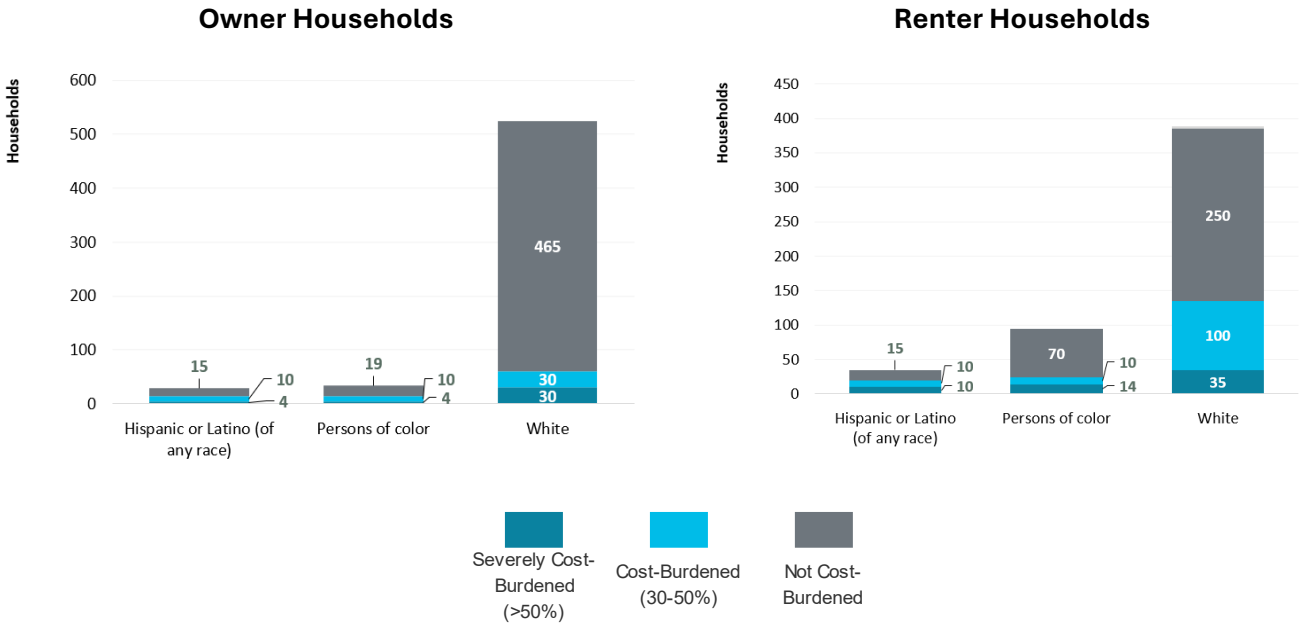
Exhibit 51. Housing cost burden by race and ethnicity



Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

[12] A household is considered cost burdened if housing costs exceed 30% of the household's income.

Exhibit 52. Housing burden by race, ethnicity and tenure



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

POLICY EVALUATION

Given the fact that there are so few households that identify as a race other than white or Hispanic or Latino, it is important to ensure housing policies do not encourage institutionalized, or pattern of, exclusion. To achieve this, this assessment evaluated the existing Comprehensive Plan's goals and policies, shown in the matrix in Exhibit 53, considering displacement pressures and risks. The goals and policies were evaluated with the following criteria, based on guidance from the Washington State Department of Commerce:

- **Supportive**. The policy is valid and supports achieving the GMA goal for housing. There is a need for the policy and/or it addresses identified racially disparate impacts, displacement, and exclusion in housing.
- **Approaching**. The policy can help achieve the GMA goal for housing but may be insufficient or does not specifically address racially disparate impacts, displacement, and exclusion in housing.
- **Challenging**. The policy may challenge the jurisdiction's ability to achieve the GMA goal for housing. The policy's benefits and burdens should be reviewed to optimize the ability to meet the policy's objectives while improving the equitable distribution of benefits and burdens imposed by the policy.
- **NA** (Not Applicable). The policy does not affect the jurisdiction's ability to achieve GMA goal housing and has no influence or impact on racially disparate impacts, displacement, or exclusion.

Exhibit 53. Goals and Policies evaluation matrix

Goal/Policy	Evaluation	Reason
Housing Element (pp.17)		
Goal 1: Encourage the availability of affordable housing for all economic segments of the population.	**Supportive**	This goal supports the intent of the GMA's housing objectives. The language could be enhanced to address racially disparate impacts, displacement and exclusion.
Policy 1.1: Support regeneration/preservation/ rehabilitation of existing housing by • Considering permitting the division of existing structures in designated single-family neighborhoods • Considering removal of barriers to siting manufactured homes. • Considering expansion of rehabilitation programs • Encouraging use of Leavenworth's existing grant/loan options for	**Supportive**	This policy supports the intent of the GMA's housing objectives.

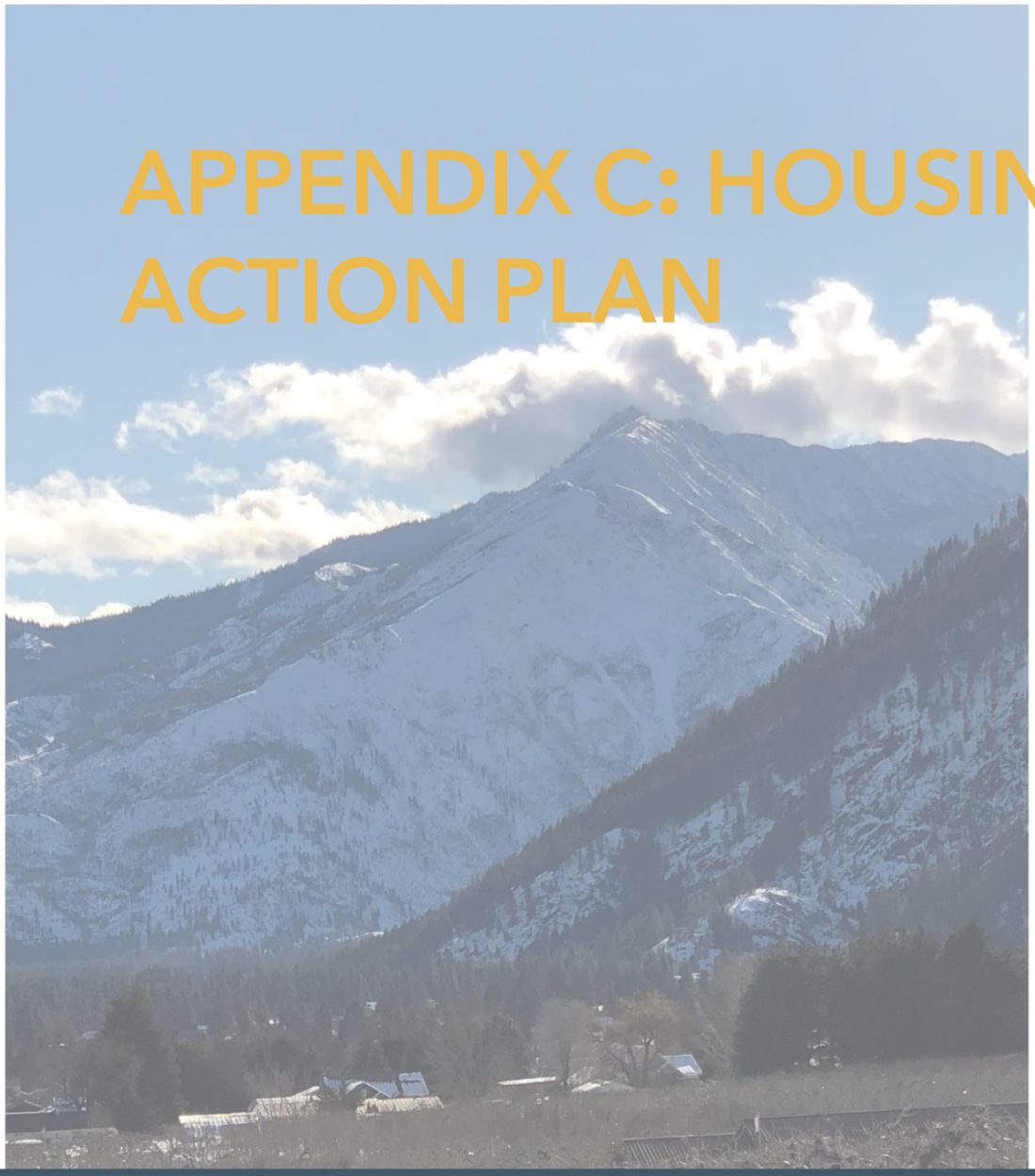
Goal/Policy	Evaluation	Reason
low-income housing, using planned developments which include a full range of housing to all economic segments, using housing rehabilitation options for low-income residents.		
Policy 1.2: Promote affordable housing, particularly for low- (1-80% Average Median Income) and moderate-income (workforce – 80%-120% AMI) residents by exploring all available options, including but not limited to: • Innovative zoning techniques • Pursuing grant and loan programs • Coordinating housing development options with private and public agencies	**Supportive**	This policy supports the intent of the GMA's housing objectives by addressing local regulations, funding and development. It could be enhanced by including language addressing racially disparate impacts, displacement, and exclusion.
Goal 2: Promote diversity of residential densities and housing types, being mindful for racial disparities and accommodating a range of housing needs, including elderly, physically challenged, mentally impaired, special needs segments of the population, low-income, workforce and emergency housing needs by: • Supporting affordable housing needs for low-income residents. • Encouraging cluster subdivision, planned developments and other zoning techniques that allow for density bonuses or other mechanisms for higher density and greater utilization of land. • Supporting moderate density housing types, including accessory dwelling units, duplexes, triplexes and townhomes within all residential zones.	**Supportive**	This goal supports the intent of the GMA's housing objectives.
Policy 2.1: 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	**Approaching**	This policy helps achieve GMA goals

Goal/Policy	Evaluation	Reason
needs for all economic segments of the population.		
Policy 2.2: Promote transitions between multifamily residential development, commercial districts and low-density residential districts to provide an evolution between high intensity and low intensity uses.	**Challenging**	If implemented without regard to other housing needs, this policy may serve as a barrier. Some types of zoning establish limits on the height of buildings and restrict the types of homes that can be built
Land Use Element: Residential Use Policies (pp. 9-12)		
Goal 1: Provide sufficient land area and densities to meet Leavenworth's projected needs for housing, employment and public facilities	**Supportive**	Providing land area and densities to meet projected housing needs supports GMA goals
Policy 1.1: Permit new development where adequate public facilities and services can be provided	**Approaching**	Using existing infrastructure supports the goals of GMA and results in lower building costs and lower rent and prices. At the same time new or upgraded infrastructure should be considered for areas that have been historically disinvested in, especially areas where communities of color live
Policy 1.6: Promote attractive, friendly, safe, quiet and diverse residential neighborhoods throughout the city, including low- and moderate-density single-family to high-density residential neighborhoods.	**Challenging**	Update the language to use "low-density housing" "neighborhood residential" or another descriptor instead of single-family, so that it does not describe the occupants. Depending on how it is implemented this policy has the potential to challenge the city's anti-displacement efforts. Code enforcement often causes households with lower incomes to be disproportionately fined and possibly displaced.
Policy 1.7: When establishing residential densities, limitations imposed by the environment, availability of infrastructure, and	**Supportive**	This policy supports GMA goals. When establishing densities and limitations include clear descriptions,

Goal/Policy	Evaluation	Reason
consistency with the comprehensive plan and the GMA shall be considered.		references or the criteria used for these decisions.
Policy 2.2: Encourage infill development on suitable vacant parcels and redevelopment of underutilized parcels.	**Approaching**	This policy supports the GMA goal of increasing housing supply. It could be enhanced by including language that addresses redevelopment in historically disinvested areas, promoting housing type diversity and disparate impacts or exclusion.
Policy 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 character and scale of the neighborhood.	**Challenging**	Community character is not a specific term. Policies that seek to preserve neighborhoods from any new forms of development can contribute to housing supply shortages, exclusion and the displacement of long-term residents when housing costs escalate.
Policy 2.5: Encourage the development of commercial and multifamily 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.	**Challenging**	Adding additional development regulations on multifamily uses may increase costs and barriers to providing more rental stock and supply in the city.
Policy 2.6: Support the continued use of nonconforming uses, particularly single-family residences.	**NA**	
Policy 3.1: New residential developments should include provisions for paved streets, curbs, and gutters at the time of development and be consistent with City development standards	**NA**	This policy pertains to building and public works standards. The city should be careful on how it is implemented so it does not become a barrier for development due to elevated construction costs.
Policy 3.3: Encourage cluster developments with a mix of density and incentives, such as residential density bonuses, variations in allowed housing type, and/or flexibility in regulations through the Planned Development process, if a proposal meets community	**Supportive**	This policy supports the GMA goal of promoting a variety of residential densities to accommodate affordable housing.

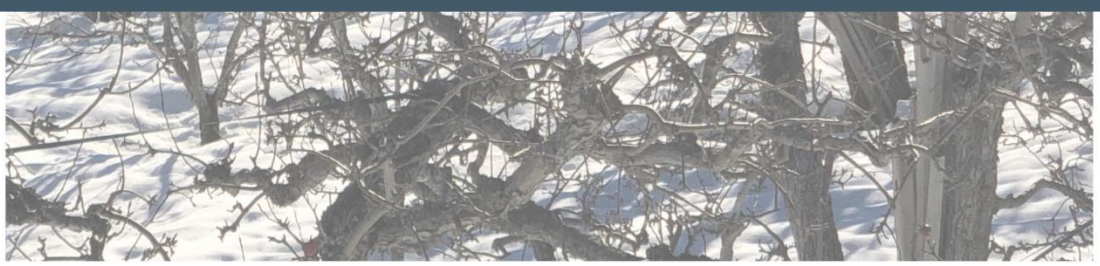
Goal/Policy	Evaluation	Reason
goals for affordable, senior, size-limited or other types of innovative housing.		
Policy 4.3: Encourage a pattern of mixed-use development in the commercial areas with residential uses as supportive to the primary commercial uses.	**Supportive**	This policy supports the GMA goal of promoting a variety of housing types to provide more housing options. The language could be enhanced by including housing types at all affordability levels.
Policy 4.7: Encourage mixed-use ("live /work") developments, such as the Commercial District Mixed Use Incentives, in all Commercial and Light Industrial designations. Recognize that the mixed-use ("live / work") overlay is intended primarily to foster light manufacturing, allow living in close proximity to the place of work, and related components with residential uses.	**Supportive**	This policy supports the GMA goal of promoting a variety of housing types to provide more housing options. The language could be enhanced by including housing types at all affordability levels.

APPENDIX C: HOUSING ACTION PLAN



City of Leavenworth

HOUSING ACTION PLAN 2021



Adopted by Resolution Number 9-2021

April 2021

City Council

Jason Lundgren, Position 1
Zeke Reister, Position 2
Anne Hessburg, Position 3
Carolyn Wilson, Position 4
Sharon Waters, Position 5
Clint Strand, Position 6
Mia Bretz, Position 7

Planning Commission

Steven Booher, Position 1
Kenny Renner-Singer, Position 2
Andy Lane, Position 3
Pete Olson, Position 4
Angela Harrison, Position 5
Colin Forsyth, Position 6
Alison Miller, Position 7

City Staff

Lilith Vespier, Development Services Manager
Maggie Boles, City Planner

BERK
STRATEGY ▪ ANALYSIS ▪ COMMUNICATIONS

"Helping Communities and Organizations Create Their Best Futures"

Project Team

Dawn Couch · Project Manager
Bryce Anderson · Analyst
Kevin Gifford · Analyst
Kevin Ramsey · Advisor
Lisa Grueter · Advisor

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Increased homeownership opportunity. 2

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Housing to support aging in place for older adults. 5

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2. "Share Your Housing Story" Submissions
3. Summary of Employer Survey

Appendix C // Leavenworth Housing Needs Assessment 2020

Appendix D // Leavenworth Housing Policy Assessment and Recommendations

Introduction

Adequate, affordable housing is key to ensuring stable, healthy communities and high quality of life for residents. The City of Leavenworth has been addressing the community's housing needs for several years. A Housing Task Force was established in 2016 and a Housing Needs Assessment was conducted in 2017. Following these recommendations, the Council Housing Committee was established in 2018 and diligently reviewed the city's regulations with the Planning Commission.

The City made several regulation and policy changes in 2019 to support the production of housing for all economic levels. These changes include permitting Accessory Dwelling Units, establishing zero lot line development, updating Planned Development regulations, and adding two new funding support tools for affordable housing. These changes have resulted in more housing including the largest housing project in the City's history: the Leavenworth Haus apartment complex with 200 new units starting occupancy in 2021.

The work for meeting the housing needs of all of Leavenworth's community members is ongoing. Leavenworth continues to struggle with insufficient housing options, rising housing costs, and limited housing availability.

Purpose and Approach

This Housing Action Plan (HAP) informs and guides the City's next phase of work to improve housing options and availability in Leavenworth. The HAP includes strategies and implementing actions to promote greater housing opportunity for Leavenworth's residents and workers across all economic segments of the community.

Development of the HAP was supported by a Washington Department of Commerce grant designed to increase housing options in Washington's communities. Leavenworth developed and adopted a Housing Action Plan to encourage additional housing in a greater variety of housing types and at prices that are accessible to a greater variety of incomes, including market rate housing.

Development of the Housing Action Plan included:

- A review of existing and projected housing needs for all income levels including documentation of household characteristics, existing housing, and patterns of housing cost burden.
- A review of employment trends and commuting patterns.
- A review of the City's long-range plans.
- Input from community members.

Outline of the Plan

- Section 1. Leavenworth's Housing Needs.
- Section 2. Housing Strategy Recommendations.

Section 1: Leavenworth's Housing Needs

The Housing Needs Assessment provides an updated understanding of housing needs and issues in Leavenworth. The analysis considers the needs of the existing residential population, the housing needs of the workforce employed by Leavenworth's businesses, and the existing housing inventory. The Housing Needs Assessment is a required part of the grant that funded the housing action planning process. The Needs Assessment finds that Leavenworth's housing needs are largely driven by a growing economy with increasing employment, continued demand for vacation housing including second homes and short-term rentals, and rapidly rising housing costs. Specific housing needs include the following:

1 Increased housing production and more housing supply.

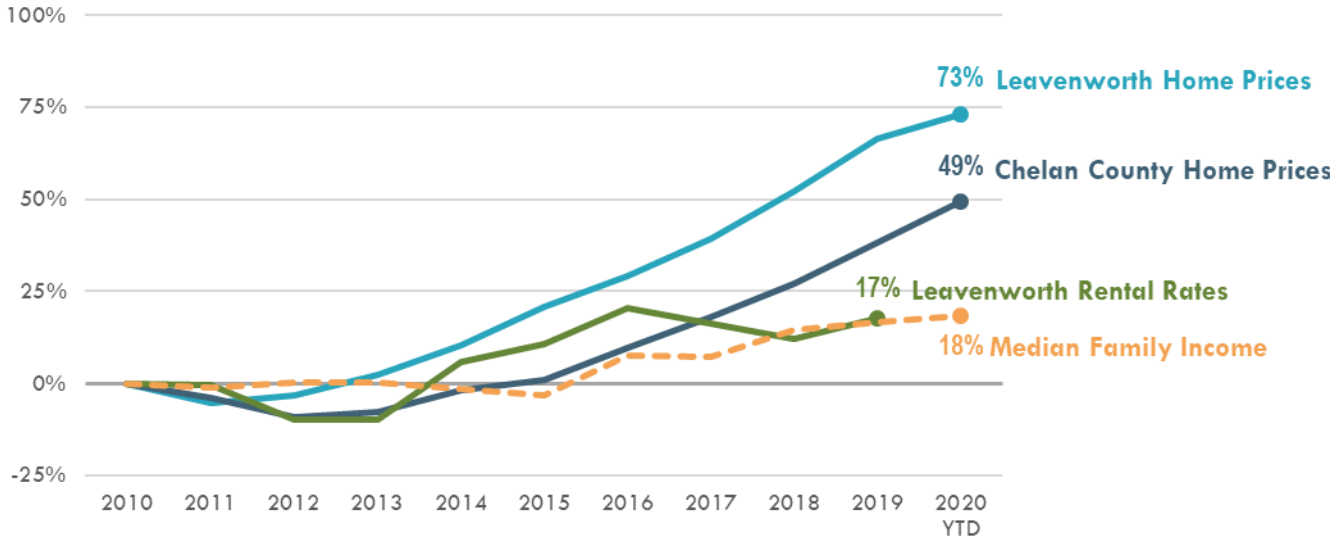
Leavenworth's population has been largely stable since 2000. This contrasts with job growth, which has increased by 30% between 2010 and 2017, adding 513 new jobs compared to 50 new residents over the same timeframe. Increases in employment typically drive residential growth and housing development. The disconnect in Leavenworth is due to insufficient housing production and new housing stock being used for non-residential uses. As a result, a greater proportion of Leavenworth's workforce commute into Leavenworth from other communities.

Leavenworth needs to increase its rate of housing production to meet the needs of current residents, address vacation market demand, and increase local housing opportunity for Leavenworth's workforce.

2 Increased homeownership opportunity.

Leavenworth's housing prices have risen 73% since 2010, significantly higher than the housing price increases seen in Chelan County as a whole, as shown in **Exhibit 1**. This is significantly higher than changes in median family income, which has risen approximately 18% over the same period. The result is that homeownership is increasingly out of reach for many of Leavenworth's residents. Homeownership rates in Leavenworth declined between 2010 when 63% of housing was owner-occupied and 2018 (55% owner-occupied).

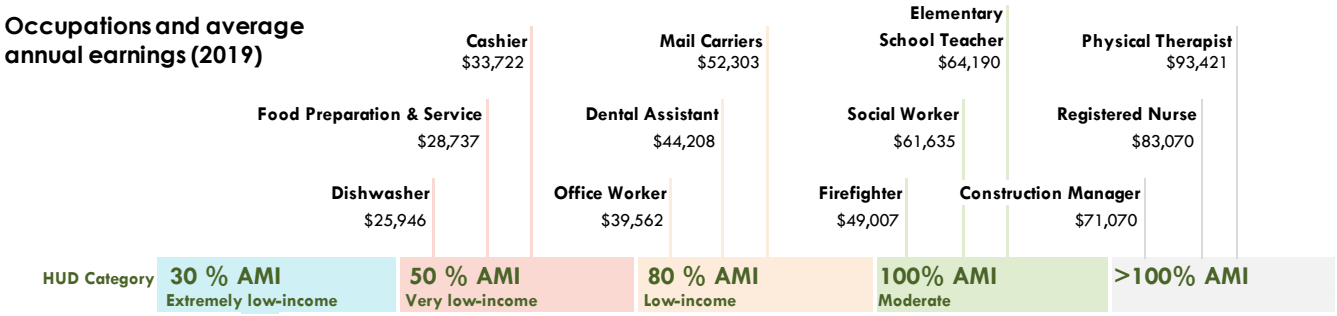
Exhibit 1. Percent Change in Income and Housing Costs, 2010 – 2020 (October).



Sources: Zillow, 2020; HUD, 2020; BERK, 2020.

Current housing prices present a more significant barrier to homeownership for first-time homeowners since new homeowners are unable to capture rising home equity in an existing home to leverage towards a new purchase. More diverse ownership options at lower prices would address the need for more homeownership opportunities for moderate income households. Moderate income households include households whose earners work as Elementary School Teachers, Social Workers, and Firefighters, as shown in **Exhibit 2**. Income segments are based on the total income of the household, so combined incomes of occupations with lower earnings may allow a household to afford homeownership.

Exhibit 2. Leavenworth Household Income Segments Relative to Area Median Income, 2019.



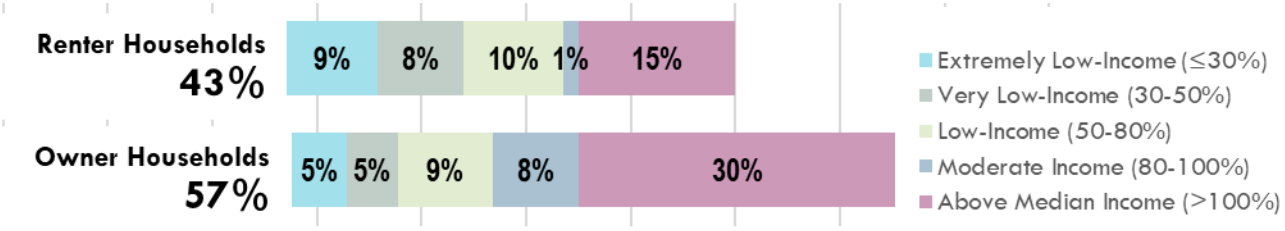
Sources: U.S. Bureau of Labor Statistics, Occupational Employment Statistics (2018); HUD CHAS (based on ACS 2012-2016 5-year estimates); Washington State Housing Finance Commission (2020).

Land use policy and regulations that support smaller homes would address this need and match the patterns in household size in the community. The most common household size within the city is a single person (452 households representing 43% of all households). Together, 1- and 2-person households represent 76% of all households.

3 Long term rental housing available to lower-income workers and residents.

About 43% of Leavenworth households rent their housing, as shown in **Exhibit 3**. Rental households are represented across all economic segments of the community, with 15% of all households being higher-income households (above area median income) that rent their homes. Leavenworth Haus Apartments will add 200 new units of rental housing to the community. The units include a range of sizes and configurations and will be priced at rents affordable to Leavenworth's moderate-income renters.

Exhibit 3. Percentage of Households by Income Level in Leavenworth, 2016.

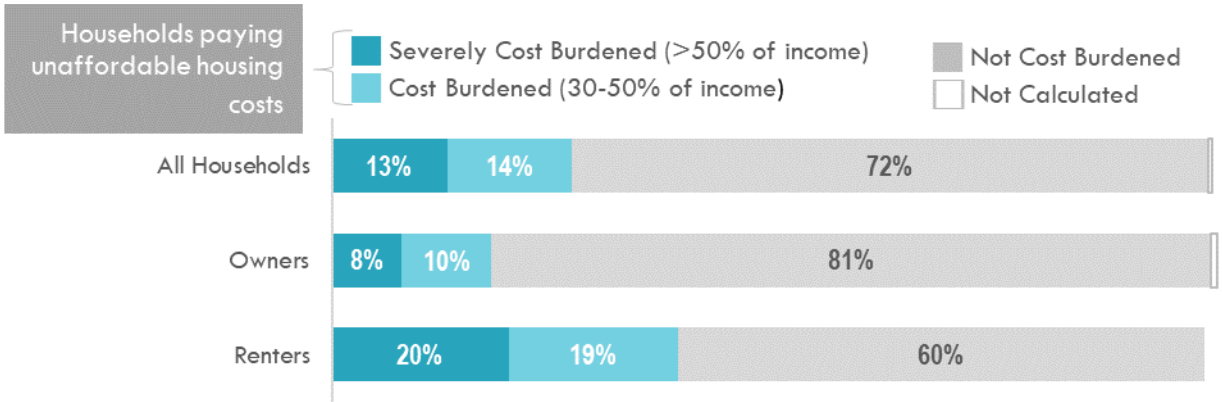


Sources: HUD CHAS (based on ACS 2012-2016 5-year estimates); BERK Consulting, 2020.

On average, rental prices in Leavenworth are 6 – 8% higher than in other communities in Chelan County. This is less of a markup than for ownership costs where home prices in Leavenworth are 38% higher than the average in Chelan County (inclusive of Leavenworth). Given the numbers of lower-wage workers that commute into Leavenworth, workers who are renters are likely unable to afford to rent in Leavenworth and are accepting longer commutes.

About 27% of Leavenworth's households rent their homes and earn low-incomes, defined as less than 80% of the area median income. These households include many single-person households and households with earners working in occupations such as cashiers and food service workers. The needs assessment finds an undersupply of rentals affordable to lower income households. This is further evidenced by higher rates of housing cost burden, that is households spending more than 30% of their income on housing, among Leavenworth's renters, as shown in **Exhibit 4**.

Exhibit 4. Household Tenure and Rates of Cost Burden in Leavenworth, 2016.

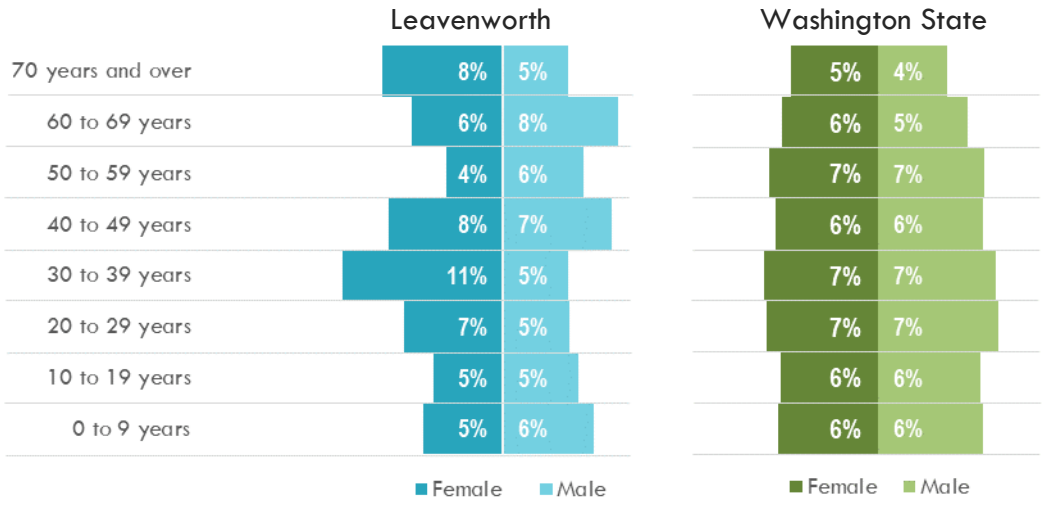


Sources: HUD CHAS (based on ACS 2012-2016 5-year estimates); BERK Consulting, 2020.

4 Housing to support aging in place for older adults.

Leavenworth's population is older with fewer children than the population of the state overall, as shown in **Exhibit 5**. In addition, the proportion of the population that is under 19 years old has decreased since 2010.

Exhibit 5. Age and Sex Distribution, Leavenworth and Washington State, 2018.



Sources: American Community Survey S0101 5-Yr Estimates, 2014-2018; BERK Consulting, 2020

Many of Leavenworth's older adults live in smaller households occupying single-family homes. As this population ages, Leavenworth will need more lower-cost housing options suitable for aging adults. This includes both high quality rental housing and smaller homeownership housing opportunities. About half of Leavenworth's extremely low-income households include persons age 62 or older (14% elderly family households and 39% elderly living alone households).

Opportunities for older adults to downsize frees up existing housing for other long-term residents. Leavenworth's existing supply of condominium housing is predominately located near commercial areas and includes a lot of vacation rental use. Additional housing suitable for older adults in the city's residential zones is a need.

Section 2: Housing Strategy Recommendations

The Housing Action Plan will inform and guide the City's next phase of work to improve housing options and availability in Leavenworth. This section includes recommendations for strategies and implementing actions to promote greater housing opportunity for Leavenworth's residents and workers across all economic segments of the community.

Housing strategy recommendations are presented in two groups:

- **Group 1. Recommendations for Increasing Housing Production and Diversity**
  These recommendations are intended to address constraints to the existing rate of housing production as well as increase the diversity of housing choices, with an emphasis on creating more ownership options for moderate to low-income households.
- **Group 2. Recommendations for Specific Housing Types**
  These recommendations are for specific housing types that may diversify housing options affordable to a greater array of households in Leavenworth.

Group 1 recommendations have the broadest impact and potentially improve the development feasibility of the housing types addressed in the Group 2 recommendations. Community input has also emphasized focusing on the general recommendations first to remedy areas in existing regulations where expanding housing supply creates tensions for other public priorities such as appropriately managing street parking in residential areas. For these reasons, we recommend pursuing recommendations from Group 1 first and then addressing the type-specific recommendations in Group 2.

Addressing Potential Displacement

The Washington Department of Commerce grant requires consideration of risks of displacement. Renter households face displacement risk when property owners convert the housing to short-term rentals. Leavenworth has addressed this risk by placing strict restrictions on short-term rental use in the residential zones. Economic displacement pressure on renters is further reduced in the short term with the addition of 200 new units of rental housing at Leavenworth Hause.

Leavenworth's households who own their homes potentially face risk of economic displacement through increased housing costs. Many of the strategies presented in this Housing Action Plan address this displacement pressure by increasing the potential for a greater variety of housing at a greater variety of price points. Other support services in place to reduce economic displacement include:

- Foreclosure intervention counseling with Upper Valley MEND.
- Chelan County has program to reduce property taxes for households with members 61 or older, households with a disability, or are low income.
- The City has a program for grants or loans to support the development or preservation of affordable housing (LMC Chapter 3.42).
- Tenant relocation assistance with Upper Valley MEND.

Matrix of Housing Strategy Recommendations and Identified Housing Needs

◆ Addresses the housing need.

◇ Addresses the housing need under some conditions.

		Housing Supply	Homeownership Opportunity	Rental housing	Aging in place
Group 1. Recommendations for Increasing Housing Production and Diversity					
1	Evaluate converting RL-12 zone into RL-10 zone to reduce incentives for urban sprawl.	◇	◇		
2	Review use-specific minimum lot size requirements for RL zones to encourage a greater diversity of housing sizes and types.	◆	◆	◆	◆
3	Evaluate the establishment of a maximum building size in RL zones.		◆		
4	Increase flexibility in driveway and on-site parking requirements to accommodate a greater variety of housing types.	◆	◆	◆	
5	Consider allowing one driveway or curb cut per dwelling unit under specific conditions.	◆		◆	
6	Amend policies to be more inclusive of Leavenworth's housing needs.	◆	◆	◆	◆
Group 2. Recommendations Specific to Housing Types					
7	Explore development of land use definitions and development regulations for cottage housing.	◆	◆	◆	◆
8	Reexamine setbacks, parking, access, and lot coverage requirements of accessory dwelling units to incentivize infill development.			◆	◆
9	Amend minimum lot size requirements for duplexes to be consistent with lot size requirements for single-family residences in the same zone.	◆	◇	◆	
10	Establish triplexes as a use distinct from multifamily residences.	◆	◇	◆	
11	Explore triplexes as a permitted use in some RL zones subject to lot coverage requirements and design standards. Evaluate on-site open space requirements for triplexes to ensure aesthetic compatibility with nearby single-family housing.	◆	◇	◆	
12	Review manufactured housing siting and form regulations to reduce barriers to production	◆	◆	◇	◇

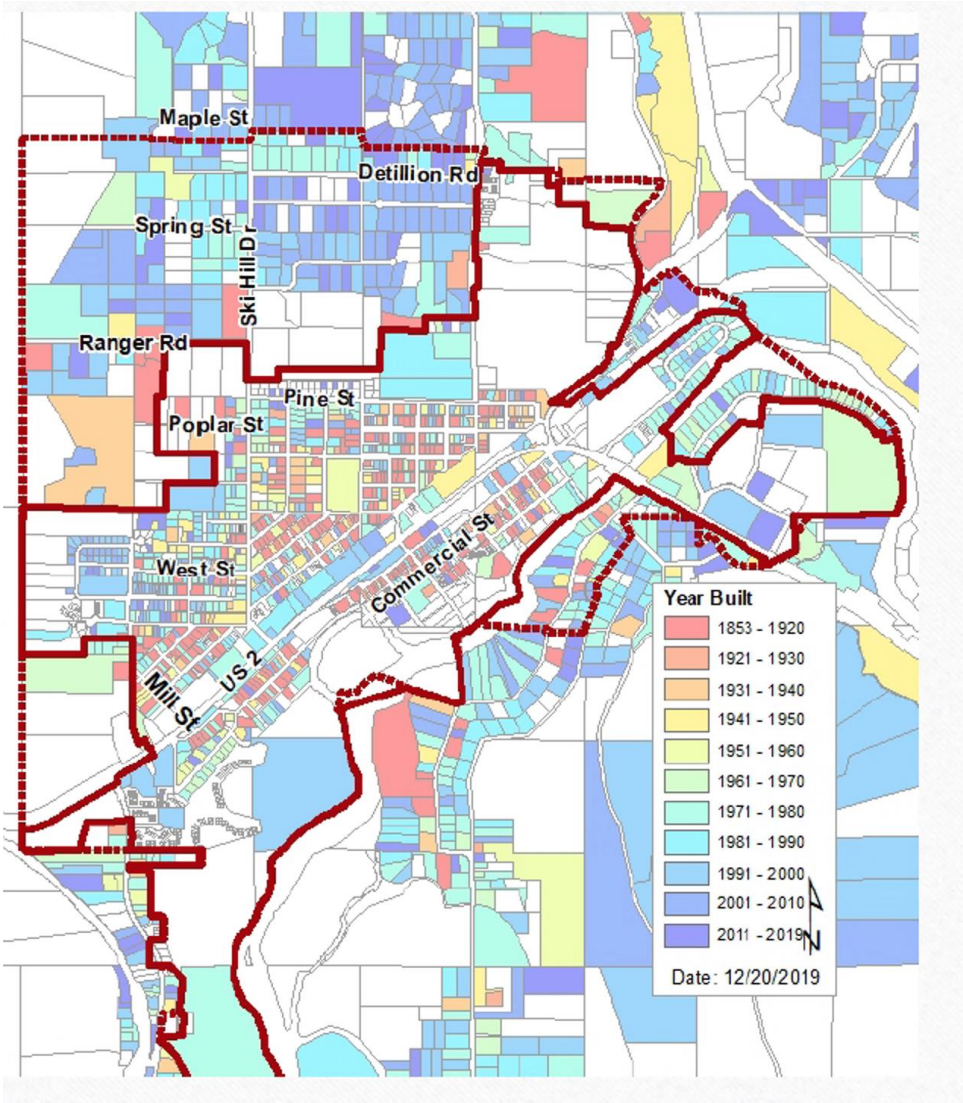
Recommendations for Increasing Housing Production and Diversity

Strategy 1.
Evaluate converting RL-12 zone into RL-10 zone to reduce incentives for urban sprawl.

Zoning regulations control the amount and type of development in a specific area. Leavenworth's Residential Low Density 12,000 District (RL-12) has a minimum lot size of 12,000 square feet and represents the city's lowest density residential zone.

Much of the city's current urban growth areas (UGA) are zoned to an equivalence of RL-10, creating an uncommon arrangement of lower-density zoning within city limits compared to the adjacent land in the unincorporated county. In addition, much of the area's recent development is happening in Leavenworth's UGAs and land adjacent to the designated UGAs in unincorporated Chelan County, see **Exhibit 6**.

Exhibit 6. Historical Growth Patterns of Leavenworth and Adjacent Areas



Source: City of Leavenworth, 2020

Increasing the development capacity of the areas currently zoned RL-12 to the standards of RL-10 could increase development capacity of the city and encourage smaller homes and more affordable homeownership without significant changes to existing neighborhoods.

Benefits

- Increasing housing supply, though this is limited given the limited areas of RL-12 zoning and the potential for subdivision into new lots.
- Potentially increasing the affordability of homeownership where new houses require less land, though new housing on 10,000 square foot lots are not likely to be affordable to moderate-income households.
- Reducing urban sprawl and aligning to the goals of Washington's Growth Management Act.

Implementation Steps

- Review the mix of lot sizes within existing RL-12 zones and the number of parcels or land available for subdivision under RL-10 standards. Consider whether the existing platting is more compatible with another standard.
- Review current floor-to-area ratios (the relationship between the size of the buildings and the size of the lot) if the City considers establishing limits to building size within existing setbacks and height limits.

Strategy 2.
Review use-specific minimum lot size requirements for RL zones to encourage a greater diversity of housing sizes and types.

Incentivizing smaller homes can expand opportunities for homeownership to a wider range of households. Reducing lot sizes for specific uses (e.g., duplexes) can improve the efficient use of land and increase housing affordability. Smaller homes and smaller yards support aging in place as older adults typically live in smaller households (1 – 2 people) and may prefer yards that take less time and effort to maintain. In addition, many existing homes in Leavenworth are on lots smaller than the zoning district's minimum lot size.

Benefits

- Increasing housing supply.
- Increasing housing diversity where it incentivizes homes smaller than what the market is currently delivering.
- Increasing entry-level homeownership options.
- Increasing moderate-income rental housing options.
- Increasing walkability of residential neighborhoods where new development stimulates demand for local services within walking distance.
- Reducing urban sprawl.

Implementation Steps

- Further refine policy objectives to inform parameters or conditions for smaller lot sizes.
- Review the mix of lot sizes within existing zones to ensure compatibility with neighborhoods or appropriate transitions to more intensive land uses.
- Prioritize areas within walking or biking distance to services.
- Consider opportunities for combining with the City's zero-lot-line regulations (LMC 12.24.090 D) to ensure sufficient private open space.
- Consider implications for smaller lot sizes in conjunction with adjustments made to parking and driveway access.

Examples

- Pierce County offers smaller lot sizes to incentivize affordable housing production in its Affordable Housing Incentives. See Pierce County Affordable Housing Incentives: Independent Evaluation and Recommendations to Increase Effectiveness.

Strategy 3.
Evaluate the establishment of a maximum building size in RL zones.

Current market dynamics favor building homes that maximize the development capacity of the lot. Larger homes are more profitable for developers to build because the marginal cost of each additional square foot is less than the price premium upper income households will pay. Community feedback has indicated concerns over the scale of new development in size and bulk relative to existing development and that it conflicts with the city's need for more affordable housing options. Placing upper limits on the relative size of houses in residential areas through the establishment of a maximum floor area ratio (FAR) could address these concerns. FAR is a ratio of the total internal floor area of a building compared to the area of the site. (For example, a 2,000 square-foot house on a 6,000 square-foot lot would have a FAR of 0.33.) Establishing a maximum FAR for residential properties would limit the size of buildings in proportion to the size of the lot.

Benefits

- Limiting house size could improve the affordability of homeownership, but it is unlikely to support entry-level homeownership.
- Preserving existing neighborhood character.
- Reducing greenhouse gas emissions per occupant (larger houses consume more resources to house fewer people).
- Reducing development displacement pressure on lower- and moderate-income property owners.

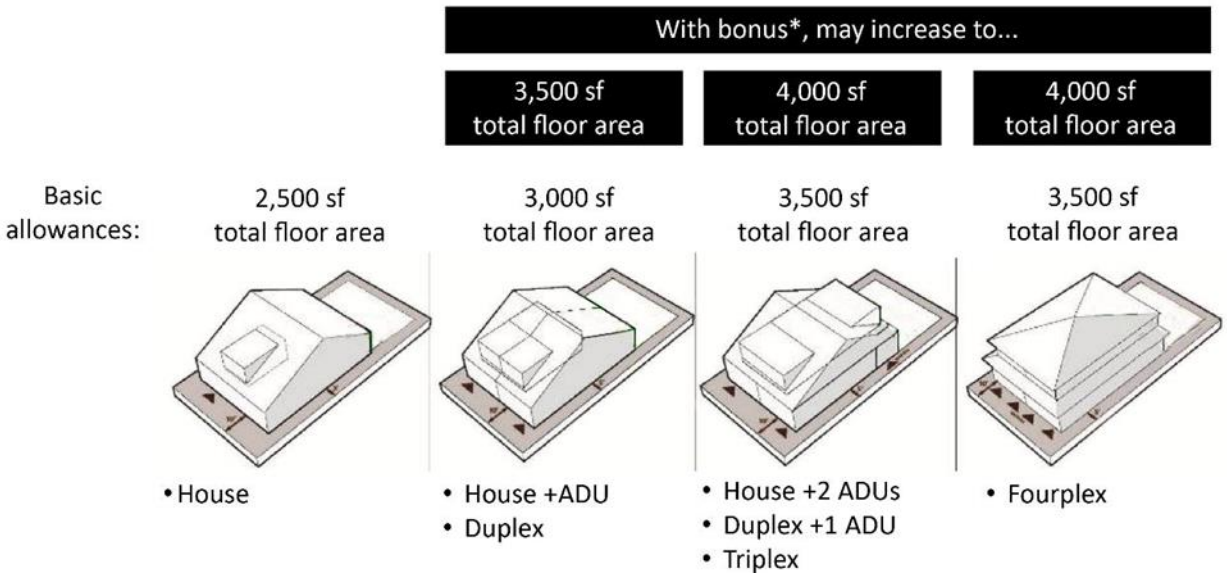
Implementation Steps

- Assess size trends in recent development to further refine policy objectives.
- Consider if any area in Leavenworth merits preservation of its historical scale of development.

- Evaluate establishing a maximum floor area ratio (FAR) for development in specific zones or under specific conditions.

Example

Home sizes could be set according to a sliding scale, depending on the number and type of units integrated into a structure. For example, a single-family house could be allowed 2,500 square feet of floor area. A house with an accessory dwelling unit could be allowed 3,000 square feet of floor area (see figure below). To provide additional flexibility, size limits could be set using FAR instead of square footage. This approach would limit extremely large housing units as well as incentivize production of a greater variety of housing units.



Source: City of Portland, MAKERS, 2020.

Strategy 4 & 5.

4. Increase flexibility in driveway and on-site parking requirements to accommodate a greater variety of housing types.

5. Consider allowing one driveway or curb cut per dwelling unit under specific conditions.

An exploration of allowing a greater diversity of housing options in Leavenworth's residential zones found that regulatory barriers associated with parking and access significantly reduced their feasibility (See Policy Assessment). To meet the goals of infill development and housing diversity, we recommend examining parking and access requirements to assess whether they are putting undue limitations on the development of smaller houses in a greater variety of configurations. The goal is to better accommodate a greater variety of housing sizes without undue impacts to the City's other policy objectives. For example, allowing one driveway per street frontage would allow a duplex on a corner lot to have a driveway for each unit, as long as they front different streets. Allowing two drives would enable a duplex to move vehicle access to the sides of the building to improve the curb appeal.

CORNER LOT DUPLEX WITH TWO DRIVEWAYS



DUPLEX WITH DRIVEWAYS TO THE REAR



Benefits

- Increasing housing supply.
- Increasing housing diversity.
- Increasing affordable homeownership.
- Increasing moderate-income rental housing.
- Aligning the City's policies across objectives such as pedestrian improvements, parking management, and housing.
- Potentially clarifying the purpose and conditions for alley access.
- Greater standardization in parking and access requirements across housing types and districts.

Implementation Steps

- Asses the current utilization of on-street parking across neighborhoods to determine areas where parking conflicts are less likely.
- Consider improved street design and management of on-street parking for pedestrian safety.
- Evaluate impacts of increasing density on vehicle access need.

Strategy 6.
Amend policies to be more inclusive of Leavenworth's housing needs.

Leavenworth's Comprehensive Plan represents the community's long-range plan for growth for the next 20 years. The last major update was in 2017 and the Plan is due for its next periodic update in 2024. Leavenworth's Housing Goal (Goal 1) supports the needs identified in the Housing Needs Assessment. The goal is:

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

The Policy Assessment reviews the policies in the Housing Element of Leavenworth's Comprehensive Plan and finds that the policy objective of affordable housing for low- to moderate-income households could be made more explicit. We recommend amending the policies to support more diversity in housing to include the purpose of addressing the community's need for more affordable housing. This recommendation reflects the Housing Affordability's Task Force recommendation to define "public good" to include affordable housing.

Recommendations Specific to Housing Types

Strategy 7.
Explore development of land use definitions and development regulations for cottage housing.

Cottage housing consists of groups of detached dwelling units, smaller than a typical single-family residence, often organized around common outdoor space or a shared site access. Like duplexes and triplexes, cottage housing can provide opportunities for increased density on larger single-family lots. It can be easier to configure yard space and access for multiple cottages than for an equal number of attached units. The clustered approach also allows for the preservation of open space or protecting environmentally sensitive areas. Finally, the smaller, detached housing is compatible with community members who wish to continue living independently in Leavenworth.

The Leavenworth Municipal Code does not currently include land use definitions or development regulations specifically for cottage housing. If the City wants to promote this housing type, new development regulations would need to be developed.

Benefits

- Increasing housing supply
- Increasing housing diversity
- Increasing affordable homeownership
- Compatible with aging in place.
- Compatible with smaller household sizes.

COTTAGE HOUSING



Implementation Steps

- Review existing development patterns to establish priority areas or criteria for cottage housing development.
- Consider a density bonus to offset the higher per-unit cost of cottage house construction on a square foot basis compared to single-family homes.
- Engage community members and developers to balance design regulations and approval process with housing needs and preferences.

Example

Cottage Housing and Tiny Homes: Spokane allows cottage housing of up to 1,200 square feet per unit with a 20% density bonus; in single-family zones a conditional use permit is required. A 40% density bonus is allowed for tiny homes of 500 square feet or less if located within a quarter mile of commercial and downtown zones. (SMC 17C.110.350)

Strategy 8.
Reexamine setbacks, parking, access, and lot coverage requirements of accessory dwelling units (ADU) to incentivize infill development.

The City's ADU regulations have increased the diversity of housing supply in Leavenworth. ADUs create additional housing capacity in existing neighborhoods with limited impacts on the existing neighborhood. ADUs offer an affordable housing option because they are less costly to construct than single-family homes due to their smaller size. However, ADUs can still represent a significant additional cost that is not feasible for all homeowners.

The Policy Assessment found that parking and vehicle access requirements for siting ADUs on existing single-family sites pose significant challenges for ADUs when they are not incorporated into the site design when the primary home is constructed. The code requires dedicated off-street parking for ADUs and configuring additional vehicle access on existing properties may not be feasible, depending on individual site characteristics. In addition, properties may not have adequate open space to construct a new ADU in compliance with setback and lot coverage requirements.

To meet the goals of infill development and housing diversity, we recommend examining parking, access, and lot coverage requirements to assess whether they are putting undue limitations on ADUs. We also recommend long-term monitoring of ADU production and resale values of homes with ADUs to determine if use as short-term rentals is limiting the ability of ADUs to meet the housing needs of community members.

Benefits

- Increasing housing supply.
- Increasing housing diversity.
- Increasing affordable homeownership when the rental income of the ADU provides the income necessary to support the financing of the primary residence.
- Increasing lower cost rental housing in single-family neighborhoods.
- Increasing senior housing.
- Increasing housing for very low-income or small households.

Implementation Steps

- Collaborate with homeowners and prospective ADU developers to balance meeting housing needs with neighborhood impacts.

- Assess the current utilization of on-street parking across neighborhoods to determine areas where parking conflicts are less likely. Consider reducing parking requirements when on-street parking is utilized under a specified threshold.
- Consider the role of street improvements for pedestrian safety.

Strategy 9.
Amend minimum lot size requirements for duplexes to be consistent with lot size requirements for single-family residences in the same zone.

Duplex housing offers a more affordable housing option compatible with single-family neighborhoods. Leavenworth allows duplex development in Residential Low Density 6,000 District (RL6). Currently, regulations require a lot size of 12,000 square feet, which offers no reduction in the overall land necessary for each unit. In addition, the lot area coverage limitations whereby buildings and structures cannot occupy more than 35% of the lot area further limit the ability to reduce the overall land costs for duplex housing. In effect, this limits the ability of duplexes to offer housing at more affordable prices than single-family housing. Additional design guidelines such as emphasizing unit entries and windows oriented towards the street, locating driveways and garages to the side, and ensuring usable private open space can help duplexes fit into existing neighborhoods.

We recommend amending the minimum lot size requirements for duplexes to be consistent with lot size requirements for single-family residences in the same zone, which would incentivize the housing type in RL-6 zones over RL-10 or RL-12 zones.

Benefits

- Increasing housing supply, including rentals for those with moderate incomes.
- Increasing housing diversity.
- Increasing affordable homeownership either through condominium ownership (if allowed) or where the rental income of one unit makes the purchase of the duplex more feasible.

Implementation Steps

- Consider whether design standards will be necessary to ensure compatibility with the character of detached housing neighborhoods and to avoid auto centric visual character.

  Key design issues:

  - Emphasize unit entries and windows oriented towards the street
  - Locate driveways and garages to the side if possible
  - Encourage articulated facades and rooflines
  - Ensure usable private open space
- Consider allowing condominium ownership for duplexes in RL zones to increase opportunities for homeownership.

Strategy 10 & 11.

10. Establish triplexes as a use distinct from multifamily residences.

11. Explore triplexes as a permitted use in some RL zones subject to lot coverage requirements and design standards. Evaluate on-site open space requirements for triplexes to ensure aesthetic compatibility with nearby single-family housing.

Leavenworth does not currently have regulations allowing triplex housing as a permitted use in its single-family residential zones. Attached housing of three units or more is classified as "multifamily," which is allowed in the Multifamily Residential District (LMC Chapter 18.22). Triplexes offer many of the same benefits as duplexes and can be built within the City's existing regulations for lot size, yard requirements, building height, lot coverage, and off-street parking of single-family residence. Given its compatibility with the development scale of single-family homes, we recommend establishing triplexes as a use distinct from multifamily residences.

We also recommend exploring triplexes as a permitted or conditional use in some residential zones where design standards can ensure aesthetic compatibility with nearby single-family housing.

Benefits

- Increasing housing supply
- Increasing housing diversity
- Increasing affordable homeownership either through condominium ownership if allowed or where the rental income of one unit makes the purchase of the triplex more feasible.
- Increasing moderate-income rental supply

Implementation Steps

- Consider whether design standards will be necessary to ensure compatibility the with character of detached housing neighborhoods and to avoid auto-centric visual character.

  Key design issues:

  - Emphasize unit entries and windows are oriented towards the street
  - Locate driveways and garages to the side if possible
  - Encourage articulated facades and rooflines
  - Ensure usable private open space

Strategy 12.
Review manufactured home siting and form regulations to reduce barriers to production.

Leavenworth's Comprehensive Plan suggests considering the siting of manufactured homes, also known as factory-built or prefabricated homes, to encourage regeneration of existing housing inventory. Since

2015, the City has issued one (1) permit for siting a manufactured home. The cost of manufactured homes is significantly less than a traditional site-built house. In areas where land costs are high, as in Leavenworth, manufactured homes offer a pathway towards homeownership due to the lower cost of the structure. The smaller size and single-floor layout of manufactured homes are aligned to the housing needs of aging adults. Personal narratives from the Share Your Housing Stories demonstrate the role manufactured housing has played in enabling residents access to affordable housing in Leavenworth (see Appendix B).

Given home values in the area, the absence of new manufactured homes in Leavenworth suggests regulatory, rather than market barriers to the utilization of this housing form. In addition, factory-built homes Leavenworth Municipal Code Section 21.90.030 considers permanent, detached, manufactured or modular housing units to be single-family dwellings, equivalent to site-built housing, and Section 14.16.010 expressly states that one of the purposes of the City's residential design standards is to ensure manufactured homes can be sited in any zone that allows single-family housing. Section 14.16.080 limits manufactured homes to new manufactured homes meeting the design standards of other single-family homes. We recommend further review of the siting and form regulations to identify and reduce any barriers to the use of manufactured homes in Leavenworth.

Benefits

- Increasing housing supply
- Increasing housing diversity
- Increasing affordable homeownership options
- Supporting aging in place
- Providing housing options to small households

Implementation Steps

- Audit regulations to determine if specific regulations pose a substantial barrier.
- Review design and siting regulations from other jurisdictions to identify ways to ensure compatibility with existing neighborhoods.

Appendices

Appendix A // Glossary of Terms

Appendix B // Community Input

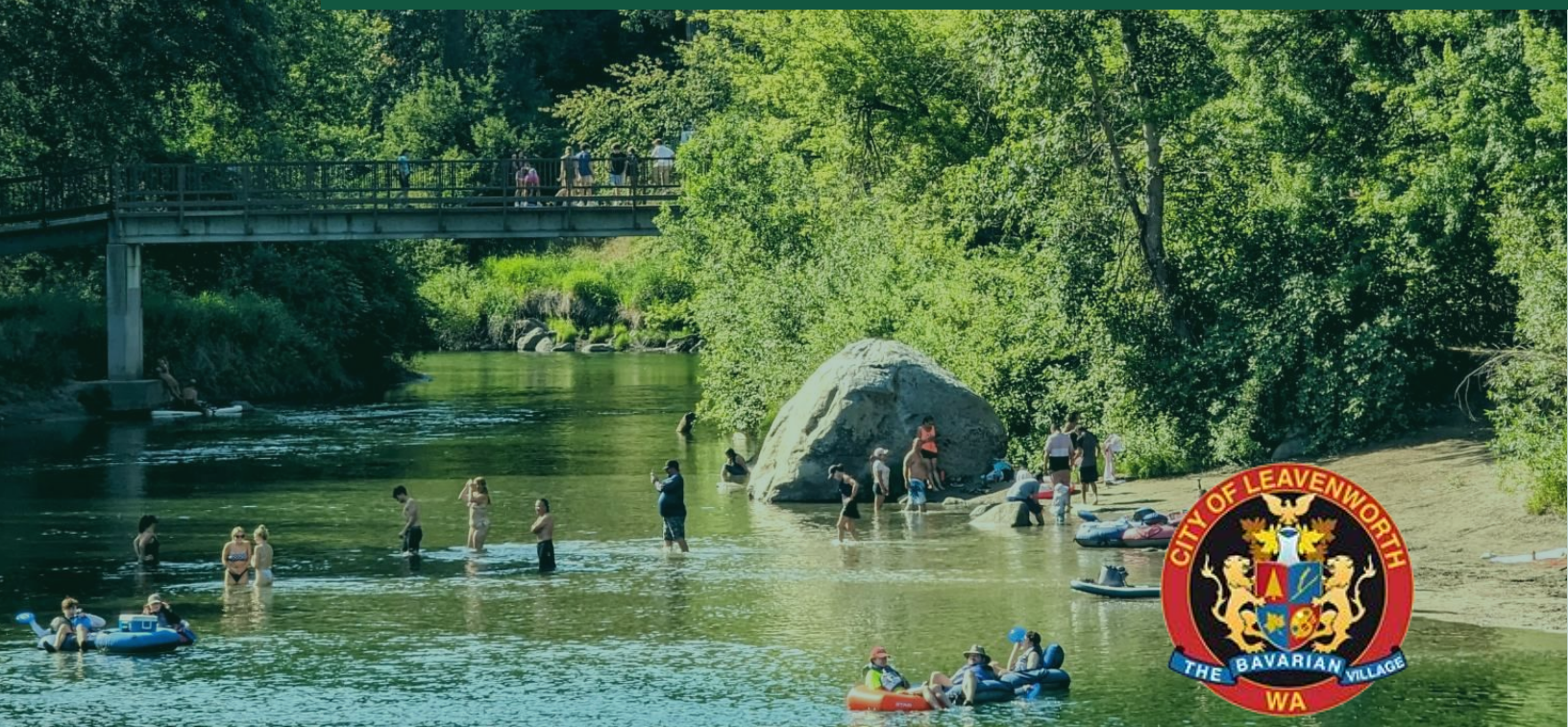
1. Community Meeting
2. "Share Your Housing Story" Submissions
3. Summary of Employer Survey

Appendix C // Leavenworth Housing Needs Assessment 2020

Appendix D // Leavenworth Housing Policy Assessment and Recommendations

APPENDIX D: PARKS, RECREATION, AND OPEN SPACE (PROS) PLAN

Parks, Recreation and Open Space Plan



CITY OF LEAVENWORTH

Adopted Date 2026


LEAVENWORTH'S
CITY PARKS
HWY. 2
WEST
CONDUCTAL
ST.
CONDUCTAL ST.
DOBLIZE ST.
CITY PARK
FRONT ST.
STH.
MAIN ST.
CANAL ST.
BLACKBIRD
ISLAND
ENCHANTMENT
PARK
WENATCHEE RIVER
BALLFIELDS-PICNIC
NATURAL GROWTH
RESTROOMS
TRAILS
BEACH
PARKING
WATERFRONT PARK



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CITY COUNCIL

Carl J. Florea, Mayor
Anne Hessburg, Mayor Pro Tempore
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

Celeste Barry, Senior Planner
Maggie Boles, Community Development Director
John Schons, Parks Supervisor
Andi Zontek-Backstrum, Public Works Director

CONSULTANT TEAM

BHC Consultants, LLC
Katie Cote, AICP, Planning Manager
Abby Weber, AICP, Senior Planner
Rachel Chen, AICP, LEED AP ND, Planner

Perteet, Inc.

PHOTO CREDITS

All photos are from City staff, Jake M., or BHC Consultants, unless otherwise noted.

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Introduction

OVERVIEW

Greater Leavenworth is an alpine community sitting at the confluence of the Wenatchee River and Icicle Creek at the eastern foothills of the Cascade Mountains. The City itself is nestled in the valley floor, surrounded by Tumwater Canyon to the west and Icicle Canyon to the south. The landscape features a unique combination of wildflower meadows, Ponderosa pines, Douglas firs, and Western larches. Leavenworth's natural environment provides an attractive setting for various recreational activities and supports a tourism-driven economy.

With over 20 percent of land in the City of Leavenworth maintained as parks or open space, and a critical two-mile reach of shoreline along the Wenatchee River, the preservation and recreational use of these natural features have long been established part of the community's values, lifestyles, and business interests. With a growing population, and over 3.4 million visitors annually[1], community members and visitors alike are drawn to the city for its environmental setting and natural beauty, and the outdoor recreational opportunities that it affords.

This continued growth and high level of tourism put a strain on Leavenworth's vital natural amenities. Population growth between 2026 and 2046 is expected to increase the number of residents; however, several of the parks and facilities are utilized by more visitors than residents. Depending on the type of user, each park/facility will require different types of amenities, management and future needs.

1 Leavenworth Chamber of Commerce, 2025 Annual Economic & Visitor Report.

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PURPOSE

The Parks, Recreation and Open Space (PROS) Plan serves as the City's guide for the acquisition, development, and maintenance of a comprehensive system of parks, trails, recreational facilities, and open space for its community members. Where this Plan refers generally to "park and recreational facilities," that is inclusive of open space, natural areas, trails, and amenities such as ball fields and playgrounds.

The City's Comprehensive Plan includes a Park and Recreation Element which acknowleges this PROS Plan as the City's primary park planning document that reflects the guidelines established by Washington's Growth Management Act (GMA) on park and recreation planning. This PROS Plan will also be used to gain eligibility for outdoor recreation, conservation, and grants through the Washington Recreation and Conservation Office (RCO). Once this PROS Plan is certified by the RCO, the City is eligible for RCO grant funding for six calendar years from the date of adoption.

BACKGROUND

Planning Service Area

The PROS Plan establishes a strategic framework for parks, recreational facilities, and open space within the City of Leavenworth and its associated Urban Growth Area (UGA). This plan accounts for a service area that extends significantly beyond city limits due to Leavenworth's role as a regional tourism and recreation hub. The City's park system serves a diverse user base, ranging from local residents to visitors from the greater Wenatchee Valley and Pacific Northwest region. Furthermore, given Leavenworth's adjacency to the Okanogan-Wenatchee National Forest, this plan also addresses regional trail connections and associated interagency coordination necessary to manage trail maintenance and access issues associated with high-volume recreational use.

Community Profile

This section provides a brief overview of the demographics of the City of Leavenworth to ensure future investments in facilities are responsive to the evolving needs of year-round community members and visitors alike.

The City's population in 2024 was approximately 2,595 people[2]. The population has seen steady growth over the last ten years, growing by an average of 45 people per year. This historical trajectory aligns closely with the City's population allocation; achieving the full 2046 population allocation of 3,555 people by 2046. The population is slightly older than the state average, with a median age of 42 years, though many households have children under the age of 18. Please reference the complete demographic profile for Leavenworth in Appendix A of the City's 2026 Comprehensive Plan.

Community members highly value the City's natural environment and recreational opportunities. While community members are generally satisfied with the diverse range of recreational opportunities available to them, several key improvements can be made to enhance quality of life for all. Specific feedback and community preferences are discussed in greater detail in the Public Outreach section of this plan.

Leavenworth attracts visitors from around the world, many of whom utilize the City's park and recreational facilities. As the community continues to grow and evolve, it is important to strategically plan for parks and recreation amenities that meet the needs of residents while accommodating visitor use.

Want to learn more?

A complete demographic profile of the City can be found in the 2026 Comprehensive Plan in Appendix A.

Relation to Existing Plans

This Plan is one of several documents comprising the City's long-range parks, trails, and open space planning and policy framework. It is meant to function in alignment with the City's Comprehensive Plan, Shoreline Management

[2] Washington State Office of Financial Management April 1st Estimates.

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Plan and corresponding Public Access Plan, and regional parks planning efforts including the Upper Valley Regional Trails Plan and the Chelan-Douglas Pathways Master Plan, as summarized in the following subsections.

COMPREHENSIVE PLAN

Under the Growth Management Act (GMA), the City is required to include a park and recreation element in the Comprehensive Plan. While the 2022 Comprehensive Plan included a Park and Recreation Element that meets GMA requirements, that element did not fulfill RCO certification requirements for grant eligibility. This PROS Plan was prepared as part of the 2026 periodic update of the City of Leavenworth's Comprehensive Plan and is included as an appendix. It is intended to fulfill both the GMA requirements for a Parks and Recreation Element and RCO requirements for certification. The goals and policies of this PROS Plan have been developed in conjunction with the goals and policies of the City's 2026 Comprehensive Plan to promote internal consistency and support a unified vision. The community's vision statement for Leavenworth is as follows:

Want to learn more?

The City's Comprehensive Plan can be found at: cityofleavenworth.com

Leavenworth is a deeply interconnected small town. We see a future where the people who live and work in our community are thriving, with housing options people can afford, vibrant small businesses, and good jobs. We cherish our rivers, forests, and mountains as essential to our outdoor recreation system, and keeping them resilient is important to us. Infrastructure and services have been added efficiently and appropriately as the city has grown. Our enduring vitality, stability, and financial accountability allow us to welcome visitors and invite them to share our alpine-themed experiences.

In support of this vision statement, the PROS Plan prioritizes the provision of parks and recreational facilities in underserved areas of the City and encourages efforts to increase educational opportunities geared towards environmental awareness and stewardship.

SHORELINE MANAGEMENT PLAN & PUBLIC ACCESS PLAN

The City's 2021 Shoreline Management Plan[3] includes several policies related to recreational opportunities afforded by public access along the City's shorelines, which have been integrated into parks and recreation planning efforts. Broadly speaking, the City's shoreline management goals related to public access include policies to:

- increase public access within city limits,
- ensure that public access is safe, convenient, and diversified,
- minimize conflict between public and private property,
- balance ecological health and recreational access, and enhance and maintain existing areas of public access prior to acquiring or establishing new access points.

Similarly, Chelan County's Shoreline Public Access Plan[4] (PAP), which is integrated with the overall Shoreline Master Program Update as Appendix E, outlines opportunities and strategies to provide greater public access (both physical and visual access) along the shoreline. Countywide policies related to public access include efforts to:

- increase public access where appropriate,
- prioritize maintenance of existing access sites,

[3] Shoreline Management Plan (2021). From https://cityofleavenworth.com/wp-content/uploads/2022/04/2021-Leavenworth-SMP-FINAL.pdf

[4] Public Access Plan – Appendix E, Chelan County Shoreline Master Program (2021). From https://www.co.chelan.wa.us/files/community-development/documents/shoreline_master_program/CC_FinalSMP_ApprovedbyEcology_effective09-30-2021%20w%20appendices.pdf

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- respect private property,
- enhance safety and environmental conservation, and
- improve visual access to shorelines, among other policies.

The County's PAP also proposes level of service standards to achieve a shoreline public access system with:

- more than 90% of the residential population within 15 miles of regional recreational facilities including boating, fishing, trails, parks, and open space facilities.
- more than 50% of the residential population within 1.5 miles of local or community shoreline parks and trails.

As shown later on through the parks dispersion map (in the Demands and Needs section of this Plan) around 50% of the residential population is within a half-mile of local or community shoreline parks and trails (compared to the LOS of more than 50% of the population being within 1.5 miles of local or community shoreline parks and trails).

TRANSPORTATION SAFETY ACTION PLAN

To enhance safety for all users, the City is developing a Transportation Safety Action Plan (TSAP) funded by the federal Safe Streets and Roads for All (SS4A) grant program. This plan will guide long-term decisions regarding street design, speed limits, and safety improvements to ensure a safer environment for all modes of travel. Proposed projects include multi-use paths, protected bike lanes, and separated pedestrian facilities, among other safety improvements, which will help ensure users can travel safely to park facilities. As of March 2026, the Draft TSAP is currently under review.



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UPPER VALLEY REGIONAL TRAILS PLAN

The City's 2009 Upper Valley Regional Trails Plan[5] provides recommendations to create an interconnected regional trail system and improve connectivity between existing trails. It provides the necessary tools to plan, design, fund, and implement non-motorized trails with the overarching goal of creating an interconnected regional trail network that provides residents with diverse recreational opportunities, encourages non-motorized transportation, and supports tourism. This PROS Plan builds on this effort by prioritizing proposed trail connections based on extensive community outreach efforts and overarching recreational goals.

CHELAN-DOUGLAS PATHWAYS MASTER PLAN

The Chelan-Douglas Pathways Project[6] outlines a plan for creating key regional pathway corridors that better connect communities with safe walking and biking routes. The Leavenworth to Cashmere to Wenatchee (LCW) corridor includes the cities of Cashmere and Leavenworth and the unincorporated agriculture communities of Monitor, Dryden, and Peshastin. The LCW Project Corridor Executive Study[7] identifies the Leavenworth-to-Peshastin pathway as "immediately feasible," indicating minimal physical, environmental, or regulatory constraints; existing access and infrastructure to support construction; and a strong likelihood of near-term funding and stakeholder support, contingent upon available resources. The goals and policies of this PROS Plan were developed in alignment with the Pathways Master Plan, reflecting community preferences and advancing regional goals to increase connectivity.

[5] City of Leavenworth, Upper Valley Regional Trails Plan (2009), https://cityofleavenworth.com/documents/upper-valley-regional-trails-plan/
[6] Chelan-Douglas Transportation Council, Pathways Project, https://chelandouglaspathways.org/#wrapper-hero
[7] Chelan-Douglas Transportation Council, Chelan-Douglas Pathways Master Plan: Leavenworth to Cashmere to Wenatchee, https://chelandouglaspathways.org/wp-content/uploads/2025/11/LCW-ExecSumm-251111.pdf



Public Outreach

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Community engagement was embedded throughout the development of this PROS Plan and was accomplished through a variety of outreach activities and avenues, as described in this section, including:

- Community Visioning Workshops
- Quarterly Community Engagement Nights
- Community Block Party
- Tabling at Common Gathering Spaces
- Parks Survey
- City of Leavenworth Website Updates
- E-mail Newsletter
- Planning Commission and City Council Meetings

This section describes the various outreach activities conducted to determine community-wide parks and recreation priorities. Goals and policies were developed based on both the overarching themes and specific feedback received throughout outreach, as detailed below.

VISIONING WORKSHOPS

In the fall of 2024, the City conducted a trio of collaborative Community Visioning workshops that were well-attended by community members. Community Visioning workshops were held on the following dates and topics:

- September 9: Housing a Community
- September 16: Sustainable Tourism
- September 23: Accountable Stewardship
- October 14: A Path Forward (Collective Recap)

Key Findings

While the visioning workshops addressed a diverse range of topics, relevant findings for park and recreation facilities are summarized below for each workshop. A full report of the broader community discussions and outcomes that emerged from these workshops can be found in the Community Visioning Report[8] on the City's website.

HOUSING A COMMUNITY WORKSHOP

The "Housing a Community" session facilitated discussions focused on Leavenworth's future, including how to prioritize community needs, housing, and maintaining quality of life with increased density. In terms of parks and recreation facilities, there are overall concerns of the impacts of development encroaching on natural areas, increased population leading to congestion and parking shortages, and higher density putting pressure on local facilities.

SUSTAINABLE TOURISM

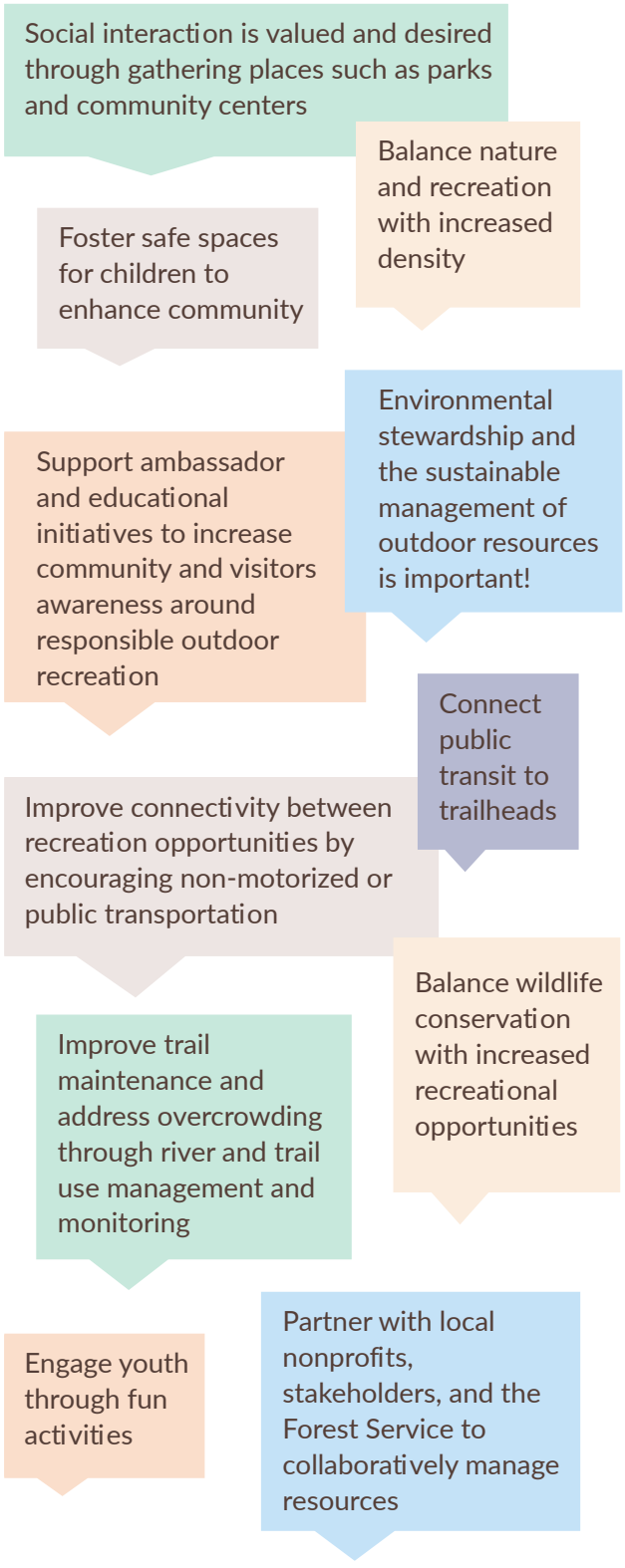
The "Sustainable Tourism" session centered discussions on how the City can balance tourism, which draws around 3 million visitors annually, and local needs.

ACCOUNTABLE STEWARDSHIP

The "Accountable Stewardship" session focused on strategies for effectively managing community resources and the built and natural environments, includinng recreational assets such as trails, to suport a sustainable and community-oriented outdoor environment. Numerous suggestions were raised to enhance environmental stewardship while enhancing and improving access to recreational opportunities.

A PATH FORWARD

This Q+A session provided an opportunity to summarize and discuss questions asked throughout the previous sessions. A Q+A was posted on the City's website.



Next Steps

These key findings have been integrated into the goals and policies of this plan, most notably under the topics of Parks & Natural Areas, Recreational Facilities & Programs, and Community Building & Education.

[8] City of Leavenworth, Leavenworth Community Visioning (2024), https://cityofleavenworth.com/wp-content/uploads/2024/10/Community-Visioning-2024_Recap.pdf

COMMUNITY ENGAGEMENT EVENTS

As part of the City's 2026 Comprehensive Plan Update process, community members were invited on a number of occasions to participate in discussing their vision for the future of Leavenworth. The following events addressed a wide range of topics; relevant findings regarding park and recreation facilities are summarized below for each event. A full summary of engagement efforts and community priorities can be found in Appendix H of the City's 2026 Comprehensive Plan.



Community Engagement Night

The City hosts quarterly Community Engagement Nights to offer residents and business owners the opportunity to connect, learn, and engage with staff and agency partners. At the event on May 6, 2025, the City maintained a table to discuss the 2026 Comprehensive Plan update process and collect feedback on park and recreation facilities. It was well attended by around 250 residents. Of those who engaged with the City's interactive posters, most were year-long residents that live within city limits.

KEY FINDINGS

Interactive posters at the workshop gathered specific feedback on the existing park system. One of these posters featured a citywide map of existing facilities that identified related amenities. Participants were invited to mark up the map with desired parks and recreation facilities, amenities, or additional comments. Feedback indicated key priorities including: improved connections between trails, parks, and other recreational facilities; safety improvements to enhance pedestrian and bike trails; new parks north of Highway 2; and a new indoor pool or upgrades to the existing outdoor pool.

Community members were also invited to take the Parks Survey or were provided with a QR code to take the survey on their own time; results from this survey follow in the Parks Survey section of this plan. The final poster was intended for kids and featured the prompt "My dream park has…" with several options for kids to indicate what park amenities they would like to see in their dream park. The results are presented below in Exhibit 1.

Exhibit 1. "My Dream Park Has…" Poster Results

Park Amenity	Votes
Playgrounds	10
Nature Play Areas	8
Climbing Wall	5
Ballfields and Courts	4
Indoor Pool	17
Splash Park	10
Places to play with my dog	5

Along with voting on this poster, kids were invited to draw pictures of what their dream park would look like (Exhibit 2).

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Exhibit 2. Drawings of what kids would like to see in their dream park.



Kids in Leavenworth generally envision their dream park to include an indoor pool, playgrounds, and a splash park, but also had some other ideas for amenities including a tree house, tiny library, and a seesaw, among others. Detailed information, along with full size photos, can be found in Appendix H of the City's 2026 Comprehensive Plan.

Another poster at the event asked community members "Which highlights from the [Community Visioning Workshops] do you agree with?" People were given stickers to indicate whether they agreed or disagreed. The full poster results can be found in Appendix H of the City's 2026 Comprehensive Plan; relevant visioning principles related to parks and recreation are presented below in Exhibit 3. Everyone who responded to these relevant visioning principles agreed with them, indicating their importance to the community.

Exhibit 3. Visioning Poster Results Related to Parks and Recreation

Visioning Principle	Agree	Neutral	Disagree
Green Space Many advocated for the protection of parks and natural areas amidst development.	15	0	0
Balance Density and Nature Increasing density must be balanced with maintaining green spaces, ensuring residents can enjoy both community living and nature.	15	0	0
Environmental Responsibility Emphasizing conservation and responsible tourism can enhance the community's natural beauty, attracting visitors who appreciate and respect the environment.	13	0	0

Community Block Party

The City of Leavenworth had a booth at the Community Block Party on August 21, 2025, to discuss the Comprehensive Plan and parks planning with community members. Prior to the Community Block Party, the city distributed a Parks Survey to gauge overall satisfaction with existing park and recreation facilities and identify interest in new facilities. To report on and substantiate these findings, a poster was provided to highlight major themes from the Parks Survey, which is discussed further in the following section: Parks Survey.

KEY FINDINGS



There were three posters related to parks and recreation. One was a "Parks Survey Results" poster to report on the findings of the Parks Survey discussed in the following section. Another poster titled "Parks Dispersion" included a map of existing park and recreation facilities in the City, along with a ¼ mile, ½ mile, and ¾ mile buffers to approximate walking distances from the facilities. Most areas in the city limits are theoretically within ¾ miles of a park, but the buffers do not accurately reflect walking times. People were invited to provide comments on where they would like to see new parks or natural areas, what distance they are comfortable walking to parks, and what kind of recreational improvements or amenities they would like to see. The final poster, titled "Trails and Connections" included a map of existing and proposed trails in the City and connections to regional trails. Proposed trails within the City were included based on the 2009 Upper Valley Regional Trails Plan[9]. People were invited to mark where they would like to see trails connections prioritized or new trails created.

Conversations with community members and responses to these posters confirm the general findings of the Parks Survey, including desires to:

- Add new parks in the northern side of the city to increase residential accessibility to parks
- Build an indoor pool to provide year-round swimming facilities
- Improve safety for pedestrian and bike trails
- Increase shade at all parks
- Increase trail connections – both within the city and to regional trails and recreation opportunities
- Improve restroom facilities and increase restroom maintenance

9 "Upper Valley Regional Trails Plan," City of Leavenworth (2009), https://cityofleavenworth.com/documents/upper-valley-regional-trails-plan/.

PARKS SURVEY

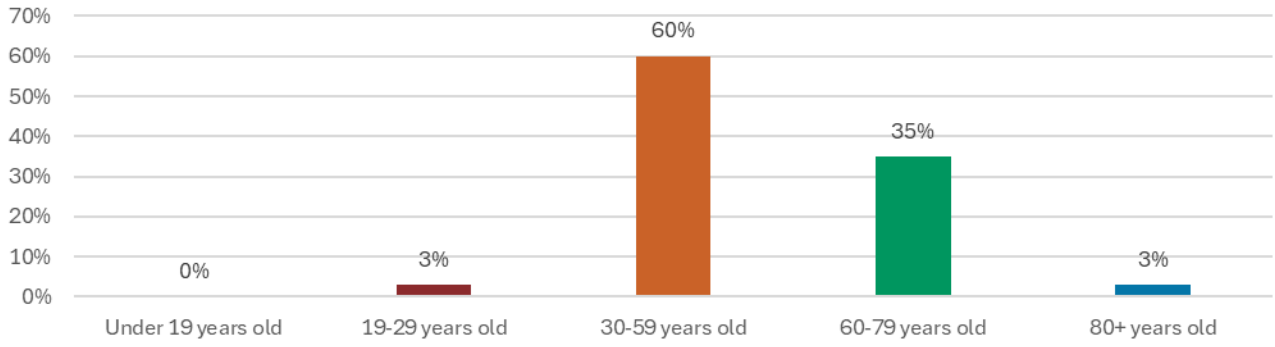
As part of the City's 2026 Comprehensive Plan Update process, the City circulated a survey to better understand community members' perception of existing park and recreational facilities, and desires for future improvements. The survey, which was open from May-July 2025, asked broad questions about the frequency of use, condition, and satisfaction of existing parks and recreation facilities, balanced by questions asking for specific ideas for new facilities, park improvements or maintenance needs, and open-ended questions for respondents to provide additional feedback. Several demographics questions were included to help understand who was and was not participating.

Demographics

Around 240 people completed the survey, though not every respondent answered every question. The majority of survey respondents (56%) reported that they live in Leavenworth. Another sizable percentage (38%) of respondents live in Chelan County, outside of city limits, while only 8 respondents (5%) live somewhere else in Washington, and 1 respondent (0.6%) lives out of state. More specifically, 85% of people are year-long residents, 6% are visitors, 5% are seasonal residents, and 4% work in the City of Leavenworth but live elsewhere.

The majority of survey respondents were between the ages of 30-59 years old, followed by those aged 60-79 years old. Only 5 respondents were between the ages of 19-29, and 4 respondents were 80 years of age or older, see Exhibit 4. Of the 154 people who responded to this question, 153 people (99%) reported English as their primary language, with only 1 person responding with "Other".

Exhibit 4. How old are Parks Survey respondents?



Key Findings

There are several key findings that have emerged from the survey results, as described in this section. The full survey results can be found in Appendix H-3 of the City's 2026 Comprehensive Plan.

NEW FACILITIES

Survey respondents would most like to see more trails, a new indoor pool, and more natural areas and parks (see Exhibit 5). Specific recommendations for new facilities also include an ice skating rink, more parks for locals (north of Highway 2), pickleball/indoor courts, a community center, improved access between the river and downtown, increased connectivity and safety of bike and pedestrian trails, and improved accessibility of event spaces, outdoor seating, and other park amenities. Please reference additional ideas in the full survey results (Appendix H-3 of the City's 2026 Comprehensive Plan).

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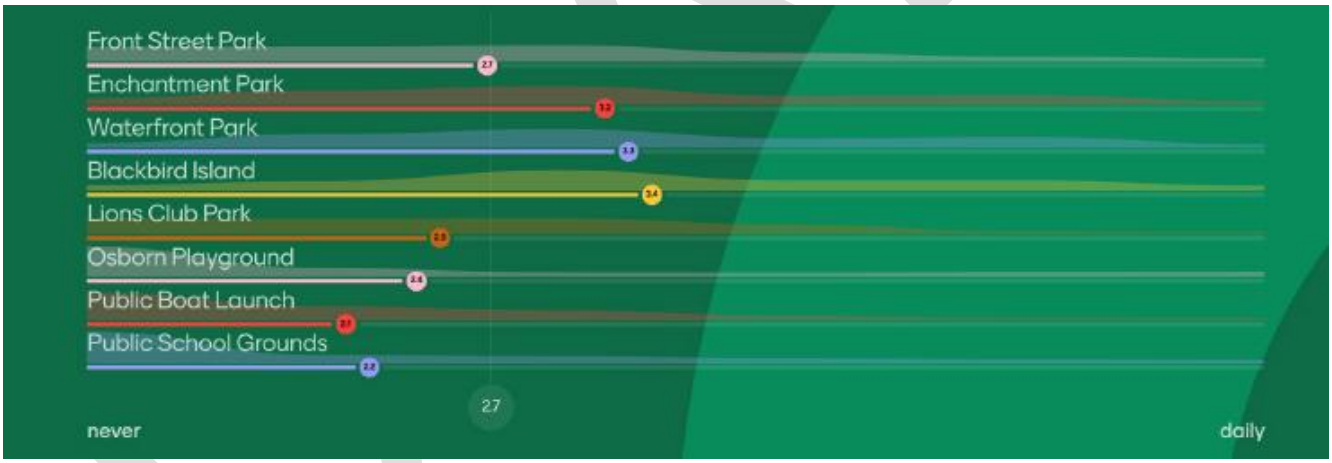
Exhibit 5. What new park and recreation facilities are desired?



USE AND SATISFACTION OF EXISTING FACILITIES

Most existing parks are used 1-2 times a month by survey respondents, except for Osborn Playground, the public boat launch, and public school grounds, which are used 1-2 times a year at most by the majority of respondents. Osborn Playground is likely more heavily used by households with children, which may not be reflected in these results. Blackbird Island, Waterfront Park, and Enchantment Park are used more frequently than others, at least once or twice a month or more (Exhibit 6).

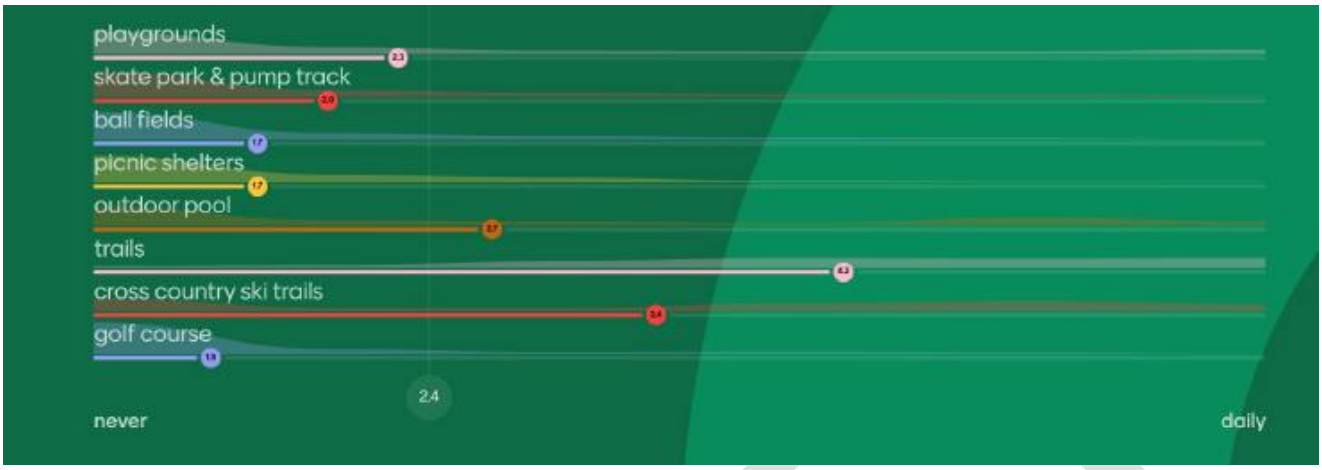
Exhibit 6. How frequently are city parks used?



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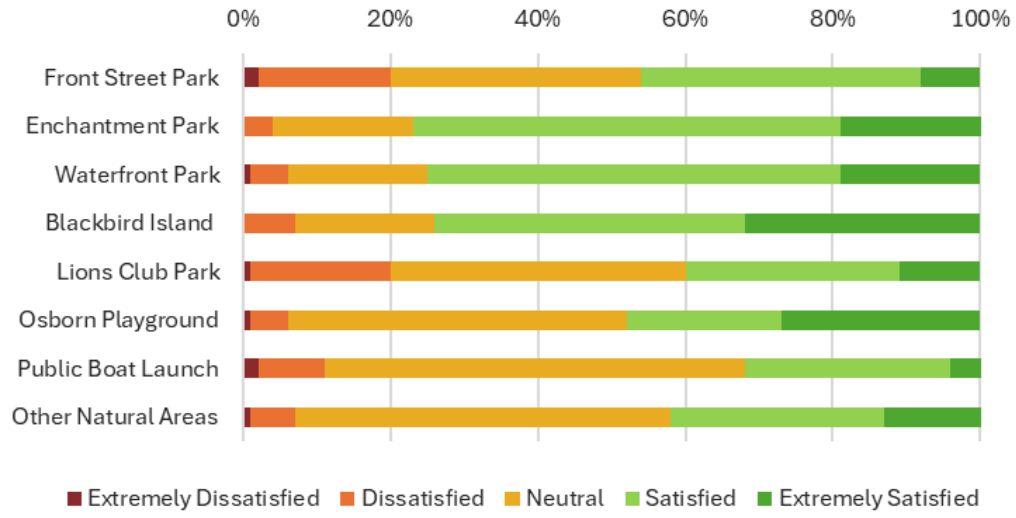
Trails are by far the most frequently used recreational facility; most people were split between using trails at least once a week, several times a week, or daily (Exhibit 7).

Exhibit 7. How frequently are city recreation facilities used?



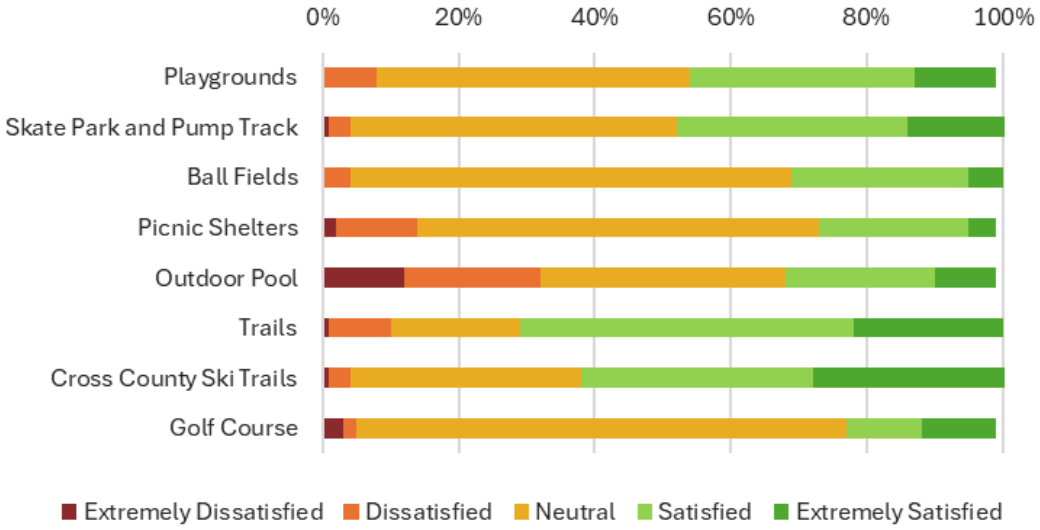
Satisfaction with existing parks and recreation facilities is generally high among survey respondents (see Exhibit 8). Community members are most satisfied with Blackbird Island, Enchantment Park, and Waterfront Park, which are also the most frequently used parks among survey respondents.

Exhibit 8. Level of satisfaction with existing parks.



Satisfaction with recreational facilities is generally high among those that use the facilities. For instance, those who use trails or cross country ski trails are generally more satisfied than not. However, the outdoor pool, and to a lesser degree, picnic shelters, received the highest level of dissatisfaction among users, as shown in Exhibit 9.

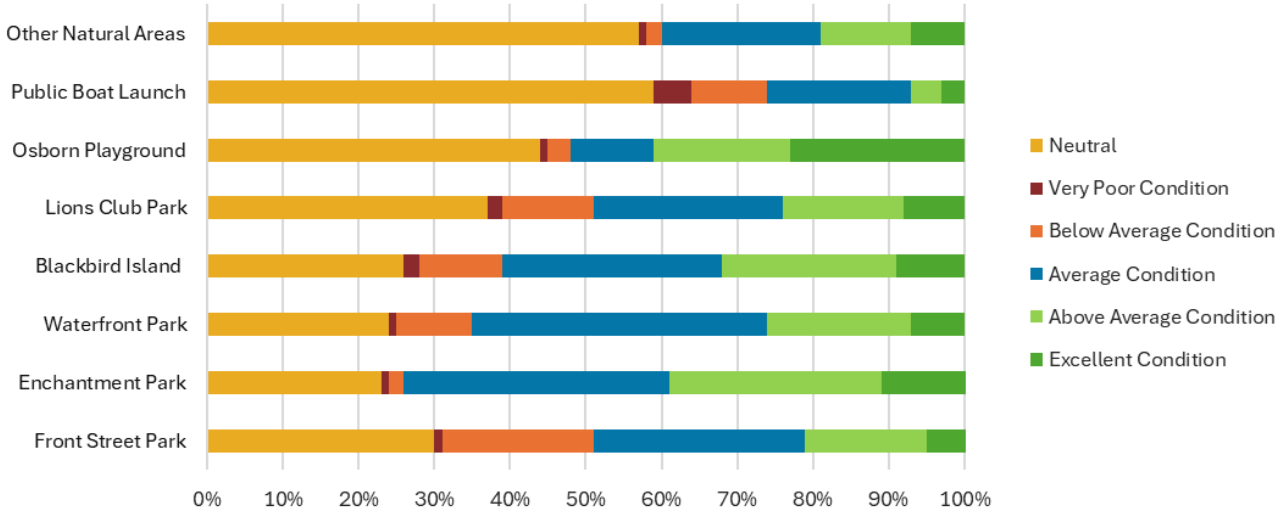
Exhibit 9. Level of satisfaction with existing recreational facilities.



CONDITIONS OF EXISTING FACILITIES

Overall, most parks are rated to be in "average condition" according to survey respondents (see Exhibit 10). A few parks are rated to be in relatively good condition, including Osborn Park (23% excellent condition, 18% above average condition), Enchantment Park (12% excellent condition, 28% above average condition), and Blackbird Island (9% excellent condition, 23% above average condition). On the other hand, Front Street Park is the top park rated "below average condition" (20%).

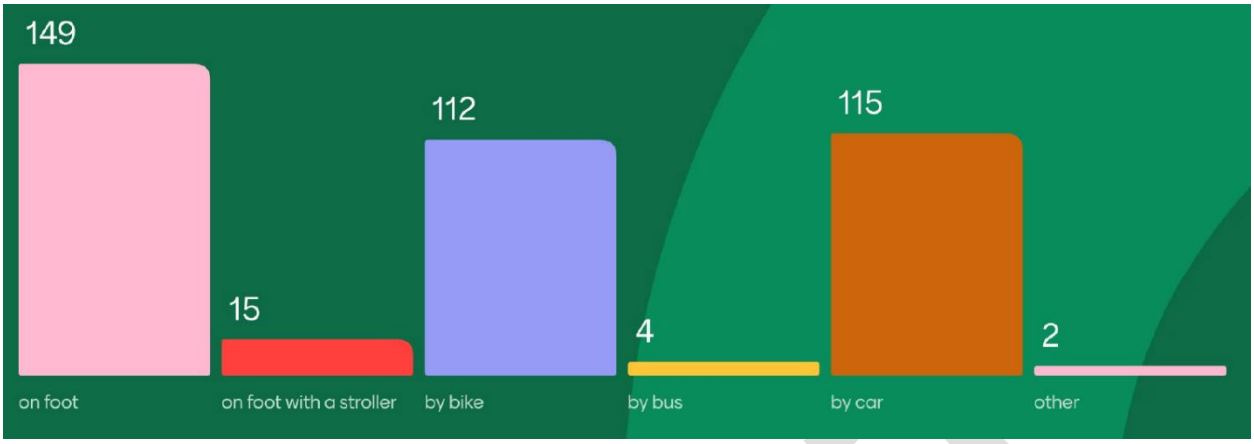
Exhibit 10. Condition of existing parks.



HOW PEOPLE ACCESS FACILITIES

Most survey respondents reported that they mostly get to parks, trails, and other recreational facilities by non-motorized means (walking (38%) and biking (28%)), rather than driving (29%), as shown in Exhibit 11. This corresponds well to survey respondents' high interest in new trails and increased pedestrian and bicycle safety.

Exhibit 11. How people get to parks, trails, and other recreation facilities



IDENTIFIED IMPROVEMENTS

Even among relatively highly rated parks, common survey responses indicate specific improvements to existing parks and recreational facilities would improve the condition and overall satisfaction with these facilities, such as:

- **More frequent maintenance** of trails, restrooms, sidewalks, and other park amenities.
- **Increased shade** at all parks, prioritizing parks that don't have any shade.
- **Improved amenities**, ranging from more restrooms, signage and updated interpretive signage, benches along trails, to covered and ADA compliant seating in parks, to
- **Increased swimming opportunities** such as an indoor pool, longer pool hours that aren't restricted to the summer, and adult-focused pool programming.
- Additional trails, **increased trail connections**, multi-use paths, and greater access to trails in the winter.

Community members are generally satisfied with the parks and recreational opportunities in the City but would like a greater focus on additional facilities and improvements that benefit those that live or work in Leavenworth year-round, rather than focusing solely on tourists. These recommendations have been incorporated throughout the Demands and Needs section and in the Parks Inventory conditions assessments of this Plan, and have informed numerous goals and policies.



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Parks Inventory

OVERVIEW

More than 20 percent of the land within the City of Leavenworth – approximately 170 acres – is maintained as public parks and open space supporting a range of active and passive recreational activities. This section provides an inventory of City-owned parks, open space, and recreation facilities, and evaluates existing conditions and community needs. This section also includes other public and privately owned lands and recreational programming that contribute to a comprehensive system of parks, open space, and recreation which is highly valued by community members and visitors alike.

The Existing Facilities table, located in the Capital Facilities Element provides a summary of all existing parks, school sites, and outdoor resources that are available. This section provides an overview of the City's park and recreation facilities, evaluates their condition, and identifies potential maintenance or upgrades

CLASSIFICATIONS

The characteristics of each park classification serve as general guidelines regarding the size, service area, and use of each park or recreational facility.

Community Park

Community parks provide a wide variety of active and passive recreational opportunities for the broadest audience. These parks, which are typically larger than five acres, are intended to serve the entire community and may also be a destination for visitors. Typical amenities may include natural areas, trails, water access, picnic shelters, sport fields, and skate parks. Community parks and their amenities may accommodate non-profit organized sports (e.g., soccer, baseball, softball, etc.), large community events, and commercial recreation companies with a special use permit (e.g., rafting and tubing companies). For this reason, supporting facilities such as restrooms, parking lots, lighting, and trash receptacles may be provided. The City's community parks are reservable and serve as local neighborhood parks to surrounding residents. They include:

- Waterfront Park
- Enchantment Park







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Neighborhood Park

Neighborhood parks provide informal active and passive recreation opportunities for residents within one-half mile. They are intended to serve local residents and be centrally located within new and established residential neighborhoods. The classification is largely defined by the presence of surrounding residential uses. Neighborhood parks typically range from one-half to five acres. Typical amenities may include open lawn areas, playgrounds, courts, picnic tables and benches. The City's neighborhood parks are reservable and include:

- Lions Club
- Osborn Property

Pocket Park

Pocket parks are the smallest park classification, typically limited to a half-acre in size. Similar to neighborhood parks, pocket parks may provide informal, albeit limited, active and passive recreation opportunities within walking distance of residents of the surrounding neighborhood. Pocket parks may contain natural areas, a playground, and picnic tables or benches. There are currently no pocket parks within the City.

Special Use Facility

Special use facilities are typically limited in purpose and designed to support a specific recreational use, such as a pool, golf course, boat launch, or dog park. Special use facilities are not limited in size and may be sited in conjunction with a park of another classification. Similar to community parks, special use facilities may function as a destination and attract users from a broad service area. Users may include community members from within City limits and the surrounding unincorporated area, as well as visitors to Leavenworth. Special use facilities may be independently operated on City-owned land. There are many special use facilities in the city, as listed below:

- Front Street Park
- Howard Hopkins Memorial Pool
- Leavenworth Public Boat Launch
- Leavenworth Golf Course
- Blackbird Island Fishing Pond
- Icicle Bridge Put-In









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Open Spaces

Open spaces may include undeveloped park lands, environmentally sensitive areas, or highly-vegetated natural areas maintained for passive recreational enjoyment. These areas may include forest, critical areas, wildlife habitat, floodplains, and shorelines. Open spaces are not limited in size. Open Spaces provide many community benefits, including health and wellness, tourism, natural resource protection, and wildlife viewing. Open Spaces are largely undeveloped, but may include features like trails, water access, and wayfinding or interpretative signage. Not all open spaces may be accessible to the public.

- Blackbird Island
- Poplar Street Wetlands

Pathways

In addition to public sidewalks, there are three classifications of pathways, including trails, multi-use paths, and bike lanes. Multi-use paths (and sidewalks) are also referred to as "pedestrian facilities". These pathways function for transportation and recreation. Pathways that primarily provide internal access within parks, such as from a parking lot to a playground, are not classified. All pathways are intended to be non-motorized but may accommodate service or emergency access.

TRAILS

Trails are multipurpose pathways typically within parks and open spaces. Trails may provide active or passive recreational opportunities, such as trail running, wildlife viewing, and water access. Educational opportunities may be provided through interpretative signage. Trails may be hard or soft-surfaced but are typically designed in harmony with the natural environment.

MULTI-USE PATHS

Multi-use paths are multipurpose paths that emphasize safe travel for pedestrians and bicyclists. They function as a non-motorized transportation facility to increase access to parks and public facilities, but also as a recreational amenity in itself. They are intended to align with popular walking/biking routes, and promote connectivity between parks, open spaces, schools, and the waterfront. Multi-use paths are often located along streets within public right-of-way and may coincide with sidewalks. They are typically hard-surfaced with well-marked street crossings, and separated from vehicles by grade, curb, or other buffer. Please see the Transportation Element of The City's Comprehensive Plan for additional information.

BIKE LANES

Bike lanes are a designated area along a roadway for exclusive use by bicyclists. Bike lanes safely separate bicyclists from vehicle traffic to reduce the potential for collisions. Bike lanes are hard-surfaced and demarcated by painted pavement markings or physical buffers. The Transportation Element includes additional information on the City's bike lanes, but numerous individuals provided feedback throughout public outreach highlighting the importance of additional bike lanes or multi-use paths to provide safer bike routes within the City.



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INVENTORY

City Parks, Open Spaces, & Special Use Facilities

At present, the City of Leavenworth maintains about 76 acres of public land for active and passive recreational purposes (excluding the privately operated golf course). A map of the City's existing parks, open space, and recreational facilities can be found in Exhibit 12. An inventory of existing facilities can be found in Exhibit 13; Leavenworth's park system includes two community parks, two neighborhood parks, two open space facilities, and four special use facilities.

There are numerous other recreational opportunities in the City and throughout the region, provided by other public and private organizations. These include school grounds, National Forest land, and public land managed by non-profits and for-profit recreation companies.

In addition to the various publicly and privately managed recreation opportunities, the City entered into an interlocal agreement in 1998 with Chelan County, the Peshastin Community Council, the Chumstick Community Council, and the Cascade School District to form the Upper Valley Public Recreation Service Area (PRSA), a taxation district, to build, maintain, and operate the City's swimming pool. The legal boundaries for the PRSA includes all lands within the City of Leavenworth and the UGA.

In this inventory section, each aspect of the Leavenworth park system is described in further detail, including a description of each facility, the amenities located in each facility, and a brief assessment of the condition, including any planned improvements. The conditions discussions were developed by comparing a staff assessment worksheet with community assessments derived from the Park Survey; see Exhibit 10 for the full conditions assessment. City staff were asked to consider the conditions of amenities such as play equipment, restrooms and trash receptacles, parking or trail surfaces, in addition to the presence of invasive plants and recurring maintenance needs as they provided comments and rated facilities on a scale from one to five, as follows:

- 1 = critical condition/unsafe/unusable/needs immediate replacement
- 2 = fair condition/frequent or recurring maintenance needs/repair or replacement needed
- 3 = average condition/average maintenance needs
- 4 = above average condition/minor maintenance needs
- 5 = exceptional condition/like new

Staff assessments were compared to the Parks Survey, which asked respondents to rate the condition of facilities as follows:

- Very poor condition
- Below average condition
- Average condition
- Above average condition
- Excellent condition

Community assessments were supplemented by discussions of respondents' overall satisfaction with facilities, where relevant.

Park Use Request

Anyone interested in reserving a City park, including local leagues, may submit a Park Use Request. Requests may be made up to one year in advance. Events with more than 100 attendees must also submit a Special Event Application. There is no reservation fee; however, there is a fee for requests to use the Front Street Park gazebo for personal use (i.e., weddings, proposals, etc.). The City's Park Policy (Resolution No. 22-2025, September 9, 2025) and additional Code requirements may apply (i.e., LMC 12.24 Park Use, LMC 9.34 Disorderly Conduct, etc.).

More information can be found on the city's website at: https://cityofleavenworth.com/how-do-i/reserve-city-park/



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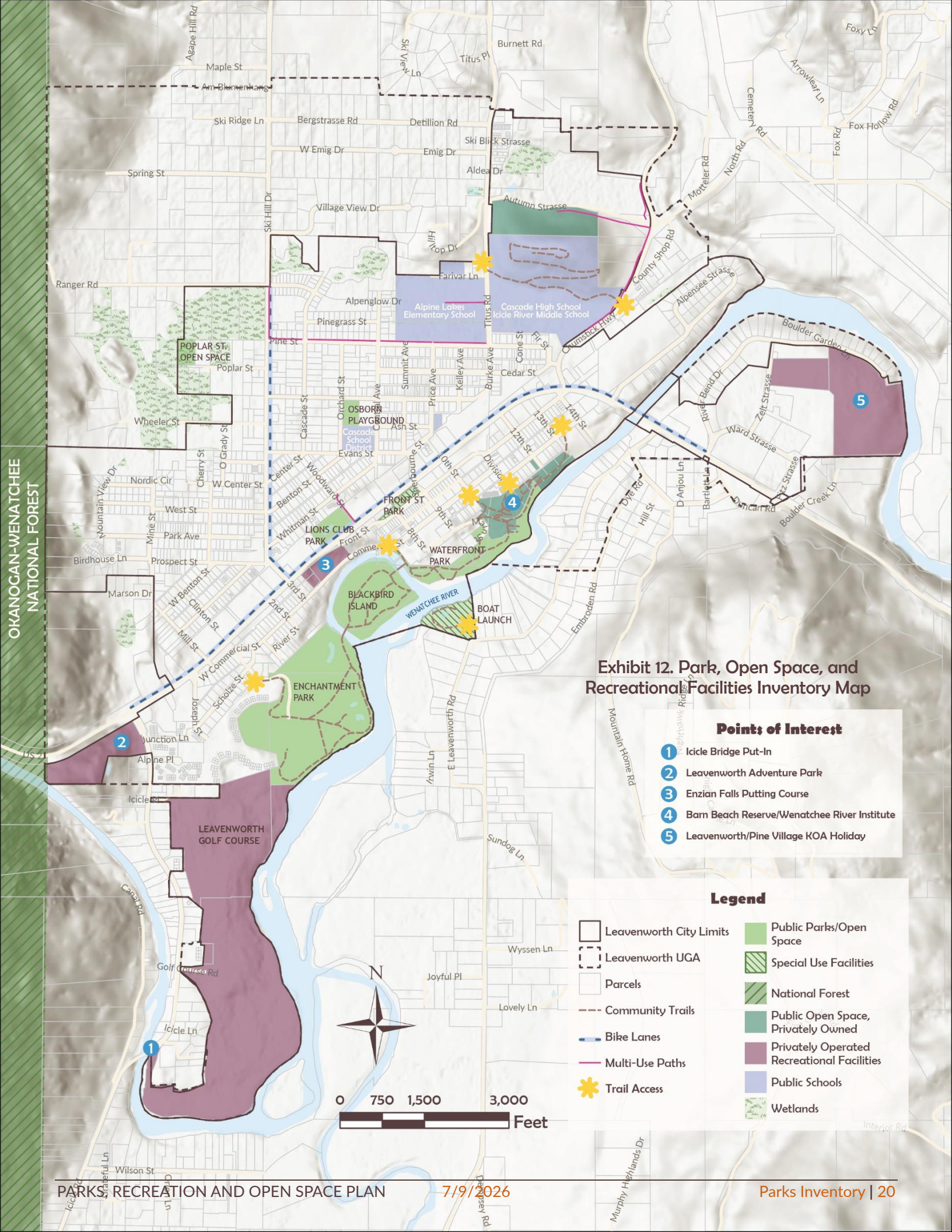


Exhibit 12. Park, Open Space, and Recreational Facilities Inventory Map

Points of Interest

1. Icicle Bridge Put-In
2. Leavenworth Adventure Park
3. Enzian Falls Putting Course
4. Barn Beach Reserve/Wenatchee River Institute
5. Leavenworth/Pine Village KOA Holiday

Legend

- Leavenworth City Limits
- Leavenworth UGA
- Parcels
- Community Trails
- Bike Lanes
- Multi-Use Paths
- Trail Access
- Public Parks/Open Space
- Special Use Facilities
- National Forest
- Public Open Space, Privately Owned
- Privately Operated Recreational Facilities
- Public Schools
- Wetlands


WELCOME TO LEAVENWORTH'S PARKS
PLEASE HELP US KEEP OUR PARKS ENJOYABLE FOR ALL BY FOLLOWING THESE RULES. THANKS:
OPEN AT 6:00 AM
CLOSED AT 10:00 PM
BICYCLES: ON TRAILS ONLY. SLOW SPEED ONLY! PARK IN BICYCLE RACKS.
MOTOR VEHICLES: NOT ALLOWED BEYOND PARKING AREAS.
FISHING: ONLY WHEN WA. STATE REGULATION PERMITS. DON'T CLEAN FISH WITHIN THIS PARK. PLEASE!
PLEASE: DON'T TIE OR ATTACH ANY ITEM TO RAILINGS, STRUCTURES, TREES OR SHRUBS.
PETS: LEASH AND CONTROL PETS. DON'T TIE PETS TO ANYTHING IN THE PARK. DO NOT LEAVE ANY PET UNATTENDED.
WEAPONS: THE DISCHARGE OF ALL TYPES STRICTLY PROHIBITED.
WATERCRAFT: LAUNCH BOATS AND RAFTS ONLY AT THE COMMERCIAL RAFT SITES. PERMITS REQUIRED FOR COMMERCIAL USERS.
CAMPING: NO CAMPING ALLOWED.
HORSES: ARE NOT PERMITTED.
WILDLIFE: LOOK AT AND ENJOY BUT DON'T FEED. HARM, OR APPROACH.
FIRES: NO BAR-B-QUE DEVICES, CAMPFIRES, COALS, OR FIREWORKS ARE ALLOWED.
PET WASTE TRANSMITS DISEASE
LEASH CURB AND CLEAN UP AFTER YOUR DOG
PLEASE KEEP THIS AREA CLEAN

Exhibit 13. City of Leavenworth Park Inventory

Park Facilities	Size (Acres)	Trail Miles	Features																	
			Lawn	Natural Areas	Trails	Cross-Country Ski Trails	Interpretative Signage	Water Access	Playground	Exercise Equipment	Ballfield	Soccer Field	Skate Park	Pump Track	Picnic Shelter	Picnic Tables	Trash Receptacles	Restrooms	Parking Lot	Reservable
Community Parks																				
Enchantment Park	40.74	1.15	♦	♦	♦		♦	♦	♦		♦	♦	♦	♦		♦	♦	♦	♦	♦
Waterfront Park	9.67	0.63	♦	♦	♦	♦	♦	♦	♦							♦	♦	♦	♦	♦
Subtotal	50.41	1.78																		
Neighborhood Parks																				
Lions Club Park	1.02	0	♦												♦	♦	♦	♦		♦
Osborn Property	2.73	0	♦						♦	♦	♦	♦					♦			♦
Subtotal	3.75	0																		
Open Space																				
Blackbird Island	12.61	0.55		♦	♦		♦	♦									♦			
Poplar Street Wetlands	1.48	0		♦																
Subtotal	14.09	0.55																		
Special Use Facilities																				
East Leavenworth Boat Launch	4.74	0.14		♦	♦			♦									♦		♦	
Golf Course	95.29	0	♦	♦		♦											♦	♦	♦	
Front Street Park	1.15	0	♦				♦								♦	♦	♦	♦		♦
Howard Hopkins Memorial Pool	1.93	0	♦													♦	♦	♦	♦	
Subtotal	103.11	0.14																		
Total	**171.36**	**2.47**	**7**	**6**	**4**	**2**	**4**	**4**	**3**	**1**	**2**	**2**	**1**	**1**	**2**	**5**	**9**	**6**	**5**	**5**

COMMUNITY PARKS

Enchantment Park



Enchantment Park is a 40.74 acre Community Park located along the Wenatchee River. The park is accessed from West Commercial St via Enchantment Park Way. The park functions as a sports complex that accommodates both active and passive recreational uses, as well as organized community events. Over half of the park is a forested natural area with trails, water access, and a stocked fishing pond. Trails within the park connect users to Blackbird Island and Waterfront Park.

Other park amenities include picnic facilities, a playground, three ballfields, a skate park, a pump track, a paved parking lot, and restrooms. Ballfields include two softball fields (one lighted), and a junior baseball field that doubles as a youth soccer field. Trails and restrooms are open in the winter for walking and cross-country skiing. The park may be reserved. The park also includes a fishing pond, which is maintained and operated by the Icicle Valley Chapter of Trout Unlimited.

Conditions Assessment

The park is in average condition, as reported by City staff. Most of the trails, water access points, and park facilities like the skate park, soccer fields, and lawn have been identified as being in above average condition, with minor maintenance needs. Other amenities, including the playground, restrooms, and asphalt in the parking lot and pump track, may require more immediate maintenance or replacement in the short-term. In the Parks Survey, community members rated Enchantment Park as above average – excellent condition. Despite higher ratings, feedback provided in the Parks Survey aligns well with staff assessments determining that Enchantment Park needs updated restrooms, better winter parking, and additional play structures such as one with swings.

Conditions Assessment of Park Amenities	
Lawn	4
Natural Areas	3
Trails	4
Interpretive Signage	2
Water Access	4
Playground	2
Ballfield	3
Soccer Field	4
Skate Park	4
Pump Track	3
Picnic Tables	3
Trash Receptacles	4
Restrooms	2
Parking Lot	3
Staff Assessment Average	3.2
Community Assessment	Above Average - Excellent






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Kona







Waterfront Park

Waterfront Park is a 9.67 acre park with approximately 3,000 feet of shoreline along the Wenatchee River. The park was largely funded by the Interagency Committee for Outdoor Recreation in 1975 and made possible by land donations. Waterfront Park offers great wildlife viewing opportunities, including deer, beaver, numerous birds, and fish jumping in the river.

Primary vehicular access is from Main Street with additional pedestrian access points. The park is a largely forested natural area with trails connecting pockets of open lawn, a playground, viewing platform, water access, and beach area. Trails are broad, well-lit, and lined with benches and interpretative signage. Support facilities include restrooms (open seasonally) and a gravel parking lot. Trails connect to Blackbird Island and Enchantment Park to the southwest, and the Barn Beach Reserve and privately owned natural areas (open to the public) to the northeast. Trails are open in the winter for walking and cross-country skiing. The park may be reserved.

Conditions Assessment of Park Amenities	
Lawn	2
Natural Areas	3
Trails	3
Interpretive Signage	2
Water Access	4
Playground	4
Picnic Tables	4
Trash Receptacles	4
Restrooms	3
Parking Lot	1
Staff Assessment Average	3.0
Community Assessment	Average - Above Average

Conditions Assessment

Waterfront Park is in fair to average condition, as reported by City staff. Most of the park amenities, including water access points, playground, picnic tables, and trash receptacles are in above average condition, and other amenities including natural areas, trails, restrooms, and amphitheater are in average condition with routine maintenance needs. Facilities that require immediate replacement and maintenance include the lawn, which needs a full replacement of the irrigation system, interpretive signage and viewing platform, which are due for an update, and the parking lot, which requires significant upgrades to ensure safe pedestrian access, prevent standing water and erosion, and encourage the efficient use of space.

Waterfront Park was relatively highly rated by community members in the Park Survey as being in average to above average condition. Community members reported wanting to see more benches, picnic tables, ADA accessible amenities, parking improvements, and drinking fountains in Waterfront Park. Community feedback provided in the Parks Survey aligns well with staff assessments determining that Waterfront Park would greatly benefit from upgraded and accessible parking, better-defined trailheads, and additional amenities like drinking fountains and updated restrooms, among other maintenance items.

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NEIGHBORHOOD PARKS

Lions Club Park

Lions Club Park is a 1.02 acre Neighborhood Park on the north side of Highway 2 between City Hall and the public pool. While located amidst bustling commercial activity and in proximity to downtown, the park is bordered by multifamily residential areas to the north. Park amenities include an open lawn with shade trees, picnic facilities, and a building with a kitchen and public restrooms. The kitchen is not open to the general public and is primarily used by the Lions Club, who obtains an annual Special Use Permit to host community events, such as the pancake breakfast, in the park throughout the year. Picnic tables belong to and are maintained by the Lion's Club. In the summer, the park is also used every Saturday for a farmers market. The park may be reserved.

The Lions Club

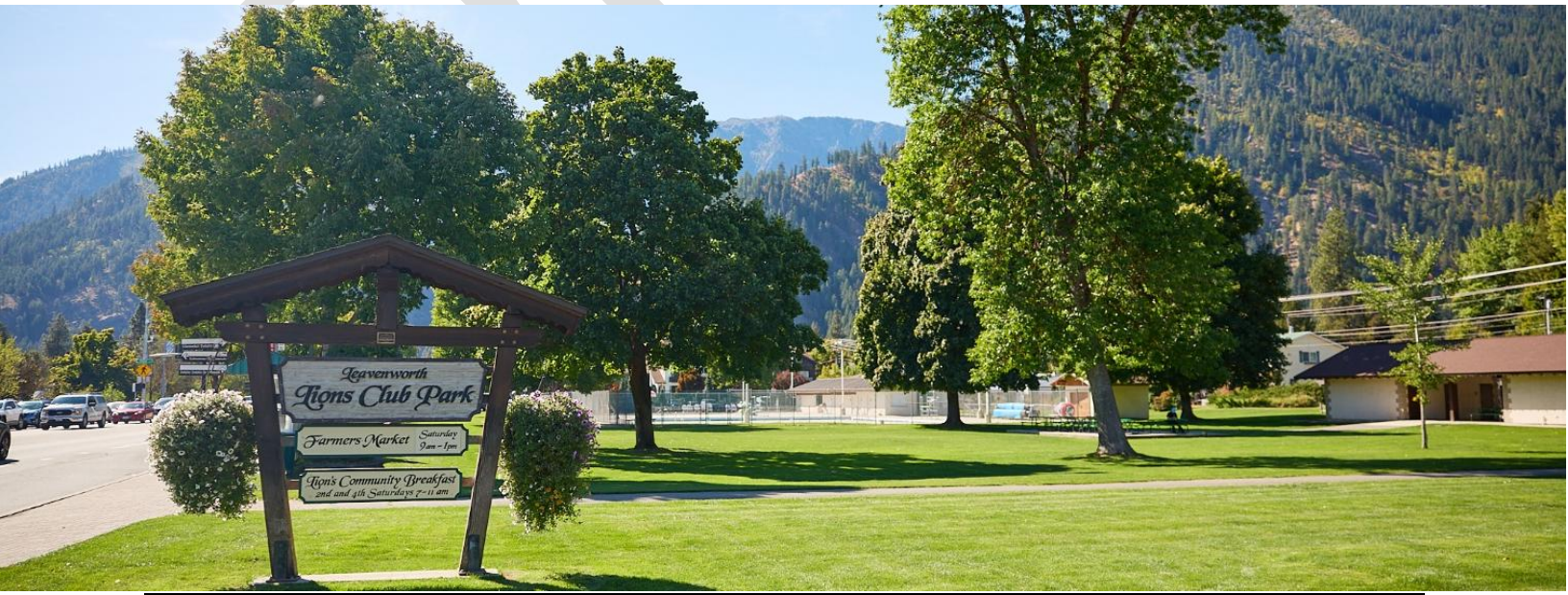
Lions Club Park is home to the Lions Club of Leavenworth. The Lions Club is a worldwide service club where members volunteer their time and skills to improve their communities, driven by their motto "We Serve." The Lions Club of Leavenworth serves the community in many ways, including serving community breakfasts throughout most of the spring to early fall, organizing highway cleanups, free health screenings, and numerous other community-wide projects.

Conditions Assessment

Lions Club Park is primarily managed by the Lions Club, who maintain the picnic tables. Among the amenities maintained by the City: the lawn, trash receptacles, restrooms, and the building, have been rated as above average condition by staff, requiring only minor maintenance needs, though the lawn is frequently uneven and poses accessibility issues. A mural has been identified as a potential improvement to help distinguish the restroom from the rest of the park and adjacent highway. Given the frequent use of the community breakfasts and farmers market, staff have also identified the need for a plaza or covered picnic area to increase accessibility.

Although community members participating in the Parks Survey have noted they use Lions Club Park fairly infrequently, they have also expressed dissatisfaction with the park and have rated it as average condition. Potential improvements identified by community members, similar to staff assessments, include repaired or new sidewalks, additional picnic areas, increased shade, and new play structures. While the existing amenities seem to be in good condition, there are still numerous improvements that could be made to increase use and enhance user experience, especially for residents who may not currently be inclined to use the park as often.

Conditions Assessment of Park Amenities	
Lawn	4
Trash Receptacles	4
Restrooms	4
Staff Assessment Average	4.0
Community Assessment	Average - Above Average



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Osborn Property

The City acquired the Osborn Property from the Cascade School District in 2021. The property includes a playground, 25,328 square foot former school building which is currently vacant, 10,373 square foot covered storage area, plus open space. It is also adjacent to the Cascade School District's tennis courts. The Osborn playground was constructed in 2024, in the northwest corner of the site. Additional amenities include a play structure and exercise equipment. A little league-sized ball field is located to the south of the playground. The Osborn Property may be reserved, and is used for community events such as the Community Block Party.

Conditions Assessment

The developed portion of the Osborn Property, particularly the playground area, exercise equipment, and trash receptacles, is in excellent condition. The lawn, ballfields, and soccer fields are in fair or average condition, with frequent maintenance needed. The lawn, which is irrigated separately from the Cascade School District portion of the property, needs a new irrigation system, and the ballfields need new backstops and proper maintenance of the infield. Overall, considering the high-quality playground and required maintenance for the rest of the park, the Osborn Property is in average – above average condition as rated by staff. Community members rank Osborn as one of the City's top parks in terms of condition. Though they visit the park less frequently than other parks, they report high satisfaction alongside a desire for future improvements like increased shade and drinking fountains.

Conditions Assessment of Park Amenities	
Lawn	3
Playground	5
Exercise Equipment	5
Ballfield	2
Soccer Field	3
Trash Receptacles	4
Staff Assessment Average	3.7
Community Assessment	Above Average - Excellent

As further discussed in the Demands and Needs section, the Osborn Property has been identified as a viable location for a combined indoor aquatic center, public library, and multi-functional indoor/outdoor community gathering space. The existing playground will be preserved and integrated into future site designs, regardless of the ultimate scope of development.

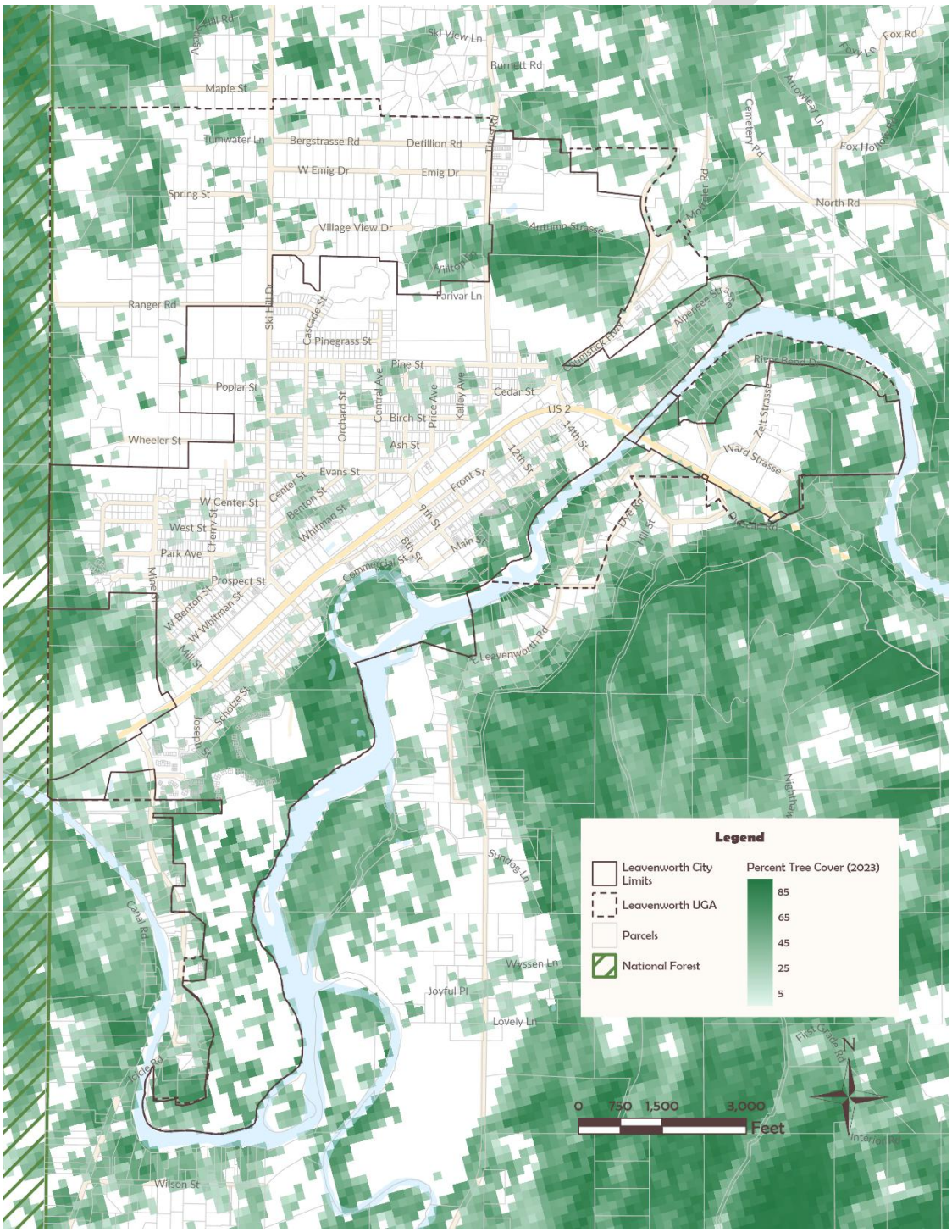
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OPEN SPACES

Designated open spaces include Blackbird Island and the Poplar Street Wetlands, which not only provide opportunities for passive recreation but also provide critical habitat and improve climate resilience.

Blackbird Island in particular, along with Enchantment and Waterfront Parks, is a large contributor to the City's tree canopy, as shown in Exhibit 14. This canopy is primarily composed of Black Cottonwood trees, complemented by a mix of Douglas-Fir, Ponderosa Pine, Sugar Maple, and Lodgepole Pine trees. These open space resources contribute to City's green infrastructure, which the City seeks to expand through strategic land acquisition and the preservation and restoration of native trees and vegetation.

Exhibit 14. Existing Tree Canopy Coverage



Blackbird Island

Blackbird Island is a 12.61 acre forested natural area set within the Wenatchee River. Blackbird Island is accessed by trails over non-motorized bridges from Waterfront Park to the northeast and Enchantment Park to the southwest. Amenities include soft-surfaced trails, water access, and interpretative signage. It is a critical resource for shoreline access and wildlife viewing.

Conditions Assessment

Blackbird island is highly valued and used frequently by community members. The island's natural areas and trails are a vital part of the City's park system, and provide an essential connection to both the water and to the adjacent parks of Enchantment and Waterfront Park. City staff have rated its amenities to be in above average condition, aside from the interpretive signage which is outdated and in need of replacement. Feedback from community members highlight additional opportunities for improvement, including new benches and more frequent trail maintenance to repair worn paths and reduce wildfire loads.

Conditions Assessment of Park Amenities	
Natural Areas	4
Trails	4
Interpretive Trails	2
Water Access	4
Trash Receptacles	4
Staff Assessment Average	3.6
Community Assessment	Average - Above Average





Poplar Street Wetlands

Poplar Street Wetlands is a 1.48 acre natural area located at the western terminus of Poplar Street. This natural area is made up of two parcels, which were acquired by the City as mitigation for wetland impacts on School District property. The wetland is a Category II wetland according to the Leavenworth Regional Stormwater Plan Wetland Inventory Report[10], meaning it provides high-level ecological functions for water quality improvement, stormwater management, and wildlife habitats that are difficult to replace.

Conditions Assessment

City staff have rated the Poplar Street Wetlands as average condition. This natural area is unimproved; however, the City is considering the feasibility of a trail that would span from the Poplar Street Wetlands to the wetlands on the north side of city limits near the Alpine Lakes Elementary School. The establishment of a trail, consistent with the City's Critical Areas Ordinance, could include additional amenities in the natural area, such as wayfinding or interpretive signage, benches, and trash receptacles. While the Parks Survey did not explicitly ask community members about the condition of the wetlands, they rated the City's "other natural areas" as being in average to above average condition.

[10] Grete Associates (July 19, 2016).













SPECIAL USE FACILITIES

Front Street Park

Front Street Park is a 1.15 acre special use facility located between Front Street and Highway 2. Due to its central location in downtown Leavenworth, the park serves a diverse audience and acts as a vibrant hub for numerous community events throughout the year. The park's sloping topography provides a connection between Front Street and the river, providing plenty of space for community members and visitors to picnic or watch performances held in the park. In addition to the park's main amenities, the park also includes a plaza, gazebo, maypole, and a community bulletin which all contribute to the event space and community feel.

The park's gazebo often serves as an outdoor stage for the performing arts, while the maypole facilitates the City's Maifest celebrations. Several regional events are hosted here, including Christkindlmarkt, the Christmas Lighting Festival, Icefest, the Leavenworth International Accordion Celebration, Leavenworth Spring Bird Festival, Kinderfest, Washington State Autumn Leaf Festival, and Oktoberfest, among others. Additionally, the open lawn is utilized throughout the year for community events, such as Art in the Park, and transforms into a popular destination for sledding and snow play in the winter. Front Street Park and the gazebo are reservable, aside from December, for a fee.

The park's overall capacity was enhanced by the recently completed Front Street Restroom and Stairway Expansion project[11], which expanded restroom facilities to also include gender-neutral facilities, and reconstructed the covered concrete stairs to improve accessibility and safety.

Conditions Assessment

Conditions Assessment of Park Amenities	
Lawn	3
Interpretive Signage	4
Trash Receptacles	5
Restrooms	5
Staff Assessment Average	4.3
Community Assessment	Below Average - Average

City staff have identified a couple of necessary improvements for Front Street Park, focusing on structural repairs to the gazebo and increased maintenance for the highly-trafficked lawn. The remaining amenities, including the interpretive signage, community bulletin, restrooms, and trash receptacles have all been identified as above average condition or exceptional condition, with minor ongoing maintenance needs. Despite this, Park Survey results indicate the park would benefit from sidewalk improvements, increased shade, and new picnic areas, picnic shelters, and play structures. These community needs align well with the park's role as a central corridor in the City's downtown.

Front Street Park is permanently closed to vehicular traffic (with limtied hours for delivery access) and serves as a pedestrian-oriented corridor in the heart of downtown. As of March 2026, the Front Street Pedestrian Plaza project[12] is in the design phase. Planned improvements include the creation of Royal Lady Plaza, envisioned as an inviting public gathering space featuring a small green area, seating, public art, and additional tree plantings to enhance shade and comfort. The project may also include upgrades to the existing gazebo and enhancements to the adjacent Front Street Park area, further strengthening the corridor as a vibrant community destination for residents and visitors.

11 City of Leavenworth "Front Street Restroom & Stairway Expansion," https://cityofleavenworth.com/projects/front-street-restroom-stairway-expansion/
12 City of Leavenworth "Front Street Pedestrian Plaza Project," https://cityofleavenworth.com/your-city-hall/news-notices/update-on-the-front-street-pedestrian-plaza-project/

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East Leavenworth Boat Launch

The City provides a public boat launch on a 4.74 acre site on the south bank of the Wenatchee River. Accessed via East Leavenworth Road, this facility serves as a critical resource for shoreline access and a primary hub for river-based recreation. The site currently features a natural area, short trail, concrete ramp for water access, and a gravel parking lot. While the boat launch is heavily trafficked by residents and visitors, commercial rafting companies also utilize the launch for put-in/take-out with a Special Use Permit. There is no fee for public use.

Conditions Assessment

Despite its high utility, City staff categorize the boat launch as being in fair to average condition, with key infrastructure requiring significant upgrades. The parking lot experiences drainage issues and is often full of puddles; paving and striping are needed to ensure accessibility, improve safety, and manage high-volume traffic. The concrete boat ramp also requires replacement to maintain shoreline access. While the trails and natural areas are in average condition, they require additional restoration to mitigate the impacts of heavy foot and vehicle traffic, especially in the summer months. The trash receptacles, which are only out seasonally, are in good condition.

Conditions Assessment of Park Amenities	
Natural Areas	3
Trails	3
Water Access	2
Trash Receptacles	4
Parking Lot	2
Staff Assessment Average	2.8
Community Assessment	Below Average - Very Poor

To maintain the boat launch as a critical recreational facility and transition it to a more functional asset, the City is planning improvements to modernize the parking facilities and add picnic tables and shelters.

Parks Survey respondents also rated the boat launch as being in average condition and specified the need for parking improvements and additional amenities like picnic tables. Community members have also suggested expanding the boat launch to include the beach next to it. The UVRT Plan also proposes a pedestrian bridge from Waterfront Park to the boat launch to further increase shoreline access and connectivity between parks; this potential pedestrian bridge is also reflected in Policy PR-7.5 to increase connectivity among the City's parks.



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Golf Course

The Leavenworth Golf Club is an 18-hole, Par 71 course encompassing 5,746 yards on a 95.29 acre City-owned property. While the course was established in 1927, the City has owned the property since 1968, currently maintaining a long-term lease for private operation. Located at the City's southern boundary, the property features over one mile of shoreline along the Wenatchee River; however, there is no public access, with primary vehicular access provided via Icicle Road. The facility serves as a key regional asset for Cascade High School and the Upper Valley. During the winter season, the Leavenworth Winter Sports Club maintains cross-country ski trails, snowshoe trails, and a sledding hill on the golf course grounds in agreement with the City.

Conditions Assessment

As a privately operated facility, City staff did not assess the condition of the golf course nor did the Parks Survey ask respondents to rate the condition of the golf course. However, for community members who use the golf course, they are mostly satisfied or extremely satisfied with the golf course, with only a small percentage voicing dissatisfaction. Some community members have expressed a desire for public access trails on the golf course, especially to connect Enchantment Park to the Icicle Bridge put-in.

Amenities

The Leavenworth Golf Club, in addition to an 18 hole course, provides the following amenities to patrons:

- Lawn
- Natural Areas
- Cross-Country Ski Trails
- Trash Receptacles
- Restrooms
- Parking Lot
- Clubhouse





Howard Hopkins Memorial Pool

The Howard Hopkins Memorial Pool was built in 2003 and is located on the north side of Highway 2, west of Lions Club Park. The outdoor pool facility is open seasonally during warm weather months, and accommodates open swim, lap swim, and swimming lessons. The parking lot, which is accessed off Highway 2, is restricted to designated permit parking; a seasonal pool parking pass is required.

Pool maintenance and operational costs are supported by a property tax levy on residents within the Upper Valley Park and Recreation Service Area (PRSA), as well as user fees. The PRSA was formed in 1997 with the primary purpose of funding the reconstruction and maintenance of the pool. The City has an interlocal agreement with the PRSA, which designates the City to act as lead agency for the purpose of planning, operation and maintenance of the pool; the interlocal agreement expires in 2042.

Conditions Assessment

City staff have rated the overall condition of the facilities to be average. The pool itself is in fair condition and requires recurring maintenance and repairs. The parking lot is in fair condition, with ocassional maintenance needs, and the rest of the pool amenities including the picnic tables, trash receptacles, and restrooms are in average condition overall. While the Parks Survey did not include a conditions rating for the pool, community members have expressed significant dissatisfaction with the pool (Exhibit 9) and numerous suggestions were received in the open-ended survey questions that relate to the pool, as described in the Demands and Needs section.

Conditions Assessment of Park Amenities	
Picnic Tables	5
Trash Receptacles	3
Restrooms	2
Parking Lot	2
Staff Assessment Average	3
Community Assessment	N/A



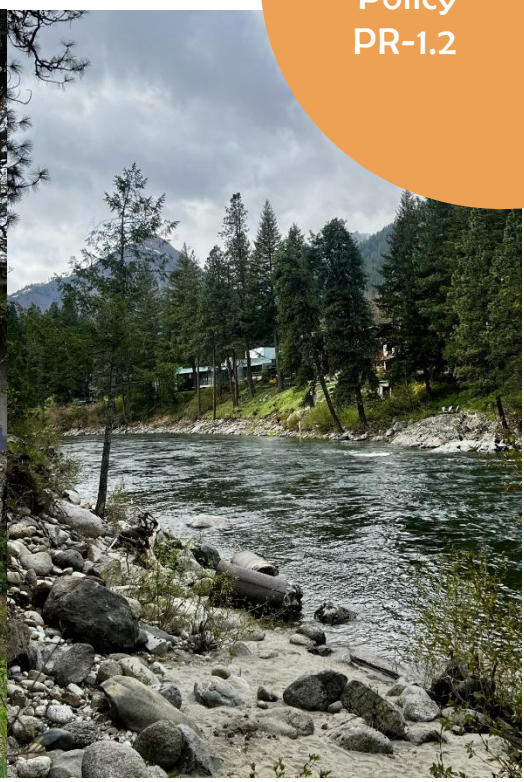
Icicle Bridge Put-In

The Icicle Bridge Put-In is located on City-owned property to the south of the Icicle Road Bridge on the east side of the Wenatchee River. The site includes dirt parking area and portable toilets. Commercial tubing and rafting companies utilize the site for water access with a Special Use Permit. The Icicle Bridge Put-In is open to the public with limited parking options. The City is considering improvements to this site to provide safe water access and ensure ADA accessibility (see Policy PR-1.2).

See related Policy PR-1.2







PATHWAYS AND TRAILS

Trails along the Wenatchee River provide significant benefits to both the community and the natural environment, including wildlife habitat, recreational opportunities, and educational purposes related to habitat protection and stewardship. Additional trails provide connections within parks – particularly along the waterfront – and link residents and visitors to recreational amenities throughout the city.

In an effort to meet the community's goals for increased connectivity and accessibility, the city supports complete streets and connected trail systems both within the City and regionally. The 2009 Upper Valley Regional Trails Plan outlines numerous trail types which could be developed in the region. Chelan County is currently working on developing a Pathways Plan (a draft was issued in 2020) outlining potential improvements and expansions of non-motorized and micro-motorized pathways throughout the region. The Leavenworth to Cashmere to Wenatchee Corridor Study[13] was completed in November 2025 as part of this effort.

Exhibit 15. Inventory of Existing Pathways

Name	Miles
Trails	
Enchantment Park	1.15
Waterfront Park	0.63
Blackbird Island	0.55
Boat Launch	0.14
Rattlesnake Trail	0.96
Barn Beach Reserve	0.74
Subtotal	4.17
Multi-Use Paths	
Pine Street	0.5
Chumstick Hwy	0.4
Subtotal	0.90
Bike Lanes	
Highway 2	1.3
Ski Hill Drive	0.69
Subtotal	1.99
Total	**7.06**

[13] Leavenworth to Cashmere to Wenatchee Corridor Study.

The City's existing trails are described below. Please reference the individual park inventory pages for a full description of each park and its amenities.

Enchantment Park

Trails in Enchantment Park primarily connect the Waterfront Park trail system to the golf course and provide cross-country skiing opportunities in winter, when the park is otherwise closed.

Waterfront Park

Trails in Waterfront Park connect people to the beach, picnic areas, restroom facilities, playgrounds, parking, and the amphitheater. They also provide opportunities for bird watching, benches, shoreline access, and connections to Enchantment Park, the golf course, and Barn Beach Reserve. The trails include numerous interpretive signs to explain the natural and cultural history of the area.

Blackbird Island

Blackbird Island bridges the gap between Waterfront Park and Enchantment Park, providing over half a mile of trails and recreational opportunities including bird watching, shoreline access, and interpretive signage.

See Goals PR-7 and PR-8 for trails and connectivity related policies.

Boat Launch

The Leavenworth Boat Launch features a short, 0.14 mile trail adjacent to the parking lot.

Rattlesnake Trail

Rattlesnake Trail is located behind Cascade High School and Icicle River Middle School and provides around 2 miles of round-trip hiking.

Barn Beach Reserve

The interpretive trails provided in the Barn Beach Reserve connect to Waterfront Park and are complimented by the numerous recreational opportunities provided by the Wenatchee River Institute.

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Multi-Use Paths

There are a couple of multi-use paths in the City, which are widely used by residents: one extending along Pine Street and another following Chumstick Highway heading north out of the city. They allow for safer pedestrian and bicycle travel and are an important part of the City's transportation network. Both paths are paved and physically separated from the road by curbing and functional bioswales. The path on the north side of Pine Street was completed in 2019, and Phase 2 is anticipated for completion by 2028. This next phase will connect the existing Pine Street path, which ends at Titus Road, to the multi-use path along Chumstick Highway, and includes a new roundabout at the intersection of Pine Street and Chumstick Highway to calm traffic and further increase pedestrian safety and access.

The City's Upper Valley Regional Trails Plan identifies several additional multi-use trail corridors, many of which were highlighted by community members throughout community outreach for this PROS Plan. These corridors align with the data-driven priorities for the City's Transportation Safety Action Plan (currently under review as of March 2026), which identifies multi-use paths and protected bike lanes as crucial strategies to improve safety. For a detailed discussion on future multi-use trail priorities, please refer to the Demands and Needs section.

Want to learn more?

Information about Phase 2 can be found on the city's website at: https://cityofleavenworth.com/projects/pine-street-phase-2-titus-road-to-chumstick-highway/



Other Public Lands & Recreational Opportunities

In addition to the City's inventoried public parks and trails, the community is also served by other recreational opportunities provided by public lands and facilities, which are viewed as "park amenities" by community members.

CASCADE SCHOOL DISTRICT

Cascade School District No. 228 is a public school district in western Chelan County that covers a service area of 1,175 square miles. Four of the five district schools are located in Leavenworth, which draw students from the surrounding communities of Dryden, Peshastin, Lake Wenatchee, Plain, Lower Blewett, and Winton. Cascade School District facilities in Leavenworth include:

- **Alpine Lakes Elementary School** – fields, children's play equipment;
- **Icicle River Middle School / Cascade High School** - fields, children's play equipment;
- **Rattlesnake Hill** (north of middle/high school) – natural area, trails;
- **Cascade School District Property** (south of Osborn Property) – field, tennis courts.

The School District maintains around 55 acres of land, including land designated for various types of outdoor recreation and organized sports, along with other activities. While these amenities are intensively used mid-week throughout the school year, they are otherwise underutilized.

The City does not have a formal agreement with the School District for public use of the grounds or facilities, but it does have a maintenance agreement for shared use of the irrigation system at the Osborn Property.

OKANOGAN-WENATCHEE NATIONAL FOREST

The Okanogan-Wenatchee National Forest encompasses 3.8 million acres along the eastern slopes of the Cascade Range, from the Canadian border to the Yakama Reservation. The Leavenworth Ranger Station is located on the north side of Highway 2 (600 Sherbourne St.) within city limits.

The very popular Enchantments area in the Okanogan-Wenatchee National Forest's Alpine Lakes Wilderness, along with numerous other natural areas, campgrounds, and trailheads, are accessed via Icicle Road. Icicle Road extends south from the City and eventually becomes a network of forest service roads. Leavenworth community members and visitors highly value this proximity for year-round access to natural areas and recreation opportunities, including camping, hiking, biking, climbing, horseback riding, hunting, fishing, and winter sports.

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Other Private Lands & Recreational Opportunities

Community members and visitors alike are also well-served by private lands and recreational opportunities.

WENATCHEE RIVER INSTITUTE

The Wenatchee River Institute (WRI) is a local 501(c)(3) nonprofit whose mission is to connect people, communities and the natural world. The WRI owns and operates a learning center adjacent to Waterfront Park at the Barn Beach Reserve. The 13 acre campus includes the River Haus (offices and visitor center), Red Barn Learning Center (education and event space), E. Lorene Young House (program space), an outdoor classroom, gardens, natural areas, and trails. The WRI trails seamlessly connect to trails within Waterfront Park and City property. The campus is open to the public.

The WRI provides diverse environmental educational programs to engage learners of all ages in their Red Barn Learning Center and outdoor classroom, maintains seven different gardens throughout their campus, and provides public access to educational collections including a taxidermy, butterfly and moth, and a Watershed Art collection in the historic River Haus. They also maintain many trails on their campus, which are publicly accessible and provide connections to the City's parks.

Conversations with the WRI have informed the development of the goals and policies of this plan, specifically as related to trail maintenance, ADA accessibility, bike facilities, additional restrooms, and nature-based recreation and education. When coordinating trail maintenance and development, the city should consider partnering with the WRI to prioritize the ADA accessibility of trails, improve maintenance, and promote nature-based education programs or campaigns.

Relevant policies can be found in PR-6.4 and PR-8.1.



Image Source: Wenatchee River Institute

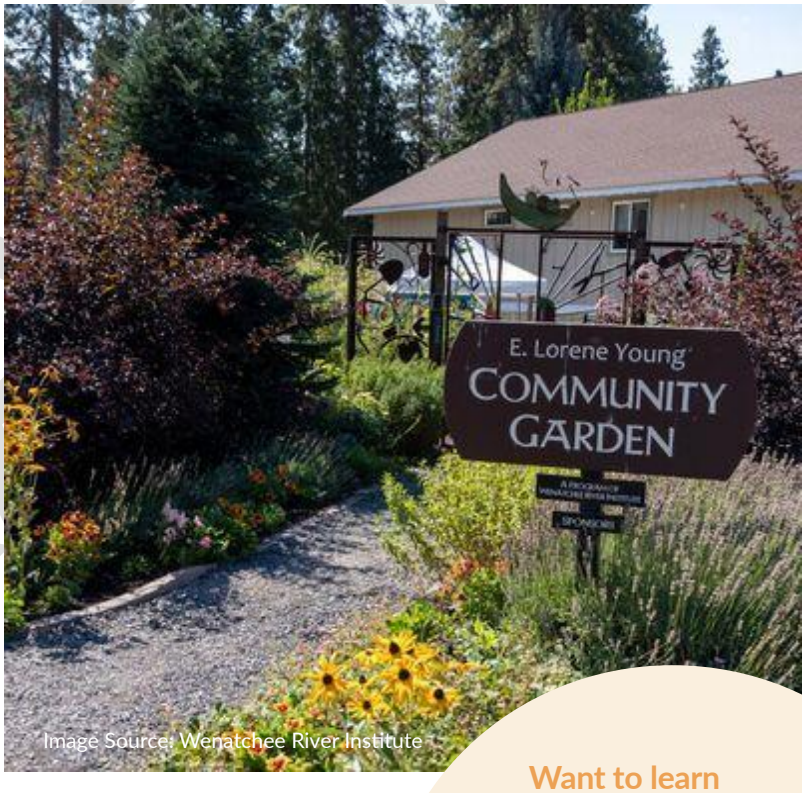


Image Source: Wenatchee River Institute

Want to learn more?

Information about the WRI, their work, and educational programs may be found at: wenatcheeriverinstitute.org

COMMUNITY RECREATION LEAGUES

Several recreation leagues operate within the community. These leagues may reserve City parks and recreation fields through a Park Use Request. Local leagues have priority for reserving and using ball fields per City Park Policy. Local leagues include but are not limited to the Leavenworth Soccer Club, Leavenworth BAMS softball league, Cascade Youth Baseball, and Upper Valley Little League.

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LEAVENWORTH WINTER SPORTS CLUB

The Leavenworth Winter Sports Club has facilitated winter recreation in the vicinity since 1928. The Club has operated the Leavenworth Ski Hill since 1930 on land within the Okanogan-Wenatchee National Forest. The ski area is located at the north terminus of Ski Hill Road about a half mile north of City limits. The ski area includes downhill skiing, cross-country skiing, a ski jump, a sledding hill, and trails. The Club maintains over 15 miles of cross-country ski trails at four locations in the vicinity, including the Icicle River Trails, Leavenworth Golf Course, Peshastin Mill Site, and the Ski Hill trail system.

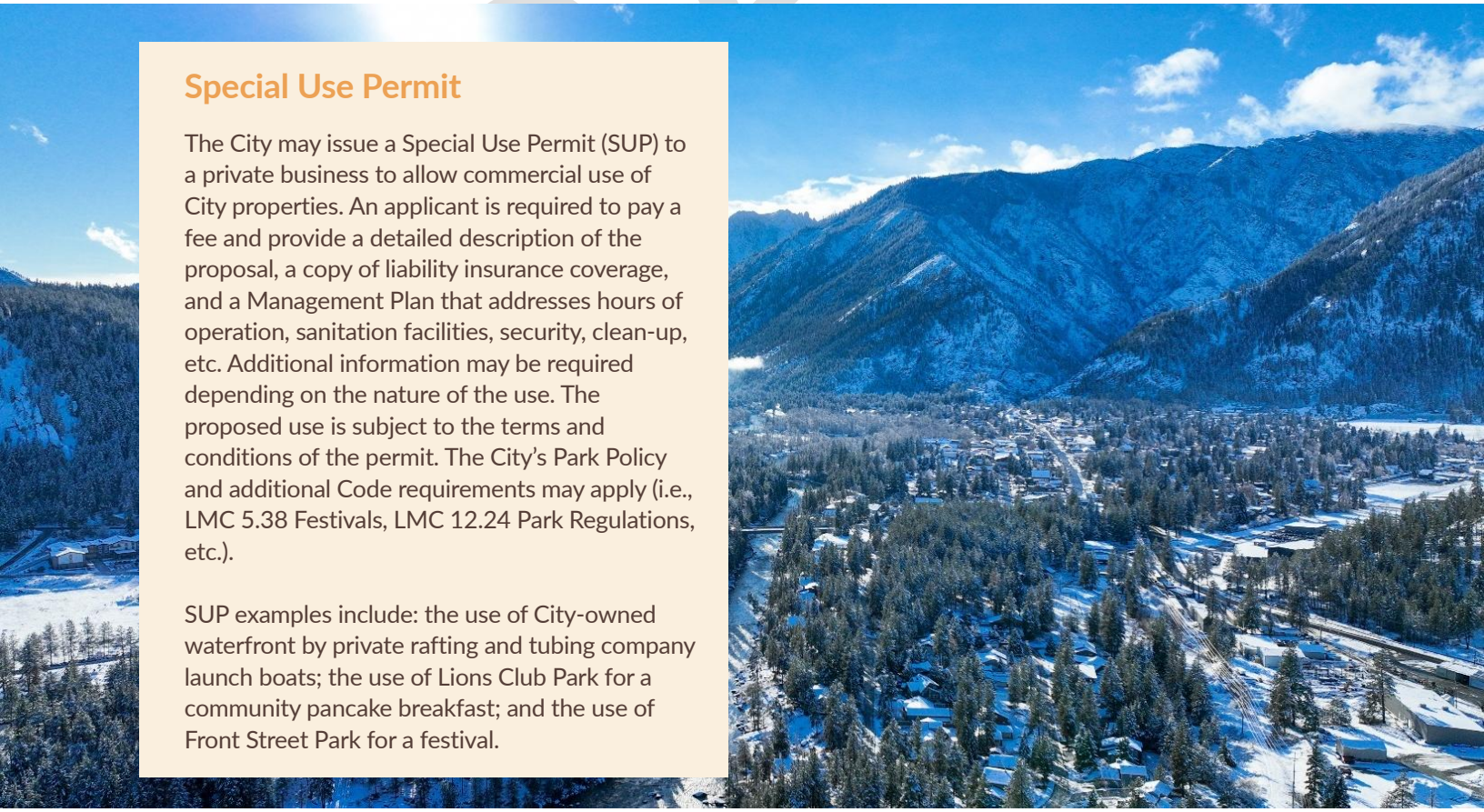
RAFTING & TUBING COMPANIES

Several private rafting and tubing companies operate on the Wenatchee River. These companies obtain a Special Use Permit for Commercial Water Access, which allows them to put-in and take-out on City property. This occurs at the Icicle Bridge Put-In, the Boat Launch, Enchantment Park, and Waterfront Park (Barn Beach).

The City issues approximately three Special Use Permits a year for this purpose. These companies are required to obtain liability insurance, provide an operations plan, and comply with the terms and conditions of the permit. There is a one-time permit fee, as well as a fee per customer collected monthly.

COMMERCIAL RECREATION

Several private resorts and commercial attractions provide recreational amenities that support both the tourism economy and local recreational opportunities and complement the City's public park and recreational facilities. Such recreational amenities include indoor and outdoor pools, arcades, golf simulators, multi-functional sports courts, cross-country ski rentals, and an 18-hole professional putting course that provides equipment rentals. Other recreational opportunities include an alpine coaster, climbing wall, and a mining sluice for gemstone panning. These commercial attractions provide specialized recreational options that compliment the City's natural setting and existing park and recreational system.



Special Use Permit

The City may issue a Special Use Permit (SUP) to a private business to allow commercial use of City properties. An applicant is required to pay a fee and provide a detailed description of the proposal, a copy of liability insurance coverage, and a Management Plan that addresses hours of operation, sanitation facilities, security, clean-up, etc. Additional information may be required depending on the nature of the use. The proposed use is subject to the terms and conditions of the permit. The City's Park Policy and additional Code requirements may apply (i.e., LMC 5.38 Festivals, LMC 12.24 Park Regulations, etc.).

SUP examples include: the use of City-owned waterfront by private rafting and tubing company launch boats; the use of Lions Club Park for a community pancake breakfast; and the use of Front Street Park for a festival.

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TROUT UNLIMITED FISHING POND

Trout Unlimited maintains and operates a fishing pond in Enchantment Park through a land use agreement with the City. The stocked fishing pond is available for use by children under 15 years of age, seniors, and anglers with a disability who possess a designated harvested companion card. The pond is stocked with Cutthroat trout every year before it opens on July 1st for the season. Trout Unlimited also conducts educational programming on site. In 2025, Trout Unlimited obtained a permit to replace the existing failing pump system and to add ADA accessible amenities and new interpretive signs to the fishing pond.

LEAVENWORTH NATIONAL FISH HATCHERY

The Leavenworth Fish Hatchery raises 1.2 million spring Chinook salmon each year.[14] The hatchery maintains a public boat launch, tribal fishing area, and over 5 miles of public trails. On site, the Icicle Creek Nature Trail provides a wide, level, and scenic trail that is perfect for those of all ages and abilities. The Fish Hatchery provides an interpretive brochure that allows users to learn about local ecology and the role of fish hatcheries.

SLEEPING LADY MOUNTAIN RESORT

Along Icicle Creek is the Sleeping Lady Mountain Resort, which provides vital recreational and cultural amenities for the City and the broader service area. The resort maintains a network of well-maintained, low-impact trails that are open to the public and cater to a variety of skill levels, many of which are ADA accessible. In the winter, the trails are accessible for snowshoeing and cross country skiing. The resort is also known for its art walk, which features numerous pieces of both indoor and outdoor art, including sculptures, rotating exhibits, and permanent exhibits on regional history and ecology. The resort also shares its grounds with the Icicle Creek Center for the Arts, a music and theater venue that provides additional recreational opportunities.



[14] Leavenworth National Fish Hatchery, https://www.fws.gov/fish-hatchery/leavenworth

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Exhibit 16. Conditions Assessment of Park Amenities

Park Facilities	Community Assessment	Park Average	Staff Assessment of Park Amenities: Lawn	Natural Areas	Trails	Cross-Country Ski Trails	Interpretative Signage	Water Access	Playground	Exercise Equipment	Ballfield	Soccer Field	Skate Park	Pump Track	Picnic Shelter	Picnic Tables	Trash Receptacles	Restrooms	Parking Lot	Reservable
Community Parks																				
Enchantment Park	Above Average - Excellent	3.2	4	3	4		2	4	2		3	4	4	3		3	4	2	3	
Waterfront Park	Average - Above Average	3.0	2	3	3		2	4	4							4	4	3	1	
Neighborhood Parks																				
Lions Club Park	Average - Above Average	4.0	4													*	4	4		
Osborn Property	Above Average - Excellent	3.7	3						5	5	2	3					4			
Open Space																				
Blackbird Island	Average - Above Average	3.6		4	4		2	4									4			
Poplar Street Wetlands	N/A	3.0		3																
Other Natural Areas	Average - Above Average																			
Special Use Facilities																				
Boat Launch	Below Average - Very Poor	2.8		3	3			2									4		2	
Golf Course	N/A																			
Front Street Park	Below Average - Average	4.3	3				4										5	5		
Howard Hopkins Memorial Pool	N/A	3.0														5	3	2	2	
Averages		3.4	3	3	4		3	4	3.7	5	3	4	4	3		4	4.1	4	2.3	

* Picnic tables in Lions Club Park belong to and are maintained by the Lion's Club.

Demands and Needs

LEVEL OF SERVICE

The City's 1997 Parks and Recreation Comprehensive Plan established a parks level of service (LOS) standard of six acres of park land per 1,000 residents. Using that standard, the 2024 population estimate of 2,595 would result in a demand of 15.57 acres and the 2046 population estimate of 3,555 would result in a demand of 21.33 acres. The City currently has about 55 acres of park land, which does not even include the 115 acres of open space and special use facilities. This population-based LOS gives the impression that the current supply of park land far exceeds what is needed over the next 20 years. However, based on community feedback on parks and recreation availability and the unique role tourism plays in Leavenworth's recreation demand, a purely population-based LOS standard does not meaningfully reflect whether existing park and recreation facilities are meeting the commuity's needs.

Tourism effectively increases the user population of Leavenworth's recreational facilities by an estimated 3.4 million visitors per year. These visitors utilize the parks, trails, and recreational facilities, reducing the availability for community members. If that total is conservatively divided equally over a 365 day period, the City may host over 9,000 visitors a day. If the 2024 population included visitors, the resulting demand would be about 72 acres of park land. When visitors utilize available park and recreational facilities, community members may feel crowded out. It is important for this Plan to establish a level of service standard that prioritizes the needs of community, while accomodating visitors that share their appreciation of these resources and contribute to the local economy.

In assessing demand and needs, this Plan moves beyond a LOS based on acreage per poulation to utilize a LOS based on a half-mile walkshed analysis from city parks. In this analysis, a qualifying park facility is defined as a City-owned park containing developed amenities that support passive or active use, ensuring that proximity translates to actual recreational utility.

Leavenworth's parks level of service (LOS) standard is that all residential areas are located within a ½ mile walk of a city park facility.

This data-driven approach is directly supportive of and confirmed by extensive community conversations, survey results, and conditions assessment. While the 1997 acreage-based LOS would suggest the City has a surplus of park land, it fails to account for how park and recreational facilities are distributed throughout the City or the impact of Leavenworth's 3.4 million annual visitors. By adopting a half-mile walkshed standard, the City can objectively identify service gaps, as further described in the next section. Feedback from public outreach and the Parks Survey substantiate this gap, with many community members expressing that high tourist volumes and insufficient pedestrian crossings (i.e., across Highway 2) make existing parks feel overcrowded or inaccessible. Furthermore, the conditions assessment verifies that some parks are experiencing accelerated wear due to high volume-use.

Based on the LOS analysis and public outreach conducted for the preparation of this PROS Plan and the 2026 Comprehensive Plan periodic update process, several key demands and needs have been identified, as follows. The adoption of the half-mile walkshed LOS also allows the City to prioritize capital improvement projects in gap areas, or neighborhoods currently lacking safe, pedestrian-oriented access to recreation, therby increasing the competitiveness of City projects for state-level grant funding.

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NEW FACILITIES
Public Parks & Open Spaces

The map in Exhibit 17 illustrates the geographical dispersion of existing parks, access to existing parks, and what portions of the City are underserved. The map identifies quarter-mile and half-mile walking distances (approximately a 5- to 10-minute walk) to and from existing City-owned parks. Most residential areas in city limits are within a half-mile of existing parks; however, unincorporated land within the City's UGA and certain residential areas within city limits are largely underserved.

See Goals PR-1, PR-2, and PR-3 for policies related to park and open space development and acquisition

Exhibit 17 shows three primary areas within city limits that fall outside the half-mile LOS standard:

- Area A: Residential neighborhood on the west side of the City near the Mountain Meadows Senior Living Campus
- Area B: The residential area north of Rattlesnake Trail
- Area C: Residential areas on the east side of the city near Safeway.

While these areas may have proximity to undeveloped open space, the waterfront, trails, school grounds, or privately owned or operated recreational facilities, they lack access to City parks with amenities (i.e., play structures, restrooms, and seating) that community members have identified as high priorities. Specifically, residents north of Highway 2 face insufficient safe pedestrian crossings, which effectively isolates them from the City's park core near the waterfront, especially as more than a third of residents reported walking to park facilities in the Parks Survey. Therefore, new parks in these residential areas, namely residential areas in the north side of the City and its UGA would greatly help increase park access for residents.

To address these walkshed gaps, meet the City's LOS, and address community concerns, the following priorities are established and reflected in the goals and policies of this Plan:

- Prioritize the acquisition of land for new parks in the northern residential sections and UGA to bridge the current service gap. New parkland should be zoned Recreation Public District per Policy PR-1.5.
- Establish pocket parks (there are no existing pocket parks in the City) or small pockets of open space on City-owned parcels or unimproved rights of way to help fill service gaps.
- Develop underutilized properties into functional open spaces through land acquisition or the establishment of public access easements.
- Ensure that new and redeveloped parks incorporate high priority amenities, including shade, ADA accessible covered picnic shelters, nature play areas, bike racks, restrooms, swings, and a splash park or aquatic play area.



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Private Parks & Open Spaces

As the City experiences population growth and incorporates land within the unincorporated UGA over the planning period, large parcels may be developed at higher residential densities, increasing the demand and need for parks and open spaces, particularly in the northern portion of the City. This demand could be relieved by the inclusion of open space in private development. The City's Subdivision Code (Title 17) and Zoning Code (Title 18) include limited open space provisions. Cottage Housing development allows for shared yards and open space; however, lacks objective standards dictating the required minimum open space or amenities. Cluster Subdivisions allow for a reduction in minimum lot size if the remainder of the site includes open space and areas for recreational use.

While the approval of short and major subdivisions require findings that adequate provisions are made for open space and parks and recreation, the Subdivision Code lacks objective standards for how to meet these requirements. To relieve the demand created by new residential growth, the City could strengthen the Subdivisions Code and establish development standards specifying minimum requiements for common open space or recreational amenities in new subdivisions (i.e., 10-percent of developable area). Furthermore, open spaces could be required to meet dimensional standards so that spaces are a useable size, such a minimum 25-feet in any direction; be designed to accommodate passive or active recreational uses, such as trails, natural areas, playground, etc.; and require siting standards to design around existing mature trees to preserve tree canopy (see Policy PR-3.7).



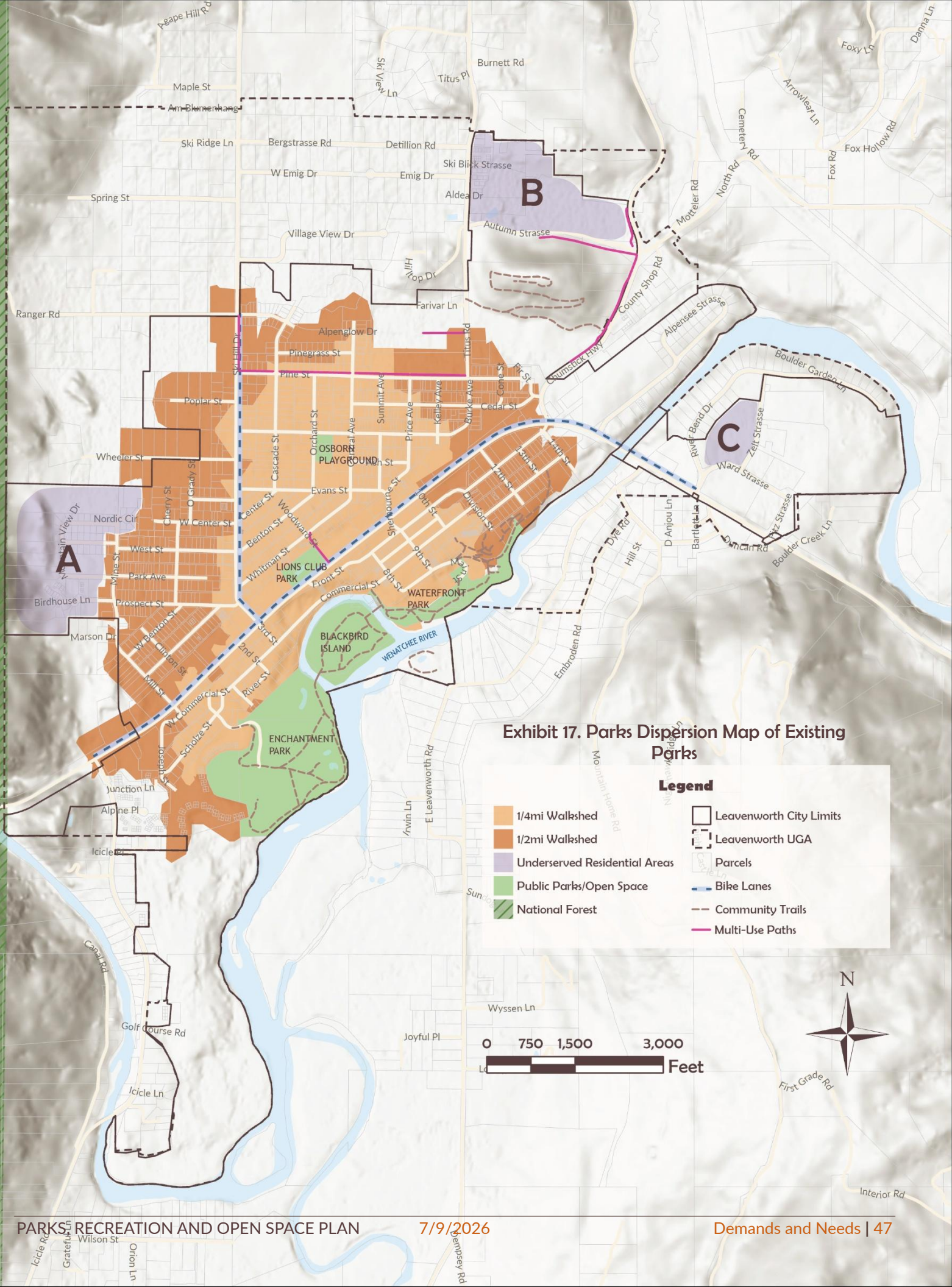


Exhibit 17. Parks Dispersion Map of Existing Parks

Howard Hopkins Memorial Pool

While the existing outdoor pool is in fair condition, adjustments to the programming and operations and management of the pool would greatly improve the recreational opportunities and satisfaction among community members. Currently, the pool is not open year-round and does not provide diverse programming. It opens at inconsistent times during the year – i.e., some years it opens for the season on Memorial Day, but other years it may not open until the end of June. This unpredictability makes it hard for community members to plan their recreational activities, especially for kids. Community members have also proposed adding shade structures to the existing pool, which currently has minimal shade available.

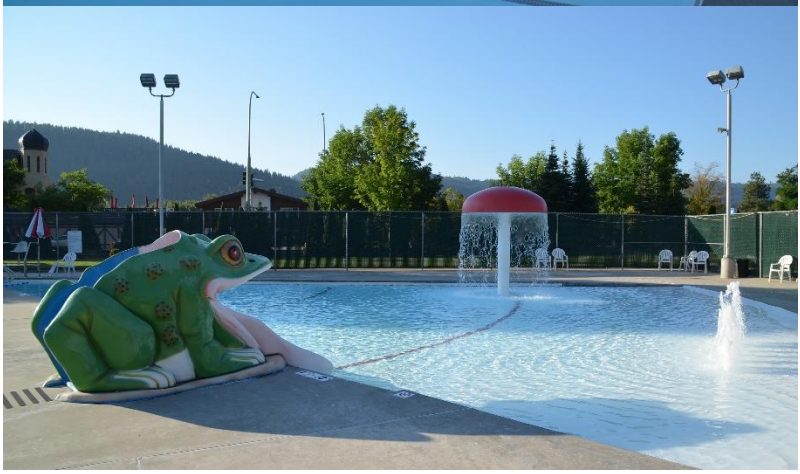
Community members would welcome the addition of a new indoor pool to not only provide an opportunity for year-round swimming recreation, but to expand swimming opportunities for adults. When asked in the Parks Survey, "indoor pool" was the second highest facility ranking community members desire. An indoor pool with longer daily hours would accommodate those who are hoping to swim before or after work. Furthermore, there are strong desires for additional programming options such as adult lap swim times, water aerobics, and other adult classes to ensure pool programming is reflective of all ages and interests. Expanding programmatic opportunities at the existing outdoor pool would be a welcome improvement.

Goal PR-5 captures community desires for pool-related recreation









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Upper Valley Community Center

The Howard Hopkins Memorial Pool is approaching the end of its lifecycle, and while the pool has been a well-loved element of Leavenworth's overall recreation landscape, the community's desire for expanded and improved programming has been thoroughly documented over the last decade. Additionally, while the planning phase of an expanded trails and open space program is underway, opportunities for residents fall short; community members have also cited the lack of accessible third places in Leavenworth as a high priority for improvement.



Osborn Property, where the Upper Valley Community Center would be located.

The City has identified the site of the defunct Osborn Elementary School as a viable location for a combined indoor aquatic center, public library, and indoor/outdoor community gathering space. Currently, the site is home to Cascade School District tennis courts and Leavenworth's newest plaground, which is highly regarded for quality, but largely underutilized. The site is also home to the Cascade School District Administrative offices and Cascade Homelink, an Alternative Learning Experience that operates under the guidelines of the State of Washington and Cascade School District. Any improvements to the site would seek not to impede, but to build upon these existing, high value community assets.



One of the preliminary design concepts for the Upper Valley Community Center.

The vision for the Upper Valley Community Center (UVCC) would address many of the community's highest priority needs with respect to opportunities for recreation and social engagement, as reported earlier in this plan. An indoor aquatic center would provide year-round access to aquatic programming that would be completely untethered from weather conditions. The inclusion of a modernized public library in a greater community center anchors a broad spectrum of demographics and strengthens the long-term financial efficacy of the facility. Finally, a thoughtfully designed outdoor component that ties into current and planned multi-use pathways would more readily balance the needs of residents with high tourism. While elements of the UVCC have been studied indepently of one another, the current vision for a campus that combines all of the above facilities and programming opportunities is relatively novel. The City anticipates that the financial capacity building and pre-design phase of the project will commence in earnest by mid-2026 with the goal of opening by 2031.

Skating Rink

See related Policies PR-6.6 and 10.1.

The special character of Leavenworth and its surroundings, coupled with resident and visitor populations that are unusually active in winter recreation, make the City a uniquely viable location for a seasonal ice-skating rink. A 2015 feasibility study[15] found that, given a free afternoon, 56% of residents surveyed were either "likely" or "extremely likely" to go ice-skating if the rink was located near downtown, and 29% of visiting households include someone who already participates in an ice sport (curling, hockey, or skating). The same study calculated that 13.78% of residents and 11.99% of visitors skate once per year or more, far outpacing the national baseline of 4%. Community feedback gathered during the preparation of this PROS Plan reinforces this interest, with Parks Survey respondents specifically naming an ice-skating rink as a community priortity, as reflected in Policies PR-6.6 and 10.1. In the event that the municipal pool is closed or relocated to the Osborn property, the current pool site at Lions Club Park could become a feasible location for a seasonal ice-skating rink or covered pavillion.

[15] "Ice Rink Feasibility Study," City of Leavenworth (2015). From https://cityofleavenworth.com/documents/2015-ice-rink-feasibility-study/

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Trails & Increased Connections

Leavenworth's existing trail network provides the community with numerous short hikes, access to the waterfront, and connections between parks near the waterfront. Newer multiuse paths help connect residential areas to recreational opportunities and establish safer routes for non-motorized travel. As the Parks Survey reveals, trails are widely used by community members on a relatively frequent basis. As such, it is no surprise that new trails and trail connections are widely requested by community members. New trails are desired, not only to serve areas currently lacking in trails, but also to provide better connections between existing trails and other parks and recreational facilities.

See Goals PR-7 and PR-8 for trails-related policies

As such, the City is considering the establishment of new wetlands trails among the Poplar Street Wetlands and the wetlands south of Village View Drive along Ski Hill Road. The Poplar Street wetlands could be improved with trailhead amenities, such as signage, trash receptables, and benches with opportunities for wildlife viewing. In accordance with the City's Critical Areas Ordinance, trails and walkways with pervious surfaces are allowed within the outer 25-percent of wetland buffer areas. Raised boardwalks are also acceptable.

The City has also planned a future 10 foot wide multi-use path on the north side of Rattlesnake Hill from Chumstick Highway to Titus Road, which would also include a trail extension to the existing multi use trail along Chumstick. The Upper Valley Regional Trails Plan (UVRTP) provides recommendations to create an interconnected regional trail system and improve connectivity between existing trails, including a network of proposed trails. Throughout outreach efforts, several key connections identified in the UVRTP have been highlighted by community members, as shown in Exhibit 18, including:

- Along Ski Hill Dr, from residential areas north to Titus Road, looping back south into the City
- Along Highway 2, especially where it intersects with Chumstick Highway
- Along Chumstick Highway north to Plain
- Connections from residential areas, schools, and existing recreational facilities to the waterfront
- Along E Leavenworth Road and Icicle Road
- Connections from existing trails along the river to the Highway 2 crossing
- Along the Cascade Orchard Irrigation Company (COIC) irrigation ditch
- Along North Road, connecting the City to the train station
- Along the river around the golf course to connect to Enchantment Park and nearby Forest Service trails (e.g., Icicle Ridge and Penstock trails).
- Along Ranger Road to better connect the City to Forest Service trails



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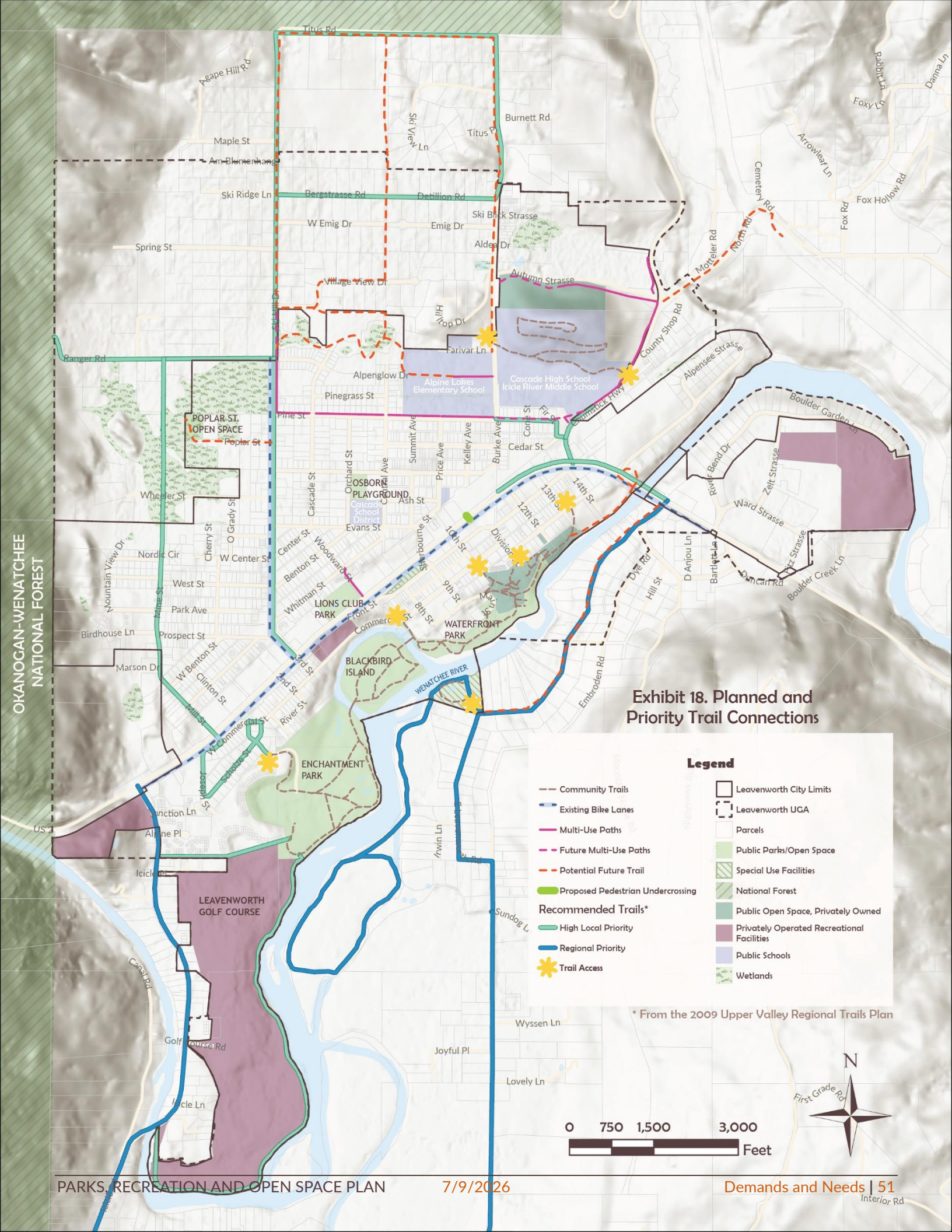


Exhibit 18. Planned and Priority Trail Connections

Legend

- Community Trails
- Existing Bike Lanes
- Multi-Use Paths
- Future Multi-Use Paths
- Potential Future Trail
- Proposed Pedestrian Undercrossing

Recommended Trails*

- High Local Priority
- Regional Priority
- Trail Access

- Leavenworth City Limits
- Leavenworth UGA
- Parcels
- Public Parks/Open Space
- Special Use Facilities
- National Forest
- Public Open Space, Privately Owned
- Privately Operated Recreational Facilities
- Public Schools
- Wetlands

* From the 2009 Upper Valley Regional Trails Plan

N

0 750 1,500 3,000 Feet

IMPROVEMENTS TO EXISTING FACILITIES

Leavenworth takes pride in its well-maintained park system, particularly given the high volume of visitors it welcomes each year. While existing facilities serve residents and the broader service area effectively, many key assets are reaching their functional capacity. Peak-season demand frequently results in overflowing trailhead parking lots, while high interest in organized sports and events often leads to the City having to turn away reservations for athletic fields.

These capacity constraints, paired with evolving community needs, present opportunities to enhance amenities and infrastructure to improve user experience and safety. The current park condition assessments conducted by City staff, complemented by feedback from the Parks Survey, highlight significant opportunities for targeted and ongoing maintenance, repairs, and upgrades for existing facilities. Exhibit 16 synthesizes feedback from community members and City staff to highlight areas where targeted investment can increase park safety, enhance user experience, and ensure long-term sustainability. The following discussions provide specific examples of park improvements, from additional amenities to increased maintenance and safety improvements.

Park Amenities

Existing parks are largely reported to be in average condition. Given this, there are a few parks that are less frequently attended by year-round residents, perhaps because they are heavily visited by tourists, but perhaps because they are also lacking in amenities desired by community members. Both improvements to existing facilities and new facilities should consider including the following amenities, which have been identified by community members (in no particular order):

- Shade structures
- Splash parks or aquatic play features
- Covered picnic shelters
- ADA accessibility
- Restrooms
- Drinking fountains
- Bike racks
- Swings
- Benches
- Signage – including both wayfinding signage for restrooms, trails, and leash laws, as well as interpretive signage in natural areas
- Wind prevention and adequate lighting at sport courts and ball fields

SHADE

Increased shade was a primary request identified by community members in the Park Survey and throughout other outreach events. All parks would benefit from increased shade structures, especially parks like Osborn Park that don't currently have shade structures. Shade structures would also be a welcome amenity in addition to existing and new park and recreation amenities such as outdoor seating, picnic tables, and bleachers. While satisfaction is generally high among most parks, increased shade would greatly improve satisfaction among community members. While shade is highly desired throughout the park system, it has been most requested for:

- Front Street and Lions Club Park, in conjunction with new picnic tables and play structures
- Osborn Park
- Leavenworth Municipal Pool
- Enchantment Park, specifically for the pump track
- Covered seating at sports fields

See Goals PR-1, PR-2, and PR-12 for policies related to park system improvements, among others.

Maintenance

Even among parks identified by community members as being in above average or excellent condition, targeted improvements could further enhance facility conditions and increase overall community satisfaction with existing parks and recreational amenities. Park Survey respondents noted that maintenance of trails, restrooms, and park amenities is greatly needed. In particular:

- Improve maintenance of trails to remove weeds, trash, and reduce wildfire fuel loads.
- Better maintain trails in the winter to remove ice and increase the safety of trails and bridges.
- Increase the frequency of restroom maintenance and cleaning, especially during peak tourism.

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Safety Improvements

Some parks face challenges in providing accessible routes to amenities such as picnic tables, benches, and parking lots. Numerous recommendations have been received from community members to improve the accessibility and safety of park and recreation facilities, as follows:

- Ensure ADA compliance at all facilities by upgrading pathways to meet ADA standards, including the use of appropriate materials, slope, width, and features like curb cuts, ramps, and tactile warning strips, as well as installing ADA accessible picnic shelters, benches, and parking lots.
- Improve ADA access to the river.
- Repair worn paths, especially in Blackbird Island and Waterfront Park.
- Remove dying trees to increase safety during storms or high winds.
- Conduct periodic safety checks of playground structures to ensure safe places for kids to play.
- Repair or pave parking lot areas in parks such as Waterfront Park and the Boat Launch to prevent standing water, erosion, and improve pedestrian access and safety.

See Goals PR-2, PR-7, PR-12, and PR-13 for policies related to safety and accessibility improvements.

Numerous pedestrian and bike facility improvements have also been identified by community members to improve connections between park and recreational facilities and increase safety, as follows:

- Improve pedestrian crossings at Highway 2, particularly where it intersects with Chumstick Highway.
- Extend the multi-use path south along Chumstick to where it intersects with Highway 2.
- Improve pedestrian and bicycle access along Ski Hill Drive and Titus Road, a common walking loop.
- Improve pedestrian access and crossings along Highway 2 heading to Peshastin.
- Improve connections to the waterfront.

Regional trail improvements have also been identified to help increase pedestrian safety throughout regional recreational facilities. The City is a key partner in the implementation of the Upper Valley Regional Trails Plan (UVRTP) which identifies several key regional connections that were well-supported in outreach efforts, such as:

- Icicle Road to E Leavenworth Road loop.
- Plain to Cashmere.
- Along Dye/Embroden Road, by installing improvements in the shoulder.

By further considering these recommendations and collaborating with regional partners, the City can continue to improve the accessibility and safety of park and recreation facilities for all community members and ensure that all community members can safely and comfortably recreate in the City and throughout the region.



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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 this plan. Goals and policies with a mountain icon contribute to the Climate Resilience Element of the City's 2026 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 walkshed 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,

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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

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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.

Policy PR 3.9. Encourage partnership between the Leavenworth Golf Club, Ecology, and Chelan County to restore shoreline habitats. As part of these efforts, encourage the Golf Club to continue using organic practices on the course grounds to mitigate runoff and prevent impacts on the Wenatchee River.

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.

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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 to maintain and improve recreational facilities, such as ballfields, courts 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

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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 from Alpensee Strasse connecting to the Pea Vine Trail.

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.

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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.



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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 continued 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.

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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

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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.

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Capital Improvement Program

The city park facilities are generally funded through the City's operating budget, mostly derived from retail sales tax and managed by the Public Works Department. A critical component of the City's financial capacity is the ongoing operation and maintenance costs to manage existing recreational facilities. Exhibit 19 summarizes the estimated annual operational and maintenance costs required to sustain the City's existing recreational facilities as reflected in the Parks Inventory of this Plan.

Throughout this Plan, numerous new facilities, upgrades, or renovations have been identified for the City's park and recreation facilities. The Capital Improvement Plan in Exhibit 20 outlines multiple projects focused on park improvements identified by the City Council. The 6-Year CIP list below outlines priority projects designed to implement the goals and policies of this Plan. This list is intended to be adaptive and may be amended over time to ensure capital investments remain aligned with the community's long-term vision and available funding opportunities.

Exhibit 19. Estimated Annual Maintenance & Operational Costs of Existing Recreational Facilities

Facility Name	Estimated Annual Maintenance & Operational Costs
Community Parks	
Enchantment Park	$ 200,000.00
Waterfront Park	$ 40,000.00
Neighborhood Parks	
Lions Club Park	$ 75,000.00
Osborn Property	$ 65,000.00
Open Spaces	
Blackbird Island	$ 25,000.00
Poplar Street Wetlands	$ -
Special Use Facilities	
Boat Launch	$ 10,000.00
Front Street Park	$ 110,000.00
Golf Course	N/A - Not maintained by the City
Howard Hopkins Memorial Pool	$ 700,000.00
Subtotal	$ 1,225,000.00
Trails	
Enchantment Park	$ 5,040.00
Waterfront Park	$ 2,700.00
Blackbird Island	$ 2,340.00
Boat Launch	$ 540.00
Rattlesnake Trail	$ 4,140.00
Barn Beach Reserve	$ 3,240.00
Subtotal	$ 18,000.00
Multi-Use Paths	
Pine Street	N/A - Transportation related
Chumstick Hwy	N/A - Transportation related
Bike Lanes	
Highway 2	N/A - Transportation related
Ski Hill Drive	N/A - Transportation related
Total	$ 1,243,000.00

Exhibit 20. Parks, Recreation, and Open Space 6-Year Capital Improvement Program

Project Name	Description	Estimated Project Cost	Funding Source	2027	2028	2029	2030	2031	2032
Waterfront Park Irrigation	Replace irrigation system.	$ 100,000.00	General Fund	$ 100,000.00					
Lions Club Park Pavilion	Construct new pavilion.	$ 300,000.00	General Fund	$ 300,000.00					
Waterfront Park	Additional parking.	$ 250,000.00	Parking Fund	$ 50,000.00	$ 200,000.00				
Waterfront Park	Install restroom facility along trail system near Barn Beach Reserve - vaulted facility (estimate 500-600,000 full facility).	$ 110,000.00	Lodging Tax	$ 110,000.00					
Pump Track Wall	Add new wall feature to pump track.	$ 50,000.00	General Fund		$ 50,000.00				
Icicle Bridge Parking Lot Improvements	Reduce bank erosion, improve ADA access to the river, maintaining access to the well fields, reevaluating parking, vault toilet.	$ 800,000.00	General Fund	$ 120,000.00	$ 680,000.00				
City Park Master Plan	Master plan for all City parks to determine improvements to be made including pedestrian improvements, park connectivity, structure replacement, expansion opportunities.	$ 250,000.00	General Fund	$ 125,000.00	$ 125,000.00				
Osborn Park New Water Source	Add new 2" irrigation line and double-check for park to separate service from the School District.	$ 40,000.00	General Fund	$ 40,000.00					
p'squosa Heritage Park	Heritage site/ADA improvements to battlement site.	$ 1,500,000.00	General Fund		$ 250,000.00	$1,250,000.00			
Enchantment Park Playground Equipment	New equipment at Enchantment Park.	$ 1,000,000.00	General Fund				$ 100,000.00	$ 900,000.00	
Pocket Park Development	Poplar Street new residential pocket park - planning only.	$ 175,000.00	General Fund				$ 175,000.00		
Total		**$ 4,575,000.00**		**$ 845,000.00**	**$1,305,000.00**	**$1,250,000.00**	**$ 275,000.00**	**$ 900,000.00**	**$ -**

REVENUE SOURCES									
Parking Fund		$ 250,000.00		$ 50,000.00	$ 200,000.00				
General Fund		$ 4,215,000.00		$ 685,000.00	$1,105,000.00	$1,250,000.00	$ 275,000.00	$ 900,000.00	
Lodging Tax		$ 110,000.00		$ 110,000.00					
Pool Fund									
Total Estimated Revenue		**$ 4,575,000.00**		**$ 845,000.00**	**$1,305,000.00**	**$1,250,000.00**	**$ 275,000.00**	**$ 900,000.00**	

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BUILDING AND FACILITY IMPROVEMENTS									
Project	**Description**	**Estimated Total Project Cost**	**Funding Source**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**
Cemetery Improvements	Platting nitches, adding new spaces, landscaping	$ 100,000	General Fund	$ 100,000					
City Hall	New Elevator	$ 250,000	General Fund	$ 250,000					
Festhalle Exterior Painting	Paint and refinish exterior	$ 60,000	Lodging Tax Fund	$ 60,000					
Festhalle Roof Replacement	Replace Roof	$ 100,000	Lodging Tax Fund	$ 100,000					
Festhalle AV upgrades	New project and sound system	$ 100,000	Lodging Tax Fund	$ 100,000					
Icicle Train Station Heated Platform Improvements	Replace existing deficient heated concrete platform	$ 300,000	Lodging Tax Fund		$ 300,000				
Osborn Community Center and Pool	Building demolition, construction of indoor pool, library and community center	$ 35,000,000	PRSA/PFD	$ 100,000	$ 400,000	$ 4,500,000	$ 30,000,000		
City Hall - FLR 1 Renovation	Renovate the 1st floor after Library moves	$ 1,000,000	General Fund				$ 200,000	$ 800,000	
City Hall	Replace carpets	$ 60,000	General Fund					$ 60,000	
Public Works Campus	Construct a new Public Works Campus, including property acquisition as necessary	$ 15,000,000	TBD					$ 15,000,000	
Total Estimated Cost		**$ 51,970,000**		**$ 710,000**	**$ 700,000**	**$ 4,500,000**	**$ 30,200,000**	**$ 15,860,000**	**$ -**
REVENUE SOURCES									
General Fund		$ 1,410,000		$ 350,000	$ -	$ -	$ 200,000	$ 860,000	$ -
Lodging Tax Fund		$ 560,000		$ 260,000	$ 300,000	$ -	$ -	$ -	$ -
PRSA/PFD		$ 35,000,000		$ 100,000	$ 400,000	$ 4,500,000	$ 30,000,000	$ -	$ -
TBD		$ 15,000,000		$ -	$ -	$ -	$ -	$ 15,000,000	$ -
Total Estimated Revenue		**$ 51,970,000**		**$ 710,000**	**$ 700,000**	**$ 4,500,000**	**$ 30,200,000**	**$ 15,860,000**	**$ -**
Balance Difference		**$ -**		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

SANITARY SEWER SYSTEM PROJECTS									
Project	**Description**	**Estimated Total Project Cost**	**Funding Source**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**
Waste Water Treatement Update - Ph 3 Pri 3 Comm St LS	Complete collection system improvements of Phase 3, Priority 3 - commerical st lift station	$ 2,500,000	Rural Development	$ 2,500,000					
Mixer Install	Install new mixer inc elect and controls	$ 150,000	Wastewater Fund	$ 150,000					
Replace three fire hydrants	Replace two in between our selector tanks and the basin and one down by clarifier 3.	$ 100,000	Wastewater Fund	$ 100,000					
New US2 Sewer Crossing/Front Street Sewer	New US 2 sewer crossing from the pool parking lot , along front street and to the new lift station.	$ 2,000,000	Rural Development		$ 300,000	$ 1,700,000			
Alpensee Strasse Lift Station	Replace lift station at Alpensee Strasse. Project ID'd during GSP	$ 2,000,000	Rural Development		$ 300,000	$ 1,700,000			
Greater Ski Hill Drive Combined Sewer and Stormwater Separation	Separate existing sanitary sewer and stormwater facilities in the greater Ski Hill Drive basin	$ 6,000,000	Ecology Grant/Loan	$ 1,000,000	$ 5,000,000				
Waste Water Distribution System - Upgrades	As determined by the GSP, Est $3M, Repairs to sewer system City Wide	$ 3,600,000	Wastewater Fund	$ 600,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000
Sewer Line Jetting	Jet approx. 10% City owned sewer lines per year	$ 300,000	Wastewater Fund	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Waste Water Treatement Facility - Modernization	As determined by the GSP - filtration/basins, Est $25M	$ 25,000,000	Rural Development					$ 5,000,000	$ 20,000,000
Total Estimated Cost		**$ 41,650,000**		**$ 4,400,000**	**$ 6,250,000**	**$ 4,050,000**	**$ 650,000**	**$ 5,650,000**	**$ 20,650,000**
REVENUE SOURCES									
Wastewater Fund		$ 4,150,000		$ 900,000	$ 650,000	$ 650,000	$ 650,000	$ 650,000	$ 650,000
Ecology Grant/Loan		$ 6,000,000		$ 1,000,000	$ 5,000,000	$ -	$ -	$ -	$ -
Rural Development		$ 31,500,000		$ 2,500,000	$ 600,000	$ 3,400,000	$ -	$ 5,000,000	$ 20,000,000
Total Estimated Revenue		**$ 41,650,000**		**$ 4,400,000**	**$ 6,250,000**	**$ 4,050,000**	**$ 650,000**	**$ 5,650,000**	**$ 20,650,000**
Balance Difference		**$ -**		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

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WATER SYSTEM PROJECTS

Project	Description	Estimated Total Project Cost	Funding Source	2027	2028	2029	2030	2031	2032
Icicle Road Watermain	Upgrades Icicle Rd main repair inc installing valves.	$ 250,000	Water Fund	$ 250,000					
Wellfield Improvements	Install a VFD for Well No. 1	$ 100,000	Water Fund	$ 100,000					
Water Plant Improvements	Minor repairs including contact chamber, flume to filter cells.	$ 250,000	Water Fund	$ 250,000					
Leak Detection Program	Distribution System Leak Detection. Determine worst areas in City's distribution system.	$ 400,000	Water Fund	$ 100,000	$ 300,000				
Control System/Telemtry Upgrades	Reservoirs, booster station, and water plant	$ 250,000	Water Fund	$ 250,000					
27 Water Line Repairs	3 projects including: Install backflow for Icicle Village Resort, Icicle Reservoir connection line and Icicle Resort backflow preventor.	$ 500,000	Water Fund	$ 500,000					
Security Cameras	Install security cameras at water treatment sites: intake, plant, well field, reservoirs, booster pump station, etc.	$ 60,000	Water Fund		$ 60,000				
Water System Improvements	Benton St (from Mill to Prospect)	$ 750,000	Water Fund		$ 750,000				
Wellfield Improvements	Well No. 3 Improvementts	$ 300,000	Water Fund		$ 300,000				
East Leavenworth Road Water Transmission Main Replacement	Reconstruct the existing transmission main on East Leavenworth Road	$ 5,200,000	PWB Loan		$ 200,000	$ 2,000,000	$ 3,000,000		
Front Street Watermain Improvements	Upsize existing water main to address fire flow deficiencies. Approximately 800 LF of main from 8th to between 9th and 10th Streets	$ 880,000	Water Fund	$ 80,000	$ 200,000	$ 600,000			
Water Distribution System Improvements: Integrated Capital Improvement Plan	Replace undersized and/or failing watermains throughout the water distribution system	$ 3,600,000	Water Fund	$ 600,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000	$ 600,000
Commercial Street Watermain Improvements	Upsize existing water main to address fire flow deficiencies - Div Str to 14th	$ 2,000,000	DWSRF Loan		$ 2,000,000				
Water System Improvements	Skil Hill Dr (from Pine St to Commercial St)	$ 2,000,000	Water Fund		$ 2,000,000				
Water System Improvements	Evans St (from Ski Hill to Orchard St)	$ 1,000,000	Water Fund			$ 1,000,000			
Water Plant Improvements	Two options: 10-15M	$ 10,000,000	Rural Development				$ 2,500,000	$ 7,500,000	
Commertial St Transmision Main -	Mill St to 3rd St	$ 1,500,000	Water Fund				$ 1,500,000		
Water System Improvements	Evans St (from Ski Hill to Orchard St)	$ 1,000,000	Water Fund				$ 1,000,000		
Icicle Road Watermain	Wellfield to East Leavenworth Road	$ 5,000,000	Water Fund				$ 5,000,000		
Water System Improvements	Central Avenue (from Whitman St to Evans St)	$ 250,000	Water Fund				$ 250,000		
Icicle Road Watermain	East Leavenworth Road to WTP	$ 10,000,000	DWSRF Loan					$ 10,000,000	
Bridge Crossing Seismic	US2 and Icicle Bridges	$ 150,000	Water Fund					$ 150,000	
Control System Improvements	Upgrade WTP/Well control systems	$ 250,000	Water Fund					$ 250,000	
Icicle Ridge Resevoir Sesimic Improvements	Seismic and General Repairs	$ 500,000	Water Fund					$ 500,000	
Backflow Prevention Improvements	City wide intalls of backflow prevention devices	$ 600,000	Water Fund	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
Valve Replacmenets	Yearly Replacement	$ 150,000	Water Fund	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000
Total Estimated Cost		**$ 46,940,000**		**$ 2,255,000**	**$ 6,535,000**	**$ 4,325,000**	**$ 13,975,000**	**$ 19,125,000**	**$ 725,000**

REVENUE SOURCES								
DWSRF Loan	$ 12,000,000	$ -	$ 2,000,000	$ -	$ -	$ 10,000,000	$ -	
FEMA Grant	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
General Fund (Tubing Fees)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Icicle Stretegy	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
PWB Loan	$ 5,200,000	$ -	$ 200,000	$ 2,000,000	$ 3,000,000	$ -	$ -	
Rural Development	$ 10,000,000	$ -	$ -	$ -	$ 2,500,000	$ 7,500,000	$ -	
Water Fund	$ 19,740,000	$ 2,255,000	$ 4,335,000	$ 2,325,000	$ 8,475,000	$ 1,625,000	$ 725,000	
Total Estimated Revenue	**$ 46,940,000**	**$ 2,255,000**	**$ 6,535,000**	**$ 4,325,000**	**$ 13,975,000**	**$ 19,125,000**	**$ 725,000**	

Balance Difference	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

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STORM SYSTEM PROJECTS

Project	Description	Estimated Total Project Cost	Funding Source	2027	2028	2029	2030	2031	2032
Alpensee - Cascade High School	Preliminary engineering report only. Chumstick Road: Replace 84 LF of 18" diameter pipe with 30" diameter pipe	$ 50,000	Stormwater Fund	$ 50,000					
Stormwater Planning	Update Stormwater Plan - consider snow impacts, update projects and code amendments	$ 100,000	General Fund	$ 100,000					
Downtown East	Commercial Ave: Division to 14th - slip line 1159 LF of 18" pipe	$ 250,000	Stormwater Fund			$ 250,000			
Ski Hill - Basin BS-4D	Whitman Street - slip line 829LF of 18" pipe	$ 150,000	Stormwater Fund				$ 150,000		
Total Estimated Cost		**$ 550,000**		**$ 150,000**	**$ -**	**$ 250,000**	**$ 150,000**	**$ -**	**$ -**

REVENUE SOURCES									
General Fund		$ 100,000		$ 100,000	$ -	$ -	$ -	$ -	$ -
Stormwater Fund		$ 450,000		$ 50,000	$ -	$ 250,000	$ 150,000	$ -	$ -
Total Estimated Revenue		**$ 550,000**		**$ 150,000**	**$ -**	**$ 250,000**	**$ 150,000**	**$ -**	**$ -**

Balance Difference		**$ -**		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

PARK IMPROVEMENTS

Project	Description	Estimated Total Project Cost	Funding Source	2027	2028	2029	2030	2031	2032
Waterfront Park Irrigation	Replace irrigation System	$ 100,000	General Fund	$ 100,000					
Lions Club Park Pavilion	Construct new pavilion	$ 300,000	General Fund	$ 300,000					
Waterfront Park	Install restroom facility along trail system near Barn Beach Reserve - vaulted facility (estimate 500-600,000 full facility)	$ 110,000	Lodging Tax	$ 110,000					
Icicle Bridge Parking Lot Improvements	Reduce bank erosion, ADA access to the river, maintaining access to the well fields, reevaluating parking, vault toilet	$ 800,000	General Fund	$ 120,000	$ 680,000				
City Park Master Plan	Master plan for all City parks to determine improvements to be made including pedestrian improvements, park connectivity, structure replacement, expansion opportunities	$ 250,000	General Fund	$ 125,000	$ 125,000				
Osborn Park New Water Source	Add new 2" irrigation line and double-check for park to separate service from the School District.	$ 40,000	General Fund	$ 40,000					
P'squosa Heritage Site	Heritage site/ada improvements to battlement site	$ 1,500,000	General Fund		$ 250,000	$ 1,250,000			
Enchantment Park Playground Equipment	New equipment at enchantment park	$ 1,000,000	General Fund				$ 100,000	$ 900,000	
Pocket Park Development	Poplar Street new residential pocket - planning only	$ 175,000	General Fund				$ 175,000		
Total Estimated Cost		**$ 4,275,000**		**$ 795,000**	**$ 1,055,000**	**$ 1,250,000**	**$ 275,000**	**$ 900,000**	**$ -**

REVENUE SOURCES									
Parking Fund		$ -		$ -	$ -	$ -	$ -	$ -	$ -
General Fund		$ 4,165,000		$ 685,000	$ 1,055,000	$ 1,250,000	$ 275,000	$ 900,000	$ -
Lodging Tax		$ 110,000		$ 110,000	$ -	$ -	$ -	$ -	$ -
Pool Fund		$ -		$ -	$ -	$ -	$ -	$ -	$ -
Total Estimated Revenue		**$ 4,275,000**		**$ 795,000**	**$ 1,055,000**	**$ 1,250,000**	**$ 275,000**	**$ 900,000**	**$ -**

Balance Difference		**$ -**		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

STREET IMPROVEMENTS

City of Leavenworth
2027 - 2032 Capital Improvement Plan
Updated: May, 2026

Project	Description	Estimated Total Project Cost	Funding Source	2027	2028	2029	2030	2031	2032
Front Street Pedestian Plaza	Renovate front street including front street park, pavers, royal lady plaza, utilities, etc.	$ 60,000,000	Lodging Tax	$ 2,000,000	$ 5,000,000	$ 10,000,000	$ 10,000,000	$ 10,000,000	$ 10,000,000
Front Street: Interim Solutions	Address pavement and sidewalk cracking prior to Front Street reconstruction	$ 200,000	Lodging Tax	$ 200,000					
Ski Hill Drive Active Transportation Improvements Phase 2	Construct pedestrian facilities and bicycle lanes from Evans Street to Pine Street	$ 1,175,000	Street Fund	$ 1,175,000					
City-Wide Tourist Wayfinding Signs	Replace existing wayfinding signs	$ 150,000	Lodging Tax	$ 150,000					
Icicle Road Roundabout Gateway Art	Art and landscaping in splitter/center islands of roundabout	$ 150,000	Lodging Tax	$ 150,000					
Residential Street Restoration Program	Asphalt Overlays for Scholze Street - Commercial to Enchantment Way; Benton Street - Ski Hill to Evans; Commercial Street - Division to 14th; Joseph Street	$ 360,000	Street Fund	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Residential Sidewalk Restoration Program	Repair sidewalks, install new sidwalks, provide ADA access to sidewalks City Wide.	$ 240,000	Street Fund	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 40,000
City Wide Road Maintenance & Repair	City wide chip seal including road repairs	$ 1,500,000	TIB	$ 1,500,000					
Sherbourne/Evans - widening	Widen Evans Street for vehicles traveling around curve. Upgrade ADA access and sidewalks.	$ 500,000	TIB	$ 500,000	$ 50,000	$ 450,000			
Autumn Strasse - Ph II	Construction of phase II of Autumn Strasse road including 10' multi use trail. This will connect Chumstick Hwy to Titus Road	$ 3,500,000	CDTC STBG	$ 500,000	$ 3,000,000				
US 2 Highway Tree Replacement	Remove and replace existing trees and associated tree wells, reevaulate and potentially reconstruct irrigation system, reconstruct sidewalk	$ 360,000	Lodging Tax	$ 120,000	$ 120,000	$ 120,000			
Osborne Vicinity Sidewalk Extension/Repairs	Central, Birch, Orchard St Sidwalks	$ 1,000,000	TIB			$ 150,000	$ 850,000		
Ward Strasse/Riverbend Intersection Improvement Planning	Study to determine improvements to intersection	$ 50,000	Street Fund		$ 50,000				
Ward Strasse Sidewalk Extension	Complete sidewalk gaps between Zelt Strasse and US 2	$ 120,000	Street Fund			$ 120,000			
Bike Lane - Front St to 9th St	Install missing sesgmenet of eastbound bike lane. This will require removal of on-street parking/loading zones.	$ 200,000	CDTC STBG			$ 200,000			
Commercial Street - 3rd to 8th Sidewalk Safety Improvements	Construct protective structure for sidewalk snow removal operators	$ 150,000	Street Fund			$ 150,000			
US2 Safety Improvements	Mill St and Ski Hill - Install Ped signal, install 30' missing sidewalk	$ 1,800,000	TIB		$ 250,000	$ 1,550,000			
E LW Rd and Duncan Rd - sidewalk	construct missing sidewalk segment on US2	$ 1,000,000	CDTC STBG			$ 200,000	$ 800,000		
Sidewalk Addition Commercial & Scholze	Construction of new sidewalk to extend existing sidewalk to entrance to Enchantment Park	$ 800,000	TIB			$ 200,000	$ 600,000		
Orchard Street & Sidewalk Addition	Reconstruct Orchard St, add sidewalk, and replace water main from Evans to Pine St.	$ 1,712,000	TIB				$ 200,000	$ 1,512,000	
Pine Street Phase II - Roundabout	Titus Road to Chumstick Hwy: street construction, sidewalk, stormwater, waterline and sewer; Chumstick and Fir Street intersection resolution	$ 6,000,000	CDTC STBG				$ 2,500,000	$ 3,500,000	
Scholze Street Reconstruction Project	Rebuild Scholze St between Enchantmenet Park Way and Joseph St., approx 1000' of road.	$ 1,000,000	TIB				$ 150,000	$ 850,000	
Mine/Mill St Improvements	Pedestrian/bicyle facilities, pavement improvements, etc	$ 1,000,000	TIB					$ 150,000	$ 850,000
Total Estimated Cost		**$ 82,967,000**		**$ 6,395,000**	**$ 8,570,000**	**$ 13,240,000**	**$ 15,200,000**	**$ 16,112,000**	**$ 10,950,000**

REVENUE SOURCES								
CDTC STBG	$ 10,700,000.00		$ 500,000	$ 3,000,000	$ 400,000	$ 3,300,000	$ 3,500,000	$ -
TIB	$ 9,812,000.00		$ 2,000,000	$ 300,000	$ 2,350,000	$ 1,800,000	$ 2,512,000	$ 850,000
Street Fund	$ 2,095,000.00		$ 1,275,000	$ 150,000	$ 370,000	$ 100,000	$ 100,000	$ 100,000

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Lodging Tax		$ 47,860,000.00		$ 2,620,000	$ 5,120,000	$ 10,120,000	$ 10,000,000	$ 10,000,000	$ 10,000,000
Total Estimated Revenue		**$ 70,467,000.00**		**$ 6,395,000.00**	**$ 8,570,000.00**	**$ 13,240,000.00**	**$ 15,200,000.00**	**$ 16,112,000.00**	**$ 10,950,000.00**
Balance Difference		**$ (12,500,000.00)**		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

PARKING LOT IMPROVEMENTS									
Project	**Description**	**Estimated Total Project Cost**	**Funding Source**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**
Parking Study Improvements	Way finding signs	$ 100,000	Parking Fund	$ 100,000					
Develop waterfront park lot	Regrade, pave and install bathrooms at the waterferont park.	$ 1,000,000	Parking Fund	$ 200,000	$ 800,000				
Parking Garage	Parking structure to increase parking capacity	$ 25,000,000	Parking Fund	$ 2,500,000	$ 22,500,000				
Total Estimated Cost		**$ 26,100,000**		**$ 2,800,000**	**$ 23,300,000**	**$ -**	**$ -**	**$ -**	**$ -**
REVENUE SOURCES									
Parking Fund		$ 26,100,000		$ 2,800,000	$ 23,300,000	$ -	$ -	$ -	$ -
TBD		$ -		$ -	$ -	$ -	$ -	$ -	$ -
Total Estimated Revenue		**$ 26,100,000**		**$ 2,800,000**	**$ 23,300,000**	**$ -**	**$ -**	**$ -**	**$ -**
Balance Difference		**$ -**		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

GRAND TOTAL OF ALL PROJECTS		**$ 254,452,000**		**$ 17,505,000**	**$ 46,410,000**	**$ 27,615,000**	**$ 60,450,000**	**$ 57,647,000**	**$ 32,325,000**

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20-Year CIP List
2031-2045 Capital Improvement Projects

SANITARY SEWER SYSTEM PROJECTS							
Project	**Description**	**Estimated Total Project Cost**	**Funding Source**	**2031**	**2032**	**2033**	**2042-2045**
Waste Water Treatement Facility	Install a new filtration system and new water retention basins as determined by the GSP.	$ 40,000,000.00	Wastewater Fund, TBD				$ 40,000,000.00
General Sewer Plan Update	Required update.	$ 150,000.00					$ 150,000.00
Total Estimated Cost		**$ 40,150,000**		**$ -**	**$ -**	**$ -**	**$ 40,150,000**

WATER SYSTEM PROJECTS							
Project	**Description**	**Estimated Total Project Cost**	**Funding Source**	**2031**	**2032**	**2033**	**2034-2045**
Water Treatment Plan Improvements*		$ 2,100,000.00		$ 700,000.00	$ 700,000.00	$ 700,000.00	
WTP Stair System at Intake*		$ 70,000.00		$ 70,000.00			
Water Treatment Plant Upgrade	Upgrade water treatment plant	$ 30,000,000.00	Water Fund				$ 30,000,000.00
Wellfield Improvements*	Additional Well at Current Wellfield Site/New Wellfield Feasibility	$ 100,000.00				$ 100,000.00	
New Storage Reservoir*		$ 2,000,000.00					$ 2,000,000.00
Wellfield Improvements	Establish a new wellfield	$ 20,000,000.00	Water Fund				$ 20,000,000.00
Distribution System Improvements*	Commercial Street from 3rd Street to 8th Street	$ 1,140,000.00				$ 1,140,000.00	
Distribution System Improvements*	East Leavenworth Road from Dye Road to Highway 2	$ 1,390,000.00					$ 1,390,000.00
Distribution System Improvements*	Cedar Street Looping	$ 202,000.00				$ 202,000.00	
Distribution System Improvements*	Titus Road to Cascade High School	$ 42,000.00		$ 42,000.00			
Distribution System Improvements*	East Leavenworth Road from Icicle Road to Sundog Lane, Section 1	$ 4,159,000.00			$ 4,159,000.00		
Distribution System Improvements*	East Leavenworth Road from Icicle Road to Sundog Lane, Section 2	$ 3,558,000.00				$ 3,558,000.00	
Distribution System Improvements*	Front Street Looping	$ 458,000.00					$ 458,000.00
Distribution System Improvements*	Titus Road from Titus PRV Station to Cedar Street	$ 760,000.00					$ 760,000.00
Operation and Maintenance*	Yearly valve replacement	$ 885,000.00		$ 295,000.00	$ 295,000.00	$ 295,000.00	
Water System Plan Update*		$ 160,000.00				$ 160,000.00	
New Zones (3 and 4)*		$ 7,820,000.00					$ 7,820,000.00
Total Estimated Cost		**$ 74,844,000**		**$ 1,107,000**	**$ 5,154,000**	**$ 6,155,000**	**$ 62,428,000**

*from the 2025 Draft Water System Plan, may be amended to reflect final adopted plan

STREET IMPROVEMENTS							
Project	**Description**	**Estimated Total Project Cost**	**Funding Source**	**2031**	**2032**	**2033**	**2034-2045**

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ADA Transition Plan	Prepare and implement an ADA transition plan, including evaluation of all City-owned off-street parking facilities.	TBD		x			
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.	TBD		x			
US 2/Ski Hill Drive Intersection Improvements	Install traffic control at US 2 and Ski Hill Drive to improve LOS and improve safety for bicyclists and pedestrians.	TBD			x		
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	TBD			x		
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.	TBD				x	
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.	TBD				x	
US 2 Eastbound Bicycle Lane	In cooperation with Washington Department of Transportation and Chelan-Douglas Transportation Council, conduct a study and planning exercise to identify necessary projects to improve pedestrian, bicycle, ADA safety, access and use of US Hwy 2 and City collector streets. This also includes identifying projects that improve neighborhood connectivity.	TBD				x	
Orchard Street Sidewalks	Construct a new sidewalk on east side of Orchard Street to extend Safe Walk to School to Alpine Lakes School, including illumination.	TBD					x
Support Improved Transit Connections	Partner with LINK Transit to increase transit frequency, specifically during off-peak travel times to better accommodate service industry employees.	TBD					x
Construct Missing Pedestrian and Bicycle Connections	Construct missing sidewalks, activity trails, and bicycle facilities to improve multimodal LOS and increase safety.	TBD					x

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8th Street Improvements	Reconstruct 8th Street, including curb replacement, sidewalk, and illumination, from Front Street to Commercial Street.	TBD					x
Division Street Reconstruction	Reconstruct Division Street, including sidewalks, curb, gutter, and street illumination, from Commercial Street to the Wenatchee River Institute.	TBD					x
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.	TBD					x
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.	TBD					x
Total Estimated Cost		**$ -**		**$ -**	**$ -**	**$ -**	**$ -**
x = to be determined							

APPENDIX F: TRANSPORTATION

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This appendix includes supporting documentation for the Transportation Element, including the methodology for measuring and evaluating multimodal level of service, and analysis of current conditions.

F.1 ROAD CLASSIFICATION

Leavenworth's current transportation element defines four classes of roadways, which are described in Exhibit 1. These definitions are based on the traffic volume that utilizes the roadway and the destinations to which the roadway connects (i.e. Major Arterials connect major facilities and destinations, while local streets are intended to provide access to residential areas). These functional classes are used to define who a roadway is designed to accommodate, how it should be designed, and the role it plays in the City's transportation system.

The 2026 transportation element adds a fifth classification, Pedestrian, for streets that have been designated as pedestrian only.

A map of the City's road classifications is in Exhibit 2.

Exhibit 1. Road classification descriptions

Classification	Future Average Daily Traffic Volume	Description
Major Arterial	More than 5,000	Inter-community roadways connecting community centers or major facilities. Major arterials are generally intended to serve predominately "through" traffic with minimum direct service to abutting land uses. The minimum right-of-way width is typically 80 feet. No parking is usually allowed within the right-of-way. At volumes over 20,000 ADT these streets are generally five lanes wide with two through lanes in each direction and a two-way left-turn lane. Other channelization such as turn lanes at intersections is also provided as needed.
Secondary Arterial	1,500 to 10,000	Provides for intra-community travel for areas bounded by the major arterial system. Secondary arterials serve trips of moderate length and provide more direct access to abutting properties than major arterials. The minimum right-of-way width is typically 60 feet. Traffic lanes vary in width based upon traffic volume, design speed and the context of the roadway environment. Parking may be allowed, and parking lanes are typically 8-10 feet wide.
Collector	500 to 2,000	Provides for movement within a community, including connecting neighborhoods with smaller community centers. Collectors also provide connections to secondary and major arterials. Property access is generally a high

		priority for collectors, with a lower priority for through traffic movements. The minimum right-of-way width is typically 60 feet. Traffic lanes are at least 10 feet wide and parking lanes are 8 feet minimum. One through lane is provided in each direction, with parking and channelization as necessary.
Local Streets	Less than 1,000	Provides access to abutting properties and include a variety of designs to match the surrounding land uses.
Pedestrian	Limited	Designed and designated primarily for pedestrian use. A limited amount of vehicle traffic is allowed for specific uses, such as deliveries or construction.

F.2 MULTIMODAL LEVEL OF SERVICE METHODOLOGY AND EVALUATION

This section provides detailed methodology for measuring and evaluating multimodal level of service (LOS) standards adopted in the Transportation Element. The procedures in this appendix describe how LOS is calculated, how deficiencies are identified, and how results inform concurrency, capital planning, and the annual multimodal performance review. An evaluation of current conditions is provided for each mode of travel.

AUTOMOBILE LEVEL OF SERVICE METHODOLOGY

This section contains excerpts and maps from the 2020 Transportation Element Appendix as noted.

BACKGROUND

The operations of roadway facilities are described with the term level of service. Level of Service (LOS) is a qualitative description of traffic flow based on factors including speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, the best operating conditions, to LOS F, the worst operating conditions. LOS E represents “at-capacity” operations. When traffic volumes exceed the capacity, stop-and-go conditions result, and operations are designated as LOS F.

Exhibit 3 summarizes the relationship between the average control delay per vehicle and LOS, described above, for signalized intersections and unsignalized intersections.

Exhibit 2. Road classification map

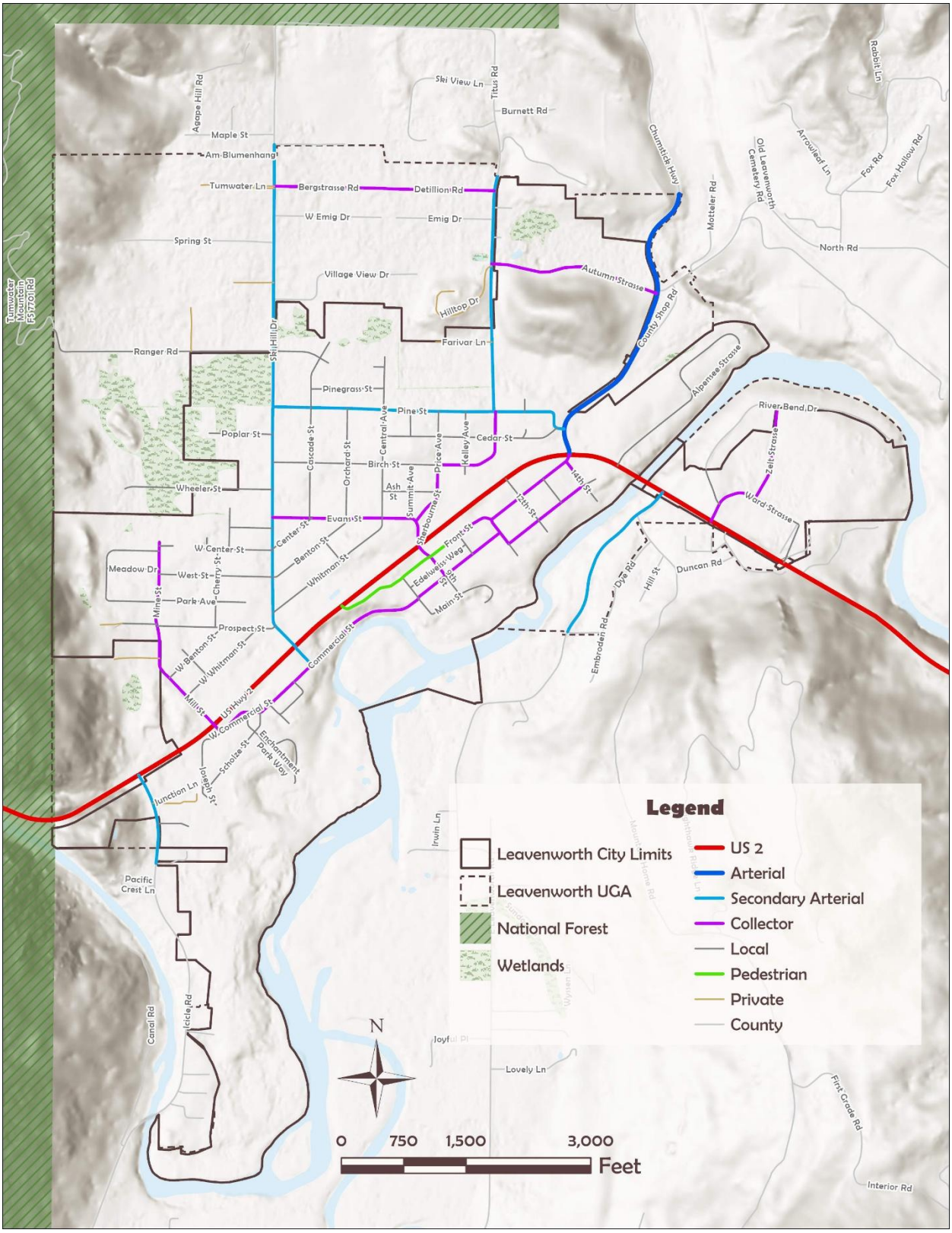


Exhibit 3. LOS descriptions

Level of Service	Description	Signalized Intersection Delay (seconds/vehicle)	Unsignalized Intersection Delay (seconds/vehicle)
A	Free flowing conditions	<10	0-10
B	Stable flows (slight delay)	>10-20	> 10-15
C	Stable flows (acceptable delays)	>20-35	> 15-25
D	Approaching Unstable Flow (tolerable delays)	>35-55	>25-35
E	Unstable flow (intolerable delays)	>55-80	>35-50
F	Forced flow (congestion and queues fail to clear)	>80	>50

Source: Highway Capacity Manual 6th Edition

LEVEL OF SERVICE STANDARDS

Because of Leavenworth's tourism economy and location along US 2, traffic patterns differ significantly between weekdays and summer weekends. Weekday traffic is characterized by local trips and light traffic, while weekends bring heavy visitor volumes. Weekend congestion disrupts local streets and regional traffic, making travel difficult for local residents and emergency response.

To reflect the differences in traffic, Leavenworth adopted LOS standards for both weekday peak hour and weekend, shown in Exhibit 4. Intersections that do not meet the LOS standards are considered deficient.

Exhibit 4. Automobile LOS standards

City Streets	US 2
Weekday Standard: LOS D or better. **Summer Weekend Standard:** LOS F acceptable only when delay remains less than 100 seconds (signalized) or 70 seconds (unsignalized).	LOS D; however, concurrency requirements do not apply to highways of state-wide significance, per RCW 36.70A.070(6).

EVALUATION PROCESS

The LOS evaluation for the 2026 update builds on data prepared for the 2020 Transportation Element (TE) update, along with 2023 and 2050 traffic volumes from the Chelan-Douglas Transportation Council (CDTC) countywide travel demand model. The CDTC model data was used primarily to confirm whether the LOS findings from the 2020 TE remain valid under

current and projected conditions. A key difference between this data is the timeframe. The 2020 TE forecast traffic to 2040, and the CDTC model forecasts traffic to 2050.

A comparison of traffic volumes between 2020 and 2023 shows that volumes at most studied intersections remain similar, indicating that the 2020 LOS determinations are still representative of 2026 conditions.

When comparing the 2040 and 2050 forecasts, some intersections show lower 2050 volumes, some are similar, and some are 20% or more higher. Given the 10-year difference in forecast horizons and the transportation improvements that have been completed or are planned, the 2040 LOS determinations from the 2020 TE will be carried forward for this update.

Methodology (excerpt from 2020 Transportation Element Appendix)
To evaluate how study intersections are performing, the Highway Capacity Manual, 6th Edition (HCM) methodology was applied using the Trafficware Synchro 10 software package. Synchro calculates vehicle delay and LOS based on procedures identified in Chapter 19 Section 3, Approach A. Per HCM 6th Edition methodology, LOS at signalized and all-way-stop control intersections is determined using the average delay experienced by all vehicles at the intersection. For side-street stop-controlled intersections, the delay experience by vehicles at the highest-delay approach is considered.

Current conditions LOS determination method (excerpt from 2020 Transportation Element Appendix)
Analysis for existing conditions was completed using data collected in August 2019 as part of the US 2 Upper Wenatchee Valley Transportation Corridor Study. The exception to this is Pine Street and Ski Hill Drive, the counts for which were collected in 2008 as part of the previous Leavenworth Transportation Element. For this assessment, analysis was completed for the PM peak hour on a typical weekday and a summer Friday. The peak hour was identified for the 8 study intersections and 6 roadway segments based on the PM peak period (4:00 to 6:00 PM) counts collected by Fehr & Peers.

The reason count data from previous years were used rather than collecting data in the summer of 2020 was the COVID-19 pandemic, which has caused a temporary but substantial decrease in travel within the City of Leavenworth that is not representative of normal traffic conditions. To estimate 2020 traffic volume under the different conditions, the following adjustments were made:

- **Adjusting Friday Counts to Typical Weekday**: Traffic volume data for the typical weekday PM peak hour was not collected in 2019; therefore, an adjustment factor was developed based on historical data available for US 2 intersections. This included several traffic studies completed for the City in recent years that looked at both typical weekday and weekend conditions. By comparing volume during the two time periods it was determined that on average traffic is 65% lower during the typical weekday PM peak hour than a summer weekend. This adjustment was applied to data collected on a summer weekend to reflect typical weekday conditions.
- **Adjusting Non-Friday counts to Friday**: The count for the intersection of Pine Street and Ski Hill Drive was performed on a typical weekday in 2008. To bring this

intersection in line with the other counts collected in 2019, study intersection counts taken in 2008 were compared to counts taken in 2019 at the same intersections. It was found that the average annual growth rate needed to grow these 2008 non-Friday counts to 2019 Friday conditions was 2% per year for non-US 2 intersections. This annual growth rate was applied to the intersection of Pine Street and Ski Hill Drive to adjust the count to reflect volume in 2019, then the volumes at this intersection were balanced against adjacent intersections to confirm the volumes were reasonable.

- **Growing Volumes from 2019 to 2020**: Because all volumes were based on a 2019 summer Friday, it was necessary to grow these volumes into approximate 2020 summer Friday traffic under normal conditions. An annual volume growth rate of 1% was calculated based on Chelan County's average population growth. This is consistent with how volumes were grown in similar calculations performed in the Chelan County Transportation Element. This 1% annual growth rate was applied to all intersection counts to reflect 2020 conditions. In the case of the intersection of Pine Street and Ski Hill Drive, the 2% annual growth rate used before was applied here to grow the intersection one more year, from 2019 to 2020 conditions.
- **Adjusting Volumes from August to July Conditions**: To confirm that volumes being used for analysis represented peak conditions within Leavenworth, volume conditions in July and August were compared to determine the peak month and check if the counts taken in August 2019 needed to be adjusted to July conditions. Daily traffic counts collected by WSDOT along US 2 near Leavenworth were compared for weekends in July and August. It was found that August daily volumes on weekends were 1.5% lower on average when compared to July weekend volumes. As such, the volume counts at all US 2 intersections were further grown by 1.5% to approximately July 2020 traffic under normal conditions.

2040 conditions LOS determination method (excerpt from 2020 Transportation Element Appendix)

To determine future traffic growth on US 2 and local roadways within Leavenworth, annual growth rates were derived from anticipated population growth within both Chelan County and Leavenworth. This was consistent with the method for determining traffic growth used in the Chelan County Transportation Element (2017), and with the method used previously to grow 2019 volume counts to 2020 conditions.

Based on this method, the following growth rates were estimated:

- Along US 2/Chumstick Highway: 1% annual traffic growth based on Chelan County's annual population growth.
- All other intersections/minor approaches at US 2 intersections: 0.5% annual traffic growth based on the City of Leavenworth's annual population growth.

These growth rates were used to grow observed traffic on a typical weekday summer Friday evening peak hour in 2020 existing conditions to 2040 forecasted conditions. In addition to applying this growth rate, the following known developments were assessed to determine future traffic impacts:

- Leavenworth Adventure Park

- Leavenworth Haus Apartments
- McDevitt Housing Development (Alpenglow)

Trips generated by Leavenworth Adventure Park and McDevitt Housing Development (Alpenglow) were taken from their respective traffic impact analyses, performed by RBT Consultants and Transportation Engineering Northwest respectively. Trips generated by Leavenworth Haus Apartments were calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th edition. The trips for all planned developments were then distributed throughout the Leavenworth roadway network to estimate potential volume increase at each of the study intersections. Once the intersection traffic growth due to these developments was known, it could be compared to the forecasted growth at intersections throughout the study area. The forecast was then adjusted where needed to ensure that growth resulting from these developments was accounted for in the 2040 traffic forecast.

CURRENT AND FUTURE CONDITIONS

The results of the traffic analysis indicate that in 2040, all study intersections will operate within the LOS standards during the weekday (Exhibit 5). During the weekend, two study intersection will operate below the weekend LOS standard (Exhibit 6). However, planned capacity improvements at and around the study intersections may improve LOS function.

Exhibit 5. Weekday traffic conditions

Studied Intersection	2020 LOS	2040 LOS	Traffic Control
US 2 and Icicle Road	C	N/A[1]	Roundabout
US 2 and Ski Hill Drive	B	C	TWSC[2]
US 2 and 9th Street	B	C	Signal
US 2 and Chumstick Highway	B	C	Signal
US 2 and Riverbend Drive	A	A	Signal
Ski Hill Drive and Pine Street	A	A	TWSC

1. This two way stop controlled intersection was replaced by a roundabout. The new intersection is presumed to operate within LOS standards in 2040.
2. Two way stop control

Exhibit 6. Summer weekend traffic conditions

Studied Intersection	2020 LOS	2040 LOS	Traffic Control
US 2 and Icicle Road	C	N/A[1]	Roundabout
US 2 and Ski Hill Drive	E	F (212 second delay)	TWSC[2]
US 2 and 9th Street	D	E	Signal
US 2 and Chumstick Highway	F	F (138 second delay)	Signal
US 2 and Riverbend Drive	B	D	Signal
Ski Hill Drive and Pine Street	A	A	TWSC

1. This two way stop controlled intersection was replaced by a roundabout. The new intersection is presumed to operate within LOS standards in 2040.
2. Two way stop control

Exhibit 7. Planned capacity improvements

Studied Intersection	Planned Capacity Improvements
US 2 and Icicle Road	Stop controlled intersection replaced with roundabout.
US 2 and Ski Hill Dr	Project in 6-year TIP to install signals which will improve LOS.
US 2 and 9th St	Planned pedestrian underpass may alleviate some congestion caused by pedestrians using the RRFB crossing to the east.
US 2 and Chumstick Highway	New road access from Chumstick Road to Titus Road (Autumn Strasse) and improvements to the Pine Street intersection may alleviate some congestion at the intersection.
US 2 and Riverbend Drive	Project in 6-year TIP to perform a planning study to develop intersection improvements.
Ski Hill Drive and Pine Street	None

The 2020 analysis of summer weekend traffic found that modeled conditions at some intersections appeared better than what was observed in the field. Several factors may have contributed to the discrepancy, including:

- Spillback between intersections due to queueing and congestion
- Congestion on US 2 limits the number of vehicles that are captured in the counts to the vehicles that can make it through the intersection during the peak hour
- US 2 is an active corridor with on-street parking and a high number of pedestrians crossing, which can create delay between intersections that is not captured in the LOS analysis.

EVALUATION METHOD

At each ten year periodic update and five year review, if needed, the City will collect traffic data to update the LOS analysis. New developments will conduct traffic impact analysis as required by the City. All studies will be performed according to the methodology in the most current version of the HCM.

BICYCLE LEVEL OF SERVICE METHODOLOGY

BACKGROUND

Bicycle level of service is based on the concept of "Level of Traffic Stress" (LTS), which measures how comfortable bicyclists of different skill levels feel using a facility (see Exhibit 8). The City's standard of LTS 2 on primary routes means facilities should be comfortable for adult riders.

The level of service for a bicycle segment or corridor is evaluated based on:

- Its Level of Traffic Stress (LTS) rating, and
- Its role within the primary bicycle network, and
- Its connectivity to key destinations

Exhibit 8. Bicycle LTS descriptions

LTS	Description
1	High comfort for all
2	High comfort for adults
3	Increasing stress for most
4	Strong and experienced riders only

LEVEL OF TRAFFIC STRESS CRITERIA

To determine the LTS in Leavenworth, the facility type is compared to an indicator and speed. Exhibit 9 provides a matrix for determining LTS.

Exhibit 9. Bicycle LTS rating matrix

Facility Type	Indicator	≤ 20 MPH	25 MPH	30 MPH	40 MPH	50 MPH
Activity Trails	> 10 ft buffer from travel lanes	1	1	1	1	1
	<10 ft buffer from travel lanes	1	1	2	2	3
2-3 lane street	≤750 ADT	1	1	2	3	4
	751-1,500 ADT	1	2	3	4	4
	1,501-3,000 ADT	2	2	2	3	4
	> 3,000 ADT	2	3	3	4	4
2-3 lane street with painted bike lanes	≤1,500 ADT	1	1	2	3	4
	1,501-3,000 ADT	1	2	2	3	4
	3,000-5,000 ADT	2	2	2	3	4
	5,000-7,000 ADT	2	2	3	4	4
	> 7,000 ADT	3	3	4	4	4
2-3 lane street with protected[1] bike lanes	<7,000 ADT	1	1	1	2	3
	≥7,000 ADT	1	1	2	2	3

1. A protected bike lane has a physical barrier between the bicyclist and vehicle, such as medians, curbs, shrubs, or other items.

BICYCLE LOS STANDARDS

Leavenworth aims to achieve the following LOS standards for bicycle facilities:

- 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.

Ideally, Leavenworth would achieve LTS 1 on all streets. However, due to right of way restrictions, traffic levels, and other elements, not all streets in Leavenworth can support LTS 1. Exhibit 10 provides the target LTS for different street types. Exceptions may apply based on specific situations.

Exhibit 10. Bicycle LOS standards

Street Type	LTS Target
Any street within ¼ mile of a school	**1**
Arterials	**2**
Higher volume secondary arterials and collectors	**2**
Lower volume secondary arterials and collectors	**1**
Local Streets	**1**

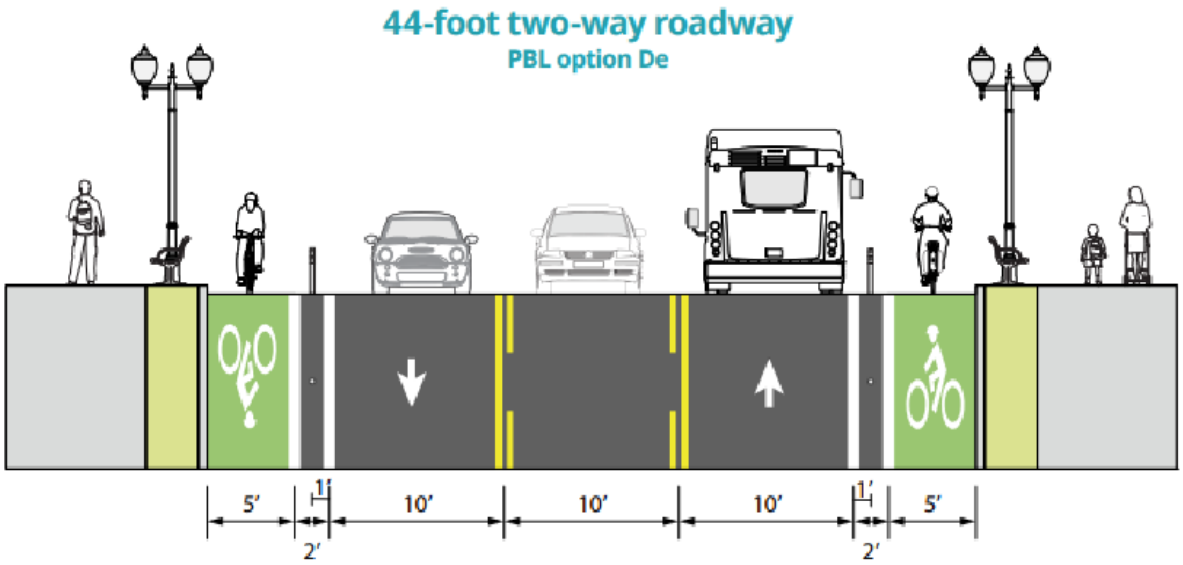
CURRENT CONDITIONS AND RECOMMENDATIONS

Exhibit 11. Current LTS conditions

Road Type	Current Conditions and Recommendations
US 2	**Current Conditions:** Dedicated bicycle lanes on US 2 are separated from the travel lanes by a solid white stripe. Street parking is not allowed on US 2 except for one eastbound section, from Front Street to 9th Street, which allows parking and does not have a bike lane. Bicyclists are directed to Front Street, a pedestrian-only street. **Current LTS**: 3-4 **Recommendations:** US 2 has limited right of way to create a fully separated bicycle lane. Focus should be on countermeasures that will increase safety of bicyclists while remaining within the confines of the right of way, such as: • Wider painted buffer • Painted bike lane • Maintaining high pavement rating • Traffic calming • Protected lane with barriers such as curbs or delineators (See Exhibit 12)

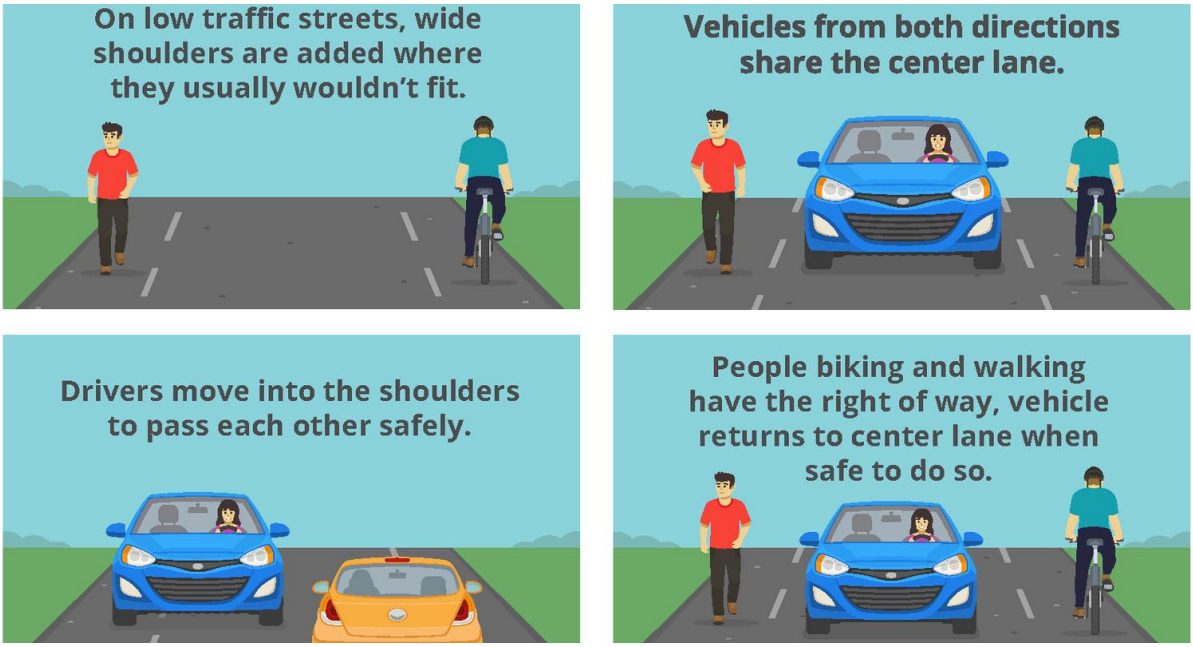
	• Bicycle signals or advanced stop lanes • Install missing segment of eastbound bike lane
Arterials	**Current Conditions:** Chumstick Highway has no marked bicycle lanes. The portion of the Chumstick Highway immediately north of US 2 has a sidewalk leading into a buffered activity trail that ends at city limits. **Current LTS**: Activity trail portion – LTS 1; Sidewalk portion – LTS 3 **Recommendations:** None – improvements are proposed as part of the Pine Street intersection reconstruction that will construct additional activity trail.
Secondary Arterials and Collectors	**Current Conditions:** Dedicated bicycle lanes on Ski Hill Drive are separated from the travel lanes by a solid white stripe. An activity trail runs parallel to Pine Street. There are no bicycle facilities on Icicle Road or any collectors. Collectors are mostly lower volume roads with 25 mph speed limit. **Current LTS**: Ski Hill Drive – LTS 2; Pine Street – LTS 1; Icicle Road – LTS 3; Collectors – LTS 2 **Recommendations:** Install protected or separated bicycle lanes on Icicle Road, Ski Hill Drive, and higher volume collectors.
Local Roads	**Current Conditions:** No bicycle lanes are present, but most local roads are low volume with 25 mph speed limit. **Current LTS**: Low volume streets – LTS 1; Higher volume streets – LTS 2 **Recommendations:** Consider developing shared street standards for low volume roadways that could support connectivity, such as sharrows or advisory bike lanes and shoulders, illustrated in Exhibit 13.

Exhibit 12. Example of a protected bike lane



Source: Portland Bureau of Transportation, Portland Protected Bicycle Lane Planning and Design Guidance

Exhibit 13. Advisory bike lanes and shoulders



Source: https://www.portland.gov/transportation/pbot-projects/construction/advisory-shoulders-bike-lanes-multiple-locations

PEDESTRIAN LEVEL OF SERVICE METHODOLOGY

BACKGROUND

Pedestrian level of service evaluates the quality of the walking environment based on facility width, connectivity, accessibility, and safety. Standards vary by roadway classification to reflect different pedestrian demands and contexts. The standards the City aims to meet are described below.

A pedestrian segment or crossing is deficient if it:

- Does not meet minimum sidewalk width standards,
- Has missing sidewalks in areas requiring full coverage,
- Includes non-compliant ADA ramps, or
- Exceeds adopted crossing spacing thresholds.

SIDEWALK WIDTH STANDARDS

The width of a sidewalk excludes furniture (light poles, signs, trees), building frontage, and curb. Minimum clear widths are provided in Exhibit 14.

Exhibit 14. Sidewalk clear widths

Classification	Minimum Clear Width	Context
US 2	8 feet	High pedestrian volumes, commercial areas
Local Streets	5 feet	Residential areas, lower demand, lower volume
Activity Trail	8+ feet	Multiple users

Exceptions to the clear width include:

- Constrained locations (existing development): 4-foot minimum acceptable with planned future improvements
- Commercial areas: Consider sidewalks (8-12+ feet) to accommodate window shopping, outdoor dining
- Front Street from US 2 to 10th Street: This portion of the street has been designated as a pedestrian only street.

SIDEWALK COVERAGE STANDARDS

Coverage standards are based on the type of street and location, as described in Exhibit 15.

Exhibit 15. Sidewalk coverage standards

	Coverage Standard
Areas requiring continuous sidewalks on both sides:	• US 2 corridor • All arterials and collectors • Within ¼ mile of schools • Within ¼ mile of transit stops • Commercial areas • High density areas
Areas requiring sidewalks on one side or shared facilities:	• Low-density residential with ADT < 750 • Areas with limited or no frontage development • Areas suitable for a shared use roadway
Regional priority:	• 100% completion of planned regional pathways

ADA COMPLIANCE STANDARDS

All pedestrian facilities must comply with current ADA standards that will be described in the ADA Transition Plan, when completed.

CROSSING STANDARDS

Intersections are where most vehicle-pedestrian fatalities and crashes occur. Providing safe crossings is integral to developing a high-quality pedestrian system.

Exhibit 16 provides standards for intersection crossings.

Exhibit 16. Crossing standards

Crossing element	Standard
Crossing location standards:	• Enhanced crossings on all legs of intersecting federally classified roads and US 2 (CDTC 2050). • No vehicle-pedestrian collisions.
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
Signal timing standards:	• Walking speed assumption: 3.5 feet/second • Start-up interval: Minimum 7 seconds • Accessible pedestrian signals (APS) at all new/upgraded signals • Leading pedestrian interval at low visibility intersections or where turning movements are allowed during the walk signal

Exhibit 17 provides an example of crossing treatments and their general applicability. On US 2, crossing treatments selection should be based on impacts to pedestrian safety and traffic congestion. For example, HAWK signals were installed and then removed from US 2 because they increased traffic congestion.

Exhibit 17. Crossing treatment examples and general applicability

Treatment Type	Best Use of Application
High-visibility markings	All crossings in high use pedestrian areas, along US 2 or activity trails, on intersections with major or minor collectors, and near schools and parks
Rectangular Rapid Flashing Beacons (RRFB)	Unsignalized crossings on roadways with speed >30 mph or ADT >5,000
HAWK signals	Unsignalized crossings with high pedestrian volumes (>20/hour peak)
Median refuge islands	Multi-lane crossings where space permits
Curb extensions	Locations with on-street parking to improve visibility

PEDESTRIAN COMFORT AND AMENITIES

Pedestrian comfort is an important component of a well-designed pedestrian system. Exhibit 18 provides standards for pedestrian comfort and amenities.

Exhibit 18. Pedestrian comfort and amenities

Element	Standard
Lighting	• Pedestrian-scale lighting (12-15 feet height) on arterials and collectors • Lighting at all marked crossings • Target: 1-3 foot-candles maintained
Comfort	• Street trees or landscaping providing buffer from traffic on arterials • Benches near transit stops, downtown, and key destinations • Trash receptacles in downtown core and neat transit stops

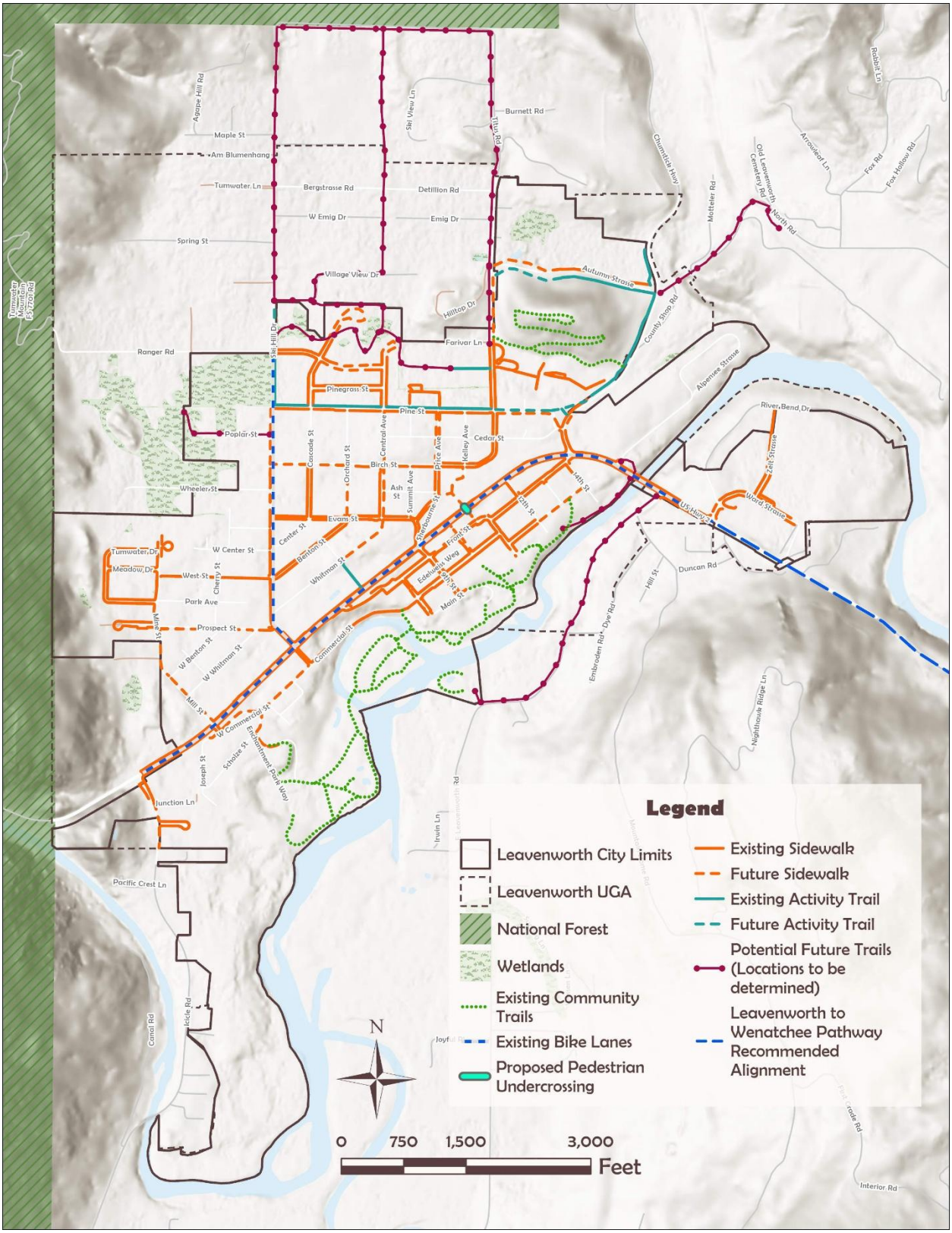
CURRENT CONDITIONS

The current condition of pedestrian treatments at intersections is listed in Exhibit 19. The ADA Transition Plan, when completed, will address ADA compliance. The current and proposed location of sidewalks and activity trails is shown in Exhibit 20.

Exhibit 19. Current pedestrian crossing conditions

Intersection	Crossing Type
US 2 & Mill Street	Signed marked crosswalk
US 2 & Ski Hill Drive	Signed marked crosswalk
US 2 & Front Street	Signalized intersection
US 2 & Evans/9th Street	Signalized intersection
US 2 at Leavenworth Park & Ride	Solar powered Rectangular Rapid Flashing Beacon (RRFB)
US & Chumstick Highway	Signalized intersection
US 2 & River Bend Drive	Signalized intersection
Minor Arterial and Collector Crossings	Most intersections have marked or inlaid crossings
Local Streets	Unmarked crossings, except at intersections with minor arterials and collectors or near schools

Exhibit 20. Existing and future sidewalk and activity trail locations



TRANSIT LEVEL OF SERVICE METHODOLOGY

Transit LOS focuses on elements within the City's influence: stop amenities, accessible pedestrian and bicycle access, and coordination with Link Transit. The City does not control routing, frequency, or fare structure. See Exhibit 21 for a description of transit roles.

The LOS methodology focuses on the City's roles while acknowledging the importance of coordinating with Link Transit on service quality.

Exhibit 21. Transit roles

Link Transit Role	City Role
• Shared responsibility for transit stop amenities (shelters, benches, lighting) • Route alignments and service frequency • Schedule and on-time performance • Vehicle operations and maintenance • Fare structure	• Shared responsibility for transit stop amenities (shelters, benches, lighting) • Pedestrian and bicycle infrastructure connecting to stops • Coordination and advocacy with Link Transit • Land use decisions that support transit-oriented development

STOP AMENITY STANDARDS

Standards for stop amenities are based on stop use. A High-Use Stop is a stop at a park-and-ride or stops that average more than 20 daily boardings. A Low-Use Stop is any stop that is not high-use. Desired and required amenities are described in Exhibit 22. Stops that do not include the required amenities are considered deficient.

Exhibit 22. Required amenities by stop type

Amenity	High-Use Stops	Low-Use Stops
Shelter	Required	Desired
Bench	Required	Required
Lighting	Required	Required
Trash receptacle	Required	Desired
Wayfinding signage	Required	Required
Route/schedule info	Required	Required
ADA accessibility	Required	Required

CURRENT CONDITIONS

Currently, almost all bus stops have the required amenities, except for wayfinding signage which will be addressed in a separate city-wide initiative. See Exhibit 23 for an inventory of amenities. ADA accessibility will be evaluated in the City's ADA Transition Plan and is not addressed in the table below.

Exhibit 23. Existing bus stop amenities

Stop	Existing Amenities	Needed Amenities
Eastbound		
Icicle Quick Stop	Lighting, route/schedule info	Bench, Wayfinding signage
Howard Johnson Hotel	Lighting, route/schedule info	Bench, Wayfinding signage
Front Street Park	Bench, lighting, trash receptacle, route/schedule info	Wayfinding signage
Leavenworth Park & Ride	Shelter, bench, lighting, trash receptacle, route/schedule info	Wayfinding signage
McDonalds	Lighting, route/schedule info	Bench, Wayfinding signage
Wilkommen Park & Ride	Shelter, bench, lighting, trash receptacle, route/schedule info, restroom	Wayfinding signage
Westbound		
Wilkommen Park & Ride	Shelter, bench, lighting, trash receptacle, route/schedule info, restroom	Wayfinding signage
McDonalds	Lighting, route/schedule info	Bench, Wayfinding signage
Leavenworth Park & Ride	Shelter, bench, lighting, trash receptacle, route/schedule info	Wayfinding signage
City Hall	Shelter, bench, lighting, trash receptacle, route/schedule info	Wayfinding signage
Glacier Parking Lot	Shelter, bench, lighting, trash receptacle, route/schedule info, restroom	Wayfinding signage

ENVIRONMENTAL JUSTICE EVALUATION

PURPOSE

The environmental justice (EJ) evaluation ensures transportation investments equitably serve all residents, particularly those with limited transportation options, lower incomes, and/or other disadvantages. EJ findings are incorporated into multimodal LOS evaluation by identifying where facilities in EJ areas fail to meet LOS standards and prioritizing corrective investments.

METHODOLOGY

Step 1: Identify Population and Geographic Areas

- Map locations of subsidized housing, multifamily residential
- Identify Census block groups with:
    - Higher than city average percentage below 200% poverty level
    - Higher than city average percentage over 65 years old

  - Higher than city average percentage under 18 years old
  - Higher than city average percentage with disabilities
  - Zero-vehicle households

Step 2: Evaluate Access to Opportunities

- Map pedestrian/bicycle network connectivity from identified areas to:
  - Grocery stores and essential retail
  - Medical facilities
  - Schools
  - Employment centers
  - Transit stops
  - Parks and recreation

Step 3: Assess Investment Distribution

- Review 6-year TIP project list
- Calculate percentage of pedestrian/bicycle/transit improvements serving identified areas
- Ensure proportional or greater investment in areas with higher transportation disadvantage

Step 4: Project-Level EJ Screening

- For major projects, evaluate:
  - Who benefits from the improvement?
  - Are there disproportionate negative impacts on disadvantaged?
  - Does the project improve or worsen access for transportation-disadvantaged?

Mapping of disadvantaged areas and proportional investment analysis will be completed during the next TIP cycle.

REPORTING

Include environmental justice considerations in annual TIP updates and comprehensive plan monitoring.

RELATIONSHIP TO OTHER PLANS AND STANDARDS

This multimodal framework implements and is consistent with:

- City of Leavenworth Comprehensive Plan – Land Use Element growth assumptions and community vision
- Chelan County Comprehensive Plan – Regional transportation coordination
- WSDOT Highway System Plan – Level of service on state facilities (US 2)
- Link Transit Comprehensive Operations Analysis – Regional transit planning
- Chelan-Douglas Transportation Council Transportation 2050
- City of Leavenworth Municipal Code – Street design standards
- 2026 Leavenworth Traffic Safety Plan

APPENDIX G: CLIMATE RISK ASSESSMENT

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G.1 BACKGROUND

Following the Washington State Department of Commerce's Climate Element Planning Guidance document, the City of Leavenworth conducted a vulnerability and risk assessment to assess the impacts of climate change exacerbated hazards on City assets. All results of the planning process are documented within the Climate Element Workbook, including the assessment of climate impacts, review of existing plans and policies, and climate change vulnerabilities in Leavenworth. This appendix describes the planning process, data sources, results of the risk and vulnerability assessment, and the resilient goals and policies within the Comprehensive Plan.

FUNDED BY WASHINGTON'S CLIMATE COMMITMENT ACT

This effort is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at www.climate.wa.gov.

KEY DEFINITIONS

Resilience - Resilience refers to the capacity of various systems—whether individuals, ecosystems, cities, or economies—to adapt to change while maintaining functionality. Advocating for resilience acknowledges the inevitability of change. With appropriate planning and policy decisions in place, both built and natural systems have the potential to recover effectively when disruptions occur.

Mitigation - Mitigation is a sustained action to minimize long-term risk.

Adaptation - Adaptation involves modifying human behaviors and systems to lessen or prevent the impacts of future conditions that are likely to persist, despite ongoing mitigation efforts.

Vulnerability - Vulnerability is defined as a combination of exposure, sensitivity, and adaptive capacity. Assessments regarding vulnerability have been conducted across various sectors, including transportation, land use and agriculture, freshwater systems, and ecosystems and species.

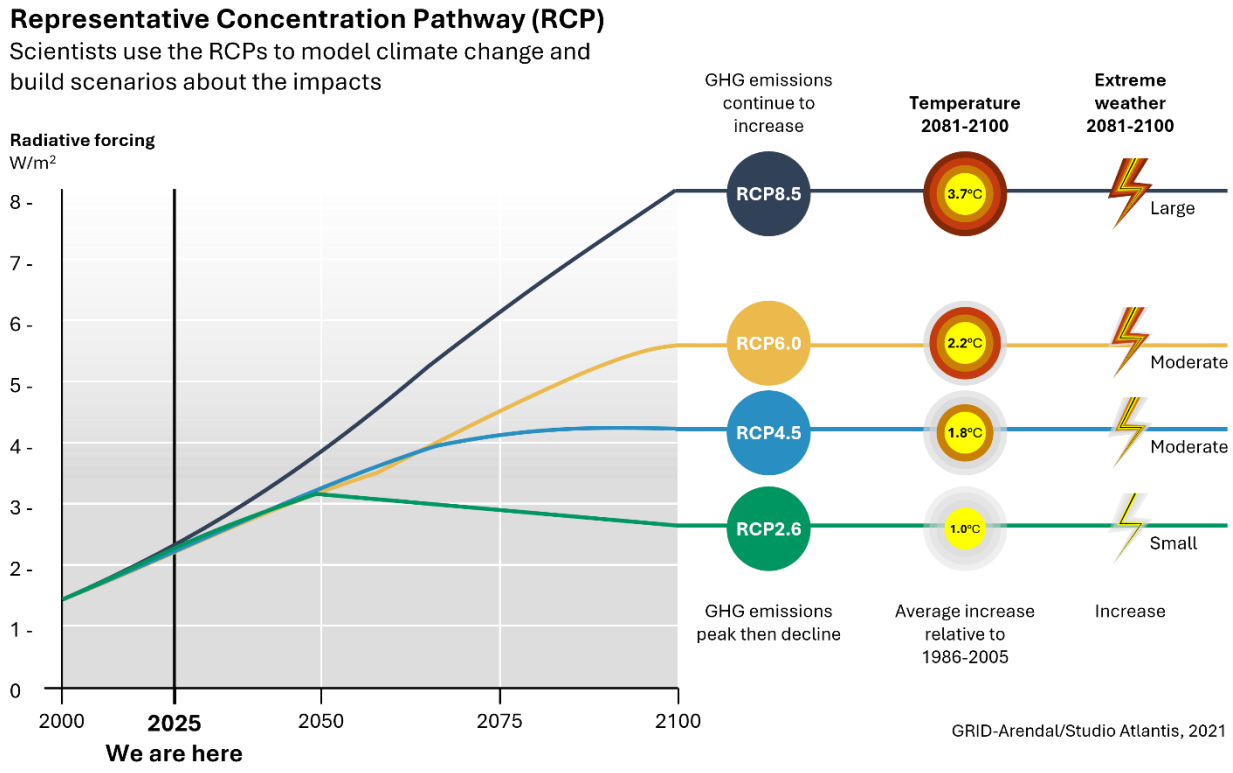
Risk - Risk refers to the potential adverse effects of future conditions on the environment, economy, and society. It encompasses both physical risks, such as extreme weather events, and transition risks, including changes in policy and regulations.

CLIMATE CHANGE SCENARIOS

The Leavenworth Climate Advisory Team supported the identification of assets to be evaluated in the assessment. The assets were evaluated against hazards including drought and snowpack decline, extreme temperatures, extreme precipitation and flooding, and wildfire smoke.

Climate hazards, indicators, and impacts specific to Leavenworth were identified using the Climate Mapping for a Resilient Washington ("CMRW") webtool. The CMRW tool provided a long list of climate indicators across 11 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. See for an illustration of the different scenario pathways. The expectation is that this data will be refreshed in future Comprehensive Plan updates, with assessment results updated accordingly.

Exhibit 1: Representative Concentration Pathways



DATA SOURCES

UW Climate Mapping for a Resilient Washington: A climate projections database, built by the UW Climate Impacts Group, used to build baseline awareness of how climate change is expected to affect Leavenworth (water resources, transportation, etc.) and its social, economic, and environmental assets in coming decades. The Department of Commerce considers the CMRW webtool a source of best-available science and scientifically credible projections (Raymond & Rogers, 2022). https://cig.uw.edu/resources/analysis-tools/climate-mapping-for-a-resilient-washington/

Climate Toolbox: A collection of web tools for visualizing past and projected climate and hydrology of the contiguous United States. Used to identify divergent climate future scenarios relevant to a region and resource management, and to extract quantitative climate summaries, spatial, and time series data for applications related to climate change vulnerability assessments and scenario planning. https://climatetoolbox.org/

Washington Department of Health Environmental Health Disparities Map: The Environmental Health Disparities map is a collage of lived experiences across Washington. It compares communities using census tracts to identify disparities. Using the EHD map can determine where more attention needs to be paid to address and reduce the specific pollution, societal, and health harms affecting Washington residents. https://experience.arcgis.com/experience/d133fa97a3854f8eac905ec152f16b05/

NOAA National Centers for Environmental Information: NOAA NCEI provides access to an extensive archive of environmental data through several platforms. It provides climate, coastal, oceanographic, and geophysical data in a variety of formats. https://www.ncei.noaa.gov/

FEMA National Risk Index: The National Risk Index is a dataset and online tool to help illustrate the United States communities most at risk for 18 natural hazards. It was designed and built by FEMA in close collaboration with various stakeholders and partners in academia; local, state and federal government; and private industry. https://www.fema.gov/emergency-managers/practitioners/resilience-analysis-and-planning-tool

Western Regional Climate Center: The WRCC acts as a repository for high-quality historical climate data and information for the western U.S., a region covering the eleven westernmost states, including Alaska, Hawaii, and the U.S. https://wrcc.dri.edu/

CDC Social Vulnerability Index: The Centers for Disease Control and Prevention and Agency for Toxic Substances and Disease Registry Social Vulnerability Index is a place-based index, database, and mapping application designed to identify and quantify communities experiencing social vulnerability. https://www.atsdr.cdc.gov/place-health/php/svi/svi-interactive-map.html

- **First Street:** A platform that assesses and quantifies climate risk, particularly focusing on flooding, wildfire, and other climate hazards for properties globally. It provides data and tools for individuals, businesses, and governments to understand and manage climate-related financial risks. https://firststreet.org/

- **Wildfire Risk to Communities:** A free resource created by the USDA Forest Service to help communities understand, explore, and reduce wildfire risk. It provides interactive maps, charts, and tools to help community leaders, such as elected officials, planners, and fire managers, assess and address wildfire risk. The website was last updated in May 2024. https://wildfirerisk.org/

- **2024 Chelan County Hazard Mitigation Plan (HMP) – Leavenworth Annex:** The HMP is a comprehensive document that identifies natural hazards, assesses potential risks, and outlines strategies to mitigate and respond to hazard events within the county. It was approved by FEMA on December 6, 2024. https://www.co.chelan.wa.us/natural-resources/pages/natural-hazard-mitigation-plan

- **2025 Chelan County Community Wildfire Protection Plan (CWPP):** The CWPP is a comprehensive document that assesses wildfire risk, identifies areas for risk reduction, and outlines mitigation strategies for Chelan County and its communities, including Leavenworth. It was adopted by the Board of County Commissioners on March 31, 2025. https://www.co.chelan.wa.us/natural-resources/pages/natural-hazard-mitigation-plan

G.2 CLIMATE HAZARDS

More detailed information about climate hazards and their future impacts on Leavenworth can be found within the Climate Resilience Element. The information below is intended to establish a basis for the risk assessment that was conducted as part of the climate planning process.

SEVERE STORMS

Severe storms are not typically included in long-term climate change assessments, but they can amplify climate impacts and have real consequences for communities like Leavenworth. Severe storms involve a combination of hazards that occur sequentially or concurrently. For example, during cooler months, atmospheric rivers (e.g., the Pineapple Express) bring intense rainfall and strong winds. Severe storms during the warmer months may include a combination of high temperatures and high wind speeds, or dry lightning, creating what is referred to as fire weather. Most recently, a catastrophic winter storm in December 2025 brought record rainfall and high winds that caused flooding, private property damage from downed trees, and extended power outages in Chelan County.

Exhibit 2. Severe Storm Change Summary

Historical conditions	Projected changes
• December 2025: A combination of heavy rains followed by extreme winds led to widespread structural damage, loss of power and communications, and directly impacted holiday tourism • January 2022: Snowmaggedon event that brought significant snowfall in 24 hours and shut residents inside their homes • January 1996: Flooding during a severe storm	• According to NASA, atmospheric rivers will be, on average, about 25% wider and longer, and the global frequency of heavy rain and strong winds will increase by about 50% (Smith, 2018) • Atmospheric rivers will become moister and rainier, and more hazardous to communities in the future (Henny & Kim, 2025) • The warming Polar Vortex will continue to affect the Jet Stream, pushing cold air south

EXTREME TEMPERATURES

Extreme temperatures include conditions at both ends of the temperature spectrum. High-temperature extremes occur when daily maximums significantly exceed seasonal norms—typically temperatures reaching the upper 90s or surpassing 100°F. These conditions are somewhat new for Leavenworth (see Exhibit 3), where high highs are historically uncommon. In recent years, these heat events have become more frequent and longer lasting.

Cold-temperature extremes occur when Arctic air masses penetrate the region or when disruptions to the polar vortex direct frigid air southward. While Leavenworth experiences regular winter cold, these extreme events produce temperatures substantially below seasonal averages, occasionally dropping below 0°F. Arctic intrusions can compromise critical infrastructure, freeze water systems, overwhelm heating capacity, and create hazardous conditions. These events are particularly problematic when they occur during shoulder seasons (early fall or late spring) when preparedness measures may not be fully in place.

Exhibit 3: Days with ≥90°F Feels-Like Temperature

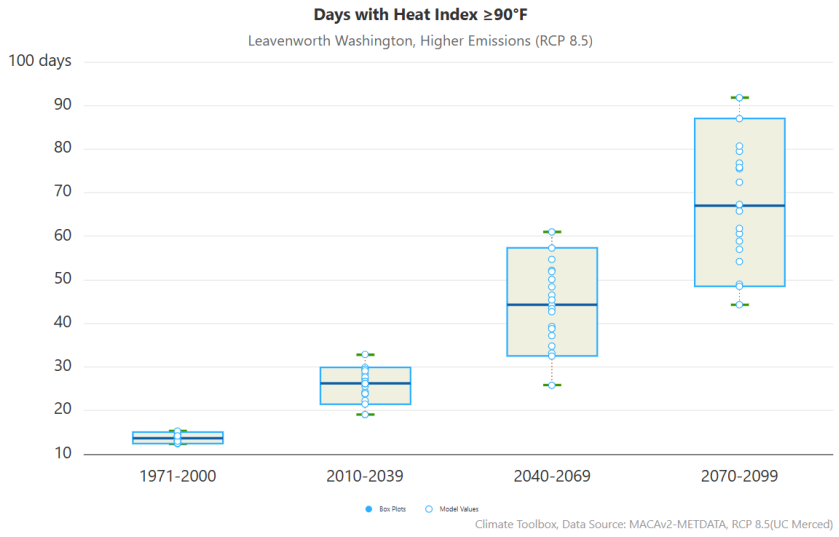


Exhibit 4. Extreme Temperature Summary

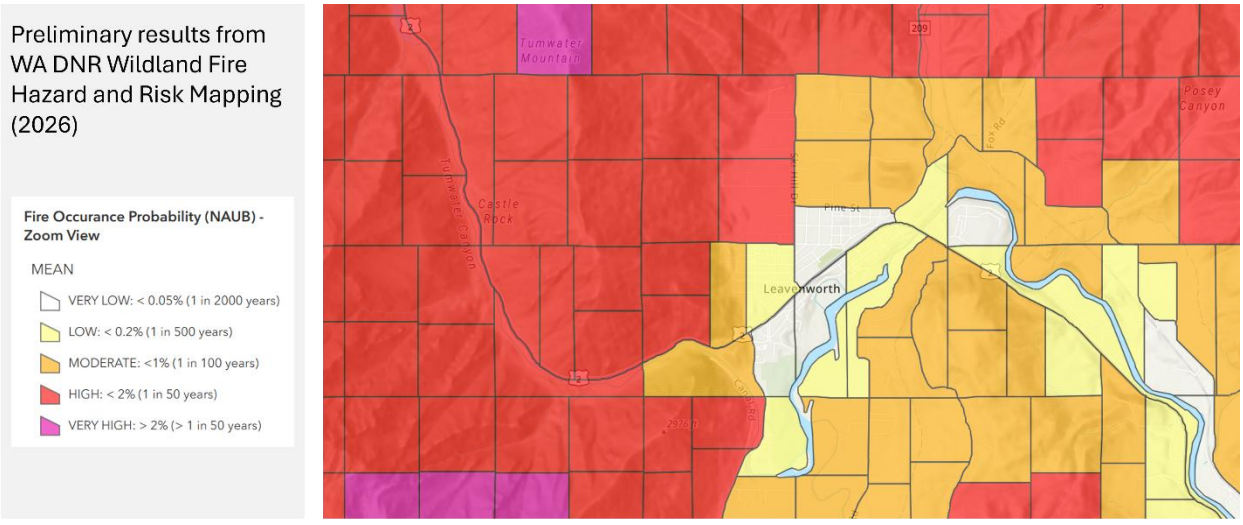
Historical conditions	Projected changes
• January 2024: Arctic Blast that brought freezing temperatures • July 2024: Three-day heatwave the weekend of the 4th of July • August 2022: Heat wave with highs in the 90-95°F range was predicted for a weekend in early August, with low humidity • June 2021: Historic "heat dome" event caused extreme, record-breaking temperatures across the entire state and 109°F temperatures in Leavenworth	According to UW Climate Impacts Group, RCP8.5 2020-2049: • Up to 4°F increase in summer maximum temperatures • Up to a week more of hot days above 90°F • Up to 20 more days with a 90°F "feels like" temperature • Significantly fewer warming degree days (use of heating) • Likelihood of a 3-day heatwave increases from 63% to 87% • Shifts in the timing of seasonal change

WILDFIRE AND SMOKE

Changes in the climate contribute to wildfires by creating hotter, drier conditions that are conducive to ignition and rapid spread, resulting in greater amounts of smoke that can be carried over long distances. Wildfire smoke is already part of life in Leavenworth, averaging over 50 smoky days each year (Saldanha, 2021). As the number and frequency of wildfires increases, the number of smoke days will rise as well. The length of fire season is also changing, beginning earlier in the year and lasting for longer.

An immediate threat to Leavenworth is ember cast, where embers from a fire are carried by the wind and start new fires ahead of the main fire front. According to Washington State DNR, wildfire risk surrounding Leavenworth is high today, and with worsening snowpack and drought conditions, this risk is expected to remain high.

Exhibit 5: New Draft Wildfire Hazard Map (WA DNR)

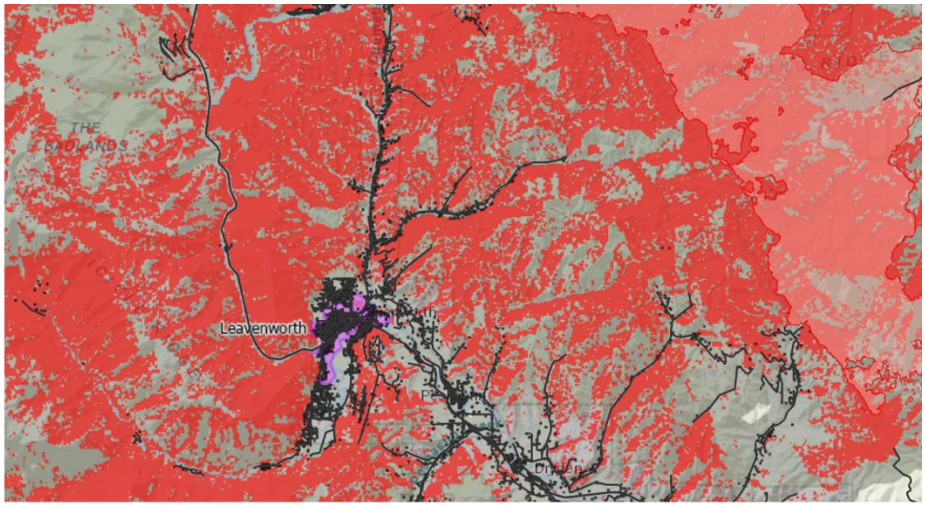


Source: Draft Wildfire Hazard Map – Washington State DNR

Exhibit 6: Ember Cast Risk in Leavenworth

Embers are the leading cause of home loss in wildfires, as they can travel miles ahead of the main fire front to ignite new spot fires.

- Areas subject to ember cast
- Structures
- Radiant heat



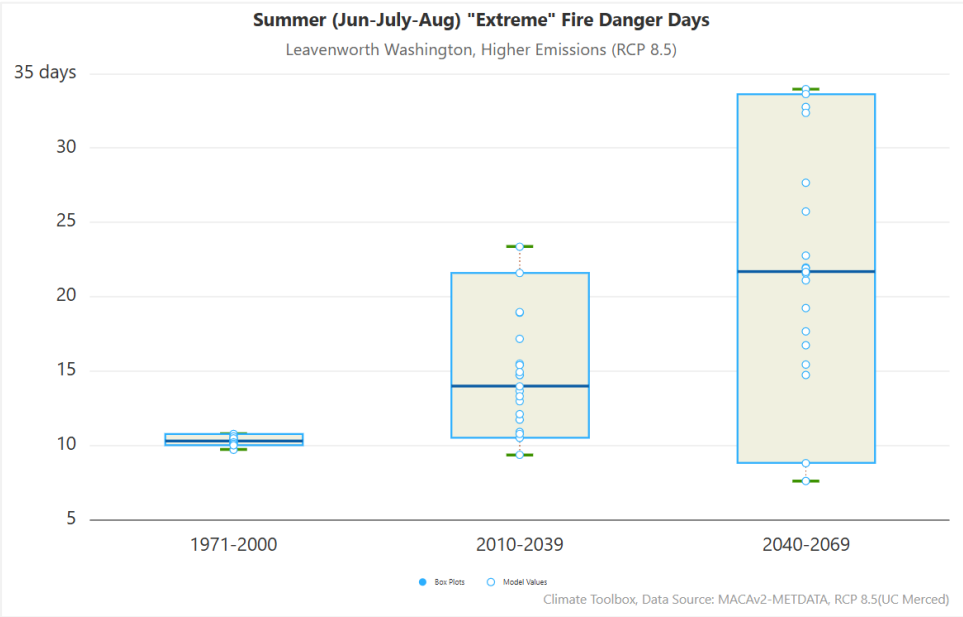
Source: Chelan County Community Wildfire Protection Plan

Exhibit 7. Wildfire Change Summary

Historical conditions	Projected changes

• Leavenworth experienced wildfires in 2017 (Mill Fire) and 1994 (Hatchery Complex), which led to City evacuations
• Since 1970, over two hundred fires have occurred within the Leavenworth area
• Average smoky days per year has increased by 34% per year **(Saldanha, 2021)**:
  • 2009-2013: 37 avg. smoke days/year
  • 2016-2020: 49 avg. smoke days/year
	• Risk of ember cast causing structure-to-structure spot fires
	• Drought conditions will keep soil and fuels dry
	• Leavenworth already has a severe risk for unhealthy air quality
	• WA Health Disparities: PM2.5 risk 10/10, Ozone risk 10/10

Exhibit 8: Extreme Fire Danger Days



DROUGHT AND SNOWPACK DECLINE

Drought is a prolonged period of abnormally low rainfall that leads to a shortage of water, affecting ecosystems, agriculture, and water supply. Changes in the climate can worsen drought by altering weather patterns, increasing the frequency and intensity of heat waves, and shifting the timing and distribution of precipitation. Snowpack loss means there is less snow falling and accumulating in the mountains. Warmer temperatures bring winter rains instead of snow, causing the snowpack to melt more quickly. The loss of snowpack reduces the amount of water available for drinking, agriculture, and healthy river ecosystems during the summer and fall.

100% of the population in Chelan County is affected by drought. This includes the historic 2015 snowpack drought and recent, recurrent snowpack deficits and fast melt. Beyond specific severe drought years, the Leavenworth area, particularly the Icicle Creek subbasin, faces chronic water supply challenges. The demands for domestic water, agriculture, and fish habitat often exceed the available supply. On average, water users in the Wenatchee Basin face water curtailment at least seven out of every ten years (Chelan County, 2018).

Exhibit 9: Spring Snow Water Equivalent

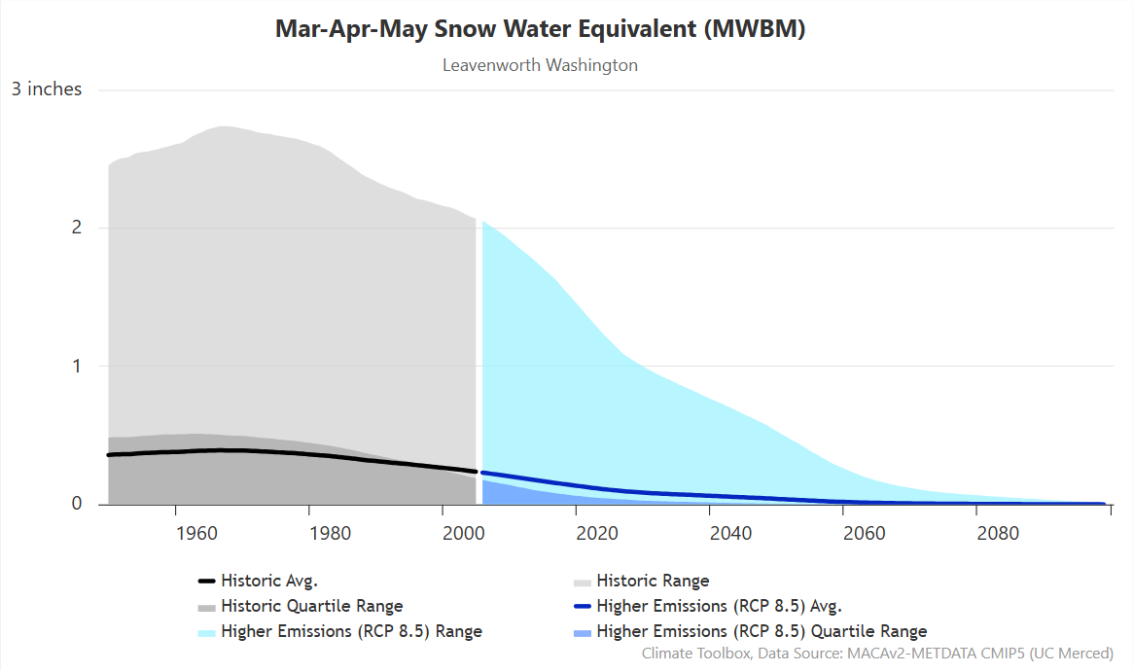


Exhibit 10: Summer Total Soil Moisture

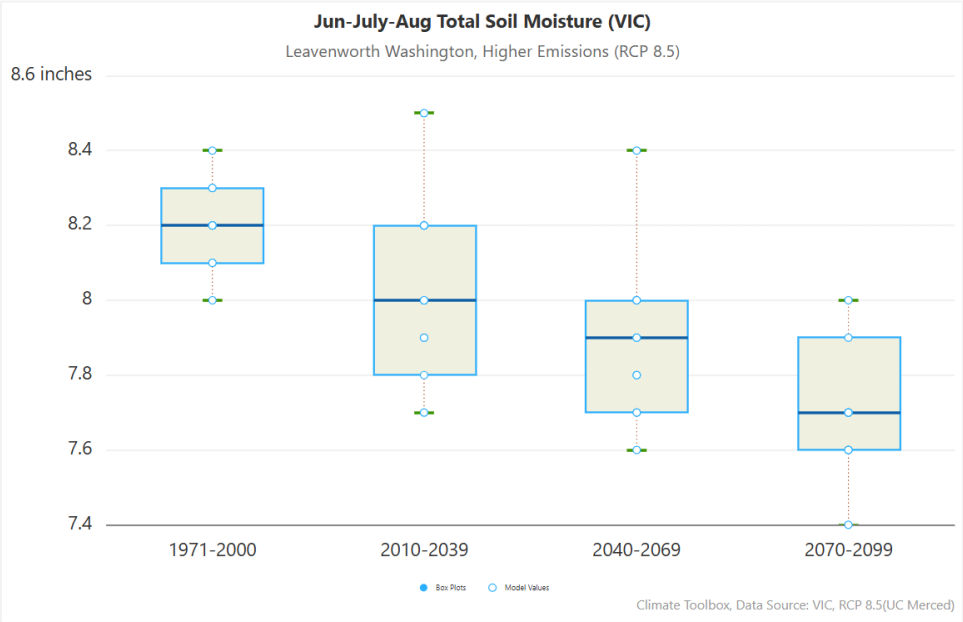


Exhibit 11. Drought Change Summary

Historical conditions	Projected changes
• Historic 2015 snowpack drought and recent, recurrent snowpack deficits and fast melt • Beyond specific severe drought years, the Leavenworth area, particularly the Icicle Creek subbasin, faces chronic water supply challenges • Demands for domestic water, agriculture, and fish habitat often exceed the available supply	According to UW Climate Impacts Group, RCP8.5 2020-2049: • Up to 3.2% increase in annual precipitation; 1.5% increase in late summer precipitation • Up to 26% chance of a precipitation drought in any year • Up to 24% decrease in summer streamflow: Wenatchee River at Leavenworth and Chumstick Creek • Up to 23% decrease in summer streamflow: Icicle Creek • Increase in low streamflow days: from 4 to 11 • Up to 79% decline in April 1st snowpack in Leavenworth

HEAVY RAIN AND FLOODING

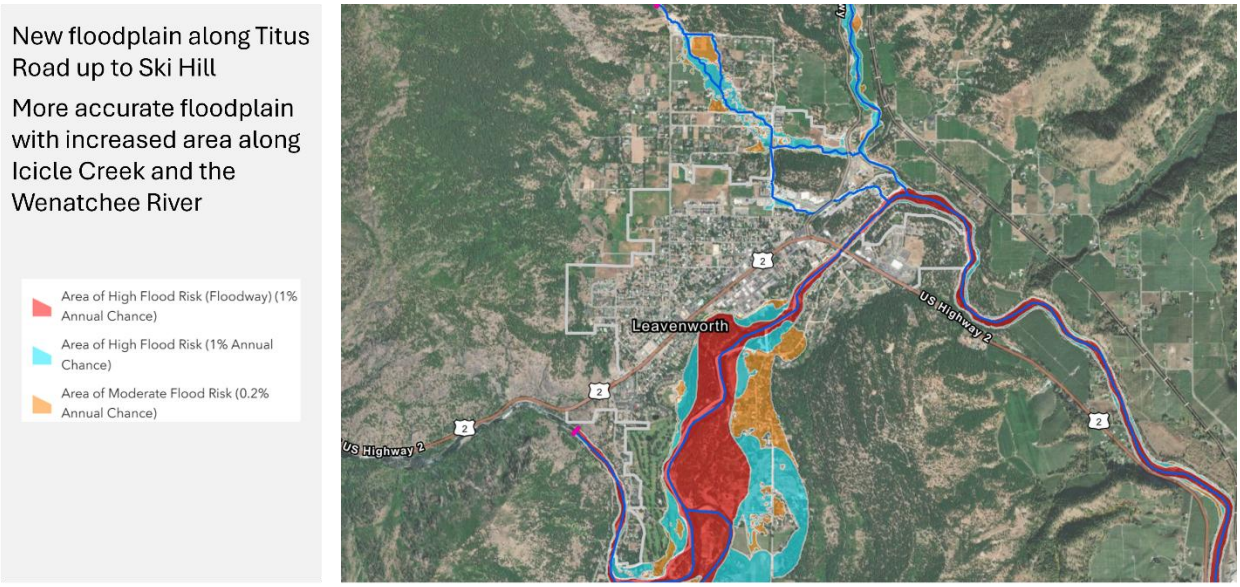
Rising temperatures influence extreme precipitation by increasing the atmosphere's capacity to hold moisture, leading to more intense and frequent episodes of heavy precipitation. Warm winds and heavy rain events, like the Pineapple Express, may occur more frequently and are predicted to be longer lasting and wider ranging (Henny & Kim, 2025). These changes will exacerbate flooding through more frequent and extreme precipitation events, increasing peak streamflow during winter months.

Leavenworth has an infrequent history of damaging floods. The City is developed high above the Wenatchee River and most of the river's floodplain is preserved within open spaces. Drainage from Ski Hill has historically been managed in open spaces, wetlands, and ditches;

however, growth and development in that area will influence future drainage patterns. The City is projected to see a 2-5% decrease in heavy and extreme precipitation magnitude the 2- and 25-year storms (Raymond & Rogers, 2022). However, the City will experience intense precipitation events from atmospheric rivers and it is unknown how unstable atmospheric conditions will contribute to more storms. In December 2025, an intense atmospheric river dropped record rainfall which caused record flood levels on the Icicle Creek and Wenatchee River, causing damage to the City's parks and open spaces within the floodplain.

First Street states that the City of Leavenworth has moderate risk from flooding. There are 123 properties in Leavenworth at risk of flooding over the next 30 years. This represents 7.3% of all properties in Leavenworth (First Street).

Exhibit 12: 2025 Preliminary FEMA Floodplain



Source: FEMA Chelan County, Washington Preliminary Floodplains (as of April 30, 2025)

Exhibit 13. Flood Change Summary

Historical conditions	Projected changes
• Areas like Ski Hill Drive, Center Street, West Street, and Whitman experience widespread flooding during storms • Chumstick Road and Titus Road face flooding during regional storms • Cedar/Burke Intersection and Orchard Street experience minor flooding during short-duration storms • Division Street, Commercial and 12th Street Intersection, and Commercial and 10th Street Intersection face minor flooding during storms	According to UW Climate Impacts Group, RCP8.5 2020-2049: • 2-5% decrease in heavy and extreme precipitation magnitude (does not factor in atmospheric rivers) • More winter flooding from snow falling as rain (e.g., El Niño) • Moderate Flood Risk; up to 7% of properties at risk over 30 years • 2-7% increase in peak streamflow (winter flooding) • Chumstick Creek 25-year return interval projected to become 10.7 years; Wenatchee River only 21.1 years

G.3 CLIMATE RISK ASSESSMENT

CRITERIA AND METHODOLOGY

The following section describes how vulnerability and risk were assessed for Leavenworth. The relationship between risk and vulnerability is described in Exhibit 14.

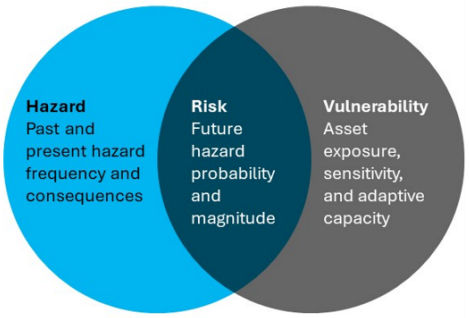
Exhibit 14: Relationship Between Hazards, Vulnerability, and Risk

Vulnerability

- Three key components: exposure, sensitivity, and adaptive capacity
- Exposure assesses the degree to which a system is subject to climate-related hazards
- Sensitivity evaluates how inherently affected a system is by these climate impacts
- Adaptive capacity measures a system's ability to adjust to climate change and minimize damage

Risk

- Two key components: probability and magnitude
- Probability evaluates the likelihood of specific climate change impacts occurring in a given region or system
- Magnitude refers to the severity and scale of potential impacts associated with identified climate risks, examining the physical, economic, and social consequences of climate events



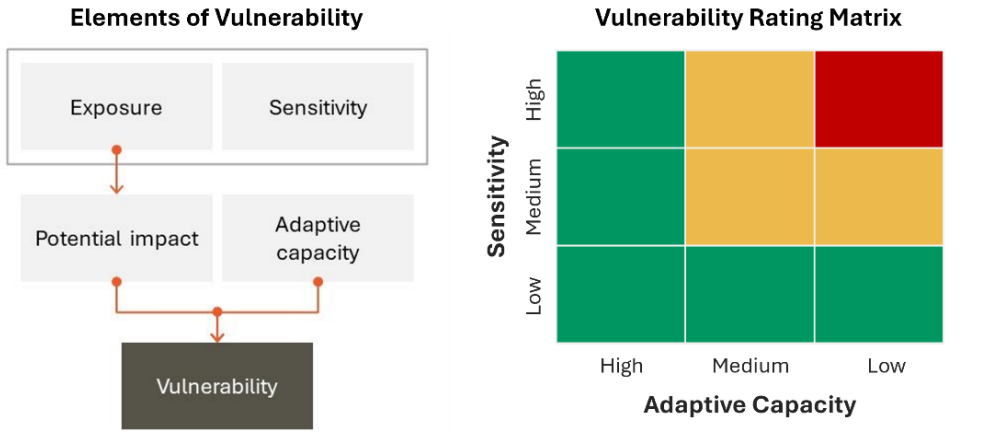
Source: Washington Department of Commerce

VULNERABILITY CRITERIA AND RATING

The framework for determining climate change vulnerability consists of three key components: exposure, sensitivity, and adaptive capacity. Exposure assesses the degree to which a system is subject to climate-related hazards, such as rising temperatures or extreme weather events, highlighting areas that face the greatest risk. Sensitivity evaluates how inherently affected a system is by these climate impacts, considering characteristics that may heighten vulnerability, such as age and condition of infrastructure or socio-economic factors like poverty. Adaptive capacity measures a system's ability to adjust to climate change and minimize damage, influenced by governance, available resources, technologies, and social networks.

To determine vulnerability, exposed asset-hazard pairs were evaluated for sensitivity and adaptive capacity using a qualitative rating system based on indicators such as age, asset condition, physical design, social assets, and economic costs. Each asset-hazard pair was assigned a high, medium, or low sensitivity and adaptive capacity rating. The sensitivity and adaptive capacity ratings were then charted to determine the overall vulnerability rating for each asset-hazard pair.

Exhibit 15: Vulnerability Ratings



Source: U.S. Climate Resilience Toolkit

Exhibit 16: Sensitivity and Adaptive Capacity Criteria

	Sensitivity	Adaptive Capacity
Low	• Minor repairs and accommodation required. • Slight inconveniences and temporary loss of services. • Minor disruption to business continuity and minimal loss of revenue and wages. • Little to no increase in costs and demands to respond to emergency events.	• Adaptive solutions are innovative but costly. • Adaptive solutions may require coordination with multiple agencies to implement, leading to disruptions in service and longer implementation times. • Solutions require change in lifestyle or changes in political decisions. • The ability to avoid damage is limited.
Medium	• Temporary loss of food production, transportation, and distribution. Temporary loss of functionality and operations closure of emergency response services. • Moderate repairs and replacements required. • Moderate increase in costs and demands to respond to emergency events.	• Impacts can be reduced or mitigated to a certain extent; however, adaptive solutions are only feasible for limited assets. • Some assets may face difficulties in adapting in terms of cost and implementation. • Coordination with third party agencies may be necessary for adaptivity measures. • Solutions require some change in systematic operations but are somewhat executable.
High	• Significant impact requiring reconstruction of parts or an entirety of an asset. • Extensive rehabilitation of assets resulting in long-term or permanent	• Assets can adapt with little to no difficulty. • Direct influence on the implementation of strategies or solutions for the asset is apparent.

	loss of functionality or operations closure. • Significant impact to vulnerable populations due to flooding and extreme precipitation-related deaths and illnesses, population displacement, or migration. • Permanent loss of species is not able to adapt to weather events exacerbated by climate change.	• Adaptive solutions are highly feasible for most, if not all assets with affordable costs. • Solutions are implemented immediately and face little to no resistance.

ASSESSING RISK

Risk is determined by multiplying the likelihood of an event occurring (probability) by the extent of damage (magnitude). The probability of each hazard was based on historical data and future projections, then assigned a corresponding score.

Magnitude is determined by ranking the vulnerability, redundancy, cost, and criticality for each asset-hazard pair. The individual ranks were assigned a corresponding score and totaled to provide a magnitude score. These scores were multiplied by the probability score to provide a risk score. Risks were categorized into Low, Medium, and High, corresponding to score ranges of 3-11, 12-21, and 13-30, respectively. Low risk corresponds to minimal or isolated impacts, medium risk to moderate impacts, and high risk to major and amplified impacts.

Exhibit 17: Risk Methodology

Probability Likelihood of occurring	**Magnitude** Extent of damage or loss	
Probability includes historical data and future projections **Low** Less than once every 20 years **Medium** Within 5-20 years **High** Within 1-5 years	**Vulnerability** Result from vulnerability assessment **Redundancy** Duplication of systems or components to ensure continued operation in the event of a failure of a single part **Financial Loss** Potential financial impact based on FEMA/HMP definitions, and asset-hazard pair analysis **Criticality** Risk to life and safety	**Probability X Magnitude = Risk** **Low risk:** 3-11 **Medium risk:** 12-21 **High risk:** 22-30

Vulnerability and Financial Loss: Low (1) Medium (2) High (3) | Redundancy: Low (3) Medium (2) High (1) | Criticality: Yes (1) No (0)

ASSESSMENT RESULTS

The following section describes current and expected climate impacts in Leavenworth and summarizes the risk assessment findings based on the mid-century (2020-2049) timeframe and the RCP8.5 emissions scenario. It is expected that climate impacts will change, and in some cases, significantly worsen after mid-century. Only assets with a medium or high vulnerability to a specific hazard were assessed for risk. Exhibit 18 identifies which asset-hazard pairs were assessed for risk.

Exhibit 18: Asset-Hazard Pairs Assessed for Risk

		Drought & Snowpack Loss	Extreme Temperatures	Extreme Flooding & Rain	Wildfire & Smoke	Severe Storms
1	Buildings and housing			X	X	X
2	Community members, vulnerable populations, visitors	X	X	X	X	X
3	Cultural sites, culturally significant activities	X	X	X	X	X
4	Emergency and medical response, management, comms				X	X
5	Food producers and resources				X	X
6	Power and communications infrastructure	X	X	X	X	X
7	Recreation areas, tourism, open spaces, parks	X	X	X	X	X
8	Sensitive aquatic and terrestrial species and habitats	X	X	X	X	x
9	Sewer and wastewater infrastructure, stormwater	X		X	X	X
10	Transportation infrastructure		X	X	X	X
11	Waste hauling, waste management, recycling			X	X	X
12	Water supply, water infrastructure, irrigation infrastructure	X		X	X	X

BUILDINGS AND HOUSING

Structures in Leavenworth are most vulnerable to flooding, wildfire, and severe storms. Commercial, residential, tourism, and light industrial buildings in these basins are the most exposed to flooding:

- Ski Hill Basin: Ski Hill Drive, Center Street, West Street, Whitman Street
- Alpensee Strasse Basin: Chumstick Road, Titus Road
- Downtown West Basin: Cedar Street/Burke Street Intersection, Orchard Street
- Downtown East Basin: Division Street, Commercial Street and 10th Street and 12th Street intersections

Areas like Ski Hill Drive, Center Street, West Street, and Whitman Street are more prone to widespread flooding during storms. New development is increasing impervious surfaces, which worsens flooding.

With increasingly severe winter storms and wind events, buildings and homes near trees are at risk of structural damage from falling trees. In areas that experience frequent flooding, this can lead to significant damage and repair costs. Woody debris left over from storms can become fuel for fires and habitat for invasive pests. Structures located near steep slopes face increased risk from landslides, debris flows, and erosion during and after severe storms.

Leavenworth is ranked #1 of 50 communities in Washington with the greatest cumulative housing-unit exposure to wildfire due to the Chumstick area's dense population, long fire-free interval, and limited evacuation options (Scott, Gilbertson-Day, & Stratton, 2018). Structures in Leavenworth, especially those in the wildland-urban interface, face the highest risk of exposure to ember cast. It is more likely that a structure fire would be caused by an ember cast than a wildland fire reaching the structure. The vulnerability of buildings and housing depends on construction materials, air filtration systems, defensible space, nearby vegetation, and land management.

Exhibit 19: Buildings and Housing Risk Summary

Hazard	Probability	Vulnerability	Redundancy	Cost	Criticality	Magnitude	Risk
Severe Storms	Medium	High	Low	High	Yes	High	Medium
Heavy Rain & Flooding	Medium	Medium	Medium	Medium	Yes	Medium	Medium
Wildfire & Smoke	High	Medium	Medium	High	Yes	High	High

COMMUNITY MEMBERS, VULNERABLE POPULATIONS, VISITORS

Climate hazards affect Leavenworth residents and visitors unequally, with some populations facing greater risks. Wildfire smoke threatens respiratory health, especially for people with preexisting conditions, low-income residents, non-English speakers, and those in poor-quality housing. These groups also face greater risks during evacuations and property-damage events. Seasonal workers and outdoor industry employees are economically vulnerable to wildfire, smoke, and extreme temperature disruptions. Flooding causes productivity losses and expensive repairs that can burden households with limited financial resources.

Extreme heat and cold affect vulnerable populations—elderly, children, and chronically ill individuals—most severely, with heat generally causing worse health impacts. Power and internet outages during extreme weather add to community stress. Lack of health insurance and financial resources increases vulnerability. Younger residents tend to be more climate-aware due to school education, while older generations may have less knowledge (Tyson, Kennedy, & Funk, 2021). The combined effects of wildfire, flooding, temperature extremes, and economic disruption necessitate targeted public health and equity-focused adaptation strategies.

Exhibit 20: Community Members Risk Summary

Hazard	Probability	Vulnerability	Redundancy	Cost	Criticality	Magnitude	Risk
Severe Storms	Medium	High	Medium	High	Yes	High	High
Drought & Snowpack Decline	High	Medium	High	Medium	Yes	Medium	Medium
Extreme Temperatures	Medium	Medium	Medium	Medium	Yes	Medium	Medium
Heavy Rain & Flooding	Medium	Medium	Medium	High	Yes	High	High
Wildfire & Smoke	High	Medium	Medium	High	Yes	High	High

CULTURAL SITES, CULTURALLY SIGNIFICANT ACTIVITIES

Culturally significant sites and significant activities include historic and culturally significant structures, traditional activities, and traditional territories. The traditional territory of the p'sqousa along Waterfront Park faces climate threats that could cause permanent damage. Habitats along the Icicle and Wenatchee rivers are highly exposed to drought and reduced snowpack, threatening salmon that depend on specific water flows and timing. Lower soil

moisture increases wildfire risk and plant death, endangering culturally important vegetation. Wildfires cause long-term changes in site access and use and threaten culturally significant plants and animals. Flooding also affects riparian and wetland habitats through direct damage and erosion, as experienced in December 2025, degrading habitat and temporarily blocking access to cultural resources.

Temperature extremes add further stress. While native plants and wildlife can handle some temperature variation, aquatic species are highly sensitive to prolonged warm water, which can cause widespread fish deaths. Extreme heat and cold limit the extent to which people can participate in outdoor cultural activities. The combined effects of water disruption, heat stress, wildfire, and flooding threaten both the ecosystems that support culturally important species and the physical heritage sites themselves.

Exhibit 21: Culturally Significant Habitat and Wildlife

Hazard	Probability	Vulnerability	Redundancy	Cost	Criticality	Magnitude	Risk
Severe Storms	Medium	Medium	High	Low	No	Low	Low
Drought & Snowpack Decline	High	Medium	Low	Medium	No	Medium	Medium
Extreme Temperatures	Medium	Medium	Medium	Medium	No	Medium	Medium
Heavy Rain & Flooding	Medium	Medium	Medium	Low	No	Medium	Low
Wildfire & Smoke	High	Medium	Low	High	No	High	High

The majority of Leavenworth's museums and culturally significant buildings are located in the downtown corridor, and at most risk from wildfire and severe storms. The town's signature Bavarian-themed architecture, which defines Leavenworth's character and drives tourism, is concentrated within the compact downtown core along Front Street and the surrounding blocks. These wood-framed structures, while aesthetically significant, are more vulnerable to embers and radiant heat during wildfire events. Beyond the downtown area, the Leavenworth Ranger Station on Highway 2 is the City's only registered national historical site.

Exhibit 22: Culturally Significant Buildings

Hazard	Probability	Vulnerability	Redundancy	Cost	Criticality	Magnitude	Risk
Severe Storms	Medium	High	Low	High	Yes	High	Medium
Heavy Rain & Flooding	Medium	Medium	Medium	Medium	Yes	Medium	Medium
Wildfire & Smoke	High	Medium	Medium	High	Yes	High	High

EMERGENCY AND MEDICAL RESPONSE, MANAGEMENT, COMMUNICATIONS

Emergency services in Leavenworth may face capacity constraints from more frequent and severe natural hazard events. Flooding and severe storms can block roads and delay emergency response, especially when floodwaters and debris affect access routes or emergency facilities. Severe storms also force emergency responders to help with cleanup, reducing capacity for medical emergencies and increasing demand for emergency services. All emergency facilities are exposed to wildfire, with vulnerability depending on building materials, air filtration, defensible space, and nearby vegetation. More frequent wildfires will require enhanced response capabilities, increased fire bans and enforcement, and more firefighting deployments. Emergency services with limited capacity serving vulnerable populations face the greatest strain.

Emergency services face multiple operational challenges: facility and equipment damage from wildfire, delayed response times from blocked roads during severe storms, and staff limitations when resources are diverted to disasters. Vulnerable populations (elderly, chronically ill, low-income, non-English speakers) need more support during evacuations, power outages, and temperature extremes. Rising incident frequency across multiple hazard types with limited emergency capacity creates serious public safety risks.

Exhibit 23: Emergency Management Risk Summary

Hazard	Probability	Vulnerability	Redundancy	Cost	Criticality	Magnitude	Risk
Severe Storms	Medium	Medium	High	Medium	Yes	Medium	Medium
Wildfire & Smoke	High	Medium	High	Medium	Yes	Medium	Medium

FOOD PRODUCERS AND RESOURCES

Leavenworth has little agricultural land within City limits and its UGA, but faces indirect food security risks through regional agriculture and food distribution. Regional drought and snowpack loss threaten agricultural jobs and could disrupt employment if farming productivity declines. Agricultural facilities in high wildfire risk areas face crop and building damage. Extreme temperatures threaten crops through heat damage and frost, though in-City exposure is minimal.

Food security risks come mainly through commercial food distribution. Power outages threaten grocery stores and food retailers with product loss from refrigeration failures and supply chain disruptions. Wildfire damage to regional food facilities and roads could limit local food availability, and smoke may contaminate crops. Road closures limit the ability of food supply to enter the City.

Exhibit 24: Food Resources Risk Summary

Hazard	Probability	Vulnerability	Redundancy	Cost	Criticality	Magnitude	Risk
Severe Storms	Medium	Medium	Low	Medium	Yes	High	Medium
Wildfire & Smoke	High	Medium	High	Low	Yes	Medium	Medium

POWER AND COMMUNICATIONS INFRASTRUCTURE

Power and communications service reliability is primarily vulnerable to severe storms, drought, and wildfire. As experienced in the December 2025 winter storm, power transmission lines were vulnerable to falling trees after prolonged rain, warm temperatures, and extreme wind. This led to power outages in Leavenworth that lasted for multiple days. Regional drought and reduced snowpack may decrease hydropower generation, and though Chelan County PUD has reserve capacity, prolonged deficits would still impact users. Wildfire threatens all infrastructure, particularly older systems with untreated wooden poles and poor vegetation management. During times of extreme fire danger, the PUD may implement a Public Safety Power Shutoff (PSPS) and proactively shut off power in high-risk areas.

Communications infrastructure has similar vulnerabilities based on infrastructure age, materials, and fire resistance. Growing demand driven by population growth and electrification, combined with aging infrastructure and intensifying natural hazards, threatens the reliability of power and communications that all sectors depend on.

Exhibit 25: Power and Communications Risk Summary

Hazard	Probability	Vulnerability	Redundancy	Cost	Criticality	Magnitude	Risk
Severe Storms	Medium	High	Low	Medium	Yes	High	Medium
Drought & Snowpack Decline	High	Medium	High	Medium	Yes	Medium	Medium
Extreme Temperatures	Medium	Medium	High	Low	Yes	Medium	Low
Heavy Rain & Flooding	Medium	Medium	High	Low	Yes	Medium	Low
Wildfire & Smoke	High	Medium	Medium	High	Yes	High	High

RECREATION AREAS, TOURISM, OPEN SPACES, PARKS

Recreation areas and tourism in Leavenworth face climate impacts affecting ecology, recreation, and the economy. Drought and snowpack decline significantly impacts both winter and summer outdoor recreation. Warmer or dryer winters with low snowfall or earlier snowmelt lead to a shorter snow recreation season, which is usually followed by low streamflows, impacting summer river recreation.

All recreation areas and facilities are exposed to wildfire; however, riparian zones may be less vulnerable because of more moisture, though vulnerability depends on fuel loading, fire intensity, and land management. Wildfires can cause long-term transportation disruptions and area closures, and when combined with subsequent rainfall, can damage access roads and reduce site usability. Smoke degrades air quality and makes outdoor recreation unsafe. Extreme heat can affect the ability to recreate outdoors safely, while severe winter conditions can restrict access (despite supporting winter tourism). Severe storms threaten events like Christmastown through power outages and transportation disruptions, directly impacting tourism revenue.

Tourism vulnerability reflects Leavenworth's economic dependence on outdoor recreation and seasonal visitors. Summer wildfire smoke and low streamflows can reduce warm-season tourism opportunities, while winter storm variability creates uncertainty for snow-dependent activities. Reduced site access, diminished visitor experience, and landscape changes can create compound economic risks for tourism businesses and City revenue.

Exhibit 26: Recreation and Tourism Risk Summary

Hazard	Probability	Vulnerability	Redundancy	Cost	Criticality	Magnitude	Risk
Severe Storms	Medium	High	Low	High	No	High	Medium
Drought & Snowpack Decline	High	High	Medium	High	No	High	High
Extreme Temperatures	Medium	Medium	High	Low	No	Low	Low
Heavy Rain & Flooding	Medium	Medium	High	Low	No	Low	Low
Wildfire & Smoke	High	Medium	Medium	High	No	Medium	Medium

SENSITIVE AQUATIC AND TERRESTRIAL SPECIES AND HABITATS

Sensitive species and habitats in Leavenworth are under threat from climate stressors that compromise survival and ecosystem health. Aquatic, riparian, and forested ecosystems are highly vulnerable to drought and reduced snowpack, and salmon, steelhead, and native coldwater fishes are critically dependent on specific water timing, temperatures, and volume in Icicle Creek and the Wenatchee River. Lower soil moisture increases wildfire risk and plant death, while prolonged warm water temperatures directly kill temperature-sensitive aquatic species. Riparian and wetland habitats that are subject to flooding and erosion may experience habitat degradation and the loss of tree cover and shade that regulate stream temperatures. Wildfire exposure varies by location, fire history, and habitat presence, with sensitivity affected by species' fire adaptations, invasive species, habitat fragmentation, reduced biodiversity, and fuel moisture.

Wildfires cause cascading effects beyond direct deaths: increased invasive species in burned areas, loss of forest habitat and carbon storage, elevated runoff and sediment that degrade streams, and aquatic and terrestrial deaths. While native species can tolerate some temperature variation, projected extremes—especially sustained warm water—exceed the limits of some aquatic organisms. The combined effects of water disruption, heat stress, flooding, wildfire, erosion, sedimentation, and invasive species pose serious threats to ecosystem function and biodiversity. Species with narrow temperature tolerance, specific habitat needs, limited movement ability, or existing stress will face heightened risk under changing climate conditions.

Exhibit 27: Ecosystems and Wildlife Risk Summary

Hazard	Probability	Vulnerability	Redundancy	Cost	Criticality	Magnitude	Risk
Severe Storms	Medium	Medium	High	Low	No	Low	Low
Drought & Snowpack Decline	High	Medium	Low	Medium	No	Medium	Medium
Extreme Temperatures	Medium	Medium	Medium	Medium	No	Medium	Medium
Heavy Rain & Flooding	Medium	Medium	Medium	Low	No	Medium	Low
Wildfire & Smoke	High	Medium	Low	High	No	High	High

SEWER AND STORMWATER INFRASTRUCTURE

Sewer and stormwater infrastructure face increasing operational challenges and physical damage from climate hazards. Flooding directly threatens infrastructure through erosion and inundation. Aging or undersized infrastructure is more sensitive to intense precipitation, potentially causing system surcharges, damage, and costly repairs. Severe storms generate high volumes of debris and sediment that block or clog stormwater systems, reducing capacity and increasing local flooding. Wildfire threatens infrastructure both directly (systems in fire perimeters face flame and heat damage) and indirectly (infrastructure downstream of burned areas experiences altered water flow, increased sediment, and debris-laden flows).

Post-wildfire conditions create compound stress. The soils in burned watersheds become hydrophobic and do not allow water to infiltrate. The reduction in infiltration and ground vegetation accelerates and increases runoff, increasing peak stormwater flows. Sediment and derbis flows from burned slopes damage infrastructure, reduce system capacity through deposits, and overwhelms treatment facilities. Floodwater from burned areas carry ash, charred vegetation, and soil that blocks inlets, clogs pipes, and fills retention facilities, requiring extensive maintenance and costly repairs. Increasing precipitation intensity, debris loading, and post-wildfire watershed changes may pose systemic risks to sewer and stormwater infrastructure functionality.

Exhibit 28: Sewer and Stormwater Risk Summary

Hazard	Probability	Vulnerability	Redundancy	Cost	Criticality	Magnitude	Risk
Severe Storms	Medium	High	Low	Medium	Yes	High	Medium
Drought & Snowpack Decline	High	Medium	Medium	Medium	Yes	Medium	Medium
Heavy Rain & Flooding	Medium	Medium	Medium	High	Yes	High	Medium
Wildfire & Smoke	High	Medium	Medium	Medium	Yes	Medium	Medium

TRANSPORTATION INFRASTRUCTURE

Roads, bridges, and transportation connectivity in Leavenworth are vulnerable to nearly every climate hazard. Flooding can damage roads in flood-prone areas, with chip-sealed roads particularly vulnerable to erosion during heavy rain. Many City roads use chip seal, which lacks asphalt's resilience to prolonged moisture, leading to accelerated breakdown and increased maintenance costs. Temperature extremes create stress through freeze-thaw cycles, which damages roads and bridges through expansion-contraction, and extreme heat which causes asphalt to soften leading to rutting, bleeding, and failure. Bridges are sensitive to thermal expansion that can warp components and reduce load capacity. Older or damaged surfaces are more vulnerable to temperature extremes.

Wildfire comprehensively threatens transportation, with routes in wildland-urban interface and high-risk areas most exposed. Direct impacts include burned guardrail and signs, damaged bridges and roads, and destroyed roadside infrastructure like power lines for lighting and signals. Poor vegetation maintenance increases fire risk near critical assets. Post-fire impacts include slope destabilization, increased erosion, and landslides or debris flows that block routes and undermine roads. Limited alternative routes mean extended isolation after wildfire closures and challenging evacuations. Worsening climate hazards may shorten infrastructure lifespans, increase costs, and decrease the reliability essential to emergency response and community connectivity.

Exhibit 29: Transportation Risk Summary

Hazard	Probability	Vulnerability	Redundancy	Cost	Criticality	Magnitude	Risk
Severe Storms	Medium	High	Low	Medium	Yes	High	Medium
Extreme Temperatures	Medium	Medium	Medium	Medium	Yes	Medium	Medium
Heavy Rain & Flooding	Medium	Medium	Medium	High	Yes	High	Medium
Wildfire & Smoke	High	Medium	Low	Medium	Yes	High	High

WASTE HAULING, WASTE MANAGEMENT, RECYCLING

Waste management is vulnerable to natural hazards mainly through debris surges and service disruptions. Flooding often increases storm debris and may impact collection routes, though impacts are expected to be minimal given reliance on Chelan County resources. Flood or storm-related route interruptions may delay service but generally cause temporary constraints. Severe storms that generate significant debris (as seen in December 2025) strain the City's capacity, slowing recovery and increasing costs as debris volumes exceed staff's capacity or capabilities.

Wildfire poses the most significant challenge due to large volumes of varied, potentially hazardous debris. Wildfire frequency increases exposure in wildland-urban interface areas, with debris quantity depending on fire size and materials burned. Burned structures generate hazardous waste (asbestos, treated wood, heavy metals, contaminants) requiring specialized handling and disposal beyond standard capabilities. Large wildfires can overwhelm regional

and local cleanup capacity, requiring contracted services, temporary staging areas, and extended recovery. Wildfire waste challenges also include air quality impacts from smoldering debris, potential surface water contamination from ash, combustion risks, and service disruptions.

Exhibit 30: Waste Management Risk Summary

Hazard	Probability	Vulnerability	Redundancy	Cost	Criticality	Magnitude	Risk
Severe Storms	Medium	Medium	Medium	High	Yes	High	Medium
Heavy Rain & Flooding	Medium	Medium	High	High	Yes	Medium	Medium
Wildfire & Smoke	High	Medium	Medium	High	Yes	High	High

WATER SUPPLY, WATER INFRASTRUCTURE, IRRIGATION INFRASTRUCTURE

Drought and reduced snowpack create fundamental supply constraints, as the City's water depends on the winter snowpack and spring snowmelt that replenishes soil moisture and aquifer recharge. Diminished water availability threatens commercial and domestic needs citywide, with potential long-term water deficits. Flooding threatens critical infrastructure, particularly the Leavenworth well field on Icicle Road near the Wenatchee River and the City's Icicle Creek intake. Past flooding shows sensitivity to contamination and damage to pumps, electrical systems, and well casings.

Water quality and treatment face challenges from increased turbidity caused by high flows, post-fire debris flows, and warm water temperatures. Extreme heat affecting surface water can compromise quality and temperature requirements, while seasonal temperature variations limit maximum treatment flow rates. Spring high silt loading requires frequent filter backwashing; when turbidity is elevated, backwashing becomes less effective, creating operational challenges and potentially reducing capacity. Wildfire threatens systems with exposure based on distribution infrastructure and water sources in wildland-urban interface areas. Surface water sources with limited treatment capabilities are more sensitive to wildfire-induced degradation through erosion, sediment, ash, and turbidity. Post-fire runoff can severely degrade water quality, potentially requiring enhanced treatment and filtration. Older infrastructure lacking redundancy is vulnerable to wildfire damage, while firefighting creates surge demand during critical periods.

Exhibit 31: Water Resources Risk Summary

Hazard	Probability	Vulnerability	Redundancy	Cost	Criticality	Magnitude	Risk
Severe Storms	Medium	Medium	Medium	Medium	Yes	Medium	Medium
Drought & Snowpack Decline	High	High	Medium	Medium	Yes	High	High
Heavy Rain & Flooding	Medium	Medium	Medium	High	Yes	High	Medium
Wildfire & Smoke	High	Medium	High	Medium	Yes	Medium	Medium

G.4 RESILIENT GOALS AND POLICIES

The following goals and policies are summarized from the Leavenworth Comprehensive Plan.

CLIMATE RESILIENCE

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.

CAPITAL FACILITIES

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.

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 of 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 reduce carbon pollution while enhancing 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.

ECONOMIC DEVELOPMENT

Goal ED-1. Foster a balanced, diversified and sustainable local economy that contributes to Leavenworth's high-quality of life.

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-2.5. Maintain and enhance year-round opportunities for sustainable tourism and a balanced mix of visitor and residential uses. Strategies 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-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.

HOUSING

Goal H-6. Ensure that residential development and redevelopment projects are 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.

LAND USE

Policy LU-2.8. Identify and protect open space, forested areas, and greenspaces in the City and urban growth areas that are important for wildlife, recreation, ecological services, climate resilience, and the community.

Policy LU-3.1. Allow clustering that preserves open space and administrative deviations for minor variations/ deviations from prescribed standards.

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. 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.
- Preserving and enhancing conservation or protection measures necessary for anadromous fisheries."

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-5.6. 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 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-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.

TRANSPORTATION

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-1.11. Support and encourage development of electric vehicle charging infrastructure.

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-4.2. Identify and implement strategies and standards to ensure the resilience of the existing and new transportation system from climate change exacerbated hazards.

Policy TR-4.9. 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.

UTILITIES

Goal UT-2. Ensure that energy infrastructure – including generation and transmission – is able to accommodate renewable energy opportunities and can withstand and recover quickly from the impacts of extreme weather events and other natural hazards worsened by climate change.

Policy UT-2.1. Work with energy utilities to improve the safety and reliability of infrastructure vulnerable to climate change.

Policy UT-2.2. Continue to work with Chelan County PUD to increase the resiliency of the electric grid and reduce the risk of wildfires through maintenance, upgrades, and vegetation management, among other methods.

Policy UT-2.3. Require all new and existing transmission lines, electrical distribution, and communication lines to be installed underground where feasible.

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 buildings to use renewable energy, conservation, and efficiency 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, 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. Encourage buildings to use renewable energy, conservation, and efficiency technologies and practices to reduce greenhouse gas emissions.

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.

G.5 PUBLIC ENGAGEMENT SUMMARY

The City implemented an engagement strategy as outlined in the Comprehensive Plan Public Participation Plan (PPP) and Climate Element Supplement, focused on engaging the whole community, including vulnerable populations, underserved communities, and Tribal partners.

COMMUNITY ENGAGEMENT NIGHTS

The climate planning team participated in three community engagement nights and the summer block party with interactive posters and climate information.

LEAVENWORTH EARTH DAY CELEBRATION

The City of Leavenworth and Chelan County climate planning teams set up a booth to engage with community members. Information provided included posters with climate hazard information, an interactive poster to gauge climate concern, and a kids' activity.

CLIMATE CHANGE SURVEY

The City promoted a county-wide climate resilience survey to community members through social media, posted flyers, and in-person events.

CLIMATE ADVISORY TEAM (CAT)

The City formed a climate advisory team (CAT) to provide feedback and guidance to the planning team. The CAT membership provided wide representation of the community, including:

- Leavenworth Public Works Department
- Leavenworth Community Development Department
- Leavenworth Planning Commission
- Leavenworth Chamber of Commerce
- Cascade School District
- Small Businesses
- Real Estate & Land Development
- Fire District 3
- Community Members

The CAT meet three times during the planning process.

September 30, 2025 Agenda:

- Climate planning context and process
- Review of Leavenworth community assets
- Review of climate-exacerbated hazards and local impacts
- Community feedback on climate change and natural hazards
- Introduction to vulnerability and risk assessment

October 30, 2025 Agenda:

- Vulnerability assessment results and discussion

- Existing goal and policy analysis
- Climate resilience vision discussion

December 23, 2025 Agenda:

- Risk assessment methodology, results, and discussion
- Goal and policy setting

TRIBAL ENGAGEMENT

To support more efficient tribal engagement, the climate planning team collaborated with Chelan County's and other cities' climate element planning process for tribal engagement. Through tribal participation on the County's Climate Advisory Team and targeted discussions on specific topics, the planning team gathered information about climate impacts to cultural resources to share with the City of Leavenworth CAT and incorporate into the vulnerability and risk assessment. The Colville Tribe supported this method as it allowed them to reach a wide audience through a single effort. The draft Comprehensive Plan and climate element will also be shared with the Colville Tribe and Yakama Nation during the public comment period.

OVERBURDENED COMMUNITY AND VULNERABLE POPULATIONS ENGAGEMENT

The City of Leavenworth has an ongoing public engagement process that successfully engages with the whole community, including overburdened communities and vulnerable populations. The Comprehensive Plan PPP and Climate Element Supplement built upon these existing opportunities by focusing outreach during the popular Community Engagement Nights and Summer Block Party. These events include booths and activities from many community organizations, state and local agencies, and City departments, providing a variety of information to everyone who attends. The events are also an opportunity for the community to learn about and provide feedback on new projects and plans. The events attract a wide range of the community because they are centrally located and easy to access, the City provides dinner, and there are games and activities for children.

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Appendix H: Community Outreach Summary

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Appendix H-1: May 2025 Community Engagement Night Summary

MEMORANDUM

To: Maggie Boles, Community Development Director; Celeste Barry, Senior Planner – City of Leavenworth
From: Rachel Chen, AICP and Katie Cote, AICP – BHC Consultants
Date: November 19, 2025
Subject: May 2025 Community Engagement Night Summary

INTRODUCTION

As part of the City's 2026 Comprehensive Plan Update process, BHC Consultants attended the City of Leavenworth's Community Engagement Night on May 6, 2025. BHC displayed several posters among a couple of tables (see Exhibit 1), as follows:

- **Timeline poster** to outline the City's 2026 Comprehensive Plan Update process. This poster was for information purposes only and did not collect any information from residents aside from folks who signed up via email to be notified of project updates.
- **Demographics poster** to collect high-level demographics information to get a sense of who provided feedback at this event.
- **Visioning poster** to verify the priorities identified through the city's Community Visioning workshops during the fall of 2024.
- **Park, trails, and recreation map** highlighting the City's parks and existing park amenities for community members to discuss and express their desires for park and recreation improvements.
- **Kids poster and activity sheets** for kids to express what they would like to see in their dream park.

Exhibit 1. Poster set up



WHAT WE HEARD

Community members provided extensive feedback to staff directly, as well as through sticky notes and direct feedback on the posters. Photos of the posters can be found at the end of the memo in Poster Results.

Demographics

A total of 30 community members provided a response to our Demographics poster. Most people that attended the engagement night are year-long, English-speaking residents that mostly live within City limits. They are predominantly between the ages of 30-59, with a few folks older than 60, and a few children in attendance as well. The demographics poster can be referenced in Poster Results.

Visioning Poster

The visioning poster asked community members, "Which highlights from the fall 2024 engagement series do you agree with?" People were given stickers to indicate whether they agreed or disagreed. Some folks put stickers in the middle of both, so we have added a neutral column below to reflect this. The results are presented in the following table (2). Comment cards were provided in case community members wanted to propose edits to these statements or write their own; no comment cards were received.

Exhibit 2. "Checking in With You" Poster Results

Visioning Principle	Agree	Neutral	Disagree
Sustainable Development Emphasis on balancing growth with environmental preservation and community character.	11	0	0
Diversity Matters Participants highlighted the importance of diverse populations and socioeconomic backgrounds in the community.	13	0	1
Green Space Many advocated for the protection of parks and natural areas amidst development.	15	0	0
Local Services There's a call for increased local businesses and essential services to reduce reliance on other areas.	10	0	0
Affordable Housing There's a strong demand for affordable housing options to accommodate residents who work in the community, emphasizing the need for innovative solutions.	12	0	1
Balance Density and Nature Increasing density must be balanced with maintaining green spaces, ensuring residents can enjoy both community living and nature.	15	0	0
Balancing Growth & Community Needs Sustainable tourism should prioritize local residents' quality of life while attracting visitors. Focus on community well-being fosters a more welcoming environment for tourists.	14	1	0
Environmental Responsibility Emphasizing conservation and responsible tourism can enhance the community's natural beauty, attracting visitors who appreciate and respect the environment.	13	0	0
Enhanced Transportation Options Developing shuttles and bike paths can reduce traffic congestion while promoting eco-friendly travel methods and improving access to local attractions.	10	2	0
Housing Solutions Addressing housing affordability directly impacts the community's stability. Policies favoring long-term rentals and taxes on vacant properties may help residents thrive.	13	0	0
Cultural Preservation Maintaining the unique Bavarian theme is vital for attracting tourists. Celebrating local culture strengthens community identity and fosters pride among residents.	9	3	0
Sustainable Event Management Adjusting event schedules and promoting responsible visitor behavior can mitigate overcrowding, ensuring a better experience for both tourists and residents.	8	2	1

Parks, Trails, & Recreation Map

The parks map included the city's existing parks, trails, and recreational facilities, and identified which amenities can be found at each facility.

BHC Staff discussed with community members any gaps in the park system, trails network, or amenities. Participants were able to add sticky notes directly to the map, or provide feedback

to BHC staff who would write them down and stick them to the map. Some common themes include desires to:

- Increase bike safety and trail improvements as well as new bike lanes
- Maintain pockets of open space
- Establish a community or recreational center
- Connect schools and trails to the waterfront
- Increase trail connections and walking routes within the city, along the river to Hwy 2, and to other recreational facilities. If possible, turn the COIC irrigation ditch which has been covered into a walking trail.
- Keep walking routes along Hwy 2 near Safeway and across the Wenatchee River clear of snow
- Establish free parking at the waterfront for residents
- Increase access to waterfront for water based activities
- Improve the city pool and/or build an indoor pool
- Encourage art walks all around the city, especially to include the salmon sculpture
- Install a playground near the river and a bathroom at Barn Beach
- Add more parks or play areas in the city north of Hwy 2
- Add dog parks – though there is equal disagreement on this topic

A photo of the poster can be found in Poster Results at the end of this memo.

Along with this poster, community members were also invited to take the Parks Survey. Results from the Parks Survey can be found in the Parks Survey Summary appendix.

Kids Poster & Activity

The kids poster asked kids to put a sticker next to the components they would like to see in their dream park. The responses are compiled below in Exhibit 2, and a photo of the poster can be viewed in Poster Results at the end of this memo.

Exhibit 3. "My Dream Park Has..." Poster Results

Park Amenity	Votes
Playgrounds	10
Nature Play Areas	8
Climbing Wall	5
Ballfields and Courts	4
Indoor Pool	17
Splash Park	10
Places to play with my dog	5

Along with voting on this poster, a few kids drew pictures of what their dream park would look like (Exhibit 4). Most of the drawings include a playground, with many added details including a splash park, tree house, a tiny library, swings, a wooden tunnel to crawl through, a springy horse, mini zip line, and a seesaw.

Exhibit 4. Drawings of what kids would like to see in their dream park.

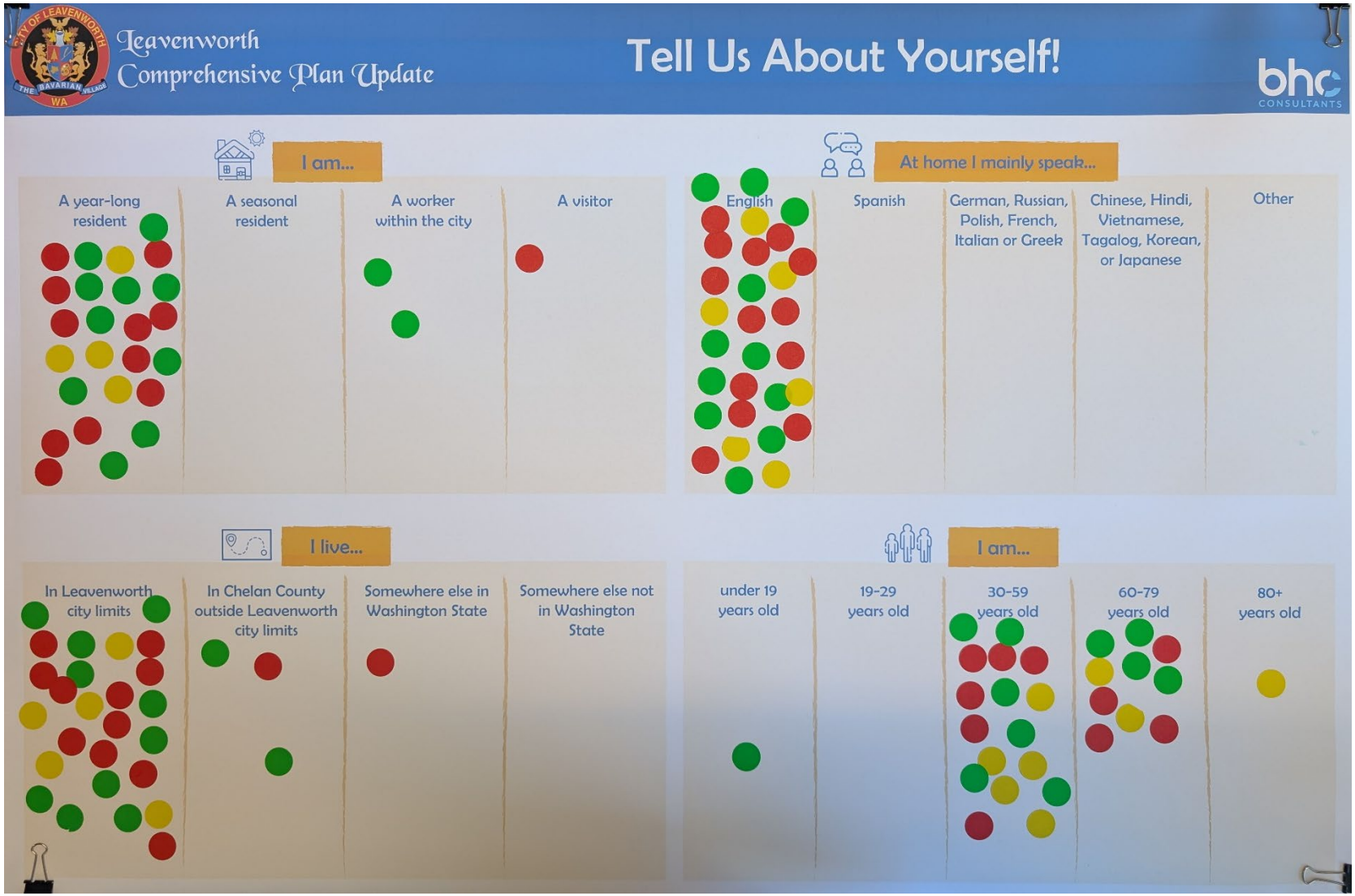


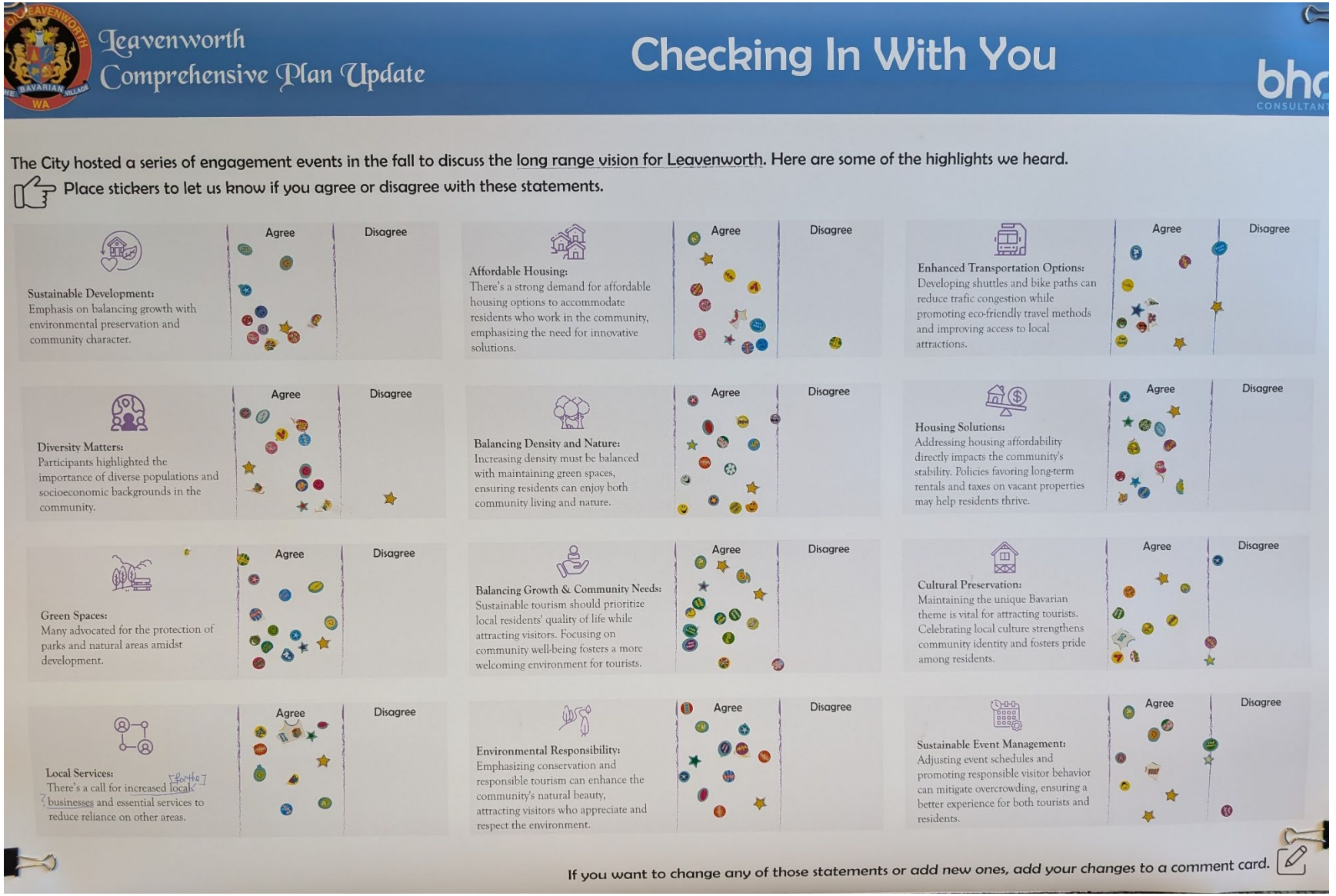
KEY TAKEAWAYS

Several key themes emerged from the community engagement night:

- Community members appear to generally agree with the visioning principles developed through the City's previous engagement efforts.
  - Strong agreement was expressed with principles regarding open space, balancing nature and density, and balancing growth with community needs.
  - There weren't many people who expressed disagreement with the principles presented, but a few people expressed a neutral response to preserving the Bavarian theme, sustainable event management, and enhanced transportation options, which may suggest these are lower priorities compared to other topics presented.
- Parks and recreation facilities in the city would benefit from improved connections between trails, parks, and other recreational facilities; safety improvements to enhance pedestrian and bike trails; new parks in the city north of Hwy 2, and pool improvements or a new indoor pool.
- Kids in Leavenworth generally envision their dream park to include an indoor pool, playgrounds, and a splash park, but also had some other ideas for park amenities including a tree house, tiny library, and a seesaw, among others.

POSTER RESULTS




Leavenworth
Comprehensive Plan Update
Checking In With You
bha
CONSULTANTS
The City hosted a series of engagement events in the fall to discuss the long range vision for Leavenworth. Here are some of the highlights we heard.
Place stickers to let us know if you agree or disagree with these statements.
Agree
Disagree
Sustainable Development:
Emphasis on balancing growth with environmental preservation and community character.
Affordable Housing:
There's a strong demand for affordable housing options to accommodate residents who work in the community, emphasizing the need for innovative solutions.
Enhanced Transportation Options:
Developing shuttles and bike paths can reduce trafic congestion while promoting eco-friendly travel methods and improving access to local attractions.
Diversity Matters:
Participants highlighted the importance of diverse populations and socioeconomic backgrounds in the community.
Balancing Density and Nature:
Increasing density must be balanced with maintaining green spaces, ensuring residents can enjoy both community living and nature.
Housing Solutions:
Addressing housing affordability directly impacts the community's stability. Policies favoring long-term rentals and taxes on vacant properties may help residents thrive.
Green Spaces:
Many advocated for the protection of parks and natural areas amidst development.
Balancing Growth & Community Needs:
Sustainable tourism should prioritize local residents' quality of life while attracting visitors. Focusing on community well-being fosters a more welcoming environment for tourists.
Cultural Preservation:
Maintaining the unique Bavarian theme is vital for attracting tourists. Celebrating local culture strengthens community identity and fosters pride among residents.
Local Services:
There's a call for increased local businesses and essential services to reduce reliance on other areas.
Environmental Responsibility:
Emphasizing conservation and responsible tourism can enhance the community's natural beauty, attracting visitors who appreciate and respect the environment.
Sustainable Event Management:
Adjusting event schedules and promoting responsible visitor behavior can mitigate overcrowding, ensuring a better experience for both tourists and residents.
If you want to change any of those statements or add new ones, add your changes to a comment card.

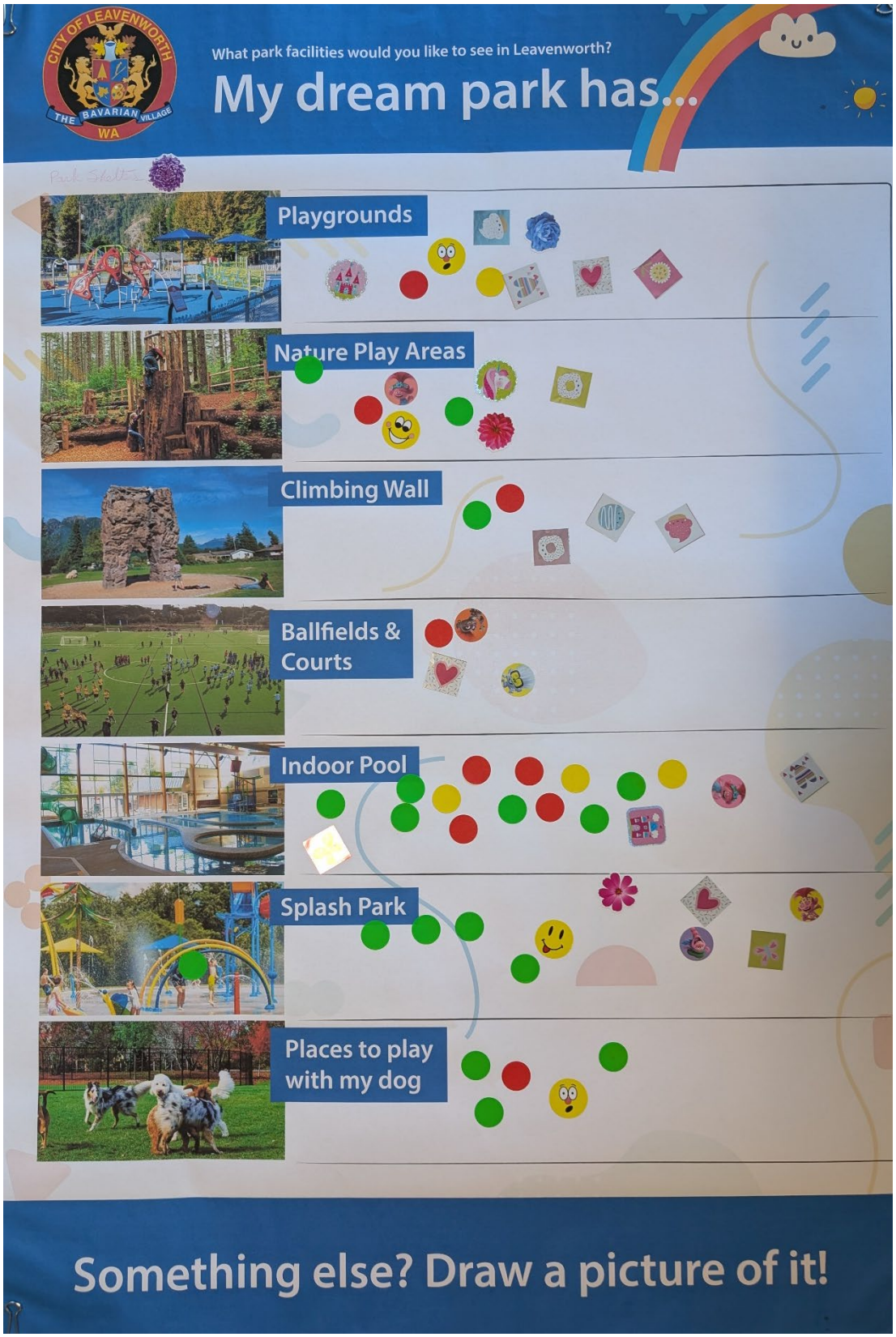

Leavenworth
Comprehensive Plan Update
Parks, Trails & Recreation Map
bhc CONSULTANTS
MORE PARKS ON NORTH SIDE OF 2
BIKE SAFETY ON SKI HILL
SKI HILL TO TITUS PD LOOP — #1 WALKING LOOP
REC/ COMMUNITY CENTER
WE HAVE THE MOUNTAINS!
KIDS/ FIELD TRIPS TO PARKS / WATER → SAFETY!
ART WALKS ALL AROUND!
MAINTAIN POCKETS OF OPEN SPACE
CONNECT SCHOOLS TO WATERFRONT
Add School District Land?
Identify Walking routes
NATURAL AREAS
NO DOG PARKS NEEDED
YES! COMMUNITY DOG PARK
SCHOOL? CITY? PROPERTY IN POPLAR—?
SAFE OUTDOOR WALKING ROUTES. - ALONG 2 NEAR SAFEWAY & ACROSS - KEEP CLEAR OF SNOW!
ART WALK AROUND SALMON SCULP
POOL NEEDS IMPROVEMENTS!
NEED PLAY AREA IN NW AREA?
Connections
CONTINUE TRAIL ALONG RIVER TO 2
INDOOR POOL
PLAYGROUND
BATHROOM @ RAINY BEACH
PARKING AVAILABILITY @ WATERFRONT
The recent cleanup of the COIC irrigation ditch now have pipe and is covered. Its possible to make them walking trails.
MORE ACCESS FOR TUBE IN/OUT
EXISTING PARKS ARE GREAT!
CHELAN DOUGLAS TRANSPORTATION COUNCIL NON MOTORIZED TRAIL
E. LEAVENWORTH ROAD — BIKE SAFETY LANE ICICLE BIKE LOOP
For designing park maps: and "You are here" stickers
INSET MAP
Legend
CITY LIMITS
URBAN GROWTH AREA
PARCELS
PUBLIC PARKS
PRIVATELY OPERATED PUBLIC PARKS
NATIONAL FOREST
PUBLIC SCHOOLS
TRAILS
BIKE LANES
SKATEPARK
BASEBALL FIELD
PLAYGROUND
POOL
OSBORN PLAYGROUND
Cascade School District
LIONS CLUB PARK
FRONT ST PARK
WATERFRONT PARK
BLACKBIRD ISLAND
BOAT LAUNCH
ENCHANTMENT PARK
Park Amenities
DRAFT - MAY 6, 2025


My dream park has...
In the old school Roof
OSBORN
The Jet Scream
SPlash!
SPLasH!
Small pool so no one gets hurt.
Elyas
Hakkan
Draw a picture of it!


CITY OF LEAVENWORTH
THE BAVARIAN VILLAGE
WA
My dream park has...
Draw a picture of it!


My dream park has...
wooden tunnel to climb through
a really good swing
Draw a picture of it!


CITY OF LEAVENWORTH
THE BAVARIAN VILLAGE
WA
My dream park has...
a slide,
tiny library,
tree house,
swing set
Margot Ellis
sprigly horse,
and
a seesaw
Draw a picture of it!


CITY OF LEAVENWORTH
THE BAVARIAN VILLAGE
WA
What park facilities would you like to see in Leavenworth?
My dream park has...
Playgrounds
Nature Play Areas
Climbing Wall
Ballfields & Courts
Indoor Pool
Splash Park
Places to play with my dog
Something else? Draw a picture of it!

Appendix H-2: August 2025 Community Block Party Summary

To: Maggie Boles, Community Development Director; Celeste Barry, Senior Planner – City of Leavenworth
From: Rachel Chen, AICP and Katie Cote, AICP – BHC Consultants
Date: November 19, 2025
Subject: August 2025 Community Block Party Summary

INTRODUCTION

BHC Consultants attended the Community Block Party on August 21, 2025, to discuss a draft vision statement and parks planning with community members. Our engagement posters addressed the following topics:

- **Timeline poster** to outline the City's 2026 Comprehensive Plan Update process. This poster was for information purposes only and did not collect any information from residents aside from folks who signed up via email to be notified of project updates.
- **Demographics poster** to collect high-level demographics information to get a sense of who provided feedback at this event.
- **Vision Statement poster** featuring a draft vision statement we developed based on prior engagement events (including the City's Community Visioning workshops in the fall of 2024 and the May 2025 Community Engagement Night) for community members to react to and help refine.
- **Parks Dispersion poster** to spur discussion on where new parks may be needed based on existing park distribution and various buffers to approximate walking distances from parks.
- **Trails and Connections poster** to collect community input on where trail connections or new trails should be prioritized in the city.
- **Parks Survey Results poster** to report and substantiate the findings of the Parks Survey that was circulated among community members from May-July 2025. We have prepared a separate memo to discuss the Parks Survey results. No input was collected from this poster at this event.

Exhibit 5. Booth setup



WHAT WE HEARD

Community members provided extensive feedback to staff directly, as well as through sticky notes and direct feedback on the posters.

Demographics

The block party was well attended by numerous community members. Most of the community members who engaged with the posters are year-long residents or those who work in the city, and most of them live in city limits. Most were English speakers, though one participant mainly speaks Spanish at home, and were primarily between the age of 30-59, though several folks aged 60-79 participated as well.

Vision Statement Poster

The vision statement poster presented a draft vision statement and an opportunity for community members to mark up and propose edits. Community members were encouraged to envision what they want Leavenworth to look like in 2045. Many people gave the draft statement a thumbs up with no proposed changes. One person proposed a complete rewrite while others commented on the need for affordable housing and housing for aging community members.

Overall, many people seemed to like referencing Leavenworth as a "small town" and agreed with the idea that those who both live and work in Leavenworth should be prioritized over tourism. Many people also wanted to ensure that any "Bavarian" or "alpine-themed" phrasing used does not leave out businesses that aren't explicitly alpine or Bavarian themed, and seemed to agree with how the Bavarian or alpine-themed concept was deprioritized until the

end of the vision statement. Based on the feedback provided on this poster, we have since revised the draft vision statement to read:

> *Leavenworth is a deeply interconnected small town. We see a future where the people who live and work in our community are thriving, with housing options people can afford, vibrant small businesses, and good jobs. We cherish our rivers, forests, and mountains as essential to our outdoor recreation system, and keeping them resilient is important to us. Infrastructure and services have been added efficiently and appropriately as the city has grown. Our enduring vitality, stability, and financial accountability allow us to welcome visitors and invite them to share our alpine-themed experiences.*

Parks Dispersion Poster

The parks dispersion poster included a map of existing park and recreation facilities in the city along with a ¼ mile, ½ mile, and ¾ mile buffers to approximate walking distances from the facilities. Most areas in the city limits are theoretically within ¾ miles of a park, but this does not accurately reflect walking times. People were invited to provide comments on where they would like to see new parks or natural areas, what distance they are comfortable walking to parks, and what kind of recreational improvements or amenities they would like the city to consider.

Numerous sticky notes and comments were written on this poster, including some notes from BHC staff that were written based on discussions with community members at the event (see Poster Results for photos of the marked-up posters). Specific responses include desires to:

- Expand existing parks, such as the boat launch which is next to a beach
- Increase shade at all park facilities, including a covered turf field at Osborn
- Maintain or designate employee parking at Osborn – street parking preferred over a parking lot
- Expand recreational opportunities at Osborn including basketball, volleyball, pickle ball courts and a dog park with shade
- Install dog parks within driving distance of the city – people are willing to drive outside of the city to use dog parks
- Install an indoor pool or a pool with a retractable roof so people can swim year round
- Improve restroom facilities around the waterfront
- Add playgrounds in the UGA, north near Ski Hill
- Expand multiuse trail around the golf course so people can bike or walk from Icicle Creek

Trails and Connections Poster

The trails and connections poster included a map of existing and proposed trails in the city and connections to regional trails. Proposed trails within the city were included based on the

2009 Upper Valley Regional Trails Plan[1]. People were invited to mark where they would like to see trails connections prioritized or new trails created. Please see Poster Results at the end of this memo for photos of the marked-up posters.

Numerous sticky notes and several hand-written comments were provided, including some notes from BHC staff. Specific responses include desires to:

- Improve **connectivity** of multi-use or pedestrian and bike trails:
  - from the city to Ski Hill
  - to the train station
  - along the golf course
  - to connect the golf course trail to Ridge Trail and Penstrock Trail and to Enchantment Park
  - to improve sidewalk connections which currently stop at the new apartments along Chumstick
  - along the irrigation ditch near Duncan Road/Hwy 2, especially because it connects to Icicle River and is a nice place for dog walking
  - to connect the city to Forest Service trails along Ranger Road
  - to connect Leavenworth to Plain with a multiuse path along Chumstick
- Improve the **safety** of pedestrian and bike access:
  - where Hwy 2 and Chumstick Hwy intersect
  - along Chumstick
  - from the city to Ski Hill and along Ski Hill
  - south of Pine street where the path is not wide enough
  - where Hwy 2 leads/connects to Peshastin
  - along E Leavenworth, especially south of the city at the bridge across the river (see C2 in the 2009 Upper Valley Regional Trails Plan)
  - along Dye/Embroden Road, by installing a shoulder similar to the one along Icicle which has been a great improvement
- Create a new:
  - trail around the wetlands near Alpenglow Drive
  - trail using the right of way from Village View Dr to the area north of Berustrasse
  - trail behind the condos along Chumstick (as proposed in the Upper Valley Regional Trails Plan)
- Identify accessible trails and how they are accessible
- Prioritize connections between parks and to the water
- Improve the frequency of plowing along Benton and West Street
- Install the proposed bridge from Waterfront Park to the Boat launch to help those who want to float down the river on inner tubes
- Ensure the open space near Chumstick apartments are kept open to the public (without a locked gate), and to help prevent congestion during the lighting of the Christmas tree.

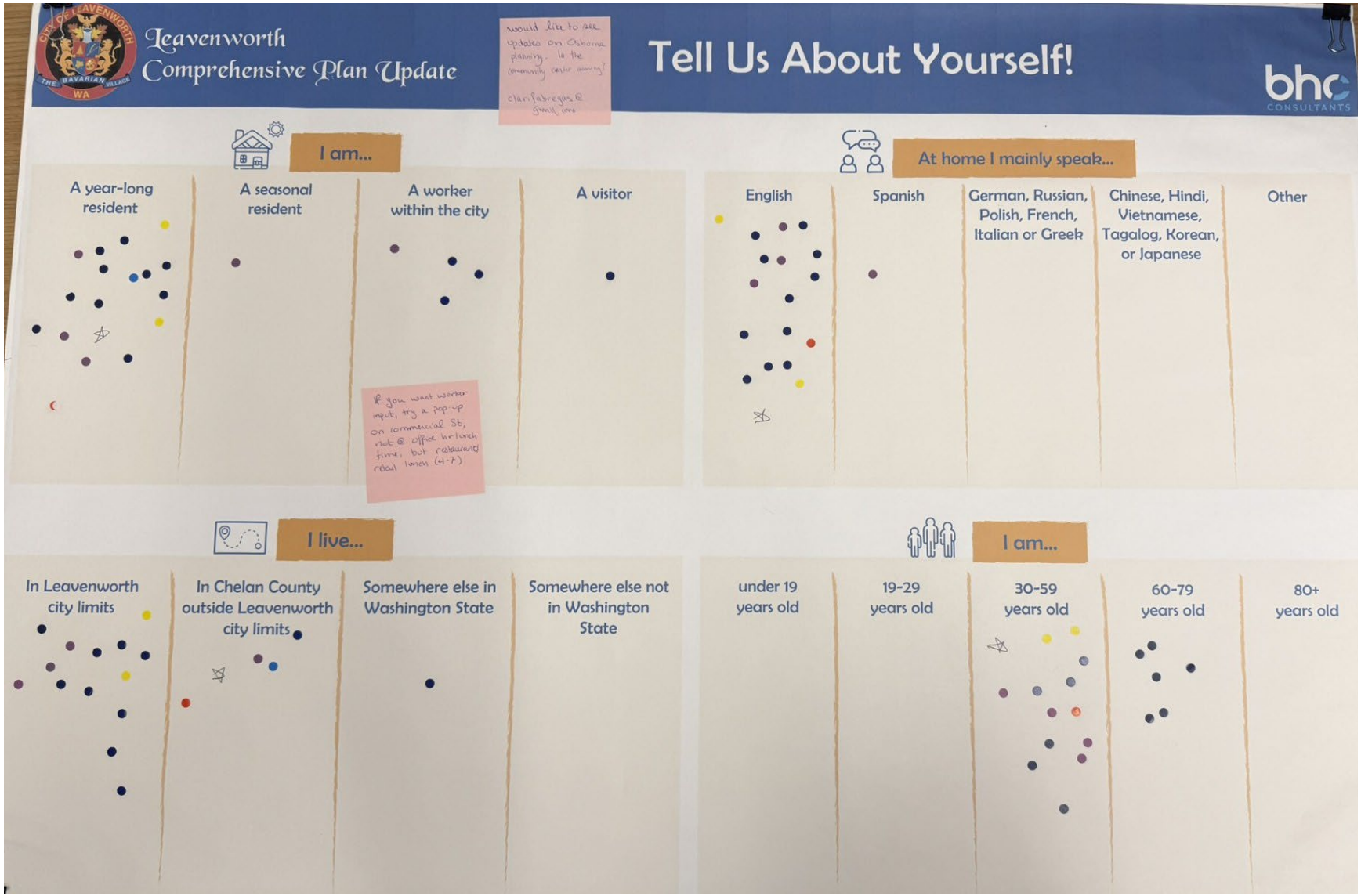
[1] "Upper Valley Regional Trails Plan," City of Leavenworth (2009), https://cityofleavenworth.com/documents/upper-valley-regional-trails-plan/.

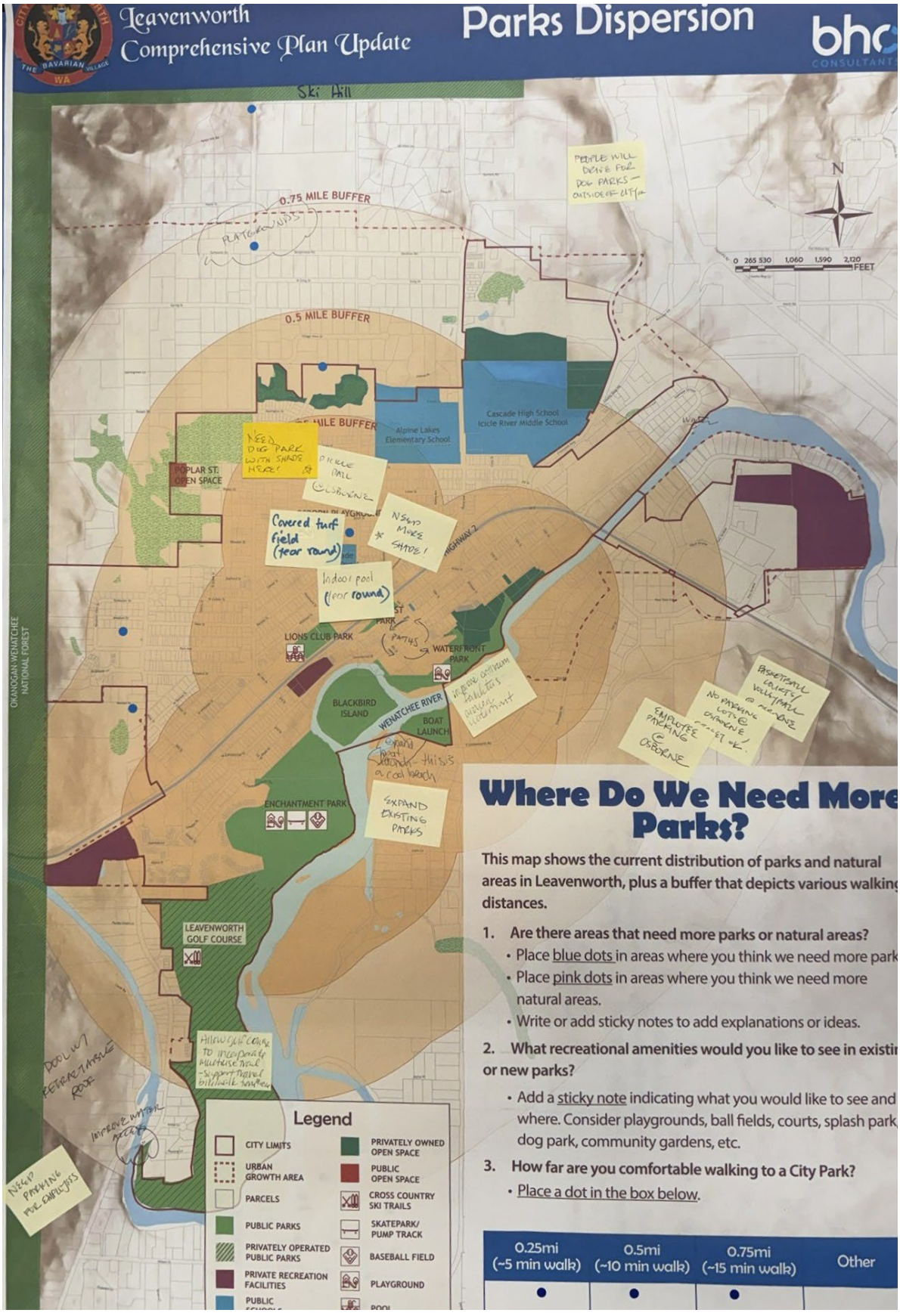
KEY TAKEAWAYS

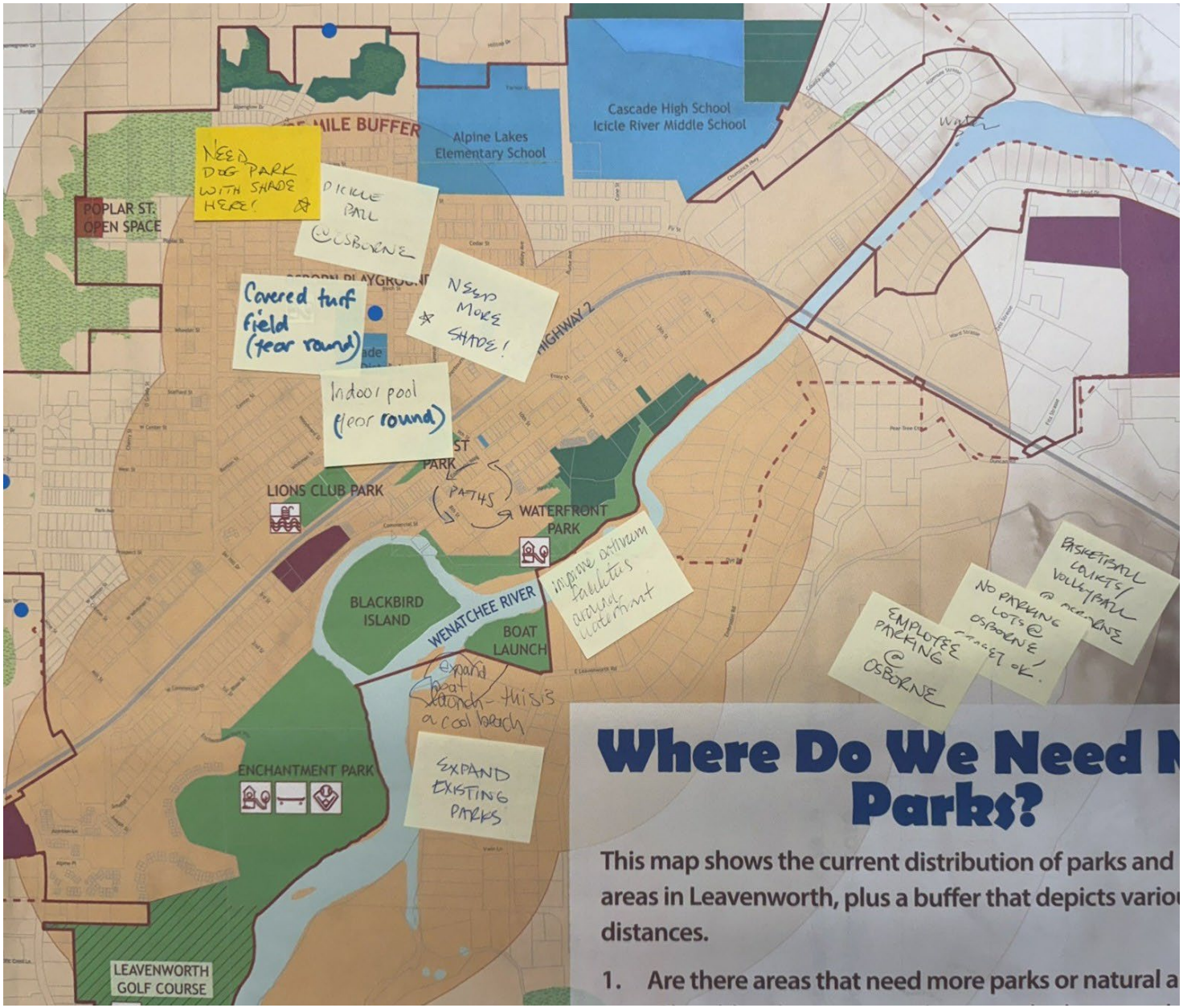
Several key themes emerged from the community block party:

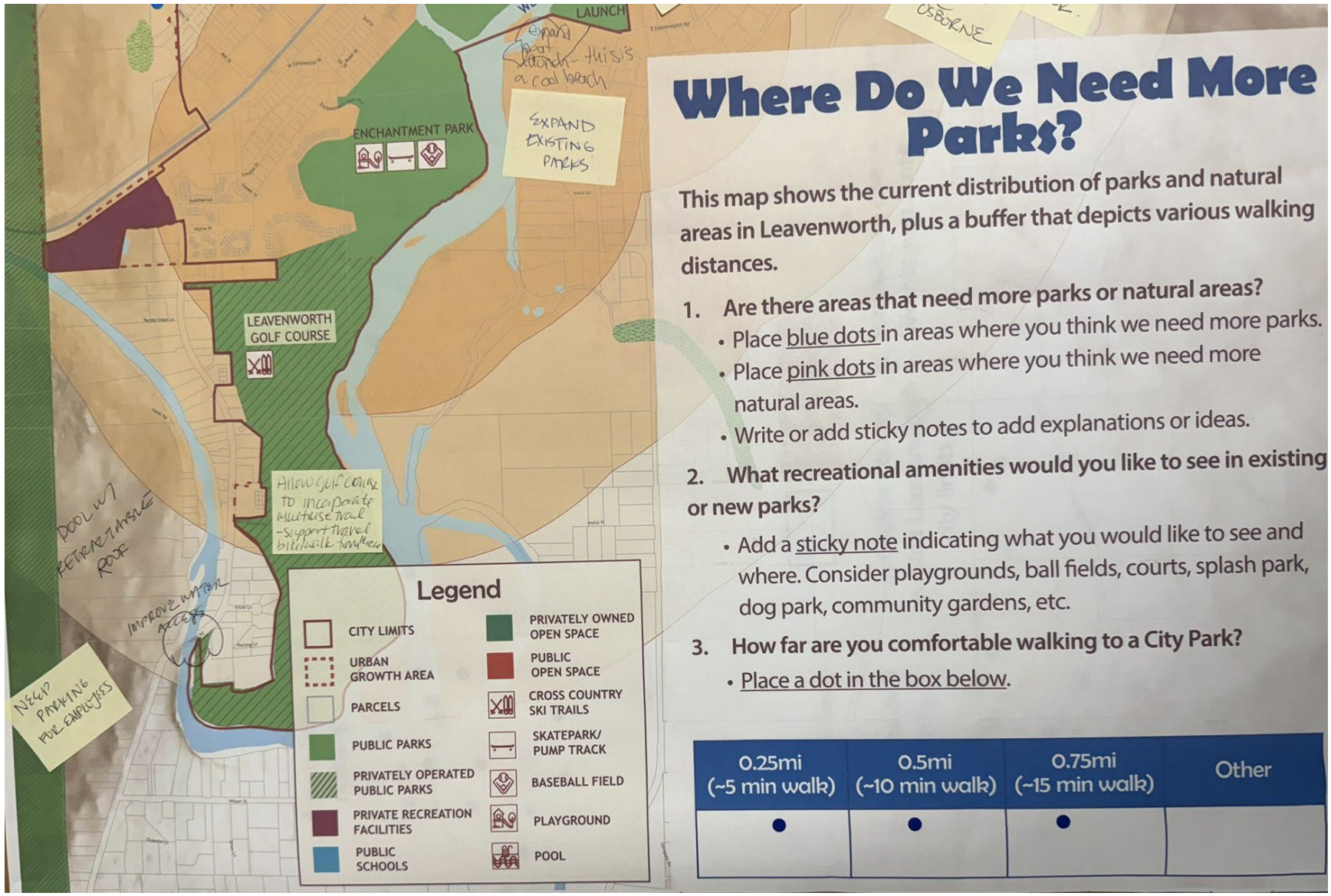
- Community members appreciated that the draft vision statement prioritized those that live or work in Leavenworth over tourism.
- Community members found that city's efforts to ensure Leavenworth is thriving, i.e. with housing affordable for all, good jobs, and adequate services, will lead to better outcomes for year-round residents, workers, and tourists alike.
- Responses on the Parks Dispersion and Trails and Connections posters confirm the general findings of the Parks Survey, including desires for:
    - new parks in the northern side of the city to increase residential accessibility to parks;
    - increased shade structures;
    - an indoor pool to provide year-round swimming facilities;
    - increased maintenance and restroom facilities;
    - increased trail connections, both within the city and to regional trails and recreational opportunities;
    - safety improvements for pedestrian and bike trails.

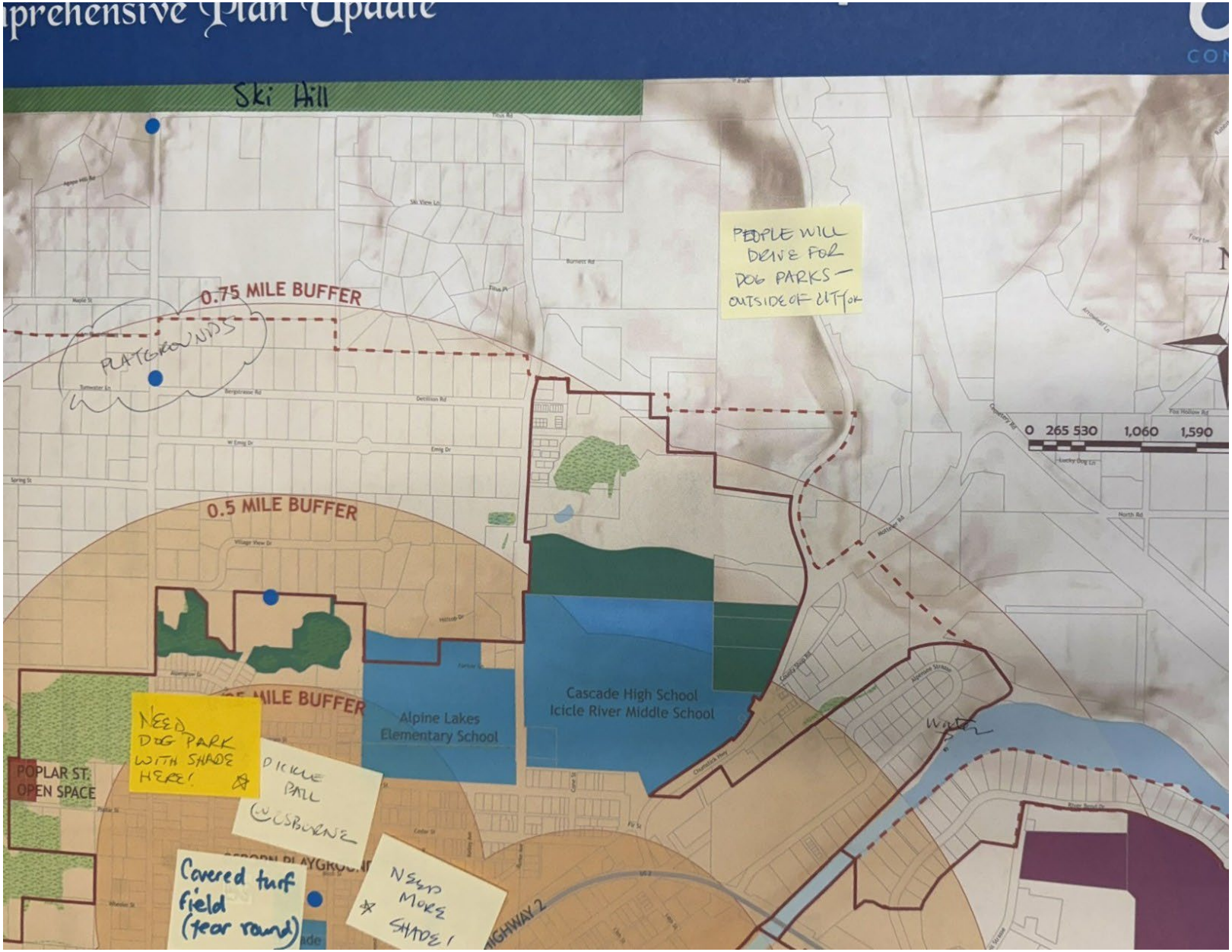
POSTER RESULTS



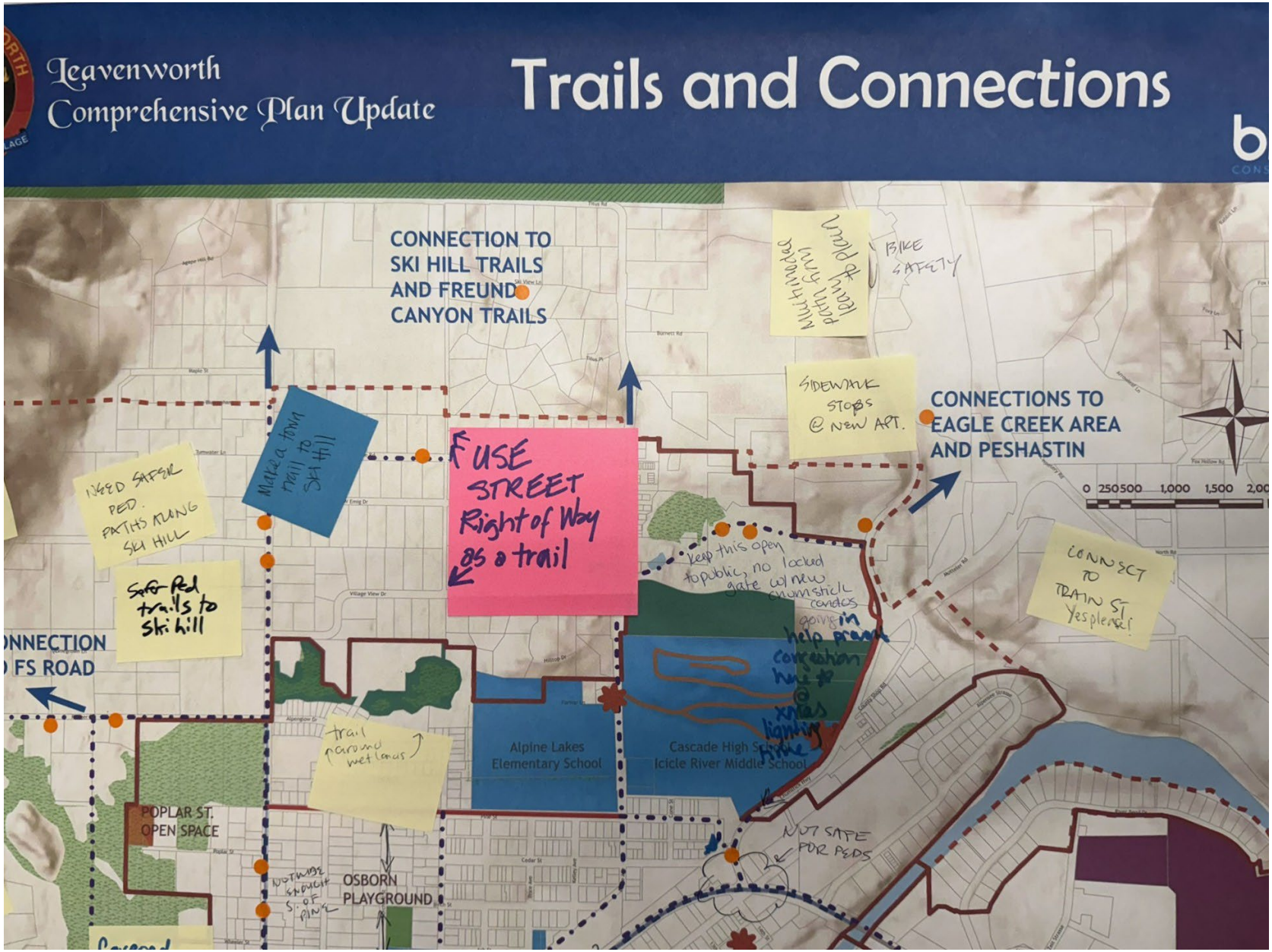

Leavenworth
Comprehensive Plan Update
Parks Dispersion
0.75 MILE BUFFER
0.5 MILE BUFFER
Cascade High School
Icicle River Middle School
Alpine Lakes Elementary School
POPLAR ST. OPEN SPACE
LIONS CLUB PARK
WATERFRONT PARK
BLACKBIRD ISLAND
WENATCHEE RIVER
BOAT LAUNCH
ENCHANTMENT PARK
LEAVENWORTH GOLF COURSE
OKANOGAN-WENATCHEE NATIONAL FOREST
Covered turf field (year round)
Indoor pool (year round)
EXPAND EXISTING PARKS
Where Do We Need More Parks?
This map shows the current distribution of parks and natural areas in Leavenworth, plus a buffer that depicts various walking distances.
1. Are there areas that need more parks or natural areas?
• Place blue dots in areas where you think we need more park
• Place pink dots in areas where you think we need more natural areas.
• Write or add sticky notes to add explanations or ideas.
2. What recreational amenities would you like to see in existi or new parks?
• Add a sticky note indicating what you would like to see and where. Consider playgrounds, ball fields, courts, splash park, dog park, community gardens, etc.
3. How far are you comfortable walking to a City Park?
• Place a dot in the box below.
0.25mi (~5 min walk)
0.5mi (~10 min walk)
0.75mi (~15 min walk)
Other
Legend
CITY LIMITS
URBAN GROWTH AREA
PARCELS
PUBLIC PARKS
PRIVATELY OPERATED PUBLIC PARKS
PRIVATE RECREATION FACILITIES
PRIVATELY OWNED OPEN SPACE
PUBLIC OPEN SPACE
CROSS COUNTRY SKI TRAILS
SKATEPARK/ PUMP TRACK
BASEBALL FIELD
PLAYGROUND

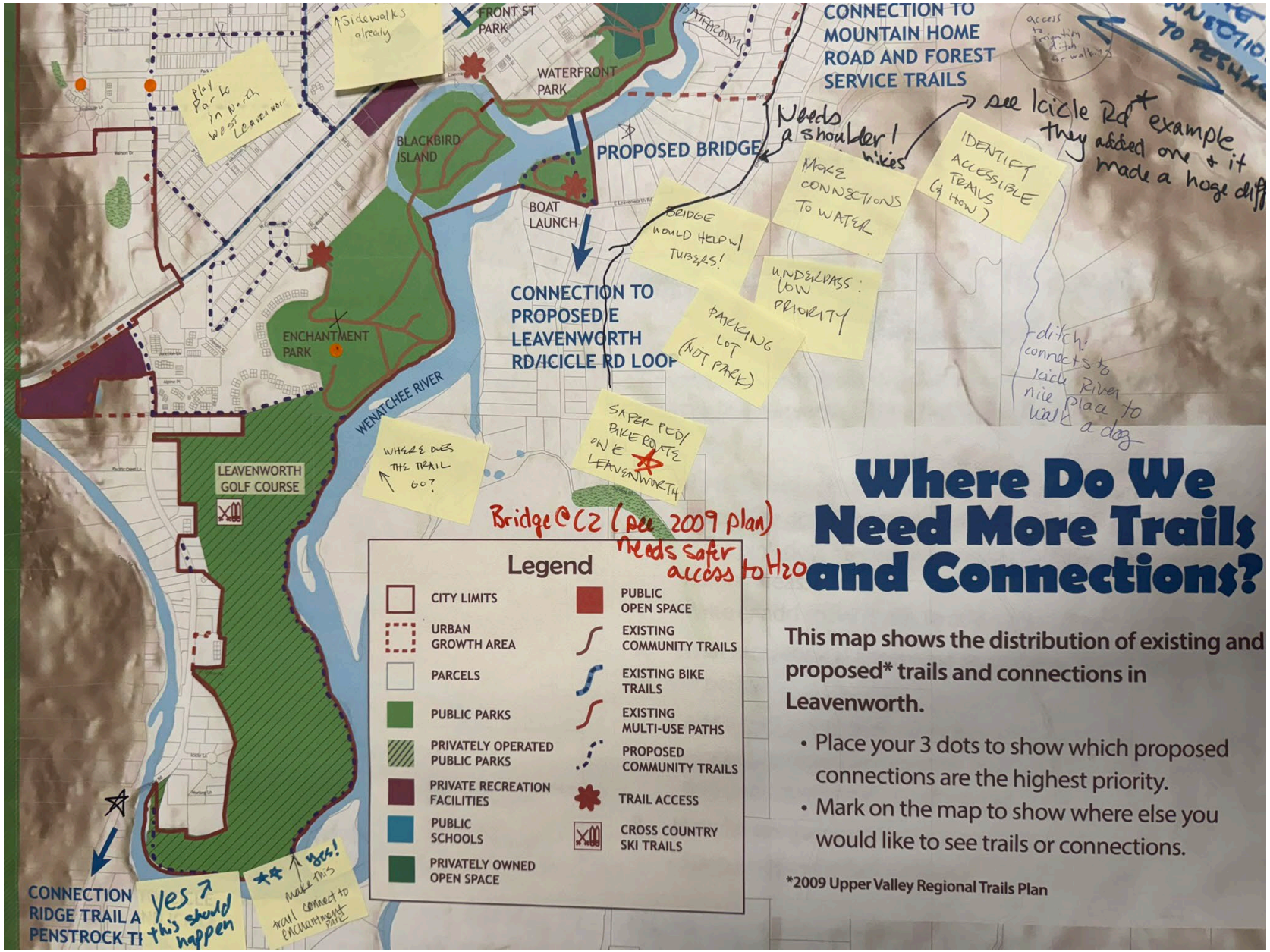

Alpine Lakes Elementary School
Cascade High School
Icicle River Middle School
POPLAR ST. OPEN SPACE
NEED DOG PARK WITH SHADE HERE!
DICKLE PALL OSBORNE
Covered turf field (year round)
NEED MORE SHADE!
Indoor pool (year round)
HIGHWAY 2
PARK
PATHS
LIONS CLUB PARK
WATERFRONT PARK
BLACKBIRD ISLAND
WENATCHEE RIVER
BOAT LAUNCH
improve restroom facilities around waterfront
EMPLOYEE PARKING @ OSBORNE
NO PARKING LOTS @ OSBORNE / market ok.
BASKETBALL COURTS / VOLLEYBALL @ NEARBORNE
expand boat launch - this is a cool beach
ENCHANTMENT PARK
EXPAND EXISTING PARKS
LEAVENWORTH GOLF COURSE
Where Do We Need
Parks?
This map shows the current distribution of parks and
areas in Leavenworth, plus a buffer that depicts vario
distances.
1. Are there areas that need more parks or natural a

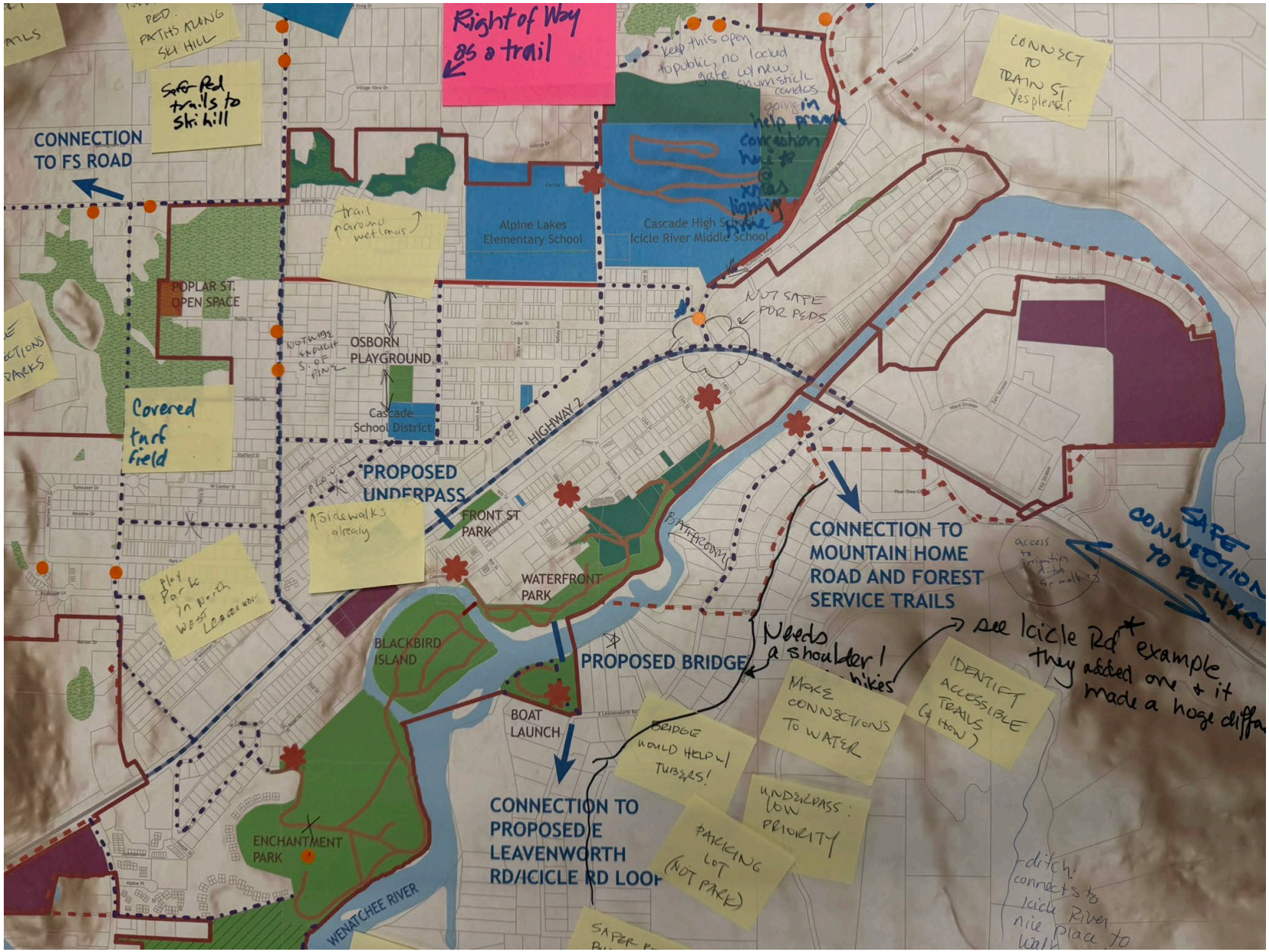

LAUNCH
Expand boat launch - this is a cool beach
ENCHANTMENT PARK
EXPAND EXISTING PARKS
LEAVENWORTH GOLF COURSE
Allow golf course to incorporate multiuse trail - support travel both with together
POOL W/ RETREAT TABLE ROOF
IMPROVE WATER ACCESS
NEED PARKING FOR EMPLOYEES
OSBORNE
Legend
CITY LIMITS
URBAN GROWTH AREA
PARCELS
PUBLIC PARKS
PRIVATELY OPERATED PUBLIC PARKS
PRIVATE RECREATION FACILITIES
PUBLIC SCHOOLS
PRIVATELY OWNED OPEN SPACE
PUBLIC OPEN SPACE
CROSS COUNTRY SKI TRAILS
SKATEPARK/ PUMP TRACK
BASEBALL FIELD
PLAYGROUND
POOL
Where Do We Need More Parks?
This map shows the current distribution of parks and natural areas in Leavenworth, plus a buffer that depicts various walking distances.
1. Are there areas that need more parks or natural areas?
• Place blue dots in areas where you think we need more parks.
• Place pink dots in areas where you think we need more natural areas.
• Write or add sticky notes to add explanations or ideas.
2. What recreational amenities would you like to see in existing or new parks?
• Add a sticky note indicating what you would like to see and where. Consider playgrounds, ball fields, courts, splash park, dog park, community gardens, etc.
3. How far are you comfortable walking to a City Park?
• Place a dot in the box below.
0.25mi (~5 min walk)
0.5mi (~10 min walk)
0.75mi (~15 min walk)
Other


Ski Hill
PEOPLE WILL DRIVE FOR DOG PARKS — OUTSIDE OF CITY
0.75 MILE BUFFER
PLAYGROUNDS
0.5 MILE BUFFER
0 265 530 1,060 1,590
Alpine Lakes Elementary School
Cascade High School
Icicle River Middle School
POPLAR ST. OPEN SPACE
NEED DOG PARK WITH SHADE HERE!
PICKLE BALL
Covered turf field (year round)
NEED MORE SHADE!


Leavenworth Comprehensive Plan Update
Trails and Connections
bhc CONSULTANTS
CONNECTION TO SKI HILL TRAILS AND FREUND CANYON TRAILS
CONNECTIONS TO EAGLE CREEK AREA AND PESHASTIN
USE STREET Right of Way as a trail
CONNECTION TO FS ROAD
Safe Rd trails to Ski Hill
Covered turf field
PRIORITIZE CONNECTIONS BTWN PARKS
POPLAR ST. OPEN SPACE
OSBORN PLAYGROUND
Alpine Lakes Elementary School
Cascade High School
Icicle River Middle School
Cascade School District
HIGHWAY 2
PROPOSED UNDERPASS
FRONT ST PARK
WATERFRONT PARK
BLACKBIRD ISLAND
PROPOSED BRIDGE
BOAT LAUNCH
CONNECTION TO MOUNTAIN HOME ROAD AND FOREST SERVICE TRAILS
CONNECTION TO PROPOSED E LEAVENWORTH RD/ICICLE RD LOOP
ENCHANTMENT PARK
WENATCHEE RIVER
LEAVENWORTH GOLF COURSE
OKANOGAN-WENATCHEE NATIONAL FOREST
CONNECTION RIDGE TRAIL A PENSTROCK TI
Legend
CITY LIMITS
URBAN GROWTH AREA
PARCELS
PUBLIC PARKS
PRIVATELY OPERATED PUBLIC PARKS
PRIVATE RECREATION FACILITIES
PUBLIC SCHOOLS
PRIVATELY OWNED OPEN SPACE
PUBLIC OPEN SPACE
EXISTING COMMUNITY TRAILS
EXISTING BIKE TRAILS
EXISTING MULTI-USE PATHS
PROPOSED COMMUNITY TRAILS
TRAIL ACCESS
CROSS COUNTRY SKI TRAILS
Where Do We Need More Trails and Connections?
This map shows the distribution of existing and proposed* trails and connections in Leavenworth.
• Place your 3 dots to show which proposed connections are the highest priority.
• Mark on the map to show where else you would like to see trails or connections.
*2009 Upper Valley Regional Trails Plan
Bridge @ C2 (per 2009 plan) Needs safer access to H2O
Safe connections to Peshastin
Needs a shoulder / bikes
Identify accessible trails (4 now)
Make connections to water
Parking lot (not park)
Underpass: low priority
Yes ↗ this should happen


Leavenworth
Comprehensive Plan Update
Trails and Connections
CONNECTION TO
SKI HILL TRAILS
AND FREUND
CANYON TRAILS
CONNECTIONS TO
EAGLE CREEK AREA
AND PESHASTIN
N
0 250500 1,000 1,500 2,00
BIKE SAFETY
SIDEWALK STOPS @ NEW APT.
Make a town trail to ski hill
USE STREET Right of Way as a trail
Keep this open to public, no locked gate w/new snowmobile condos
CONNECT TO TRAIN ST Yesplease!
trail around wetlands
Alpine Lakes Elementary School
Cascade High School
Icicle River Middle School
POPLAR ST. OPEN SPACE
OSBORN PLAYGROUND
NOT SAFE FOR PEDS
FS ROAD


Where Do We Need More Trails and Connections?
This map shows the distribution of existing and proposed* trails and connections in Leavenworth.
• Place your 3 dots to show which proposed connections are the highest priority.
• Mark on the map to show where else you would like to see trails or connections.
*2009 Upper Valley Regional Trails Plan
Legend
CITY LIMITS
URBAN GROWTH AREA
PARCELS
PUBLIC PARKS
PRIVATELY OPERATED PUBLIC PARKS
PRIVATE RECREATION FACILITIES
PUBLIC SCHOOLS
PRIVATELY OWNED OPEN SPACE
PUBLIC OPEN SPACE
EXISTING COMMUNITY TRAILS
EXISTING BIKE TRAILS
EXISTING MULTI-USE PATHS
PROPOSED COMMUNITY TRAILS
TRAIL ACCESS
CROSS COUNTRY SKI TRAILS
FRONT ST PARK
WATERFRONT PARK
BLACKBIRD ISLAND
PROPOSED BRIDGE
BOAT LAUNCH
ENCHANTMENT PARK
WENATCHEE RIVER
LEAVENWORTH GOLF COURSE
CONNECTION TO PROPOSED E LEAVENWORTH RD/ICICLE RD LOOP
CONNECTION TO MOUNTAIN HOME ROAD AND FOREST SERVICE TRAILS
CONNECTION RIDGE TRAIL A PENSTROCK TI
Sidewalks already
Play park in North West Leavenworth
Needs a shoulder! hikes
see Icicle Rd example they added one & it made a huge diff
IDENTIFY ACCESSIBLE TRAILS (& HOW)
MAKE CONNECTIONS TO WATER
BRIDGE would help w/ TUBERS!
UNDERPASS: LOW PRIORITY
PARKING LOT (NOT PARK)
ditch connects to Icicle River nice place to walk a dog
WHERE DOES THIS TRAIL GO?
SAFER PED/BIKE ROUTE ONE LEAVENWORTH
Bridge @ C2 (see 2009 plan) needs safer access to H2O
yes ↗ this should happen
make this trail connect to Enchantment Park


Right of Way as a trail
Keep this open to public, no locked gate w/ new snowmobile condos
CONNECT TO TRAIN ST. Yes please!
CONNECTION TO FS ROAD
Safer Rd trails to Ski Hill
trail around wetlands
Alpine Lakes Elementary School
Cascade High School
Icicle River Middle School
POPLAR ST. OPEN SPACE
OSBORN PLAYGROUND
NOT SAFE FOR PEDS
Covered turf field
Cascade School District
HIGHWAY 2
PROPOSED UNDERPASS
Sidewalks already
FRONT ST PARK
WATERFRONT PARK
CONNECTION TO MOUNTAIN HOME ROAD AND FOREST SERVICE TRAILS
SAFE CONNECTION TO PEDESTRIAN
Needs a shoulder!
see Icicle Rd example they added one & it made a huge diffa
BLACKBIRD ISLAND
PROPOSED BRIDGE
BOAT LAUNCH
IDENTIFY ACCESSIBLE TRAILS (& HOW)
MAKE CONNECTIONS TO WATER
BRIDGE WOULD HELP W/ TURBS!
UNDERPASS: LOW PRIORITY
PARKING LOT (NOT PARK)
CONNECTION TO PROPOSED E LEAVENWORTH RD/ICICLE RD LOOP
ENCHANTMENT PARK
WENATCHEE RIVER
ditch connects to Icicle River nice place to walk

Appendix H-3: Parks Survey Summary

MEMORANDUM

To: Maggie Boles, Community Development Director; Celeste Barry, Senior Planner – City of Leavenworth
From: Rachel Chen, AICP and Katie Cote, AICP – BHC Consultants
Date: November 19, 2025
Subject: Parks Survey Summary

INTRODUCTION

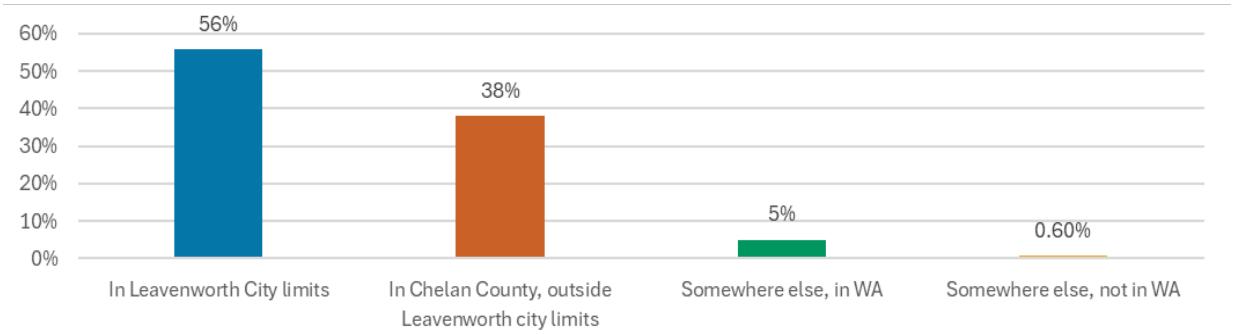
As part of the City's 2026 Comprehensive Plan Update process, BHC Consultants assisted the City of Leavenworth in circulating a Parks Survey among the community to better understand community desires for existing and future parks, trails, and recreation facilities in the City. The survey was open from May-July 2025 and was circulated among the community through the city's newsletter, the city's website, and emailed to those who had previously expressed interest in parks planning. Participants at the May Community Engagement Night were also invited to take the survey. The results of the survey will be used to inform the Parks, Recreation, and Open Space (PROS) Plan which will be adopted as part of the City of Leavenworth's 2026 Comprehensive Plan.

The Parks Survey asked broad questions about the frequency of use, condition, and satisfaction of existing parks and recreation facilities in the city, balanced by questions asking for specific ideas for new parks and recreation facilities, park improvements or maintenance needs, and open-ended questions for respondents to provide additional feedback. Several demographics questions were included to help identify which communities may require additional outreach efforts.

DEMOGRAPHICS

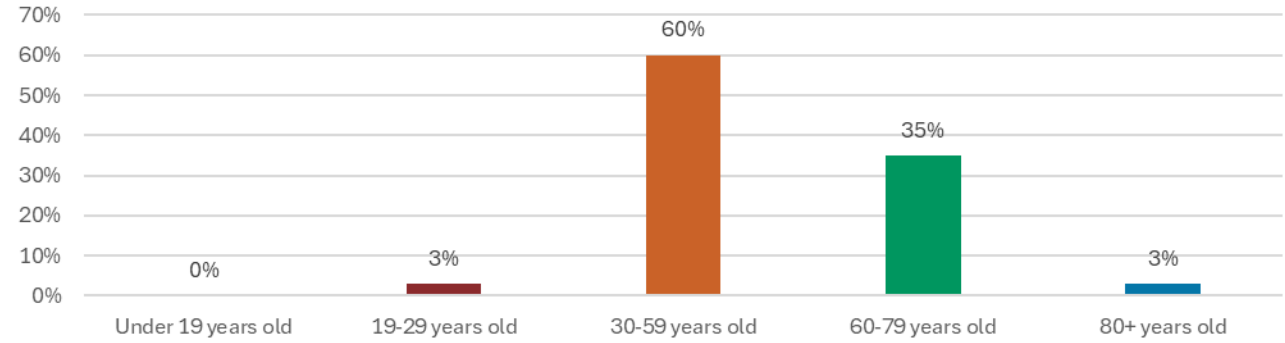
Around 240 people completed the survey, though not every respondent answered every question. The majority of survey respondents (87 people, or 56% of respondents) reported that they live in Leavenworth. Another sizable percentage of respondents live in Chelan County, outside of Leavenworth city limits, while only 8 respondents live somewhere else in Washington, and 1 respondent lives somewhere else, not in Washington state, as shown below in Exhibit 1. More specifically, 85% of people are year-long residents, 6% are visitors, 5% are seasonal residents, and 4% work in the City of Leavenworth but live elsewhere.

Exhibit 6. Where do Parks Survey respondents live?



The majority of survey respondents were between the ages of 30-59 years old, followed by those aged 60-79 years old. Only 5 respondents were between the ages of 19-29, and 4 respondents were 80 years of age or older as shown below in Exhibit 2. Almost all respondents, or 153 people (99%), reported speaking English as their primary language, with only 1 person responding with "Other".

Exhibit 7. How old are Parks Survey respondents?



KEY FINDINGS

There are several key findings that have emerged from the survey results, as described in this section. The full survey results can be found in Appendix H-4.

New Facilities

Survey respondents would most like to see trails, a new indoor pool, and more natural areas and parks developed (see Exhibit 3). Specific recommendations for new facilities also include an ice skating rink, more parks for locals (north of Hwy 2), pickleball/indoor courts, a community center, improved access between the river and downtown, increased connectivity and safety of bike and pedestrian trails, and improved accessibility of event spaces, outdoor seating, and other park amenities. Please reference additional ideas in the full survey results (see pages 3-12 of Appendix H-4).

Exhibit 8. What new park and recreation facilities are desired?

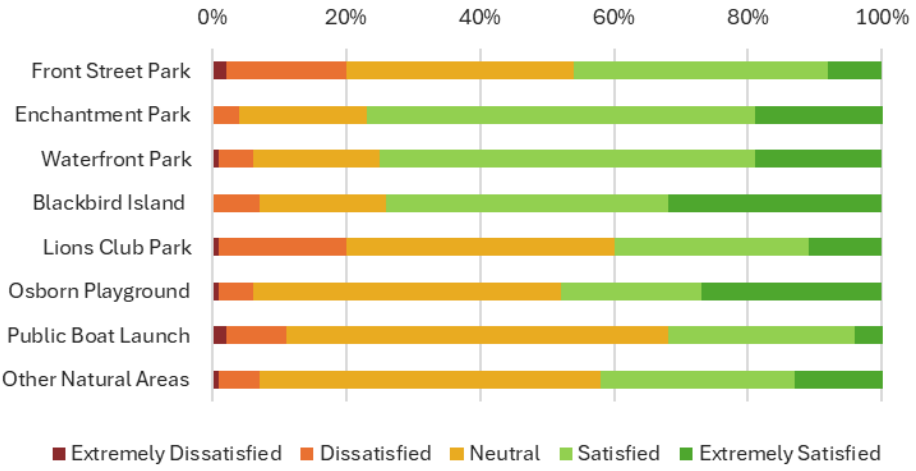


Use and Satisfaction of Existing Facilities

Most existing parks are used 1-2 times a month by survey respondents, except for Osborn Playground, the public boat launch, and public school grounds. **Blackbird Island, Waterfront Park, and Enchantment Park are used more frequently** than others. **Trails are by far the most frequently used recreational facility**.

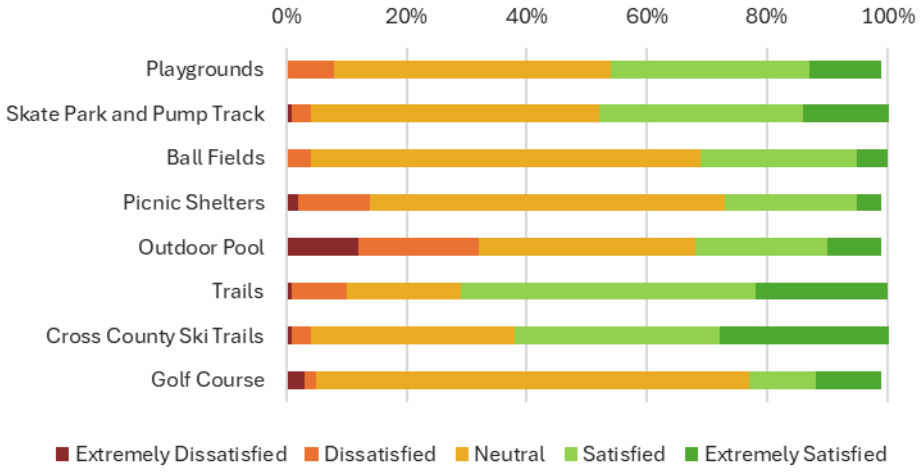
Satisfaction with existing parks and recreation facilities is generally high among survey respondents (see Exhibit 4). **Community members are most satisfied with Blackbird Island, Enchantment Park, and Waterfront Park**, which are also the most frequently used parks among survey respondents.

Exhibit 9. Level of satisfaction with existing parks.



Satisfaction with recreational facilities is generally high among those that use the facilities. For instance, those who use trails or cross country ski trails are generally more satisfied than not. However, **the outdoor pool, and to a lesser degree, picnic shelters, received the highest level of dissatisfaction among users**, as shown below in Exhibit 5.

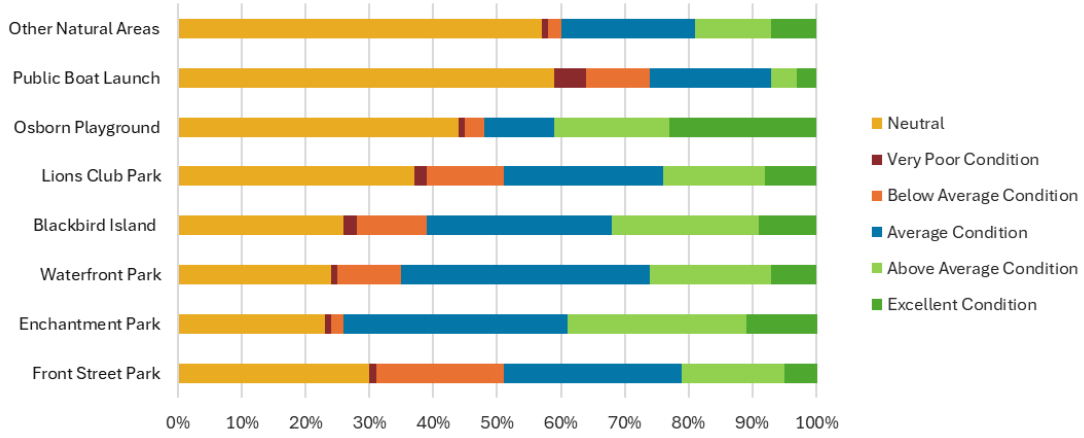
Exhibit 10. Level of satisfaction with existing recreational facilities.



Conditions of Existing Facilities

Overall, **most parks are rated to be in "average condition"** according to survey respondents (see Exhibit 6). **A few parks are rated to be in relatively good condition, including Osborn Park** (23% excellent condition, 18% above average condition), Enchantment Park (12% excellent condition, 28% above average condition), and Blackbird Island (9% excellent condition, 23% above average condition). On the other hand, **Front Street Park is the top park rated "below average condition"** (20%).

Exhibit 11. Condition of existing parks.



Identified Demands and Needs

Even among relatively highly rated parks, specific improvements to existing parks and recreational facilities would improve the condition and overall satisfaction with these facilities, such as:

- **More frequent maintenance** of trails, restrooms, sidewalks, and park amenities.
- **Increased shade** at all parks, prioritizing parks that don't have any shade.

- **Improved amenities**, ranging from more restrooms, signage and updated interpretive signage, benches along trails, and covered and ADA compliant seating in parks, to **increased swim recreation opportunities** – indoor pool, longer pool hours that aren't restricted to the summer, and adult-focused pool programming.
- Additional trails, **increased trail connections**, multi-use paths, and greater access to trails in the winter.

Community members are generally satisfied with the parks and recreation opportunities in the City but would like a **greater focus on additional recreational facilities and improvements that benefit those that live or work in Leavenworth year-round, rather than focusing solely on tourists**.

These recommendations will be considered throughout the development of the PROS Plan and corresponding Capital Improvement Program.

Appendix H-4: Parks Survey Results

The Parks Survey was conducted using Mentimeter, which compiles survey results into the following images.

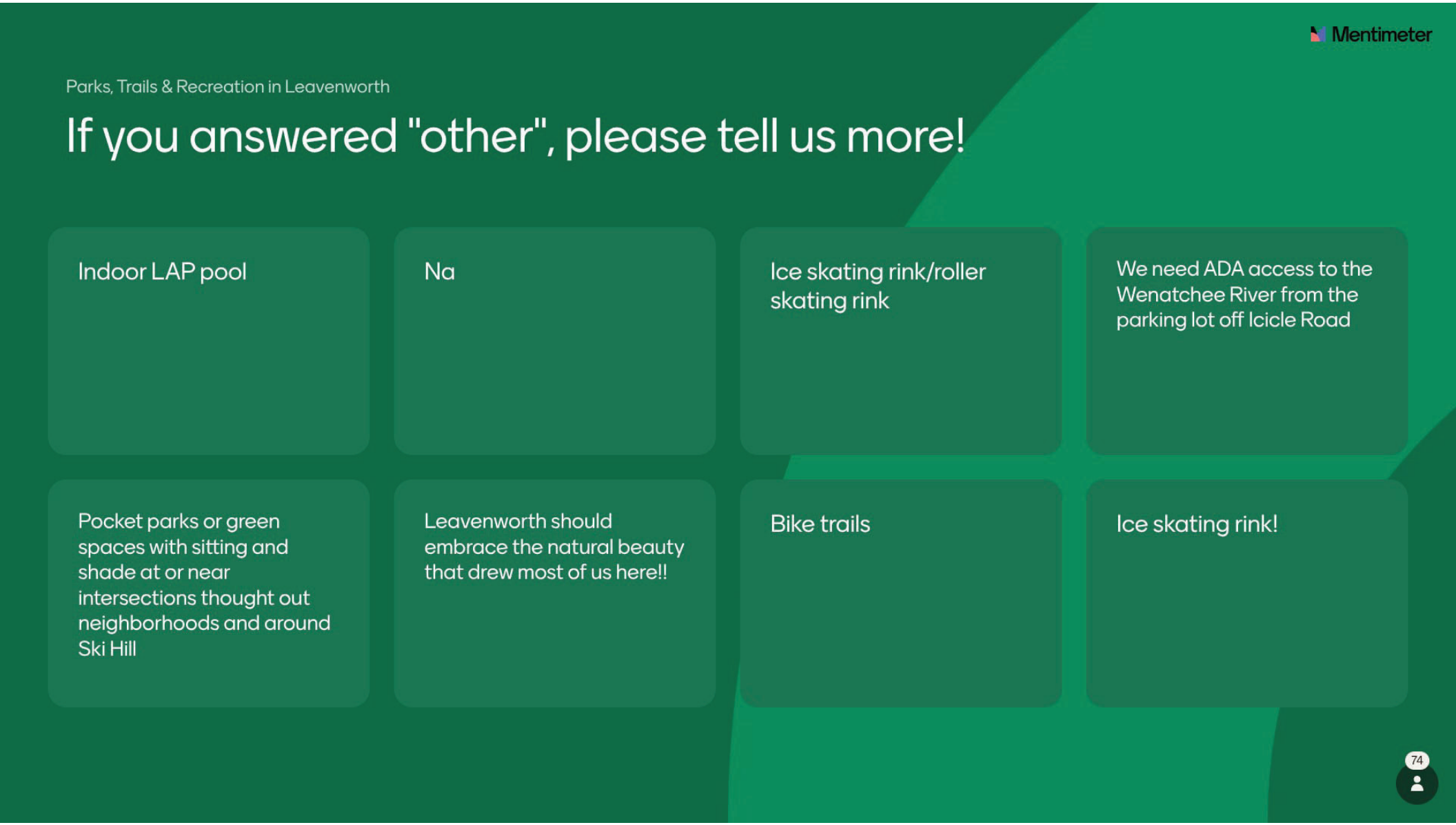

Mentimeter
Parks, Trails & Recreation in Leavenworth
Parks Survey
As part of the City's periodic update of the comprehensive plan, we are interested in hearing from you about existing and future parks, trails and recreation facilities in the City of Leavenworth. Your entries are anonymous, but they will be publicly visible. Thank you for your time!

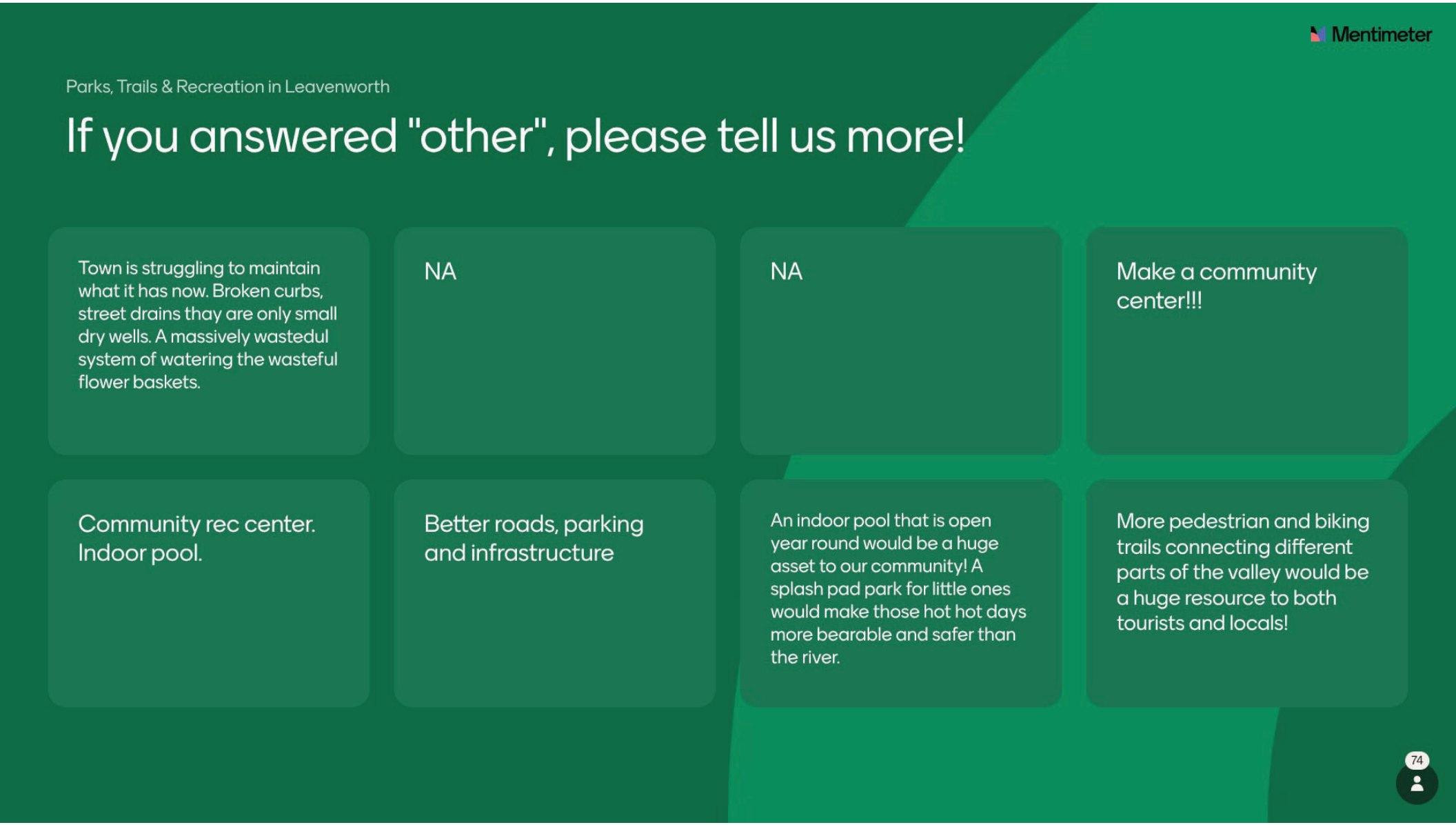
Mentimeter

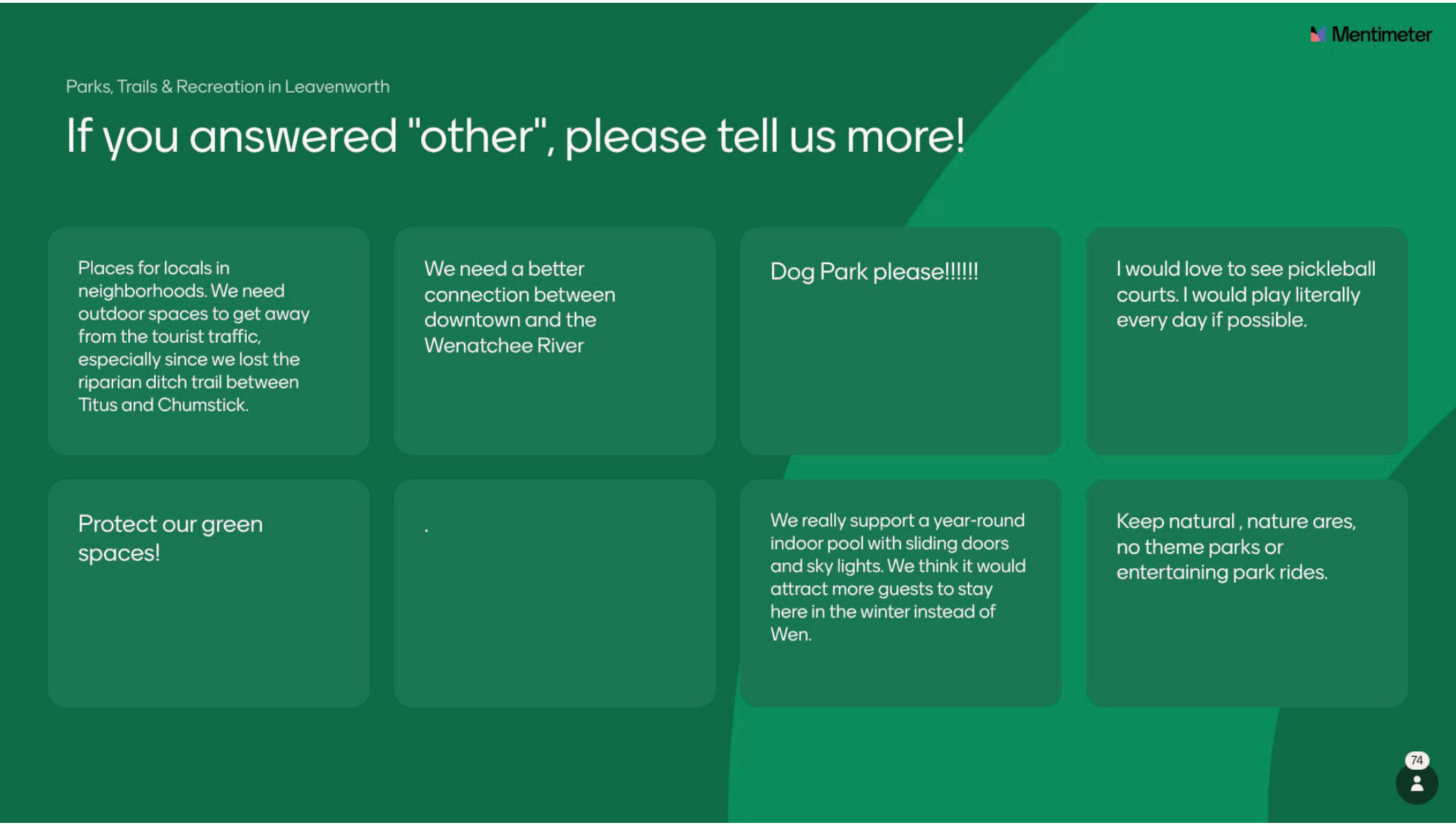
Parks, Trails & Recreation in Leavenworth

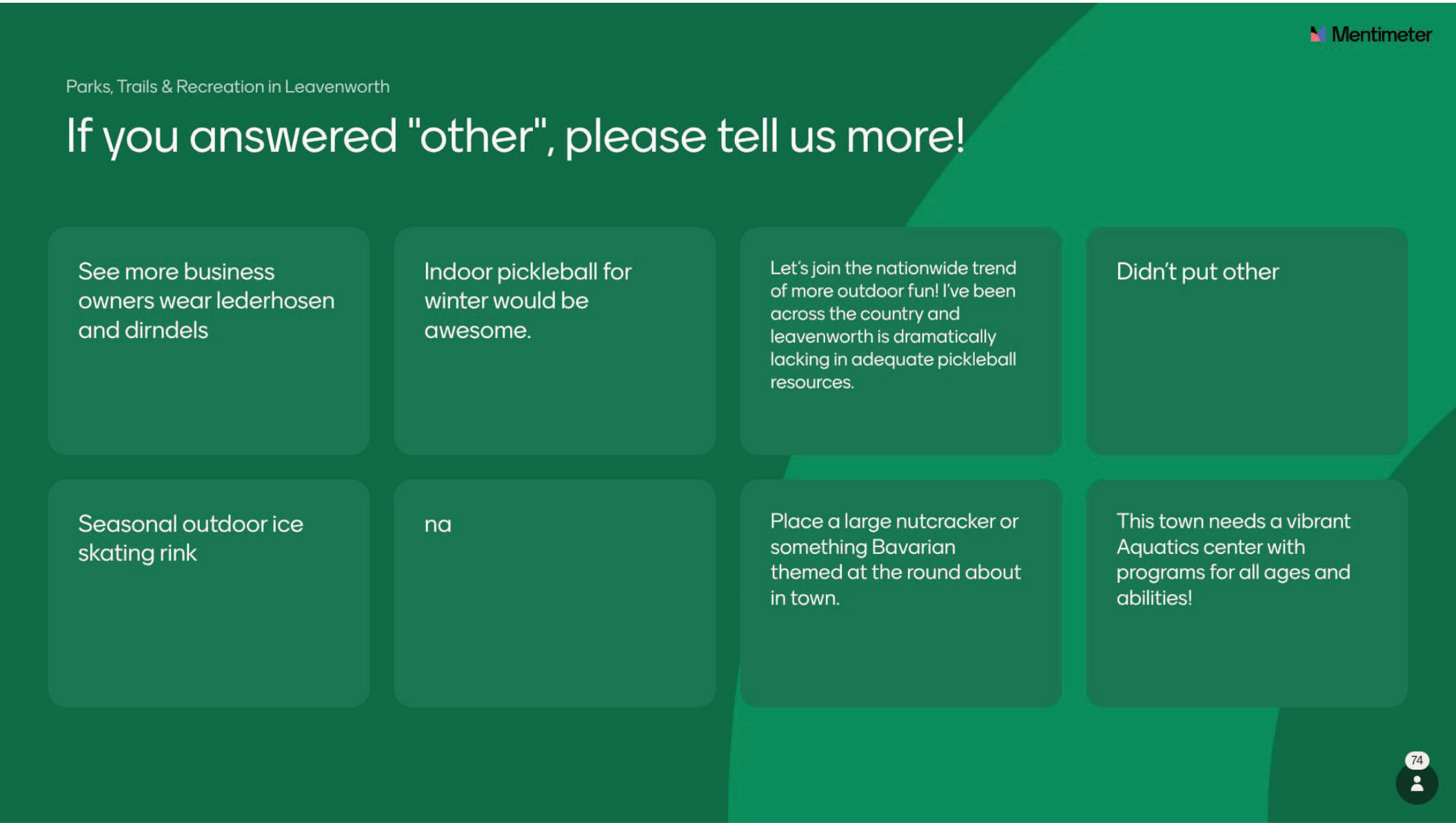
What park facilities would you & your family most like to see in Leavenworth?

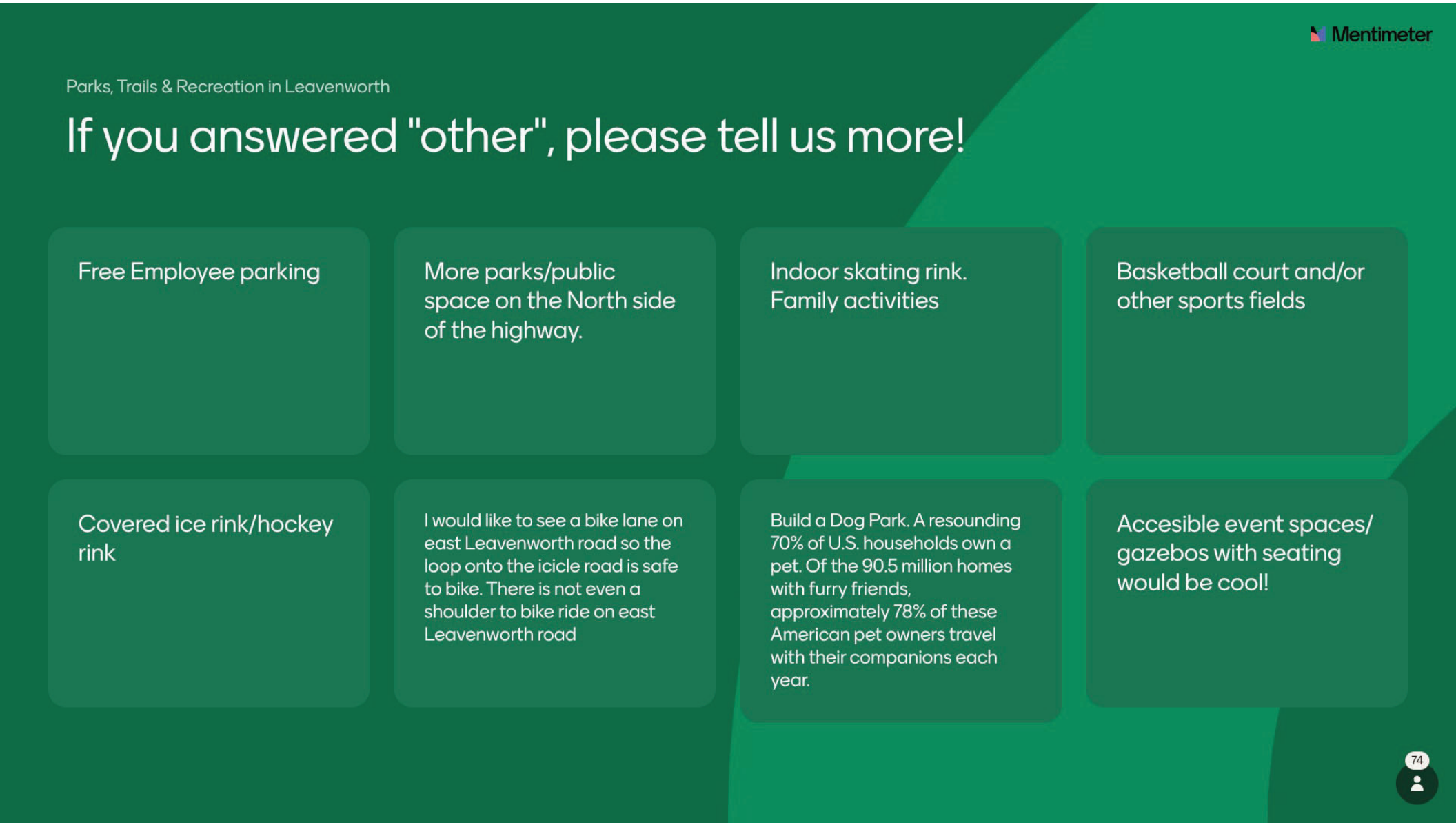


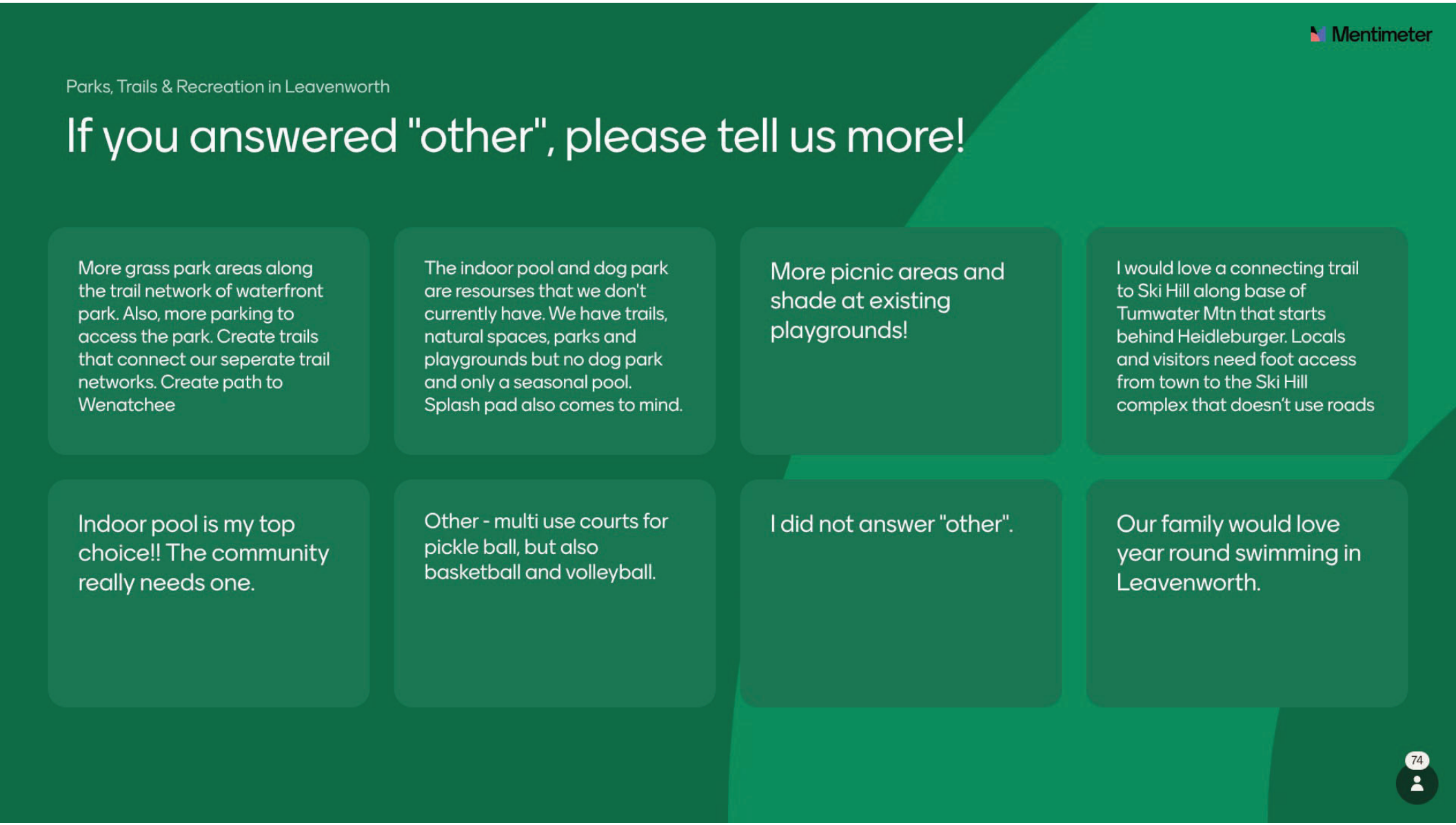

Mentimeter
Parks, Trails & Recreation in Leavenworth
If you answered "other", please tell us more!
Indoor LAP pool
Na
Ice skating rink/roller skating rink
We need ADA access to the Wenatchee River from the parking lot off Icicle Road
Pocket parks or green spaces with sitting and shade at or near intersections thought out neighborhoods and around Ski Hill
Leavenworth should embrace the natural beauty that drew most of us here!!
Bike trails
Ice skating rink!
74

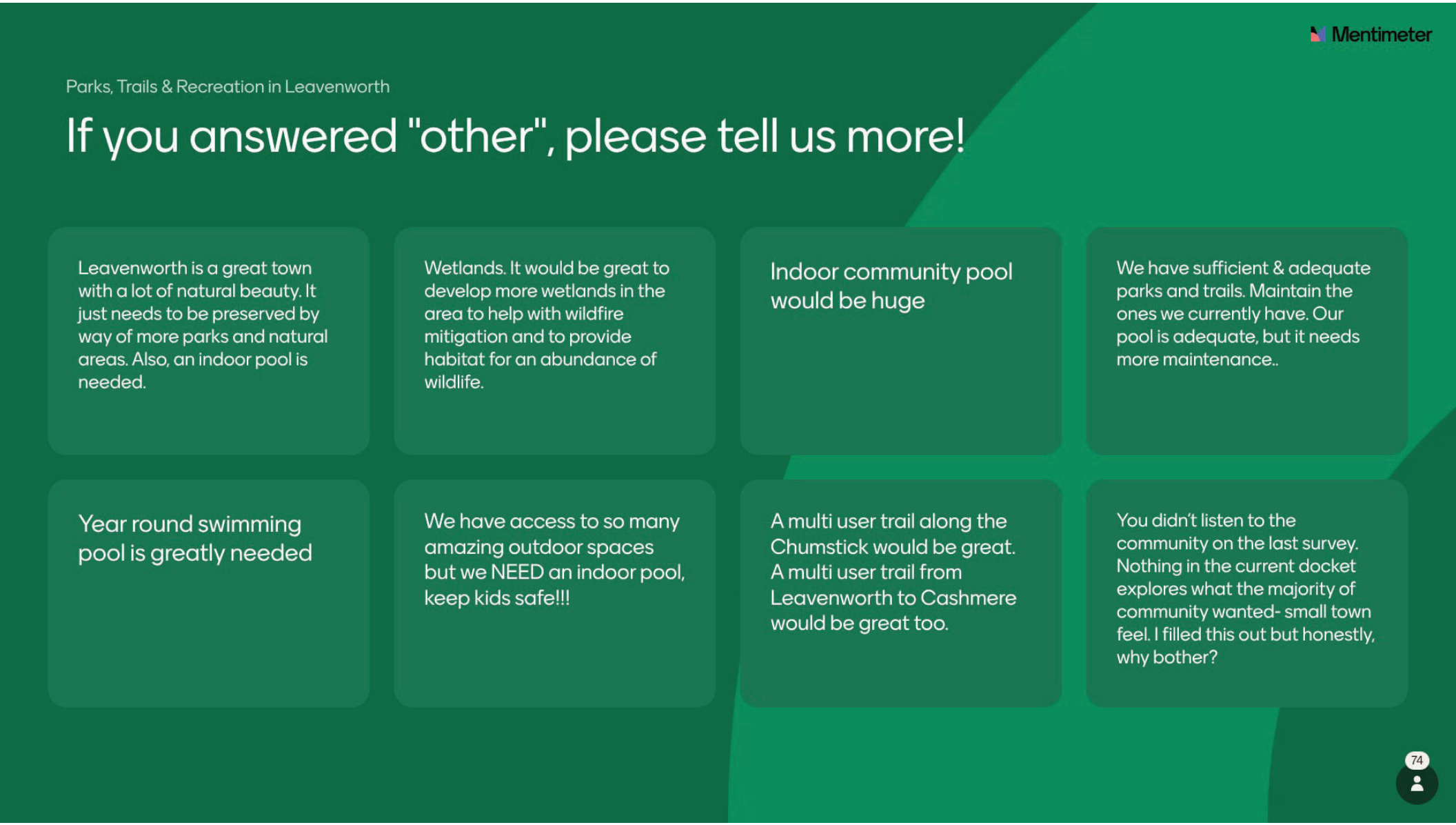

Mentimeter
Parks, Trails & Recreation in Leavenworth
If you answered "other", please tell us more!
Town is struggling to maintain what it has now. Broken curbs, street drains thay are only small dry wells. A massively wastedul system of watering the wasteful flower baskets.
NA
NA
Make a community center!!!
Community rec center. Indoor pool.
Better roads, parking and infrastructure
An indoor pool that is open year round would be a huge asset to our community! A splash pad park for little ones would make those hot hot days more bearable and safer than the river.
More pedestrian and biking trails connecting different parts of the valley would be a huge resource to both tourists and locals!
74

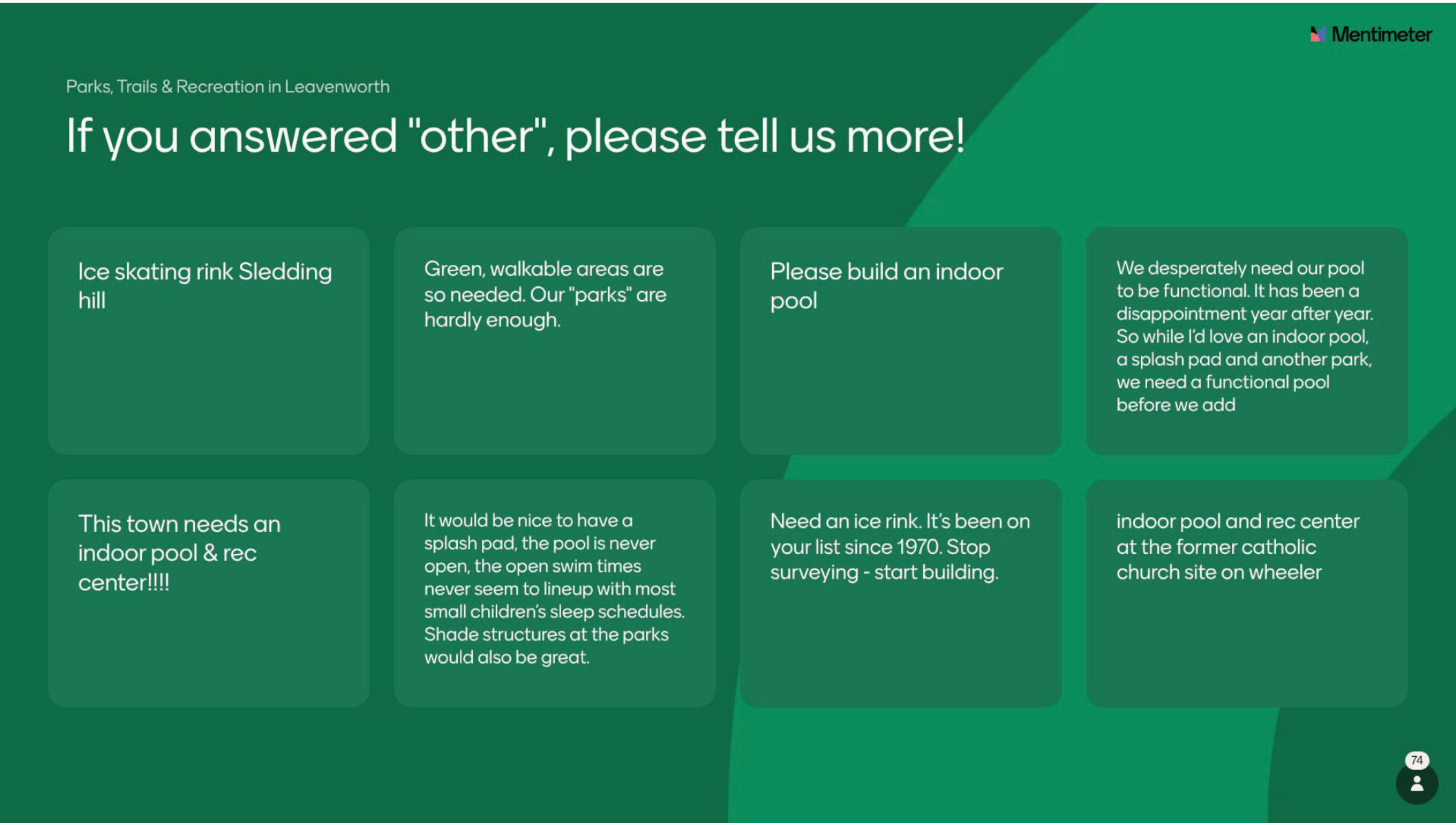

Mentimeter
Parks, Trails & Recreation in Leavenworth
If you answered "other", please tell us more!
Places for locals in neighborhoods. We need outdoor spaces to get away from the tourist traffic, especially since we lost the riparian ditch trail between Titus and Chumstick.
We need a better connection between downtown and the Wenatchee River
Dog Park please!!!!!
I would love to see pickleball courts. I would play literally every day if possible.
Protect our green spaces!
.
We really support a year-round indoor pool with sliding doors and sky lights. We think it would attract more guests to stay here in the winter instead of Wen.
Keep natural , nature ares, no theme parks or entertaining park rides.
74


Mentimeter
Parks, Trails & Recreation in Leavenworth
If you answered "other", please tell us more!
See more business owners wear lederhosen and dirndels
Indoor pickleball for winter would be awesome.
Let's join the nationwide trend of more outdoor fun! I've been across the country and leavenworth is dramatically lacking in adequate pickleball resources.
Didn't put other
Seasonal outdoor ice skating rink
na
Place a large nutcracker or something Bavarian themed at the round about in town.
This town needs a vibrant Aquatics center with programs for all ages and abilities!
74

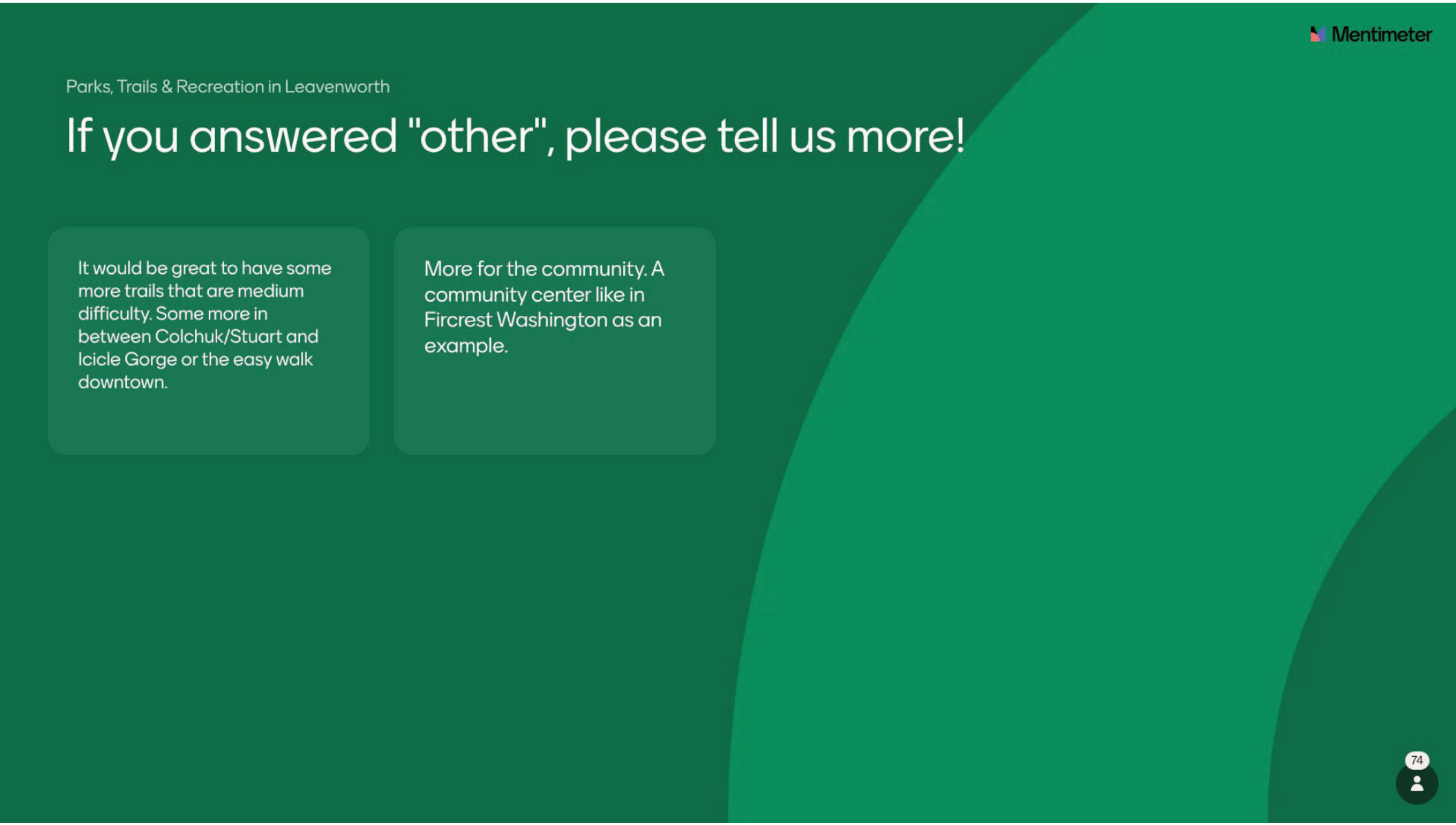

Mentimeter
Parks, Trails & Recreation in Leavenworth
If you answered "other", please tell us more!
Free Employee parking
More parks/public space on the North side of the highway.
Indoor skating rink. Family activities
Basketball court and/or other sports fields
Covered ice rink/hockey rink
I would like to see a bike lane on east Leavenworth road so the loop onto the icicle road is safe to bike. There is not even a shoulder to bike ride on east Leavenworth road
Build a Dog Park. A resounding 70% of U.S. households own a pet. Of the 90.5 million homes with furry friends, approximately 78% of these American pet owners travel with their companions each year.
Accesible event spaces/ gazebos with seating would be cool!
74


Mentimeter
Parks, Trails & Recreation in Leavenworth
If you answered "other", please tell us more!
More grass park areas along the trail network of waterfront park. Also, more parking to access the park. Create trails that connect our seperate trail networks. Create path to Wenatchee
The indoor pool and dog park are resourses that we don't currently have. We have trails, natural spaces, parks and playgrounds but no dog park and only a seasonal pool. Splash pad also comes to mind.
More picnic areas and shade at existing playgrounds!
I would love a connecting trail to Ski Hill along base of Tumwater Mtn that starts behind Heidleburger. Locals and visitors need foot access from town to the Ski Hill complex that doesn't use roads
Indoor pool is my top choice!! The community really needs one.
Other - multi use courts for pickle ball, but also basketball and volleyball.
I did not answer "other".
Our family would love year round swimming in Leavenworth.
74


Mentimeter
Parks, Trails & Recreation in Leavenworth
If you answered "other", please tell us more!
Leavenworth is a great town with a lot of natural beauty. It just needs to be preserved by way of more parks and natural areas. Also, an indoor pool is needed.
Wetlands. It would be great to develop more wetlands in the area to help with wildfire mitigation and to provide habitat for an abundance of wildlife.
Indoor community pool would be huge
We have sufficient & adequate parks and trails. Maintain the ones we currently have. Our pool is adequate, but it needs more maintenance..
Year round swimming pool is greatly needed
We have access to so many amazing outdoor spaces but we NEED an indoor pool, keep kids safe!!!
A multi user trail along the Chumstick would be great. A multi user trail from Leavenworth to Cashmere would be great too.
You didn't listen to the community on the last survey. Nothing in the current docket explores what the majority of community wanted- small town feel. I filled this out but honestly, why bother?
74


Mentimeter
Parks, Trails & Recreation in Leavenworth
If you answered "other", please tell us more!
Ice skating rink Sledding hill
Green, walkable areas are so needed. Our "parks" are hardly enough.
Please build an indoor pool
We desperately need our pool to be functional. It has been a disappointment year after year. So while I'd love an indoor pool, a splash pad and another park, we need a functional pool before we add
This town needs an indoor pool & rec center!!!!
It would be nice to have a splash pad, the pool is never open, the open swim times never seem to lineup with most small children's sleep schedules. Shade structures at the parks would also be great.
Need an ice rink. It's been on your list since 1970. Stop surveying - start building.
indoor pool and rec center at the former catholic church site on wheeler
74


Mentimeter
Parks, Trails & Recreation in Leavenworth
If you answered "other", please tell us more!
Trail from L'worth to Cashmere that is walkable and bike- able, but no motorized vehicles..
I would love a continuous and safe bike lane through town. Many times I've almost been hit by a vehicle turning into a hotel or business while biking in the existing lane.
Sidewalks or safe roadside paths for bikes & peds along Ski Hill, Icicle Road and E. Leavenworth Rd
An indoor pool would be such an asset to the community! There are not a lot of options for kids to do inside when the weather doesn't permit being outside.
Full trail network to make car free living easy.
This community really needs a year round indoor pool. It helps everyone from all generations to have access to an indoor facility. It's a failure to this community to not have pool facilities all year
Indoor pool should have a splash pad area and teaching pool
More green spaces.
74


Mentimeter
Parks, Trails & Recreation in Leavenworth
If you answered "other", please tell us more!
It would be great to have some more trails that are medium difficulty. Some more in between Colchuk/Stuart and Icicle Gorge or the easy walk downtown.
More for the community. A community center like in Fircrest Washington as an example.
74


Mentimeter
Parks, Trails & Recreation in Leavenworth
How often do you use existing parks?
Front Street Park
2.7
Enchantment Park
3.2
Waterfront Park
3.3
Blackbird Island
3.4
Lions Club Park
2.5
Osborn Playground
2.4
Public Boat Launch
2.1
Public School Grounds
2.2
2.7
never
daily
210


Mentimeter
Parks, Trails & Recreation in Leavenworth
How often do you use existing recreation facilities?
playgrounds
2.3
skate park & pump track
2.0
ball fields
1.7
picnic shelters
1.7
outdoor pool
2.7
trails
4.2
cross country ski trails
3.4
golf course
1.5
2.4
never
daily
207


Mentimeter
Parks, Trails & Recreation in Leavenworth
How would you rate your level of satisfaction with existing parks?
Front Street Park
1.8
Enchantment Park
2.6
Waterfront Park
2.6
Blackbird Island
2.7
Lions Club Park
1.7
Osborn Playground
1.8
Public Boat Launch
1.2
Other Natural Areas
1.5
2.0
neutral
extremely satisfied
197


Mentimeter
Parks, Trails & Recreation in Leavenworth
How would you rate your level of satisfaction with existing recreation facilities?
playgrounds
1.7
skate park & pump track
1.7
ball fields
1.1
picnic shelters
1.1
outdoor pool
1.6
trails
2.5
cross country ski trails
2.2
golf course
0.9
1.6
neutral
extremely satisfied
189


Mentimeter
Parks, Trails & Recreation in Leavenworth
How would you rate the conditions of existing parks?
Front Street Park
2.2
Enchantment Park
2.8
Waterfront Park
2.5
Blackbird Island
2.5
Lions Club Park
2.1
Osborn Playground
2.3
Public Boat Launch
1.2
Other Natural Areas
1.5
2.1
neutral
excellent condition
186


Mentimeter
Parks, Trails & Recreation in Leavenworth
Are there any specific park improvements or maintenance needs that the City should be aware of?
More trails are needed and the noxious weeds along the river trails are really bad.
Cameras at entrances to catch fire starters
Need better restrooms at Enchantment Park!
More nordic ski trails and year round pool.
Access to swimming pool for more days during the year and access to ski trails for more days per year
Sidewalks along Front street are deteriorating and dangerous
Limit amount of access to Wenatchee River via enchamnet park. Critically endangered steelhead & chinook use the Wenatchee River to spawn, and we will lose this is there is not more done to protect hum
Try to open pool asap and keep open daily and as long as possible.
100


Mentimeter
Parks, Trails & Recreation in Leavenworth
Are there any specific park improvements or maintenance needs that the City should be aware of?
I think the parks team does an amazing job keeping our parks in good order: bathrooms are amazing, (few) picnic shelters are good, playgrounds are good, visitors to front street/waterfront is rough
None that I'm aware of.
More covered shelter areas. Specifically near the pump track, osbourne, pool, and lions club.
NA
Lack of parking!! lack of bathrooms and bathroom signage.
Signage in waterfront, enchantment, and blackbird island parks should be refreshed. Winter parking at enchantment park is poor. Waterfront park parking could be improved with crushed rock (muddy)
Add a bike park for kids that can progress to adults. Add a pool. Do something with Osborne! It looks terrible and the city promised a community center. Spend less on tourists and more on residents
Some of the paths are getting worn down in Blackbird Island
100


Mentimeter
Parks, Trails & Recreation in Leavenworth
Are there any specific park improvements or maintenance needs that the City should be aware of?
Can't wait for the library and new parking and gazebo at Osborne.
Pool for adult swim and water aerobics.. more river front trails and trails for bike riding.
More benches to sit along the trails in natural areas like the waterfront Park would be great
It's all great
Need to reduce fuel on Blackbird and Waterfront parks as these areas present a fire hazard to adjacent areas
waterfront park and blackbird island need better winter maintenance.
Separate courts for pickleball not in a residential neighborhood. Pickleball is too loud for the location and also does not leave enough space open for tennis.
Shade infrastructure at and near playgrounds. Access to public restroom and water fountain. Designated pickleball courts. Indoor pool. Allow food trucks one night a week at enchantment park.
100


Mentimeter
Parks, Trails & Recreation in Leavenworth
Are there any specific park improvements or maintenance needs that the City should be aware of?
Improvements to the existing pickleball courts at Osborn - dedicated courts, lighting, wind blocking
Dedicated pickleball courts would be a great improvement that would bring even more people to town than currently visit the shared courts.
Bear safe waste bins should be mandatory across the city! It would solve the issue from the start and prevent effort, spending and economic loss down the line.
Creating a sustainable year-round pool with outdoor option for summer! Community center! Improvements and enhancements with Lions Club picnic areas
It would be wonderful to have dedicated pickleball courts. We do have tourists use our courts and it's a great community building activity for kids up to people in their 80's.
Improve the pool and make it open year round.
Lyons club park and Enchantment park very much need more shade for people (especially kids and parents). We have lots of great events hosted in these places but they often are very hot and need shade
Need more covered picnic areas, especially since the lions club park pavilion was taken down.
100


Mentimeter
Parks, Trails & Recreation in Leavenworth
Are there any specific park improvements or maintenance needs that the City should be aware of?
Playgrounds could use more checks on safety of the structures and continued care. More bike racks could be helpful at all park and green spaces.
Make Blackbird Island more park-like be removing trees and adding grassy areas.
I wish there were lap swim times at the public pool appropriate for folks who work during the day from 9-6. It seems like the only classes and lap swim times for adults are during the work day.
Trash is a huge problem. I walk to barn beach nearly everyday and pick up trash each time. Lots of trash on beach and in the woods.
I am worried about the big Christmas tree in the park - it looks like it is dying. The historic placards along the river need to be updated - new signboards with up to date history.
Shelter with tables needed at Lions Club Park. It was removed due to age,(I guess).
Front street needs to be smoothed over
A cover for the city pool would be nice, we could exercise in the winter ..
100


Mentimeter
Parks, Trails & Recreation in Leavenworth
Are there any specific park improvements or maintenance needs that the City should be aware of?
Be aware of dying and dead cottonwood trees that could fall on someone. Find more green spaces for outdoor enjoyment. Build connecting trails so we can be off the roads and away from traffic.
More poop bag stations. Less litter.
There needs to be areas along the River to sit, enjoy, eat, play.
NO shade at Osborn playground so its unusable in the summer. Splash/water play area other than just the pool. Ice skating for winter. Indoor and/or covered winter recreation for kids and adults.
Love the new bathrooms on front street!
Need to get rid of muddy spots along river snd blackbird island trails. Need to fix bathrooms and rebuild pavillion at Lions club park. Need to limit development of ski hill dr. area.
West end of front street needs work to attract more foot traffic to better serve businesses. Allow businesses on this end of town to use approved ideas without more permit fees.
Consider more native plants for xeriscape. Less hanging baskets of flowers that need to be watered regularly.
100


Mentimeter
Parks, Trails & Recreation in Leavenworth
Are there any specific park improvements or maintenance needs that the City should be aware of?
Add public access trails to the golf course. Also, there have never been enough wood ships at the waterfront park playground. There is a sticker on every piece that shows where it should be and its
Streets plant areas need weeding, especially around hospital and Main Street. Please pave road down to park and provide more overnight parking!
Create separate pickleball courts from the high school tennis courts.
There are not enough public bathrooms at parks, especially where there are playgrounds.
All the brick funky sidewalks in town need to be desperately fixed to be safe to walk on. They are such a hazard and concern for safe walking!
Osborn School grass field is highly neglected. Its covered in weeds! Weeds reseed themselves and spread rapidly. It's making it difficult to keep weeds out of my lawn.
Some of the signs and nature posters are worn
Music amphitheater and bathroom in the park are in need of some attention.
100


Mentimeter
Parks, Trails & Recreation in Leavenworth
Are there any specific park improvements or maintenance needs that the City should be aware of?
Shade canopies need to be installed at Osborn in early spring.
More amenities to help people gather and use the parks. More community connector trails.
Pickleball is very popular. It would be really nice to devote some space to the sport. Sharing the tennis courts doesn't always work out.
More shade at Osborn, particularly for spectators. Some shaded picnic tables would be great. Shade at the pool would be great, concessions at the pool would be a bonus. More picnic tables at all parks
Lion's club park needs new bathroom facilities
Natural spaces protected & more parks/natural space with trails. Focus on walkability/biking in town. More covered seating areas. Dog friendly ski trails. More park benches at Waterfront & Blackbird.
Shoreline trails need safe and defined trails, parking needs to be defined and paved, equipment needs to be removed or updated, signage should be added, benches need to be ADA accessibly located
None at this time.
100

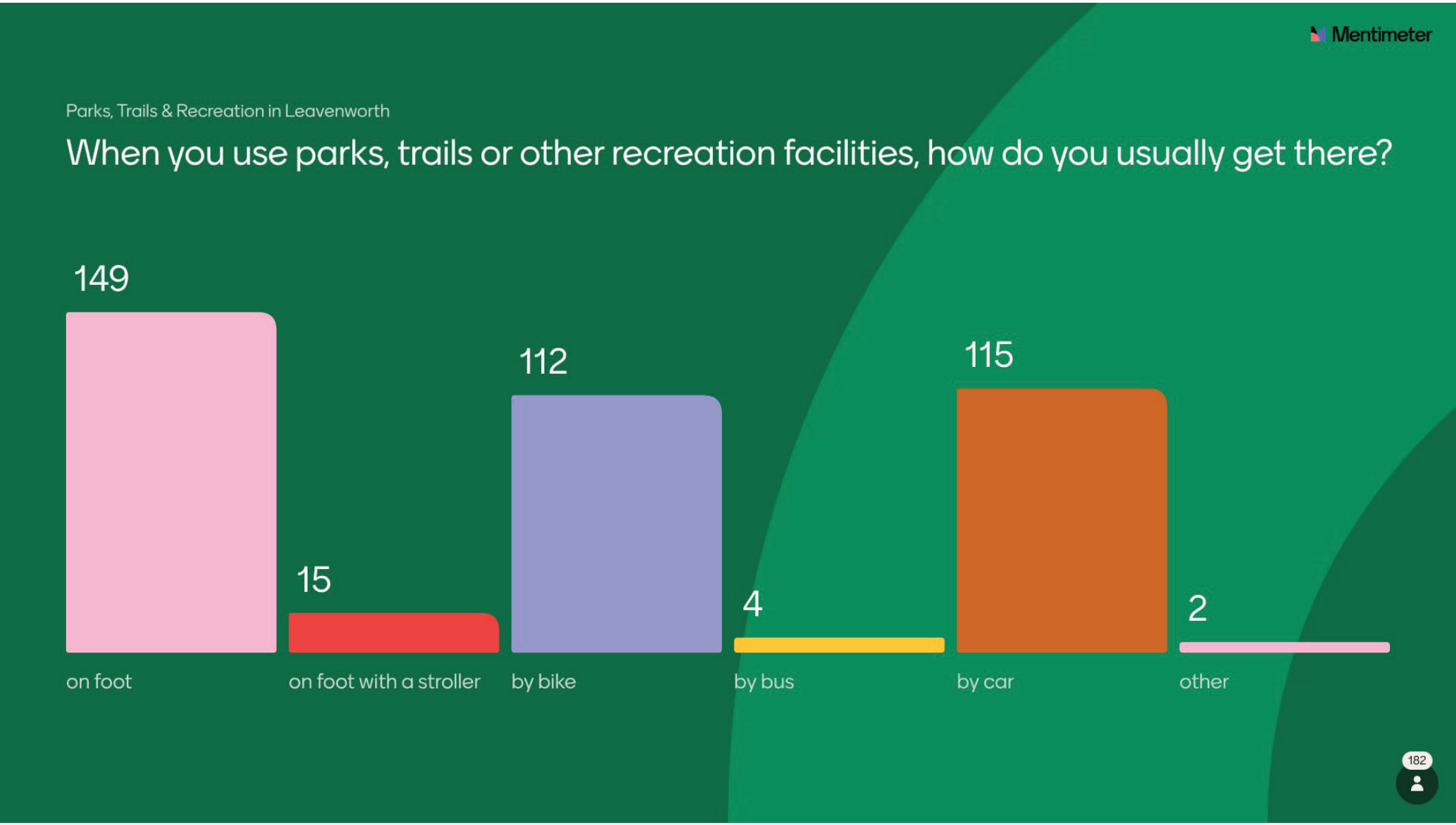

Mentimeter
Parks, Trails & Recreation in Leavenworth
Are there any specific park improvements or maintenance needs that the City should be aware of?
Splash pad
Continue to fund, maintain, and improve the public pool.
General weed control should be improved. Not matter how nicely a park or public space is designed, when there are weeds or untrimmed bushes, old bark and so on, it brings down the level of the whole.
Nice to build a jogging, walking, biking trail along east Leavenworth Road to Icycle Road to the city
More picnic tables are needed. All should be ADA compliant. More garbage cans are needed. More recycling bins are needed. Leash laws need to be more strictly enforced. $1,000 fine, at minimum.
Need more seating, bathrooms, shade areas. Make sure cleaning crews come regularly to clean bathrooms. Weekend crowds are messy
Remove Danger trees- more ways to keep dogs on leashes- patrols on bicycles with fines being written
With tourists taking over the community spaces, we will absolutely vote no to any tax increase. The true community spaces don't breed community connection anymore. Sad.
100

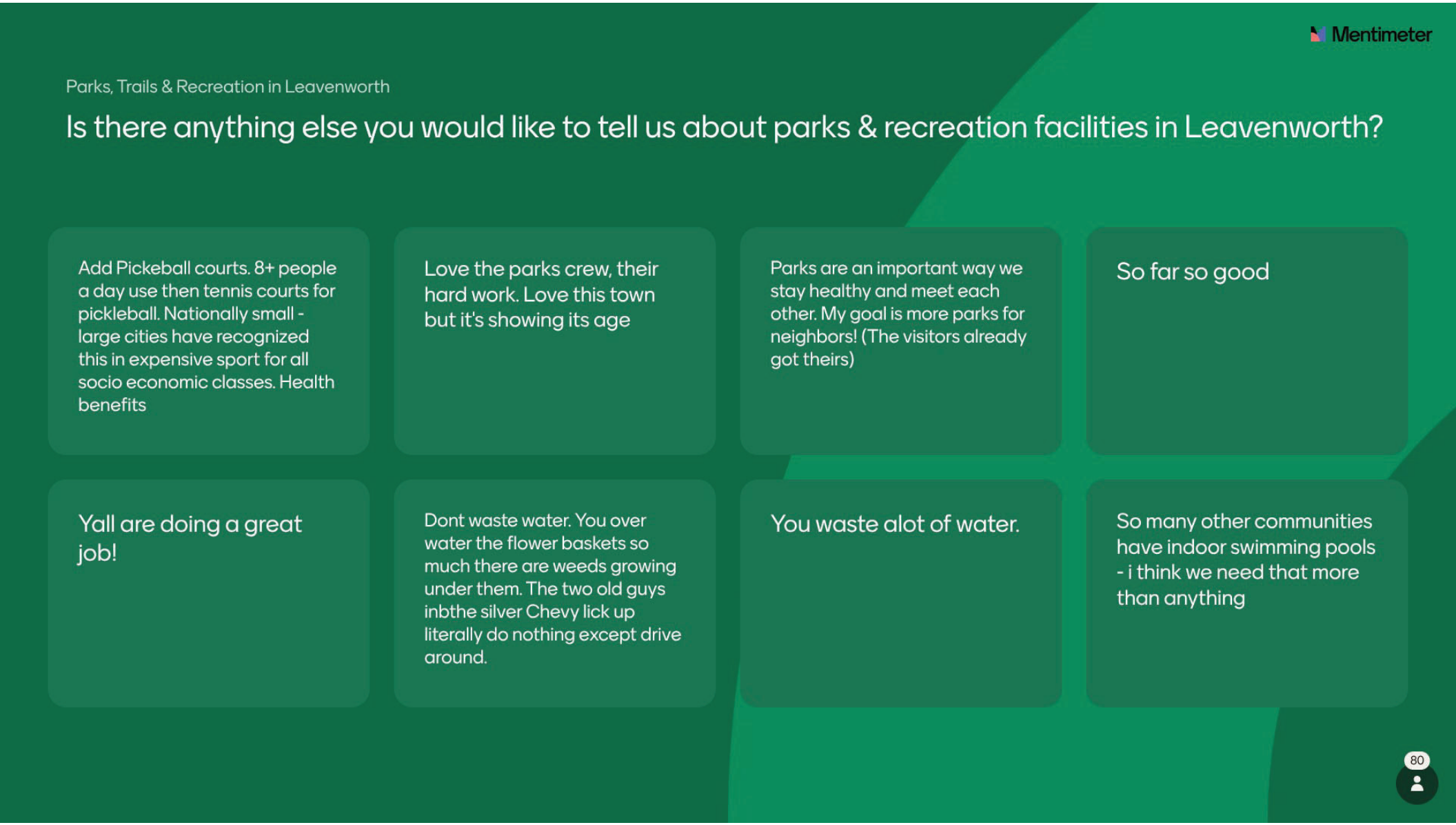

Mentimeter
Parks, Trails & Recreation in Leavenworth
Are there any specific park improvements or maintenance needs that the City should be aware of?
No
We need Better shade at enchantment. The place is nearly unusable in summer because the trees are small and there is minimal shade around playground pumptrack and skate park.
Shade structures, specifically next to the pump track, and at Osborn playground. And something other than a mud/ice pit that requires the entire spring to re-grow into grass at Front Street.
Please rebuild the Lions Club Park shelter.
Waterfront Park needs more maintenance and river accessibility. It appears more neglected than maintained. Front St Park should have extra snow dumped on it for sledding so it doesn't look like mud.
An indoor pool, with recreation amenities would be welcome in our community. Just charge visitors more!
Too much watering in ball field near golf course to where it is soggy.. More natural vegetation and education needed. About Cascade mountains bio systems. .
Indoor pool
100

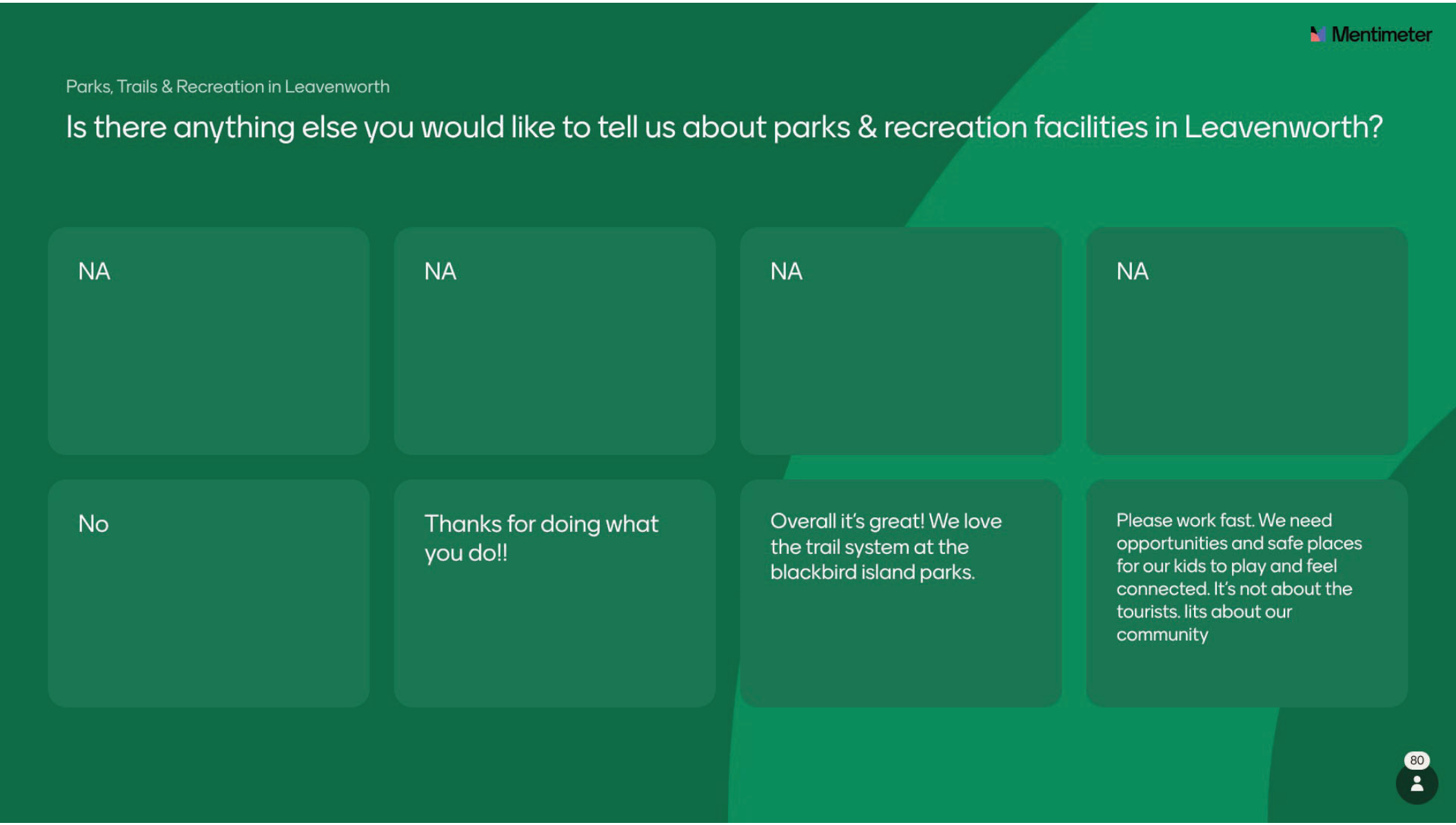

Mentimeter
Parks, Trails & Recreation in Leavenworth
Are there any specific park improvements or maintenance needs that the City should be aware of?
1)We should have a trail along Tumwater Mtn to Plain with trailheads off of the Chumstick 2) There are too many tubers on the Icicle 3 protect the riparian areas along the Icicle.
Osborn needs drinking fountains and restrooms. Also really needs shade trees. It's so hot in the summer. Waterfront park also needs drinking fountain and restroom. Pumptrack could also use shade
Waterfront water access areas need restoration and erosion improvements. Lions club needs a play structure. Enchantment needs swings. There's no where safe for kids to swim.
The pool needs to open on time every year. If that means starting the manager's contract earlier then that is what needs to be done. It used to open on Memorial Day. I can't believe it's June 22
More shade structures at all the parks. Better parking for locals. A splash pad for children to play at.
More restrooms. It's treacherous in winter going over the bridges on Blackbird island . Very icy
I REALLY appreciate the AWESOME maintenance of trails and parks! You guys really stay on top of graffiti, trash and general maintenance. Pride shows. Trash and graffiti attract more, so it is great!
city needs a dog park, more trails, and an aquatic/recreation center located at the former catholic church on wheeler rd. also, leave the trails unpaved. prevent future forest removal in floodplain.
100

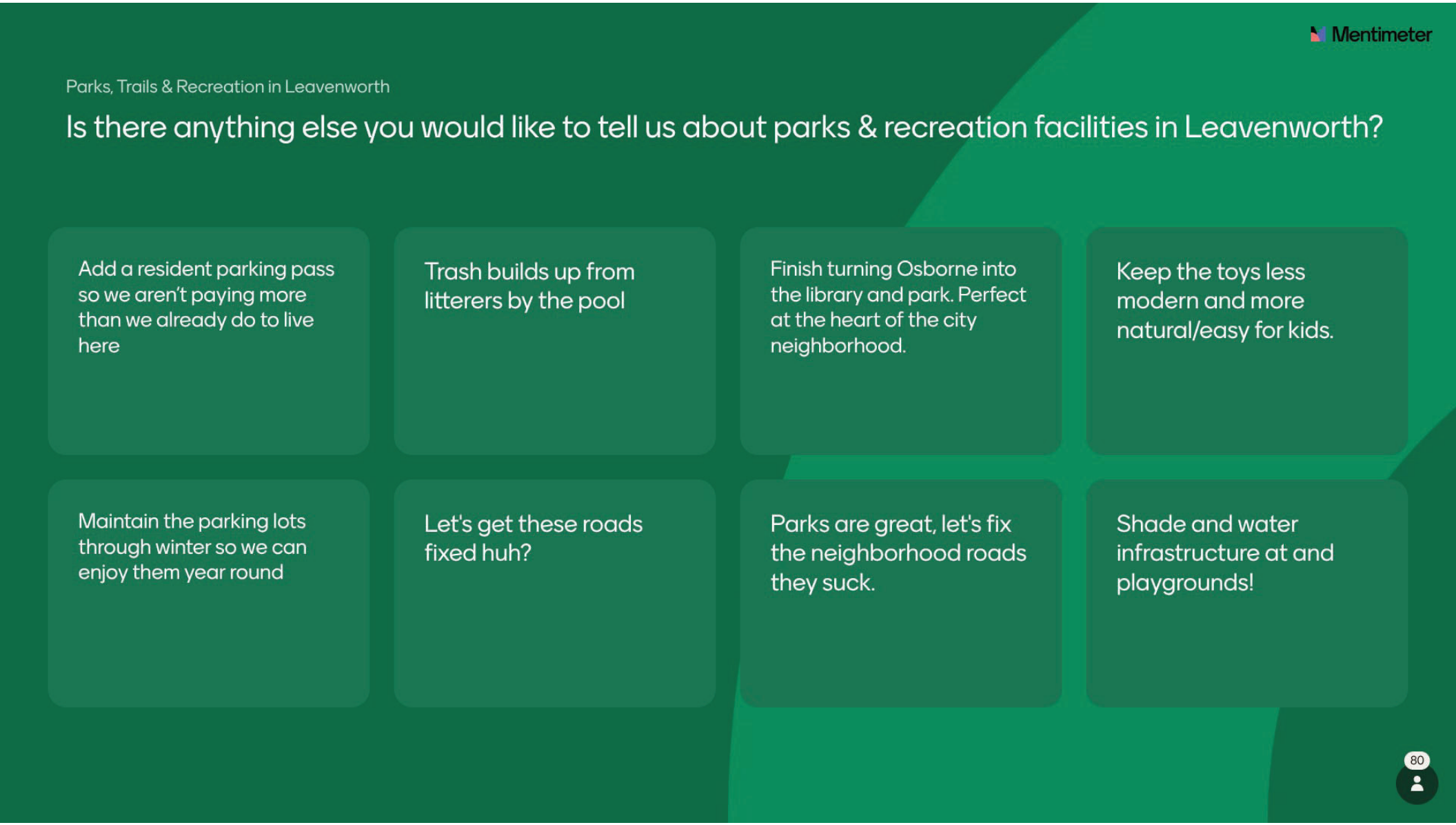

Mentimeter
Parks, Trails & Recreation in Leavenworth
Are there any specific park improvements or maintenance needs that the City should be aware of?
Extreemly dissapointed pool is still not open. Use daily
Just garbage and on trails, people leaving toliet paper and cutting the trails that promote washouts.
Really looking for year round facilities such as the swimming pool. Would love to see a facility like they have in Canada with an indoor pool, kids waice rink, exercise room and public meeting space.
More open swim hours and swim lesson options for the pool. More free parking at Waterfront. A bike trail along the Chumstick to Plain
I have recently seen a car parked and passengers picnicking down along the waterfront trail between the access road by the community gardens and the end of the trail system. Maybe block that access?
More covered areas, tables or benches.
More shade at the playgrounds and parks
No
100

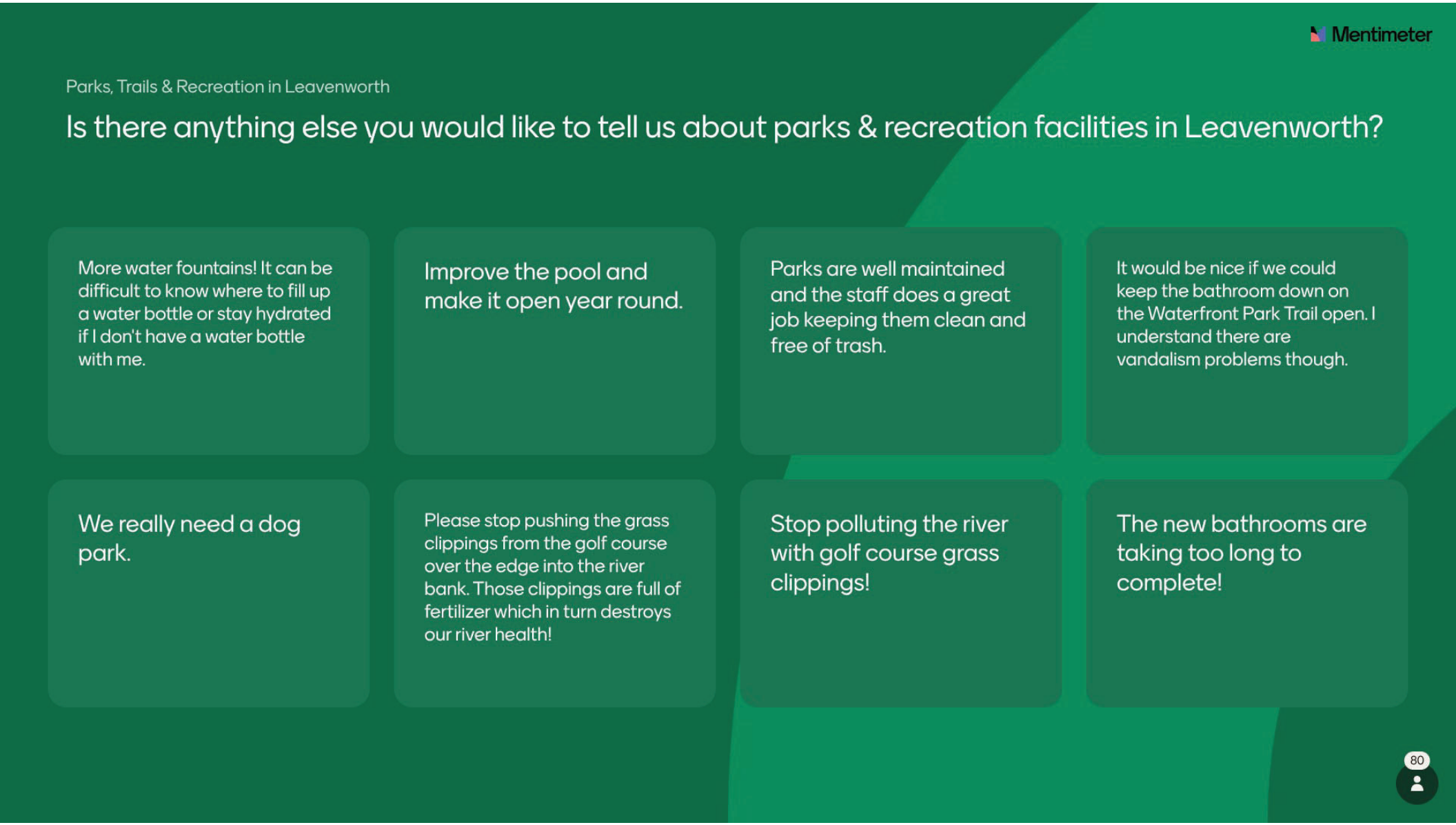

Mentimeter
Parks, Trails & Recreation in Leavenworth
Are there any specific park improvements or maintenance needs that the City should be aware of?
We need an indoor pool and more staff to maintain our natural areas.
Fix lLions Park bathrooms and rebuild pavillion there. Move Farmers Mkt back to Osborne
Blackbird island trails need to be better maintained. Lions park is great. Maybe more picnic tables.
The focus has been on tourism and not for the residents. The playgrounds are nice but need a cover in summer are they get scorching hot! There needs to be a nice community center at Osborn site
100

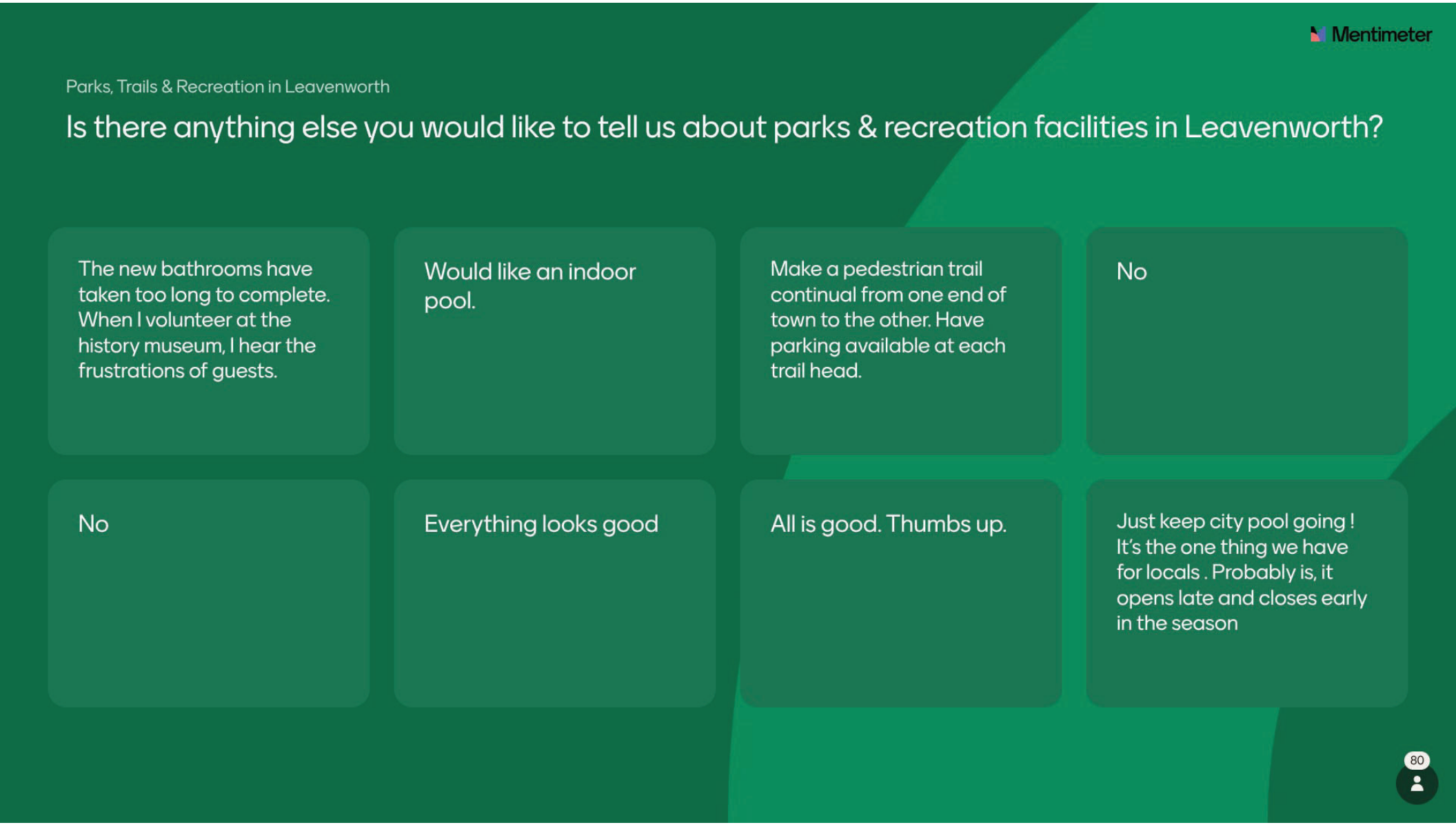

Mentimeter
Parks, Trails & Recreation in Leavenworth
When you use parks, trails or other recreation facilities, how do you usually get there?
149
15
112
4
115
2
on foot
on foot with a stroller
by bike
by bus
by car
other
182

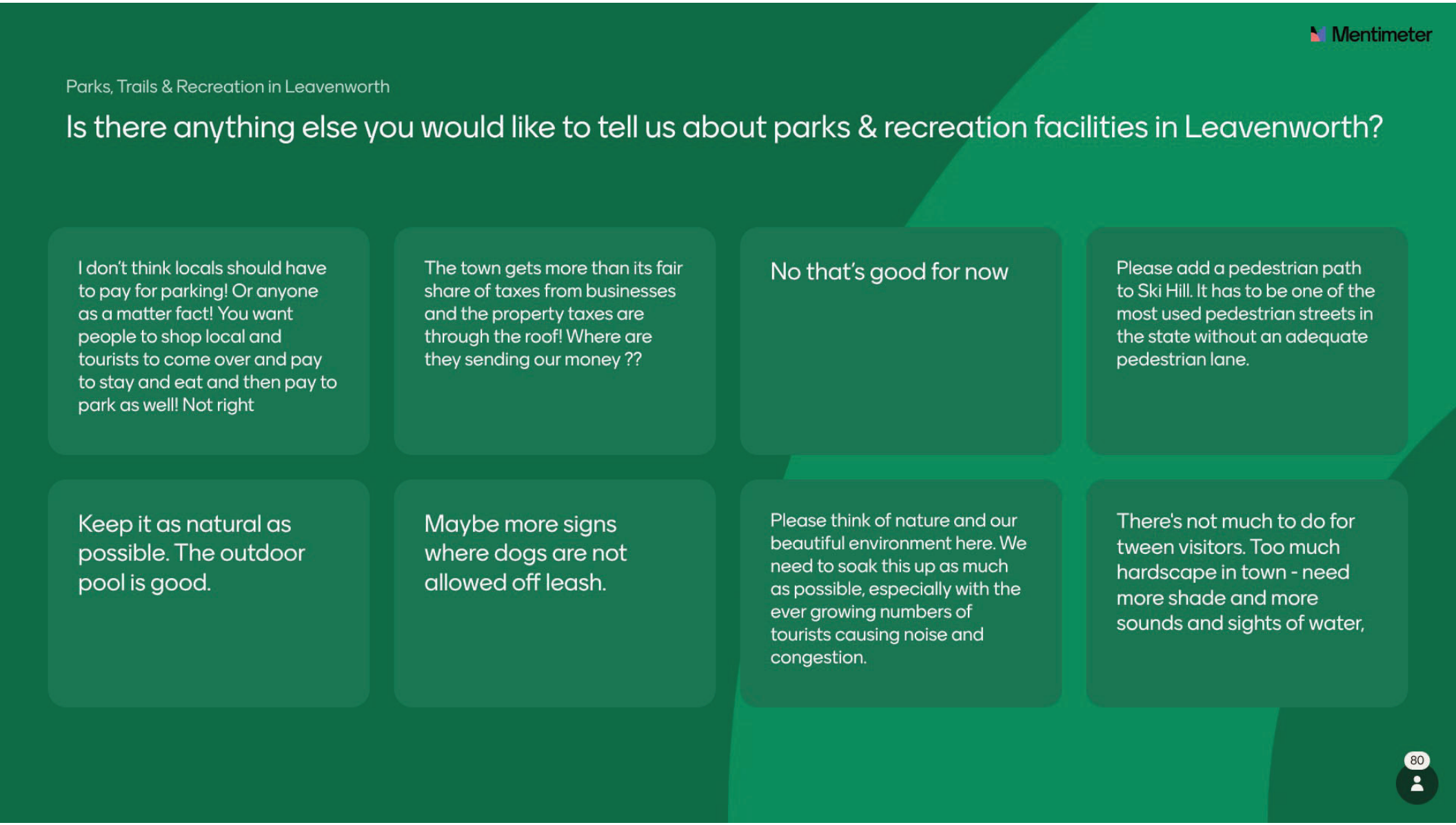

Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
Add Pickeball courts. 8+ people a day use then tennis courts for pickleball. Nationally small - large cities have recognized this in expensive sport for all socio economic classes. Health benefits
Love the parks crew, their hard work. Love this town but it's showing its age
Parks are an important way we stay healthy and meet each other. My goal is more parks for neighbors! (The visitors already got theirs)
So far so good
Yall are doing a great job!
Dont waste water. You over water the flower baskets so much there are weeds growing under them. The two old guys inbthe silver Chevy lick up literally do nothing except drive around.
You waste alot of water.
So many other communities have indoor swimming pools - i think we need that more than anything
80

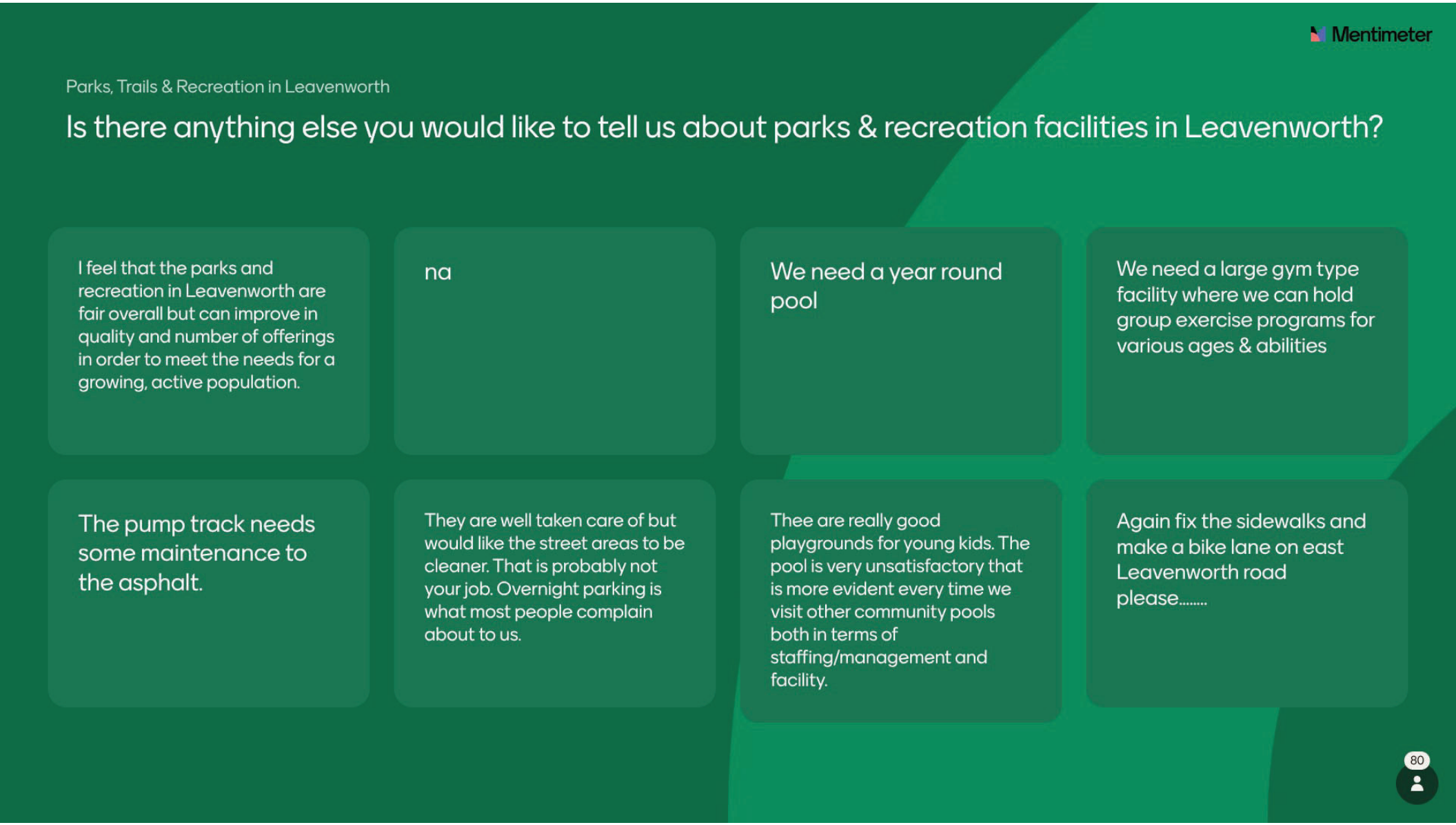

Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
NA
NA
NA
NA
No
Thanks for doing what you do!!
Overall it's great! We love the trail system at the blackbird island parks.
Please work fast. We need opportunities and safe places for our kids to play and feel connected. It's not about the tourists. Iits about our community
80

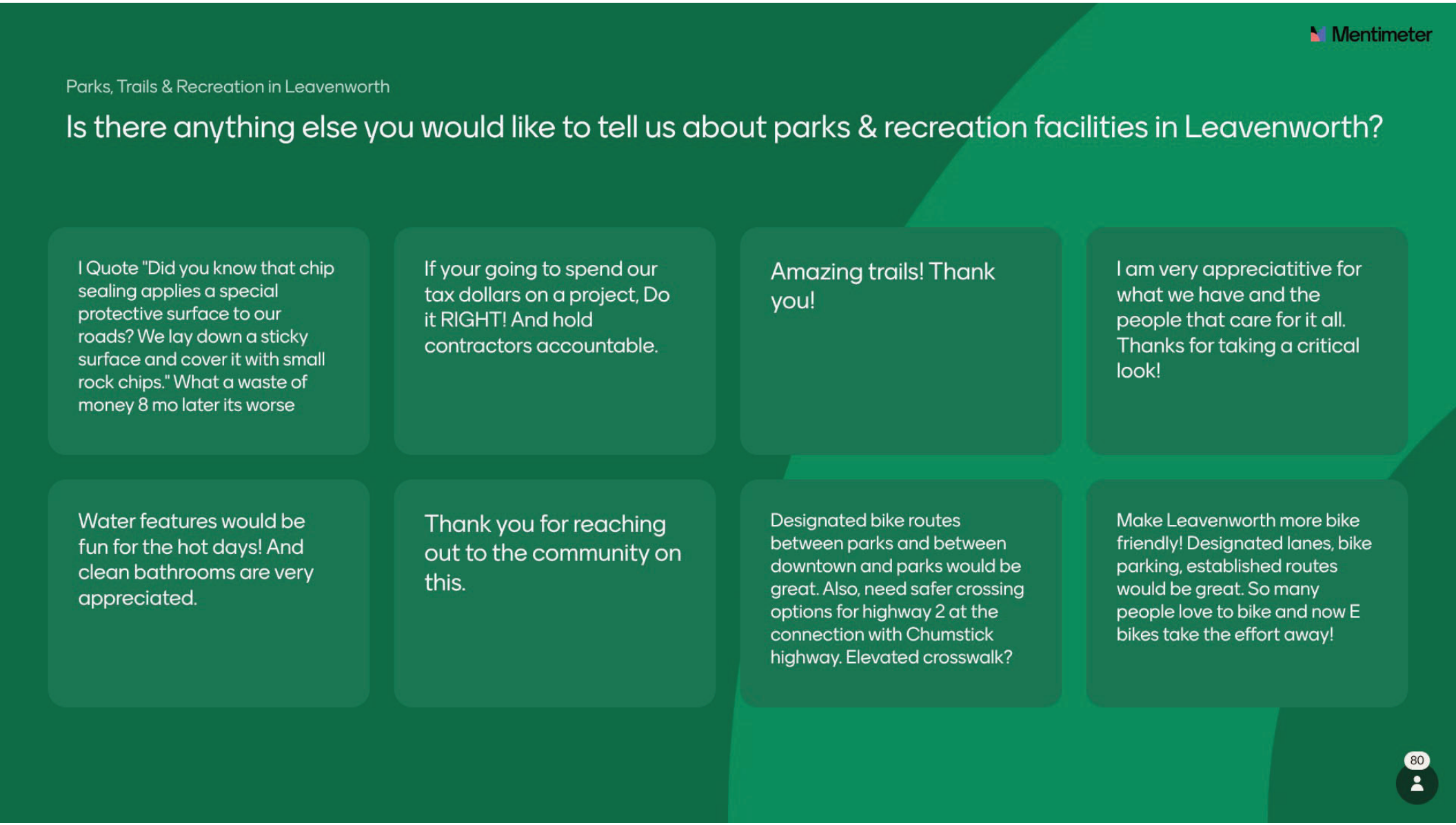

Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
Add a resident parking pass so we aren't paying more than we already do to live here
Trash builds up from litterers by the pool
Finish turning Osborne into the library and park. Perfect at the heart of the city neighborhood.
Keep the toys less modern and more natural/easy for kids.
Maintain the parking lots through winter so we can enjoy them year round
Let's get these roads fixed huh?
Parks are great, let's fix the neighborhood roads they suck.
Shade and water infrastructure at and playgrounds!
80

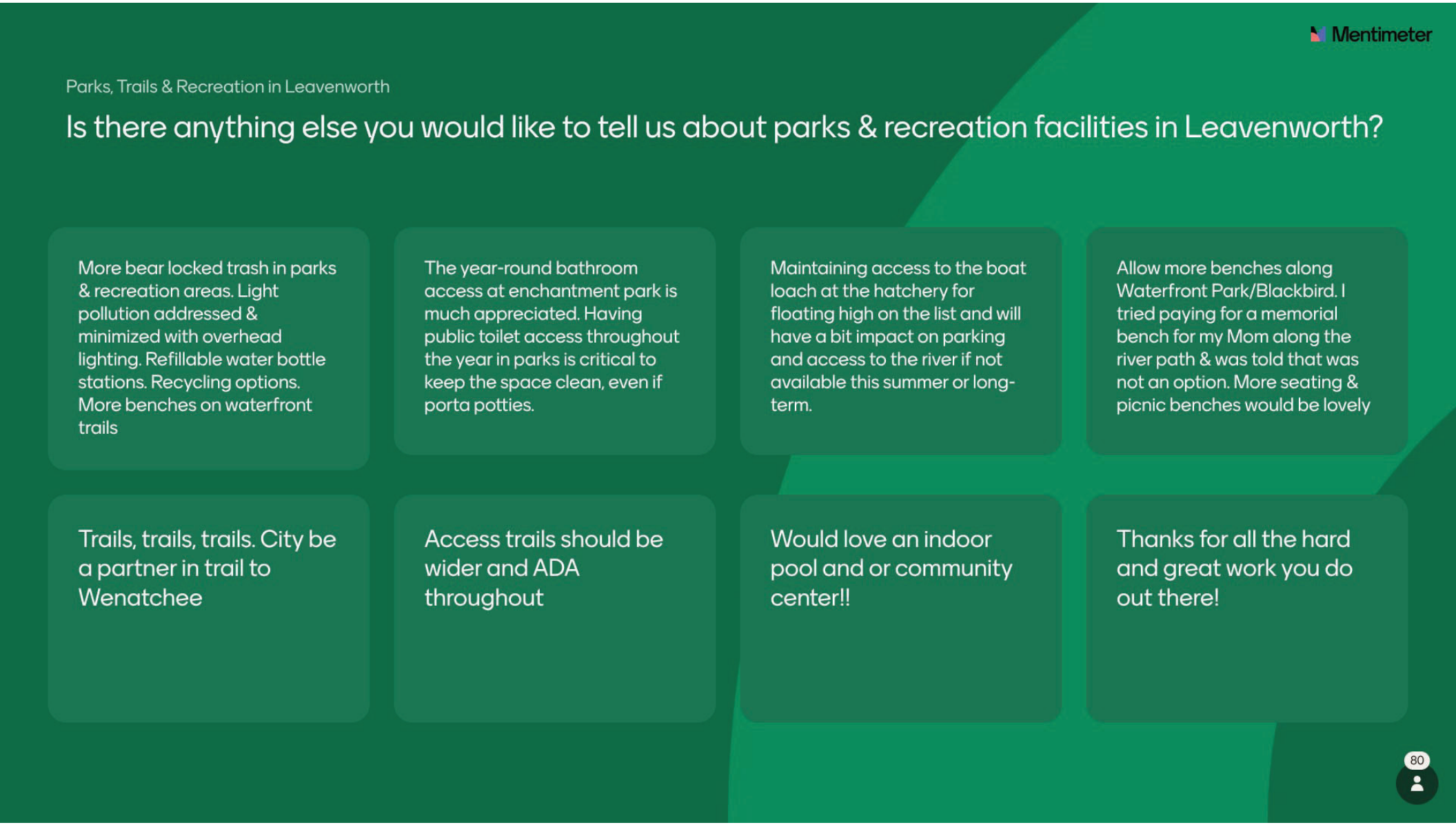

Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
More water fountains! It can be difficult to know where to fill up a water bottle or stay hydrated if I don't have a water bottle with me.
Improve the pool and make it open year round.
Parks are well maintained and the staff does a great job keeping them clean and free of trash.
It would be nice if we could keep the bathroom down on the Waterfront Park Trail open. I understand there are vandalism problems though.
We really need a dog park.
Please stop pushing the grass clippings from the golf course over the edge into the river bank. Those clippings are full of fertilizer which in turn destroys our river health!
Stop polluting the river with golf course grass clippings!
The new bathrooms are taking too long to complete!
80

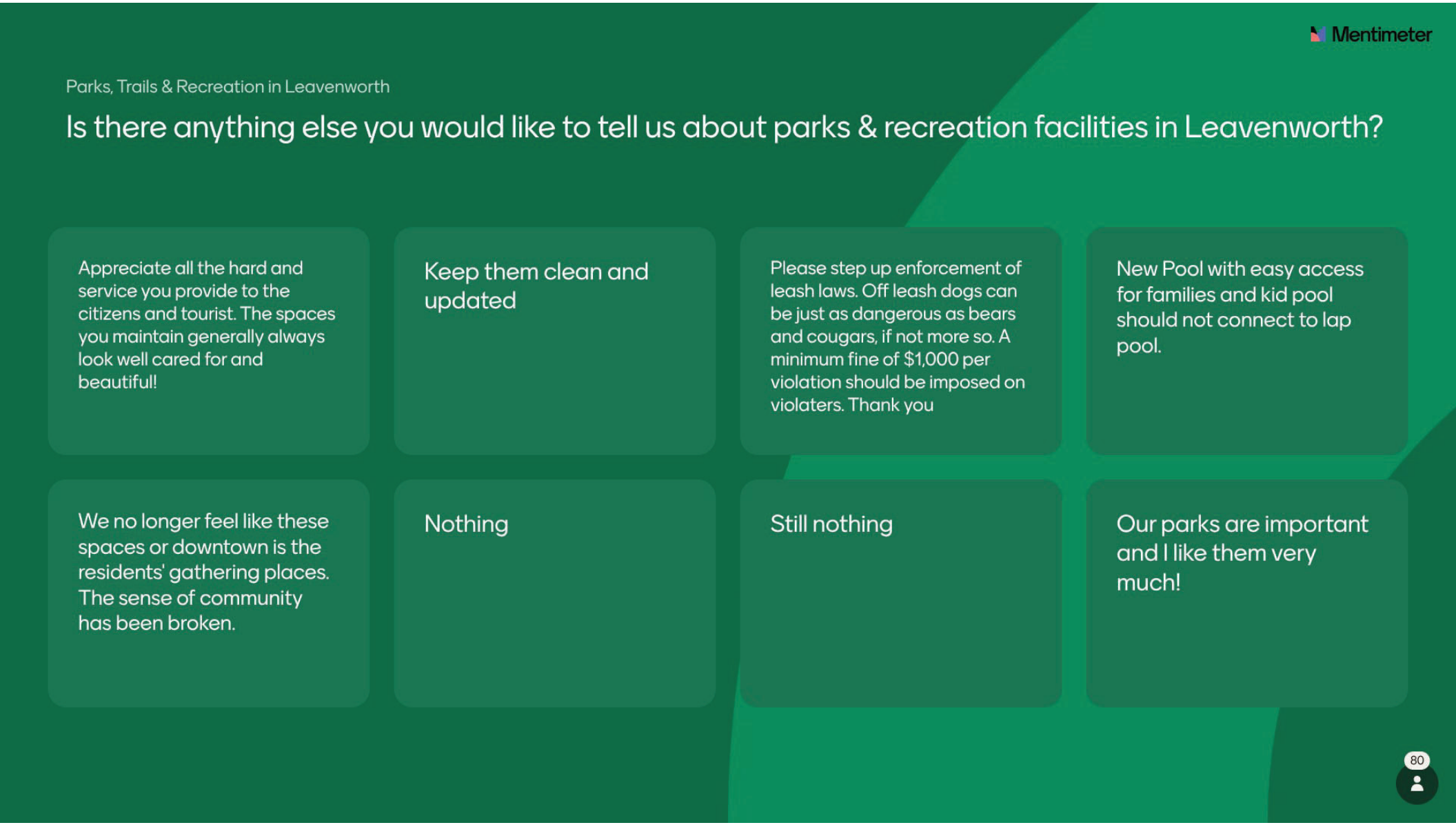

Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
The new bathrooms have taken too long to complete. When I volunteer at the history museum, I hear the frustrations of guests.
Would like an indoor pool.
Make a pedestrian trail continual from one end of town to the other. Have parking available at each trail head.
No
No
Everything looks good
All is good. Thumbs up.
Just keep city pool going ! It's the one thing we have for locals . Probably is, it opens late and closes early in the season
80

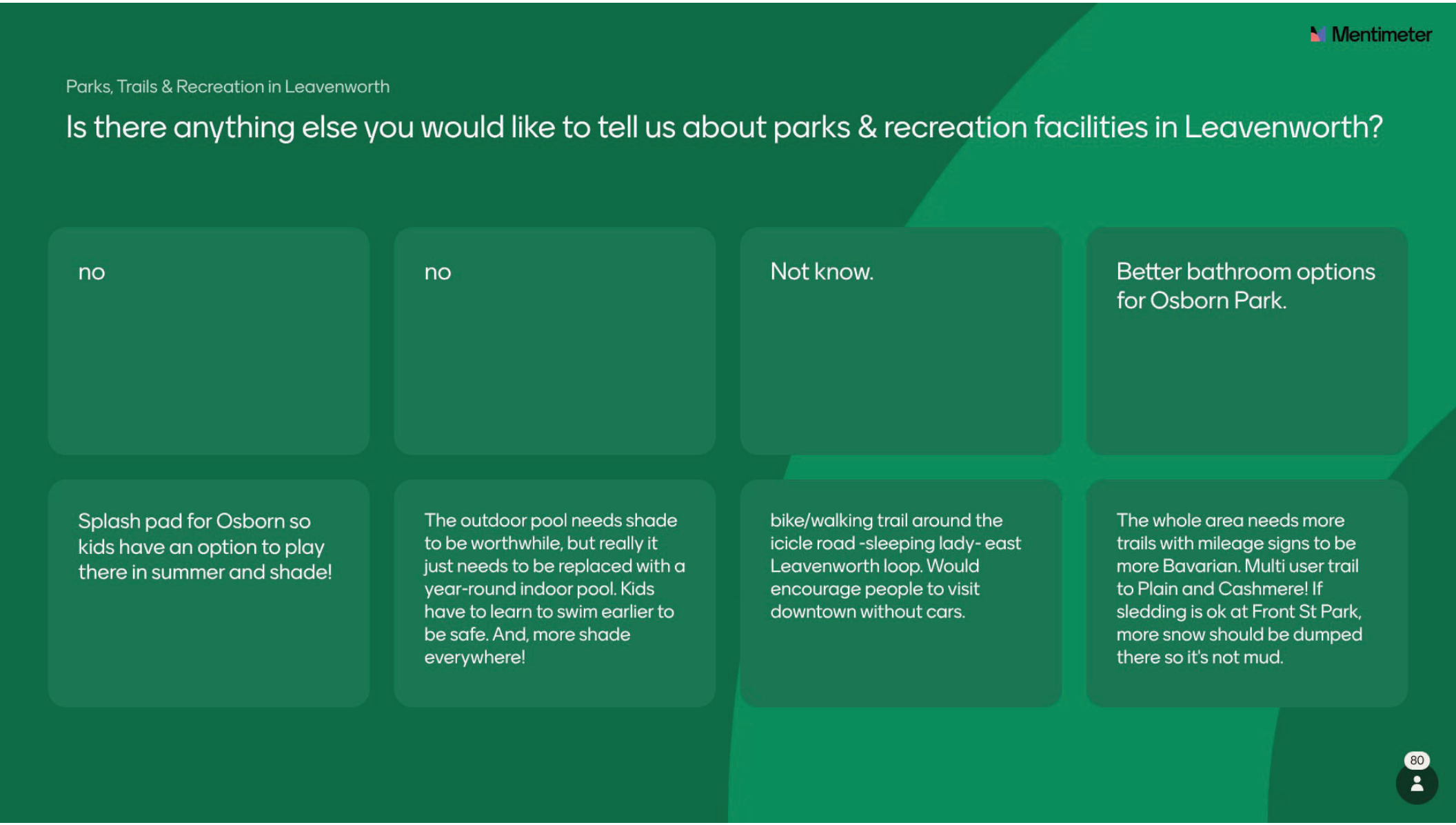

Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
I don't think locals should have to pay for parking! Or anyone as a matter fact! You want people to shop local and tourists to come over and pay to stay and eat and then pay to park as well! Not right
The town gets more than its fair share of taxes from businesses and the property taxes are through the roof! Where are they sending our money ??
No that's good for now
Please add a pedestrian path to Ski Hill. It has to be one of the most used pedestrian streets in the state without an adequate pedestrian lane.
Keep it as natural as possible. The outdoor pool is good.
Maybe more signs where dogs are not allowed off leash.
Please think of nature and our beautiful environment here. We need to soak this up as much as possible, especially with the ever growing numbers of tourists causing noise and congestion.
There's not much to do for tween visitors. Too much hardscape in town - need more shade and more sounds and sights of water,
80

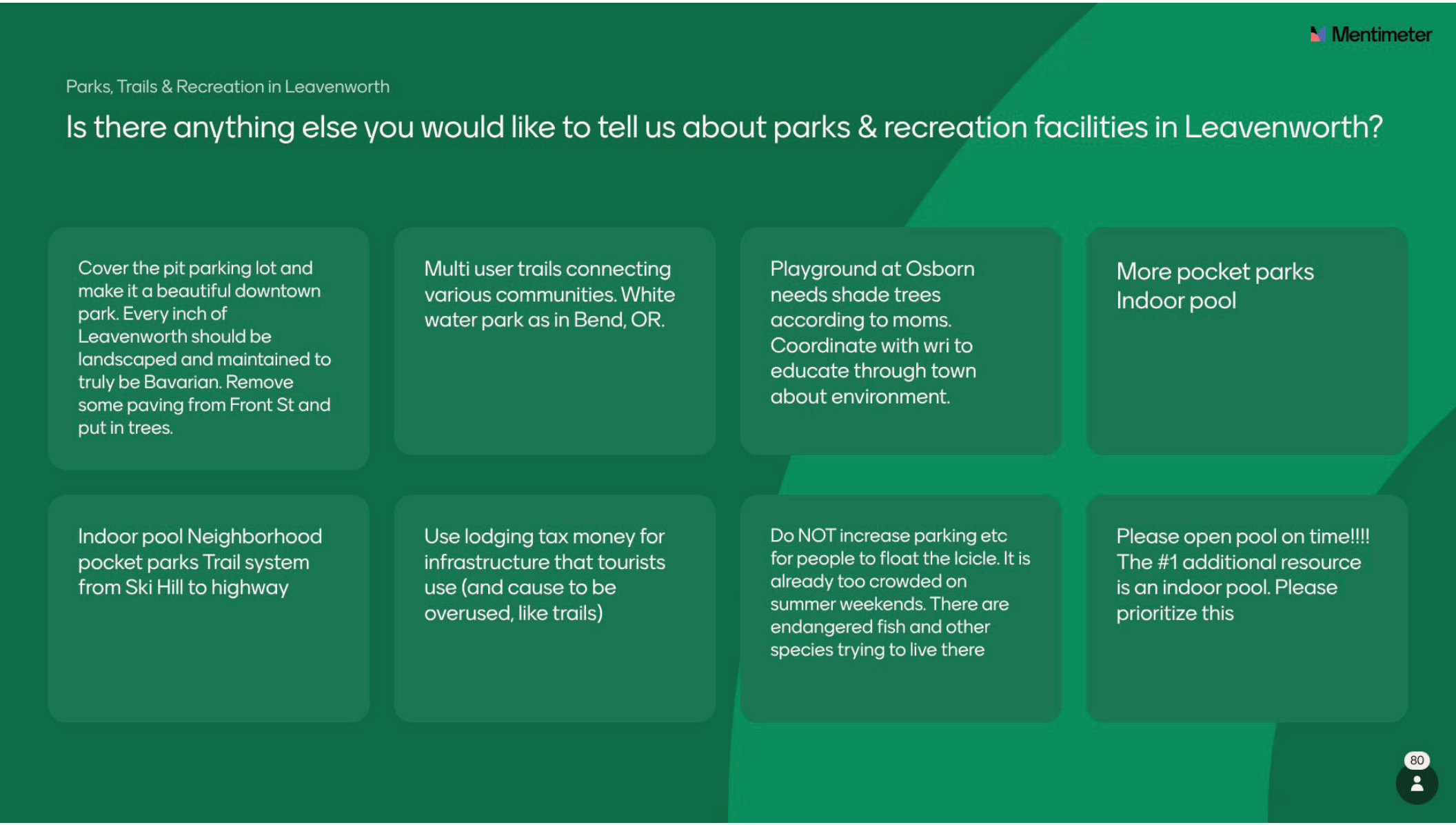

Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
I feel that the parks and recreation in Leavenworth are fair overall but can improve in quality and number of offerings in order to meet the needs for a growing, active population.
na
We need a year round pool
We need a large gym type facility where we can hold group exercise programs for various ages & abilities
The pump track needs some maintenance to the asphalt.
They are well taken care of but would like the street areas to be cleaner. That is probably not your job. Overnight parking is what most people complain about to us.
Thee are really good playgrounds for young kids. The pool is very unsatisfactory that is more evident every time we visit other community pools both in terms of staffing/management and facility.
Again fix the sidewalks and make a bike lane on east Leavenworth road please.....
80

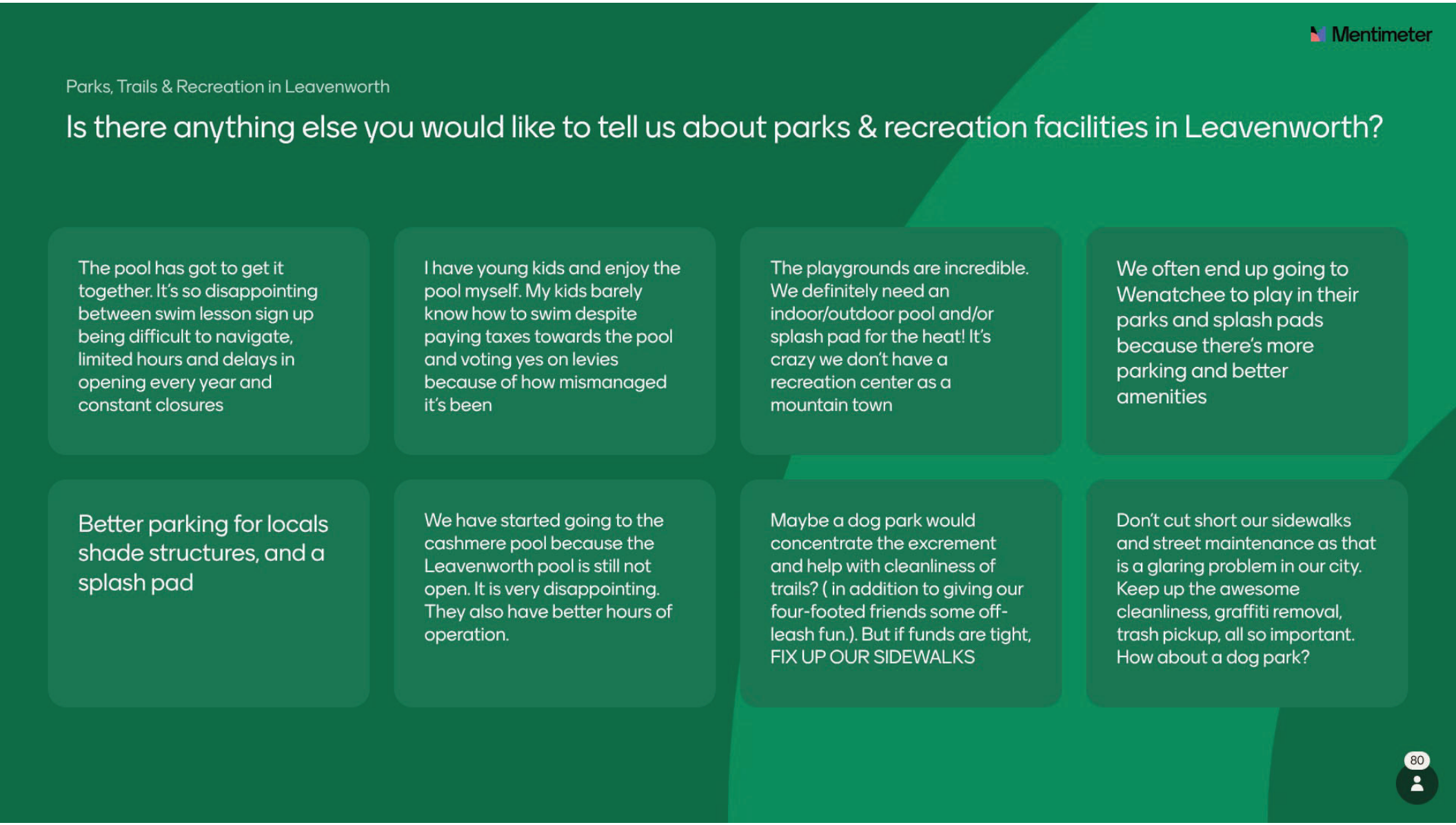

Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
I Quote "Did you know that chip sealing applies a special protective surface to our roads? We lay down a sticky surface and cover it with small rock chips." What a waste of money 8 mo later its worse
If your going to spend our tax dollars on a project, Do it RIGHT! And hold contractors accountable.
Amazing trails! Thank you!
I am very appreciatitive for what we have and the people that care for it all. Thanks for taking a critical look!
Water features would be fun for the hot days! And clean bathrooms are very appreciated.
Thank you for reaching out to the community on this.
Designated bike routes between parks and between downtown and parks would be great. Also, need safer crossing options for highway 2 at the connection with Chumstick highway. Elevated crosswalk?
Make Leavenworth more bike friendly! Designated lanes, bike parking, established routes would be great. So many people love to bike and now E bikes take the effort away!
80

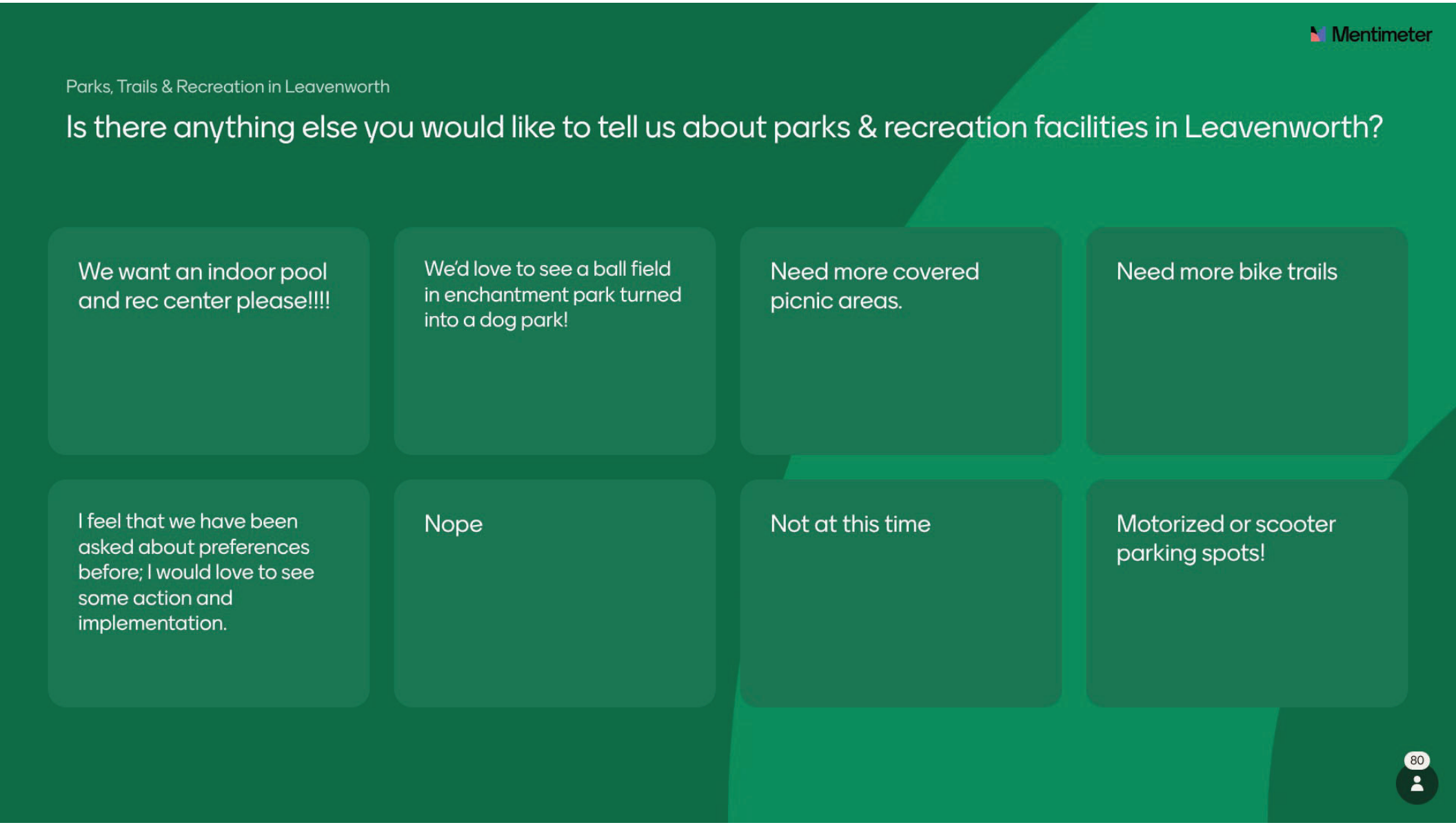

Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
More bear locked trash in parks & recreation areas. Light pollution addressed & minimized with overhead lighting. Refillable water bottle stations. Recycling options. More benches on waterfront trails
The year-round bathroom access at enchantment park is much appreciated. Having public toilet access throughout the year in parks is critical to keep the space clean, even if porta potties.
Maintaining access to the boat loach at the hatchery for floating high on the list and will have a bit impact on parking and access to the river if not available this summer or long-term.
Allow more benches along Waterfront Park/Blackbird. I tried paying for a memorial bench for my Mom along the river path & was told that was not an option. More seating & picnic benches would be lovely
Trails, trails, trails. City be a partner in trail to Wenatchee
Access trails should be wider and ADA throughout
Would love an indoor pool and or community center!!
Thanks for all the hard and great work you do out there!
80

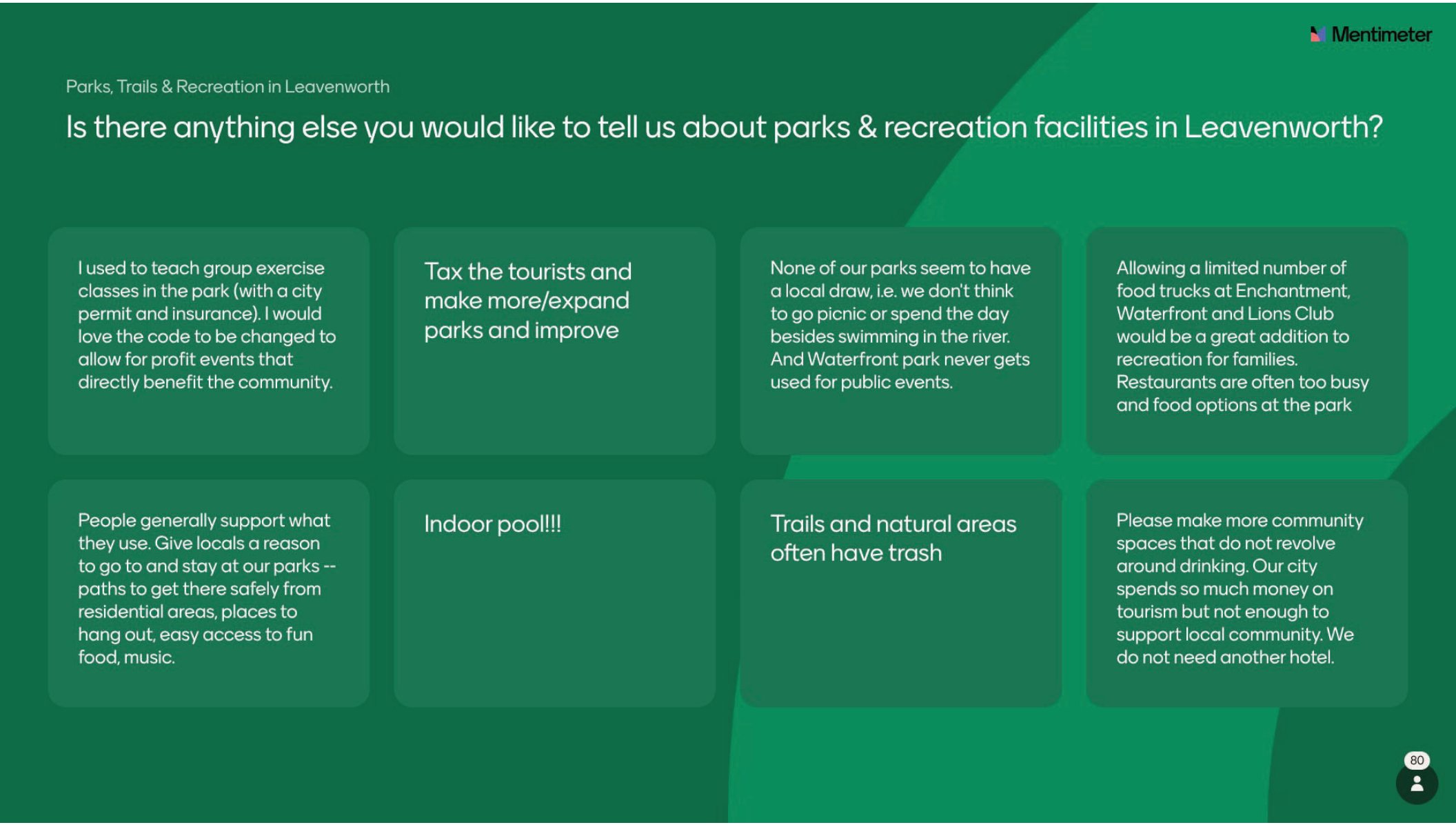

Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
Appreciate all the hard and service you provide to the citizens and tourist. The spaces you maintain generally always look well cared for and beautiful!
Keep them clean and updated
Please step up enforcement of leash laws. Off leash dogs can be just as dangerous as bears and cougars, if not more so. A minimum fine of $1,000 per violation should be imposed on violaters. Thank you
New Pool with easy access for families and kid pool should not connect to lap pool.
We no longer feel like these spaces or downtown is the residents' gathering places. The sense of community has been broken.
Nothing
Still nothing
Our parks are important and I like them very much!
80

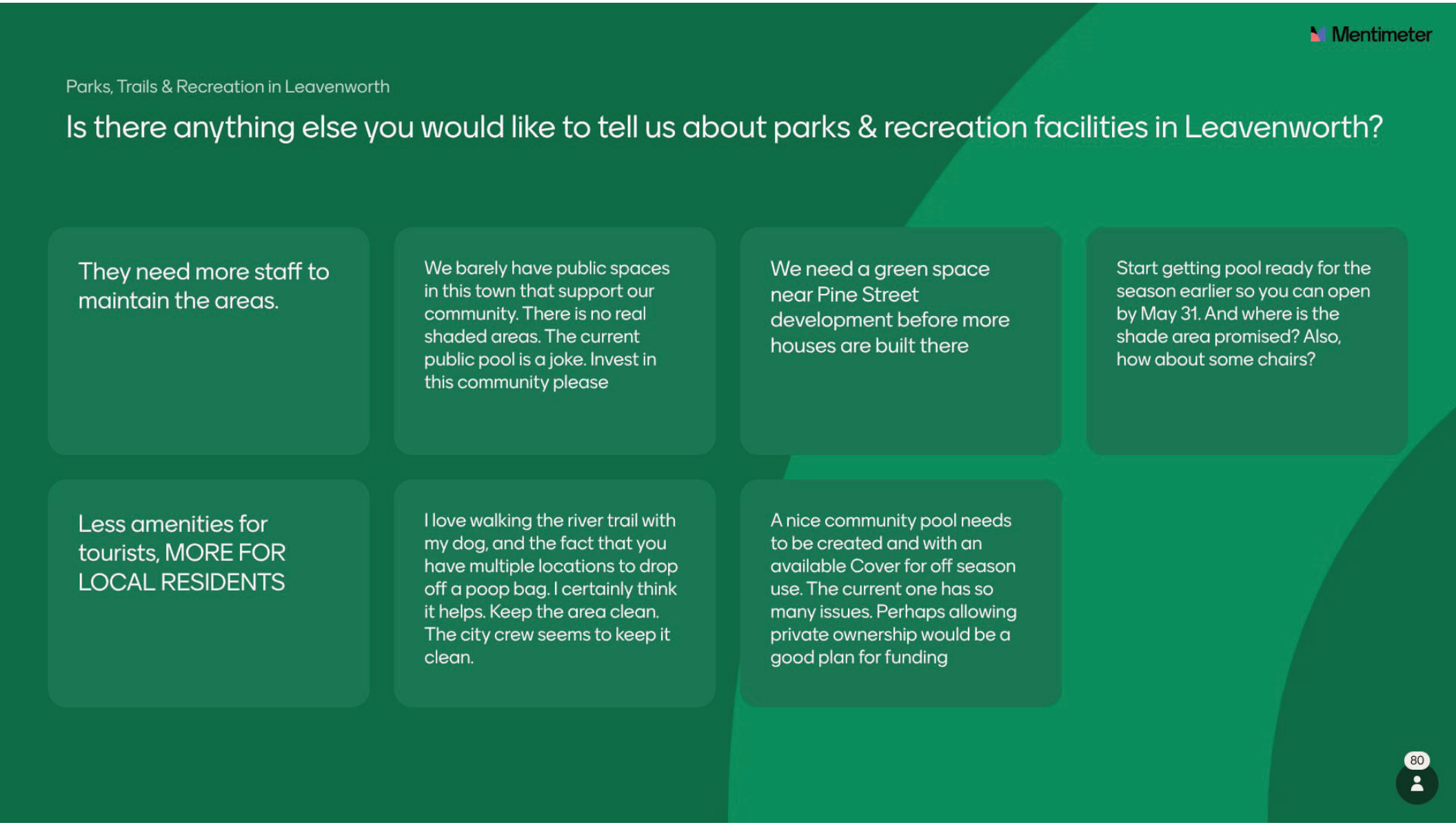

Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
no
no
Not know.
Better bathroom options for Osborn Park.
Splash pad for Osborn so kids have an option to play there in summer and shade!
The outdoor pool needs shade to be worthwhile, but really it just needs to be replaced with a year-round indoor pool. Kids have to learn to swim earlier to be safe. And, more shade everywhere!
bike/walking trail around the icicle road -sleeping lady- east Leavenworth loop. Would encourage people to visit downtown without cars.
The whole area needs more trails with mileage signs to be more Bavarian. Multi user trail to Plain and Cashmere! If sledding is ok at Front St Park, more snow should be dumped there so it's not mud.
80

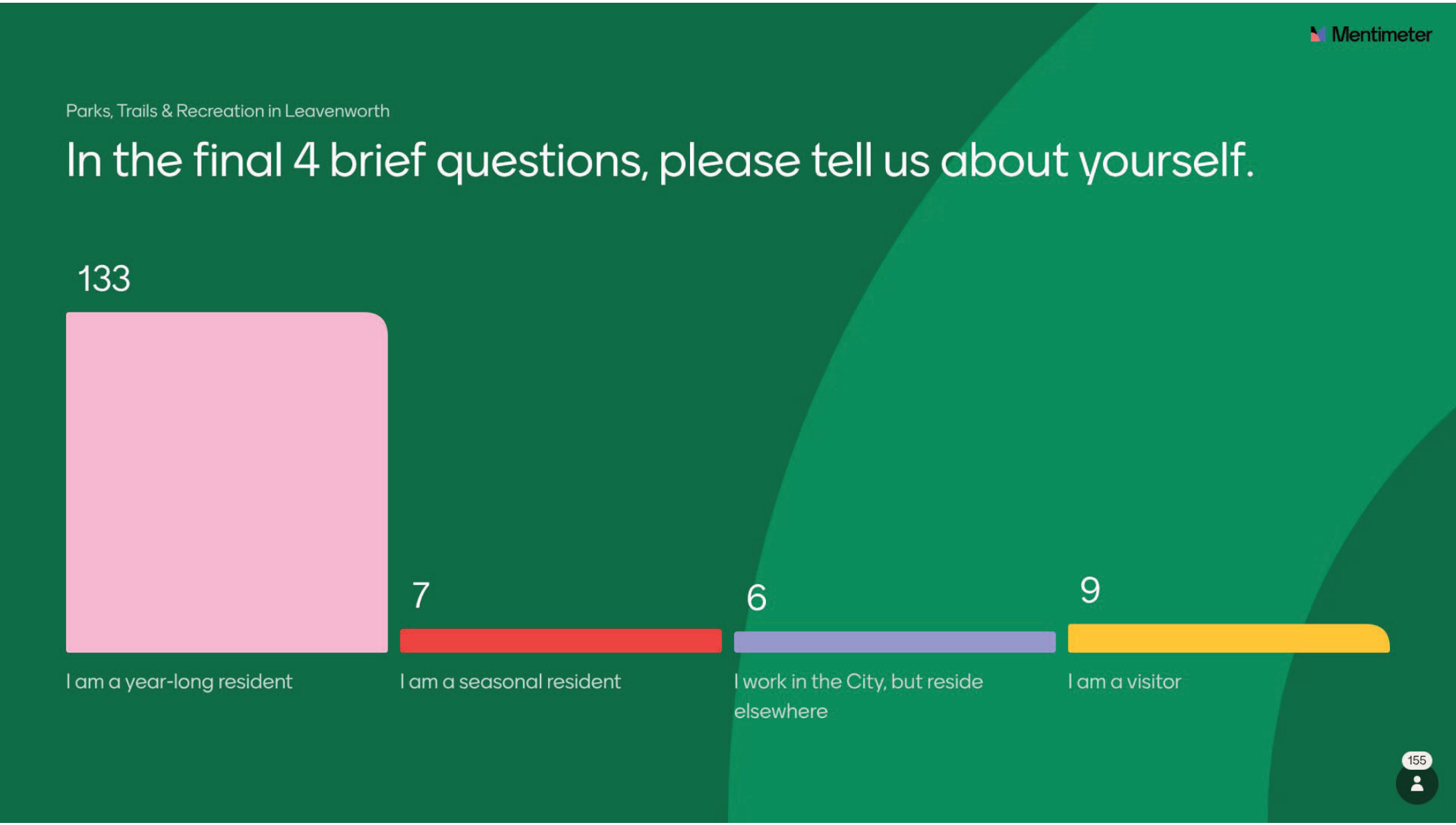

Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
Cover the pit parking lot and make it a beautiful downtown park. Every inch of Leavenworth should be landscaped and maintained to truly be Bavarian. Remove some paving from Front St and put in trees.
Multi user trails connecting various communities. White water park as in Bend, OR.
Playground at Osborn needs shade trees according to moms. Coordinate with wri to educate through town about environment.
More pocket parks
Indoor pool
Indoor pool Neighborhood pocket parks Trail system from Ski Hill to highway
Use lodging tax money for infrastructure that tourists use (and cause to be overused, like trails)
Do NOT increase parking etc for people to float the Icicle. It is already too crowded on summer weekends. There are endangered fish and other species trying to live there
Please open pool on time!!!! The #1 additional resource is an indoor pool. Please prioritize this
80


Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
The pool has got to get it together. It's so disappointing between swim lesson sign up being difficult to navigate, limited hours and delays in opening every year and constant closures
I have young kids and enjoy the pool myself. My kids barely know how to swim despite paying taxes towards the pool and voting yes on levies because of how mismanaged it's been
The playgrounds are incredible. We definitely need an indoor/outdoor pool and/or splash pad for the heat! It's crazy we don't have a recreation center as a mountain town
We often end up going to Wenatchee to play in their parks and splash pads because there's more parking and better amenities
Better parking for locals shade structures, and a splash pad
We have started going to the cashmere pool because the Leavenworth pool is still not open. It is very disappointing. They also have better hours of operation.
Maybe a dog park would concentrate the excrement and help with cleanliness of trails? (in addition to giving our four-footed friends some off-leash fun.). But if funds are tight, FIX UP OUR SIDEWALKS
Don't cut short our sidewalks and street maintenance as that is a glaring problem in our city. Keep up the awesome cleanliness, graffiti removal, trash pickup, all so important. How about a dog park?
80


Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
We want an indoor pool and rec center please!!!!
We'd love to see a ball field in enchantment park turned into a dog park!
Need more covered picnic areas.
Need more bike trails
I feel that we have been asked about preferences before; I would love to see some action and implementation.
Nope
Not at this time
Motorized or scooter parking spots!
80

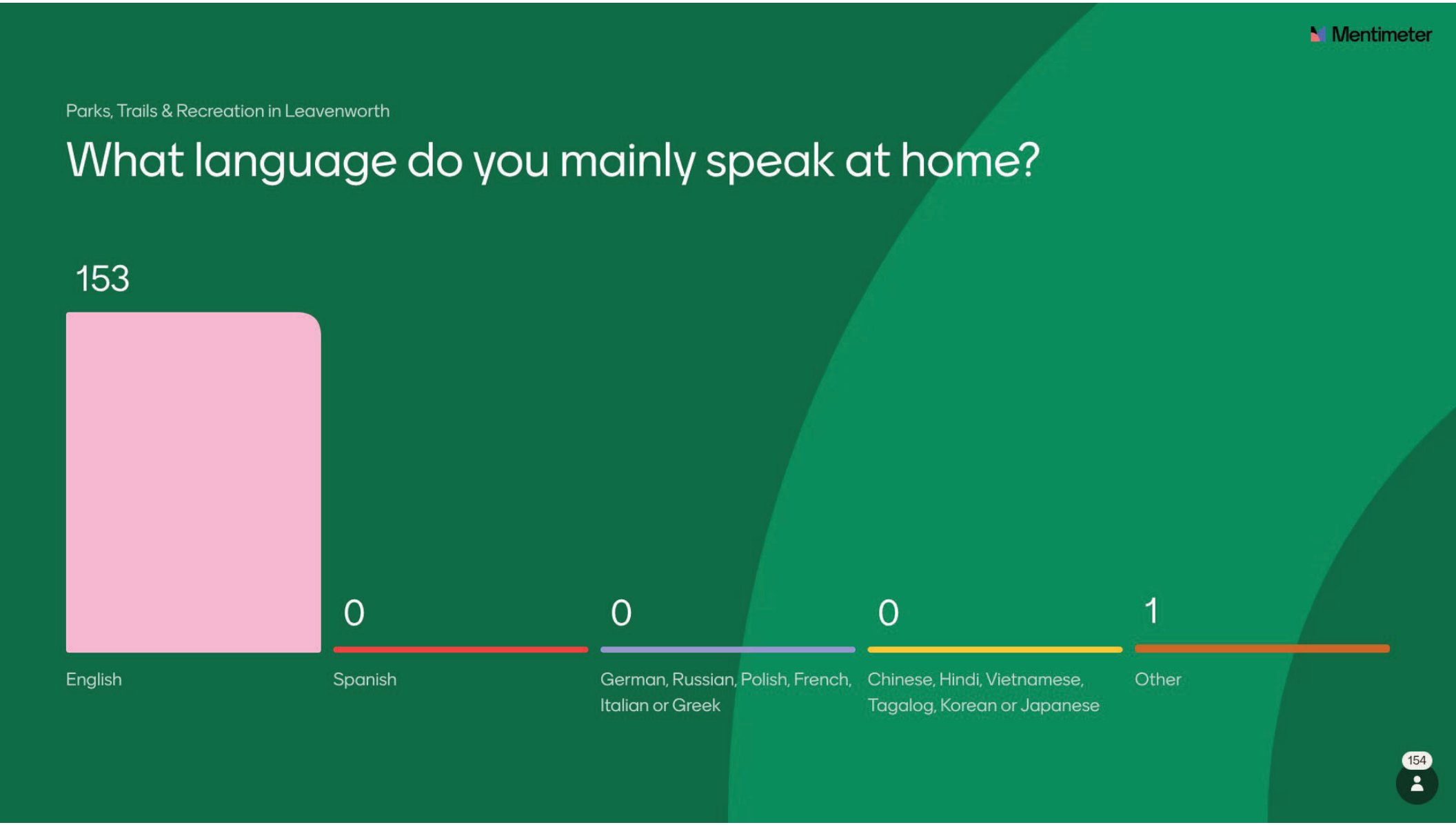

Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
I used to teach group exercise classes in the park (with a city permit and insurance). I would love the code to be changed to allow for profit events that directly benefit the community.
Tax the tourists and make more/expand parks and improve
None of our parks seem to have a local draw, i.e. we don't think to go picnic or spend the day besides swimming in the river. And Waterfront park never gets used for public events.
Allowing a limited number of food trucks at Enchantment, Waterfront and Lions Club would be a great addition to recreation for families. Restaurants are often too busy and food options at the park
People generally support what they use. Give locals a reason to go to and stay at our parks -- paths to get there safely from residential areas, places to hang out, easy access to fun food, music.
Indoor pool!!!
Trails and natural areas often have trash
Please make more community spaces that do not revolve around drinking. Our city spends so much money on tourism but not enough to support local community. We do not need another hotel.
80

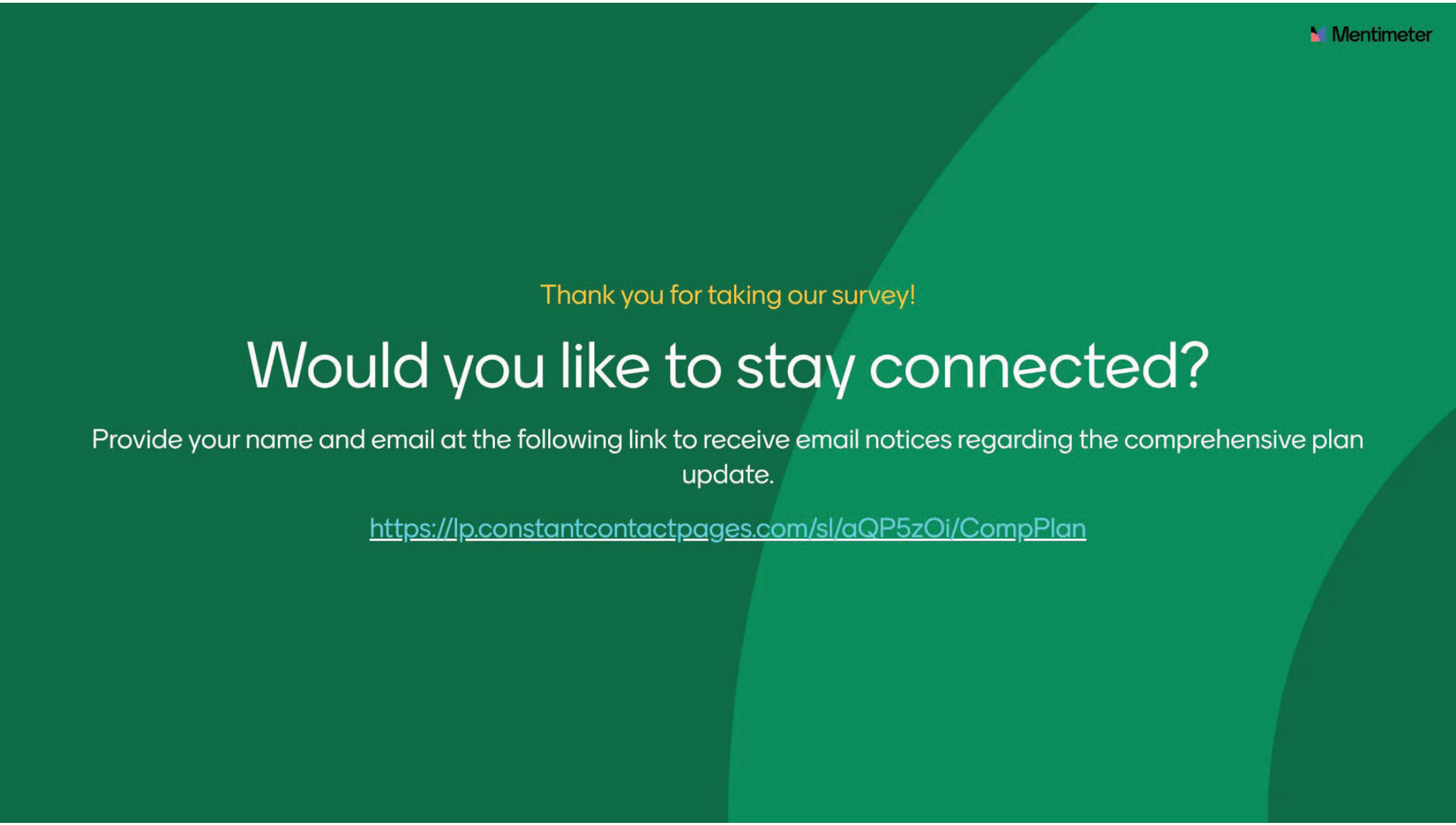

Mentimeter
Parks, Trails & Recreation in Leavenworth
Is there anything else you would like to tell us about parks & recreation facilities in Leavenworth?
They need more staff to maintain the areas.
We barely have public spaces in this town that support our community. There is no real shaded areas. The current public pool is a joke. Invest in this community please
We need a green space near Pine Street development before more houses are built there
Start getting pool ready for the season earlier so you can open by May 31. And where is the shade area promised? Also, how about some chairs?
Less amenities for tourists, MORE FOR LOCAL RESIDENTS
I love walking the river trail with my dog, and the fact that you have multiple locations to drop off a poop bag. I certainly think it helps. Keep the area clean. The city crew seems to keep it clean.
A nice community pool needs to be created and with an available Cover for off season use. The current one has so many issues. Perhaps allowing private ownership would be a good plan for funding
80


Mentimeter
Parks, Trails & Recreation in Leavenworth
In the final 4 brief questions, please tell us about yourself.
133
7
6
9
I am a year-long resident
I am a seasonal resident
I work in the City, but reside elsewhere
I am a visitor
155


Mentimeter
Parks, Trails & Recreation in Leavenworth
Where do you live?
87
in Leavenworth city limits
60
in Chelan County, outside Leavenworth city limits
8
somewhere else, in Washington State
1
somewhere else, not in Washington State
156


Mentimeter
Parks, Trails & Recreation in Leavenworth
How old are you?
0
under 19 years old
5
19-29 years old
93
30-59 years old
54
60-79 years old
4
80+ years old
156


Mentimeter
Parks, Trails & Recreation in Leavenworth
What language do you mainly speak at home?
153
0
0
0
1
English
Spanish
German, Russian, Polish, French, Italian or Greek
Chinese, Hindi, Vietnamese, Tagalog, Korean or Japanese
Other
154


Mentimeter
Thank you for taking our survey!
Would you like to stay connected?
Provide your name and email at the following link to receive email notices regarding the comprehensive plan update.
https://lp.constantcontactpages.com/sl/aQP5zOi/CompPlan