

PORT OF CHELAN COUNTY

COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS



ADOPTED NOVEMBER 21, 2017



CONTENTS

1	INTRODUCTION	1
	1.1 HISTORY OF WASHINGTON PORTS	1
	1.2 CHELAN COUNTY	1
	1.3 THE PORT OF CHELAN COUNTY	2
	1.4 JURISDICTION AND GOVERNANCE	2
2	CHELAN COUNTY REAL ESTATE	4
	2.1 OVERVIEW	4
3	COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS	5
	3.1 PURPOSE	5
	3.2 PUBLIC INVOLVEMENT	5
	3.3 PUBLIC HEARING COMMENTS	6
	3.4 CONSISTENCY WITH OTHER PLANS	6
4	POCC ASSET INVENTORY	7
	4.1 INTENT	7
	4.2 PROPERTY LOCATION	7
	4.3 ASSET AREAS	9
	4.4 AIRPORTS	15
	4.5 OTHER BUILDINGS AND FACILITIES	20
	4.6 INFRASTRUCTURE	21
5	CAPITAL IMPROVEMENT PLAN	22

1.1 History of Washington Ports

The creation of public port districts throughout Washington State was authorized by the state legislature with the passage of RCW 53 in 1911. Ports are municipal corporations, created for special purposes, but on a broad scale, ports engage in economic development activities with powers specified in the statutes.

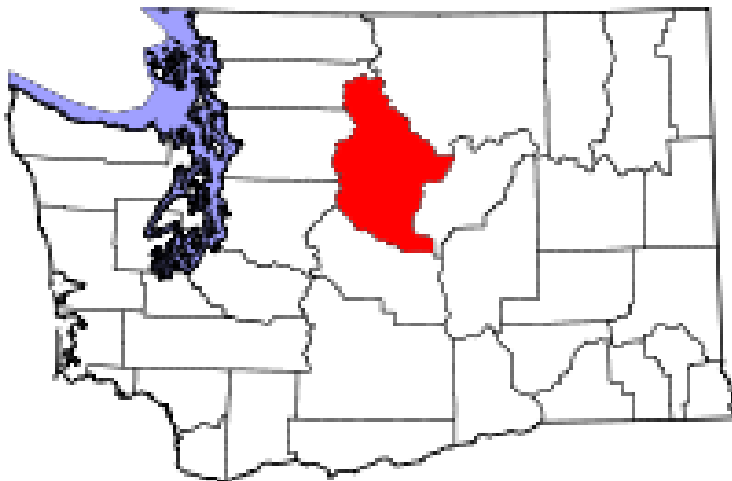
Because the state has a wide range of physical characteristics and economic needs, each of the 76 ports in Washington has its own characteristics and reasons for existence. Because ports may serve different purposes, each Port in the state differs in size, scope of its facilities and operations, and its jurisdictional boundaries.

Because ports continue to evolve over time with changing economic conditions, the continual update and alignment to their keystone documents is vital.

1.2 Chelan County

Chelan County is centrally located in the state of Washington on the eastern slope of the Cascade Mountains. Chelan County is the 16th largest county in the state of Washington, with a population currently estimated at 76,338. Over 80 percent of the total land area within the county is under the ownership and control of the State and Federal Governments. Additionally, much of the county is hilly or mountainous, and major development is concentrated along the Wenatchee and Columbia River valleys. Most of the County's population concentration is located in Wenatchee, the largest City with over 40 percent of the County's population.

Figure 1.1 Chelan County, Washington



1.3 The Port of Chelan County

The Port of Chelan County (POCC) was established by the voters in 1958. The Port was originally established to:

- Do all things necessary and proper to promote the extension of barge traffic to Rock Island and beyond
- Prepare for the development of water transportation facilities and water recreation facilities
- Promote, develop, and encourage the industrial development of Chelan County

In 1958, these objectives represented the most realistic avenue for economic growth and development in the north central Washington area. However, severe environmental restrictions on the Columbia River, even then, prevented the development of water transportation efforts, as originally planned. Since that time, the primary focus of the Port has been redirected to various avenues of economic development throughout Chelan County. This is reflected by a continuous process of evaluation of new economic development opportunities to capitalize on Chelan County's economic growth potential.

Today, the POCC mission statement has evolved to include achieving general economic vitality within the County (see POCC Strategic Plan). Goals within the Strategic Plan define how the Port intends to achieve its mission over time.

1.4 Jurisdiction and Governance

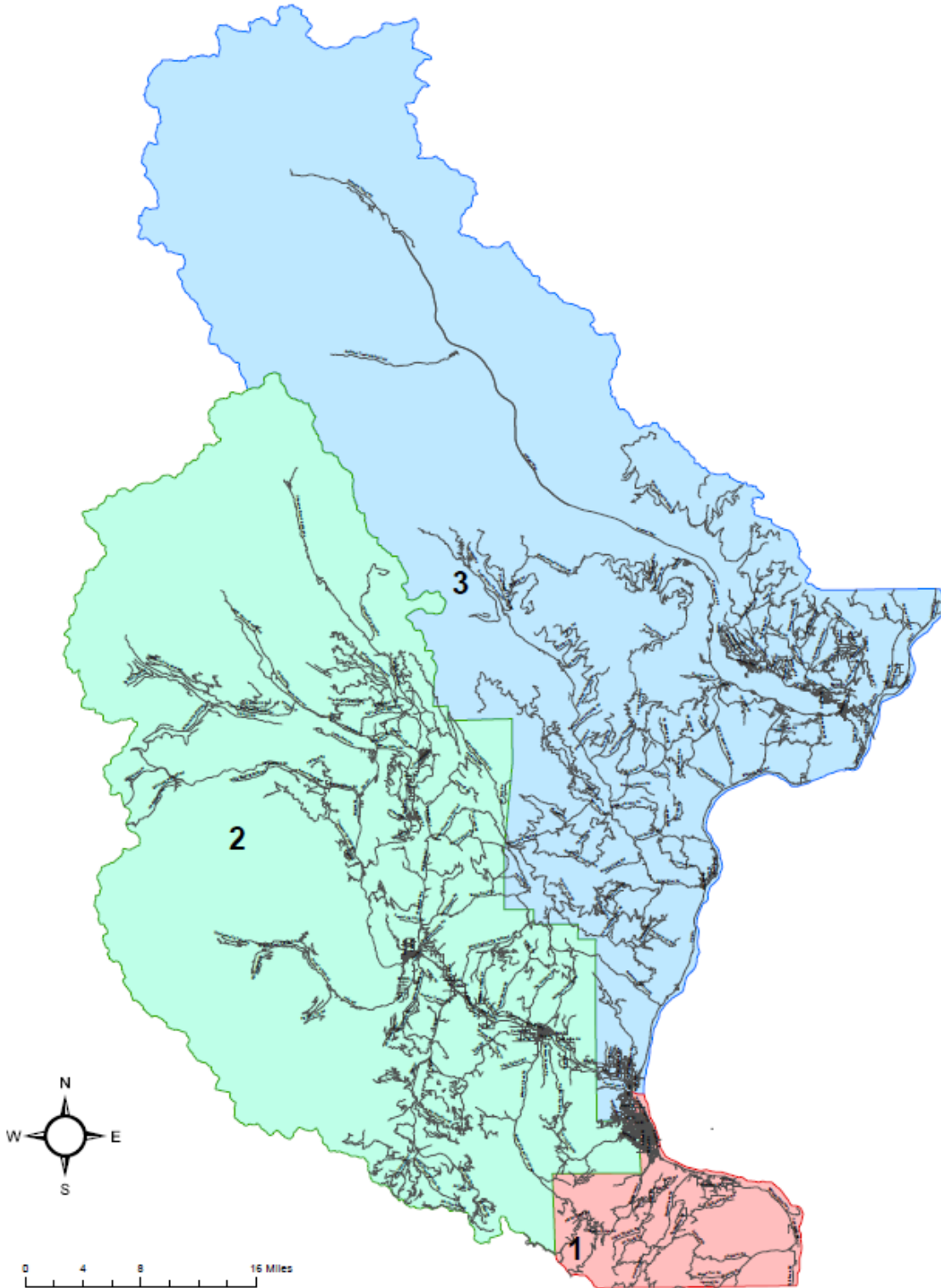
The jurisdictional boundaries for the POCC and its Commissioners Districts are identical to those of Chelan County and the County Commission. Each Port Commission district includes a significant portion of the Wenatchee urban area.

A three-member, non-partisan Board of Commissioners governs the Port. All of the commissioners are elected by voters residing within the port district. All commission members serve staggered, six year terms to enable the election of one commissioner every two years.

The Port Commissioners at the time of CSHI adoption are:

- Donn Etherington - District #1
- JC Baldwin - District #2
- Rory Turner - District #3

Figure 1.2 POCC Jurisdictional and District Boundary Map



2 CHELAN COUNTY REAL ESTATE

2.1 OVERVIEW

The opportunity for future industrial growth in Chelan County is constrained due to its rugged topography and division of land: approximately 51 percent being Federal Forest and Wilderness areas. Currently 85.2 percent of the County acreage is undeveloped.

Presently, the economic driver in Chelan County is led by agriculture supplying 24 percent of the county's jobs, followed by the health care, local government and tourism sectors. A large percentage of the existing industry is often related to servicing agricultural products.

Future land use in Chelan County is shaped by the policies of the State Growth Management Act, which requires industrial areas be located within cities, their designated urban growth area (UGA), or designated Limited Areas of More Intense Rural Development (LAMIRDs).

According to statistics in the Chelan County Draft 2017 Comprehensive Plan (presently being updated); there are 309 parcels consisting of 1501 total acres of industrial property within the county (less than 0.2 percent of the total county acreage). A majority of the industrial acreage is owned by one property owner, Alcoa Inc. The operation is now shuttered. The remaining industrial areas are primarily within incorporated cities, urban growth areas (UGAs) or within designated LAMIRDs.

	Industrial Acreage	Percentage
Wenatchee (and UGA)	942	63%
Chelan (and UGA)	24	1.6%
Cashmere	176	11.7%
Leavenworth	23.5	1.6%

More in-depth land use analysis of county industrial land is needed in support of Strategic Plan Goal 1.1.1. For example, the City of Wenatchee states that there is 942 acres of land zoned industrial, but the City acknowledges that rights of way may account for an estimated 150 acres of that total. Additionally, it is not known how much acreage is available after removing critical areas or what percentage of the land is already developed, etc.

3 COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS

3.1 Purpose

State statute (Revised Code of Washington [RCW] Chapters 53.20) requires Ports to adopt a Comprehensive Scheme of Harbor Improvements (CSHI). The purpose of a CSHI is to inform the public of the nature and extent of anticipated port improvements and their corresponding capital expense. The term “scheme” generally connotes a conceptual plan rather than a detailed analysis.

A CSHI must be developed and approved prior to expenditure of port funds for improvements supporting property development. Therefore, the required content of a CSHI primarily consists of a generalized discussion and inventory of the Port’s existing and planned physical assets and improvements, rather than a policy document or planning study. CSHIs need not include detailed construction plans and other items such as salaries and the cost of engineering. Surveying and data collection are specifically exempt from inclusion in a CSHI. A CSHI is differentiated from a strategic plan, which is often derived from a financial perspective and is more policy-driven.

A Comprehensive Scheme of Harbor Improvements must include the following:

1. A map of port-owned lands
2. A general statement of objectives
3. An inventory and description of existing port facilities
4. A description of planned improvements
5. A capital improvement plan

3.2 Public Involvement

Ports are required to conduct a public hearing prior to adoption of a CSHI. Notice of the hearing must be published once a week, for two consecutive weeks, in a newspaper of general circulation in the port district, and at least ten days prior to the hearing date.

Future improvements are required to be made in substantial accordance with the CSHI, unless the port commission has officially changed the plan following a public hearing.

The Port of Chelan County conducted a public hearing on November 7th, 2017 at 9:00 am

Notice of the hearing was published in the *Wenatchee World* on October 24 and October 31, 2017.

3.3 Public Hearing Comments

The following is a summary of comments concerning the draft CSHI submitted in writing or made at the public hearing on November 7th, 2017. (Please refer to the Official Commission minutes for more detail on the public testimony.)

No comments were received public hearing conducted on November 7, 2017.

The City of Wenatchee submitted written comments, calling the Port's attention to opportunities for redevelopment within its light industrial zones. The City also encouraged the Port to consider its plans consistency with the City's Comprehensive Plan.

3.4 Consistency with Other Plans

The POCC approved its first CSHI on October 13, 1959. Since then, the POCC has periodically amended its CSHI to accommodate changing conditions and opportunities. This CSHI incorporates and supersedes all past CSHI documents. It is the intent of the POCC to review and update the CSHI annually, ensuring consistency between it and the Port's strategic plan and capital budget.

As noted herein, the POCC is a co-owner of two airports which require the adoption of an airport layout and master plan through a separate process with the Federal Aviation Administration (FAA) and/or the State's General Aviation Division within the Department of Transportation. Those plans, when adopted, will amend and take precedence over the details of those areas described in this CSHI.

4 POCC ASSET INVENTORY

4.1 Intent

This section provides an inventory and location of the POCCs real property assets. These assets include property, buildings, and facilities located within Chelan County.

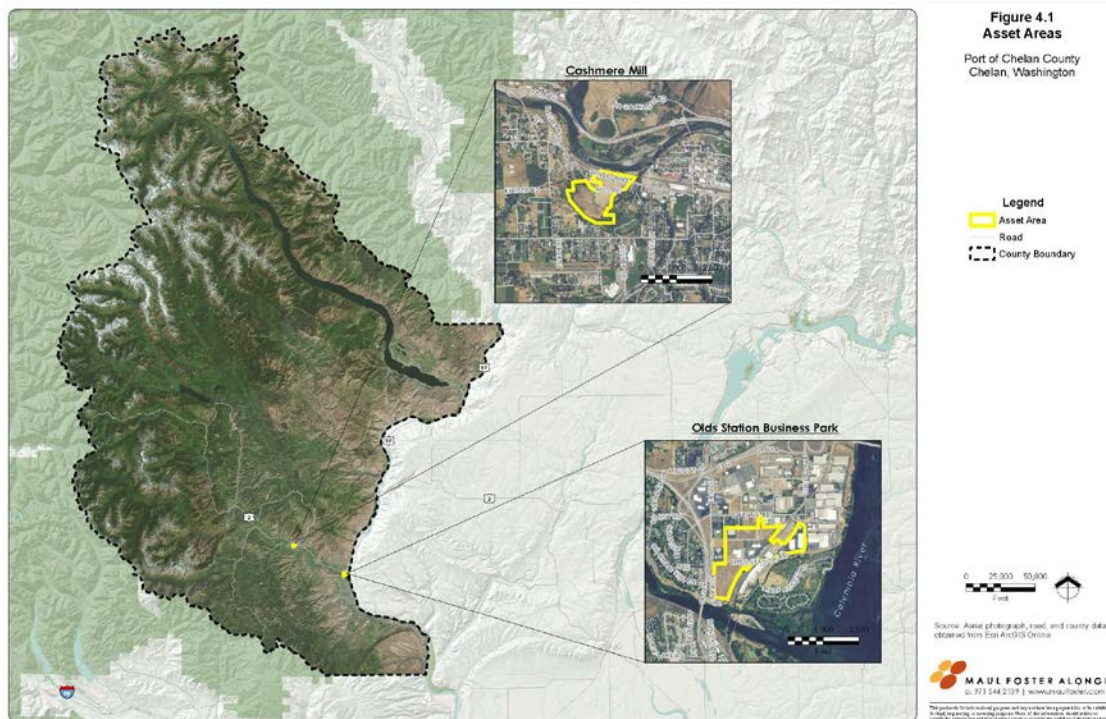
The POCC also has asset ownership and management responsibilities in nearby Douglas County where, by interlocal agreement with the Port of Douglas County, the Port manages the Pangborn Memorial Airport (EAT) and adjacent airport industrial property.

The POCC uses its real estate assets to attract and/or expand local and inbound business investment. Investments are most efficiently facilitated by the availability of fully served building sites.

4.2 Property Location

The POCC has major “asset area” ownership in Wenatchee and Cashmere, Washington, as shown on the following figure.

Figure 4.1 Location of the POCC’s Asset Areas



In addition the POCC owns fractional, undivided interest in the following properties:

- Pangborn Memorial Airport: (61-70%)
- Lake Chelan Airport: (50%)

4.3 ASSET AREAS

For organizational purposes, groupings of property owned by the POCC are discussed in the context of discrete “ASSET AREAS.” Currently the POCC has strategically acquired several properties suited for industrial activity in two such asset areas within Chelan County.

The POCC’s current Asset Areas and their locations are:

#1. The “**Olds Station**” Asset Area located in Wenatchee.

#2. The “**Mill Site**” Asset Area located in Cashmere.

In support of strategic plan goal 2.1, additional asset areas may be added in the future. Those areas should be carefully reviewed prior to acquisition to ensure that industrial, commercial and recreational uses are permitted and can be readily served with utilities by local entities.

Figure 4.2 Asset Area Summary

Asset Area	Zoning	Acreage	Developable Acreage	Shovel Ready	Leased
Olds Station	Industrial Plan-Development (81)	50.66	50.66	Yes	19
Mill Site	Warehouse Industrial	2.13	2.13	Yes	0
	Commercial- Industrial	28.84	19.96	Portions require NFA	0
Total		81.63	72.75		19

4.3.1 ASSET AREA #1 - "OLDS STATION"

General Area Description

The 51 acre Olds Station Asset Area hosts a variety of professional, governmental and light industrial businesses and has additional improved facilities and sites available for lease or purchase. The area is fully served with utilities and the industrial zoning provides flexibility to accommodate new development. The BNSF Railway mainline passes through the district and sidings currently serve some parcels.

General Site Conditions:

Jurisdiction: City of Wenatchee

Zoning: Industrial / Plan Development '81

(permitting a wide range of manufacturing and warehousing uses, professional offices, and personal services)

Utilities: Fully Served

During Wenatchee's 2017 Comprehensive Plan update, there has been discussion of changing the industrial zoning for a northern portion of the District to a commercial designation (the North Wenatchee Business District). If approved, the new designation would encourage commercial uses at the possible expense of heavier industrial uses.

The Port should continue to closely monitor and advise the City of their position on this proposed change in land use regulation.

History: The development of Olds Station Business Park (Asset Area #1) began in 1964 with the preparation of an industrial feasibility and site selection study by the POCC. Acting on results of the study, the POCC began to acquire approximately 100 acres of property on the northern edge of the City of Wenatchee, near the crossroads of State Highway #2 and State Highway #97. The property has since been annexed into the city limits. To facilitate the needs of redevelopment, the POCC has declared surplus and sold portions of the original acquisition. Approximately 51 acres remain.

Asset Area Intent: The POCC acquired and developed asset area #1 to facilitate economic development and job growth. In furtherance of its strategic goal, the POCC will consider leasing or, in some instances, the sale of property and buildings as appropriate to accomplish its overall mission and goals.

Figure 4.3 Olds Station Parcel Map



Figure 4.4 Olds Station Parcel Inventory

Parcel #	Property I.D.	Acreage	Improvements	Leased	Comments
1	25147	2.2	Port Building #9	No	
2	25150	3.9	None	No	
3	25130	2.63	Tenant Building	No	
4	25151	2.6	None	No	
5	25152	4.4	Port Building #5 & #6	No	
6	25440*	5.0	Office Condominium	Part	The POCC owns six of the eight commercial condominiums
7	25135	2.26	Port Building #3	Yes	
8	25154	14.07	None	No	a.k.a. Horan Block
9	62397	0.96	Parking	Yes	
10	64625	0.69	None	No	Potential rail siding?
11	64626	0.69	None	No	Potential rail siding?
12	25138	2.23	Port Building #4	Yes	
13	25128	1.32	Port Euclid House	Yes	
14	25139	3.23	Port Building #7	Yes	
15	25131	4.48	Port Building #8	Yes	
Totals		50.66			An estimated 26.8 acres are unleased and/ or vacant
*Together with additional property I.D. numbers which make up the condo association					

BUILDING INVENTORY

The POCC has constructed numerous industrial buildings within the Olds Station District, including the 90,000 square foot Confluence Technology Building located at 285 Technology Center Way (located on Parcel 6). The building features state-of-the-art meeting and conference accommodations with videoconference and web-casting capabilities. The building is comprised of eight commercial condominiums, of which POCC owns six and the Public Utility District owns two.



Figure 4.5 Asset Area #1 Building Inventory

Building	Address	Bldg. Size	Parcel #	Leased?	Leased By
Industrial Building #3	238 Old Station Rd.	7,980 s. f.	7	Yes	Confluence Health and Port Administrative Offices.
Industrial Building #4	310 Olds Station Rd	30,616 s. f.	12	Yes	Pregis (an industrial product manufacturer.)
Industrial Building #5	200 Olds Station Rd	38,200 s. f.	5	Yes	Pre-School
Industrial Building #6	210 Olds Station Rd	3,197 s. f.	5	Yes	Fibro Inc.
Industrial Building #7	432 Olds Station Rd	48,500 s. f.	14 & 15	Yes	PA&E, which produces hermetic connectors and electronic packaging
Industrial Building #8	434 Olds Station Rd	41,482 s. f.	14 & 15	Yes	PA&E
Industrial Building #9	2605 Chester Kimm Rd.	30,000 s. f.	1	Yes	Sinclair/Agrofresh a fruit labeling manufacturer
Euclid House	2618 Euclid Ave	2,273 s. f.	13	Yes	PA&E

Note: Industrial Buildings #1 and #2 located on Penny Road were constructed by the POCC, subsequently declared surplus (together with a portion of the parcel) and sold to the Wenatchee School District.

FUTURE PLANS

Short Term Improvements

- Continue to monitor and address with the city land use issues related to the Olds Station
- Clarify and reach agreement on the PUD facility.
- Set development plan for post-PUD parcels
- Continue to aggressive market and lease vacant parcels and buildings
- Create a development plan or approach for the *Horan Block* (parcel # 6)
- Complete minor building repairs to the Confluence Technology Center

4.3.2 ASSET AREA #2 – the Cashmere “Mill Site”

District Description

The Cashmere Mill Site Asset Area is generally located at 5455 Sunset Highway in the western portion of the City of Cashmere. The area is comprised of a total of 32.4 acres within three sections (north, central, and south). These sections are divided by city streets. The Sunset Highway separates the north and central section, while Mill Road separates the central and south sections.

There are a total of 12 parcels within the asset area with 21 flat, developable acres. Asset Area #2 was recently annexed into the City of Cashmere to facilitate development and has ready access to water, sewer, electricity, and internet. Sunset Highway provides access to State Route 2. The BNSF Railway mainline lies adjacent to the north section.

General Site Conditions

Jurisdiction: City of Cashmere

Zoning: The north section is zoned *Warehouse Industrial*. The central and south sections are zoned *Commercial/Light Industrial*.

SMP: A stream located within the southernmost parcel #11 is protected by the local Shoreline Master Program (SMP) by requiring a substantial buffer (the POCC created parcel #11 to encompass the stream and required buffer areas).

Access

Sunset Highway is improved to a pavement width of 30 feet through the Mill Site with curb, gutter, and street trees. Sunset Highway provides access to State Route 2, located about .5 miles west via Goodwin Bridge. Sunset Highway continues east to downtown Cashmere.

Goodwin Bridge is narrow in width with restricted weight capacity. It is slated for improvement in 2018.

Mill Road is a 40 foot right-of-way (ROW) with approximately 30 feet of pavement width, providing local access to the central and south sections of the Mill Site.

Rail: The BNSF mainline abuts the north section of the Mill Site. There is no siding available.

Utilities: Fully Served

Sewer: Six inch diameter mains are located in both Sunset Hwy and Mill Road with 2 inch diameter laterals stubbed into North and Central areas. Cashmere Wastewater Treatment Plant permitted capacity of 1.23 million gallons per day (MGD), while available capacity is approximately 0.6 MGD.

Water: A 16 inch diameter main is located in Sunset Highway, serving the north section. An 8 inch diameter main divides the Central area and continues on to serve the South area. Water is provided by the City of Cashmere.

Electricity: Power lines are located in both Sunset Highway and Mill Road ROW with power provided by the Chelan County PUD.

Communications: Fiber optic lines are available in Sunset Highway ROW and on poles on Mill Road.

Note: Cashmere City officials and community leaders consider the Mill Site vital to the community's long-term success. The supply of ready-to-use sites, along the Highway 2/97 corridor in the valley, is limited and the City's preference is to see development which augments, rather than competes, with the city's downtown retailers.

Property History

The Cashmere Mill Site was used primarily for lumber milling from the 1940s until late 1970s. Various commercial and light industrial businesses occupied the property in the 1980s and 1990s, but in the 2000s, the site had little commercial activity. The property has remained vacant for several years.

In 2008, the POCC purchased the contaminated mill property to further the Port's goal of facilitating regional economic development. Since purchase of the property, the POCC has investigated site contamination from the former business and has remediated major portions of the site, including removing old wood waste, removing contaminated soil, and filling and grading the site. Much of the work was paid for through grants provided by the Department of Ecology. The project also removed paved asphalt sections, concrete slabs, and footings. The two remaining buildings on site were treated for asbestos materials and then demolished, and the materials disposed offsite. During the remediation process, the water main serving the area was replaced. The Port also made significant investments in improving Sunset Highway infrastructure through this area.

Asset Area Intent: The POCC acquired and developed asset area #2 to facilitate economic development and job growth. In support of the Port's strategic goal, the POCC intends to complete necessary remediation and have "shovel ready" sites available for lease or purchase and, in some instances, the construction of build-to-suit or multi-purpose speculative buildings.

Figure 4.6 Asset Area #2 – Mill Site Parcel Map



Figure 4.7 Asset Area #2 Parcel Inventory

Parcel #	Location / Access	Size	Comment
1	North Section / Sunset Hwy.	1.49 ac.	Narrow Shape. Combine with #2?
2	North Section / Sunset Hwy.	0.64 ac.	Narrow Shape. Combine with #1?
3	Central Section / Sunset Hwy	2.49 ac.	
4	Central Section	1.49 ac.	An easement or property line adjustment is required to establish access.
5	Central Section / Mill Road.	1.28 ac.	
6	Central Section / Mill Road	0.76 ac.	Not developable
7	South Section / Mill Road	4.22 ac.	
8	South Section / Mill Road	4.35 ac	
9	South Section / Mill Road	4.39 ac.	
10	South Section / Mill Road	1.74 ac.	
11	South Section	8.12 ac.	Parcel created to encompass required buffer area and setback from the SMP protected stream.
Total		30.97 ac	An estimated 22.09 acres is available for development

FUTURE PLANS

<p>Short Term Improvements</p> <ul style="list-style-type: none"> • Consider Branding of Site (i.e. rather than the Mill Site)? • Participate in WSDOE Voluntary Cleanup Process where feasible. • Conduct due diligence necessary to market property including geotechnical analysis, site layout design, and estimated development costs. • Consider the pursuit of available grants for trail construction and mitigation within Parcel #11.
--

4.4 AIRPORTS

4.4.1 Pangborn Memorial Airport (EAT)

GENERAL DESCRIPTION

The largest ownership area is property associated with the EAT. The airport and airport-related industrial property on the east side of the airport is situated within the Pangborn Industrial Service Area, approximately five miles east of the City of East Wenatchee, in Douglas County, Washington.

The FAA identification for the Pangborn Airport is “EAT.” EAT is an essential public facility, vital to the community and important to the regional economy. Current carriers include Alaska Airlines, operating in conjunction with its regional subsidiary, Horizon Air, which provides nonstop commercial service to the Seattle-Tacoma International Airport. General aviation is served by numerous aviation businesses.

General Site Conditions

Jurisdiction: Douglas County (a stand-alone Industrial Service Area)

Zoning: Industrial

Land Use: Aviation, Airport Industrial, Rural and Open Space/ Recreation

Existing Pangborn Memorial Airport Improvements

- Runway 12/30 - (7,000 feet in length)
- Runway and taxiway lighting
- Weather and navigation aids
- Passenger Terminal
- Four aircraft parking aprons
- Hangar space
- Four refueling stations (2 aboveground and underground)
- Terminal parking

Utilities: The east side of the airport has water availability but not sanitary sewer.

HISTORY

Pangborn Memorial Airport has been in existence since 1941. The airport was named after Clyde Pangborn, who, along with co-pilot Hugh Herndon, completed the first nonstop flight across the Pacific Ocean in 1931. Their epic journey began in Misawa, Japan and ended 41 hours later in East Wenatchee, Washington. In 1945, Northwest Airlines launched the first commercial passenger air service to and from Pangborn Memorial Airport. The airport was operated by the City of Wenatchee, which, in recognition of the regional importance and benefit of the airport, transferred ownership to the POCC in 1965. To further the regional vision for the airport, the POCC gave the neighboring Port of Douglas County half interest in the airport in 1974. Working together, the Ports completed a new terminal building in 1992, and with the major support and assistance of Senator Patty Murray, obtained federal funds for the installation of an instrument landing system which became operational in 2006. In 2017, a project to lengthen the main runway to 7000 feet was completed.

OWNERSHIP AND OPERATIONS

The EAT provides necessary facilities for aviation, airport-dependent uses and other industrial businesses. The Airport is governed by the Pangborn Memorial Airport Governing Board, consisting of the Port Commissions of the two port districts. Airport operations have been largely administered by the Airport Director, working with Port of Chelan County staff. During 2013 – 2017 an interlocal Memorandum of Understanding was adopted to authorize the Port of Chelan County to act as the Governing Board during runway construction. In 2018, EAT will return to management under the terms of the 2003 Joint Operating Agreement, which delegates the management of the airside operations to the Port of Chelan County. The Port of Douglas County leases land from the Airport and has developed a business park as well as aviation-related facilities on its leasehold. Both ports share in responsibility to adequately fund the maintenance, operations and capital improvements, with the Port of Chelan County being responsible for 70% of the funding necessary for EAT (as set forth in the 2003 Joint Operating Agreement).

EAT spans 597.6 acres and is composed primarily of an airfield, passenger terminal, and airport-related industrial space. Airfield functions facilitate aircraft movement and include runways, taxiways, airfield lighting, and navigational aids for general and commercial aviation planes. Other uses include ground-based facilities that support the aircraft and pilot/passenger handling functions such as the terminal building, aircraft storage and maintenance hangars, aircraft parking aprons, and support facilities such as fuel storage, automobile parking, and roadway access.

Most of the airport is zoned I-G; however, as shown in Figure 4.8, EAT owned properties located to the northwest and southeast of the main runway area are zoned AC-10 and contain operational farms.

AREA INTENT

The POCC, together with the Port of Douglas County, operates EAT as an essential public facility, providing necessary air service vital to the community and important to the regional economy.

Figure 4.8 Pangborn Memorial Airport

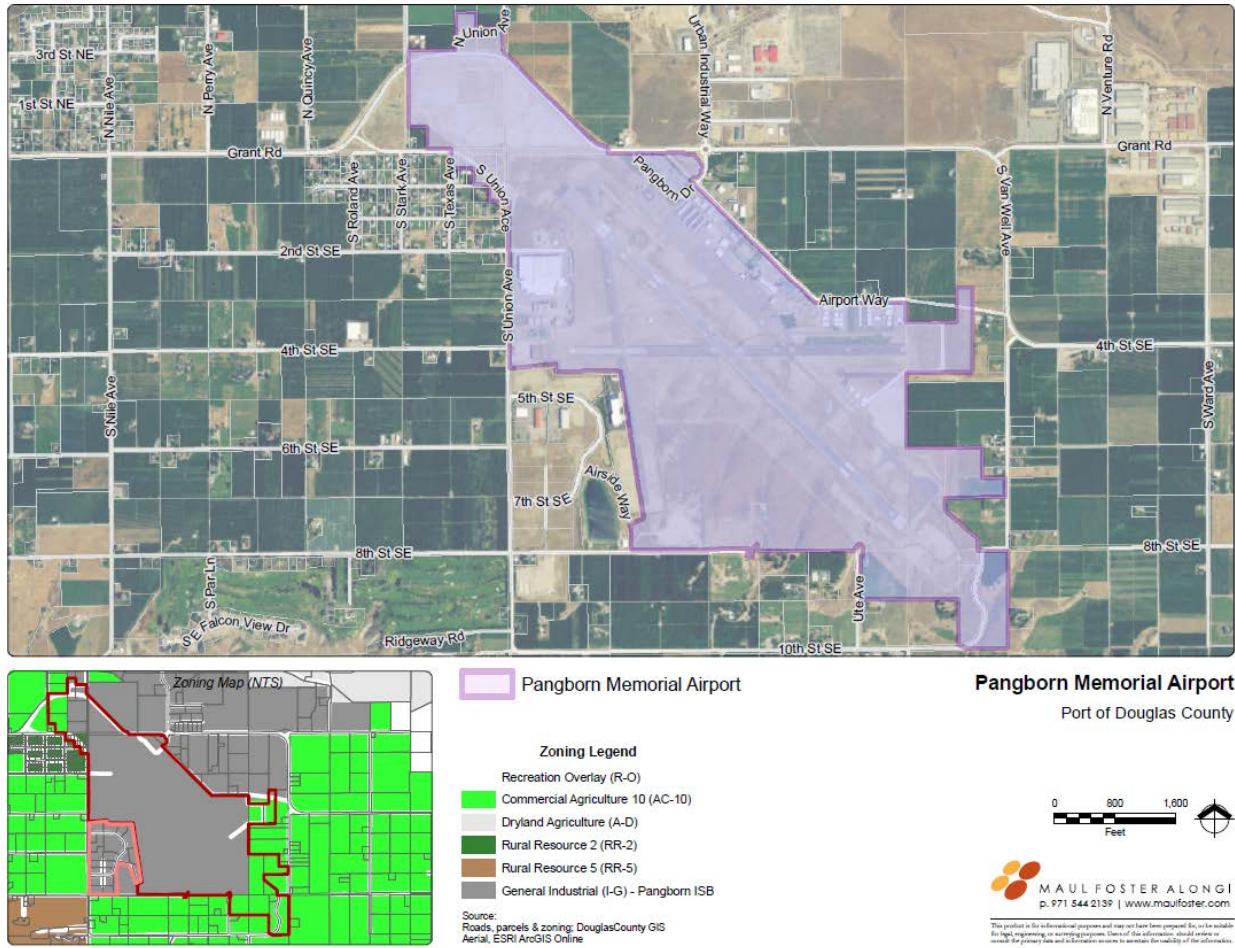


Figure 4.9 Pangborn Memorial Airport Land Use

Land Use	Acreage
Aviation	461.5
Airport Industrial	45.2
Recreation/Open Space	75.3
Rural	6.1
Total	588.1

Note: Operators of airports are required to adopt a specific Airport Master Plan which will provide a complete inventory of Port owned buildings and facilities and detail the planned improvements for the airport. The master plan is scheduled for completion by the end of 2018.

Future Plans

- Complete and submit new Master Plan to FAA
- Incorporate pertinent sections into a Capital Improvement Plan
- Develop a new ownership/management/financial agreement that will allow development of quality facilities
- Create financial model that provides for sustainability and growth
- Deploy an aggressive marketing campaign to increase airport ridership and market share.
- Aggressively market available land side properties to maximize development potential.
- Consider additional land acquisitions to facilitate industrial development, improve airport operations and to increase cash flow.
- Work toward increased air service reliability by improving navigation, landing systems and physical characteristics of airport

Short Term Improvements

- Complete fundraising and pursue carrier for SF Bay area service
- USFS/DNR Airbase: Develop plan and cultivate relationships

4.4.2 LAKE CHELAN AIRPORT

The Lake Chelan Airport (FAA LID: S10), is a general aviation public use airport located three nautical miles (6 km) northeast of the City of Chelan. The airport is jointly owned by the City of Chelan and the POCC.

Lake Chelan Airport covers an area of 78 acres (32 ha) at an elevation of 1,263 feet (385 m) above mean sea level. It has one runway designated 02/20 with an asphalt surface measuring 3,503 by 60 feet (1,068 x 18 m). A precision approach path indicator visual guidance system is available on Runway 20. Runway surface asphalt is in good condition and has runway edge lights at medium intensity.

Lake Chelan Airport offers self-service Jet A Fuel and Aviation Fuel 24 hours a day at competitive prices. There is also a pilot's lounge with a kitchen, shower, Wi Fi and a land line telephone.

Figure 4.10 Lake Chelan Airport



4.5 OTHER BUILDINGS AND FACILITIES

4.5.1 PYBUS PUBLIC MARKET

To stimulate waterfront development, the Port purchased in 2010 what is today known as the Pybus Market Building, located at 7 N. Worthen St in Wenatchee. The Port entered into a joint public-private partnership to renovate the abandoned warehouse and 2.45 acre site, which has become a very noteworthy and successful public market. In March 2017, the POCC sold the Pybus Building to the Pybus Market Charitable Foundation.



4.5.2 LEAVENWORTH CHAMBER TOURISM FACILITY BUILDING

In an effort supporting local tourism and businesses, the Port maintains a fractional interest (25 percent) in the Leavenworth Chamber facility.

4.6 INFRASTRUCTURE

The POCC does not own any streets or utility infrastructure serving its properties and buildings. Local municipalities and/or agencies will continue to be the purveyors and eventual owners of any streets, sewer, water, and storm water systems constructed by the POCC to facilitate development. It is the intent of the POCC to dedicate these facilities to the local jurisdiction upon completion. In future land acquisition decisions by the POCC, upfront discussion and coordination with local utility providers should occur to ensure their capacity to provide necessary utilities.

5 CAPITAL IMPROVEMENT PLAN

A capital improvement is defined as any project having cost over \$2500. The POCC's goal is to improve its capital improvement plan (CIP) in the immediate future and continue to expand and update the CIP in the outgoing years. Following is the Port's 2018 Capital Budget.

Asset Area #1: Olds Station Business Park

Parking lot sealant	28,000
IB #3 Conversion of storage room	103,475
IB #5 Rehab	200,000
IB #9 Roof inspection and repair	30,000
OSBP Asset management projects	37,500

Asset Area #2: Cashmere Mill Site

Design/Build/Engineering - Village	1,000,000
Entrance signage	16,500
Beaver pond leveler	12,000
Curbs and Gutters	81,090

Potential Industrial Acquisition Project

Closing	8,500,000
---------	-----------

Other Acquisition/Development Opportunities

Option on property adjacent to Industrial Acquisition	50,000
OSBP Land purchase	950,000

Total Capital Improvements \$ 11,008,565

Summary of Major 2018 Capital Improvements:

In 2018, the Port anticipates making investment of approximately \$1,250,000 at the Cashmere Mill Site (Asset Area #2) for improvements to its ownership.

The Port is currently engaged in discussions with the Chelan County Public Utility District regarding property in Olds Station. If that transaction occurs, the Port will likely acquire additional industrial and commercial land and buildings for development. If the transaction does not occur, it is very likely the Port will invest in improvements on its Olds Station ownership.

Note: A multi-year capital budget projection will be developed in 2018 and included in the next update to this plan.