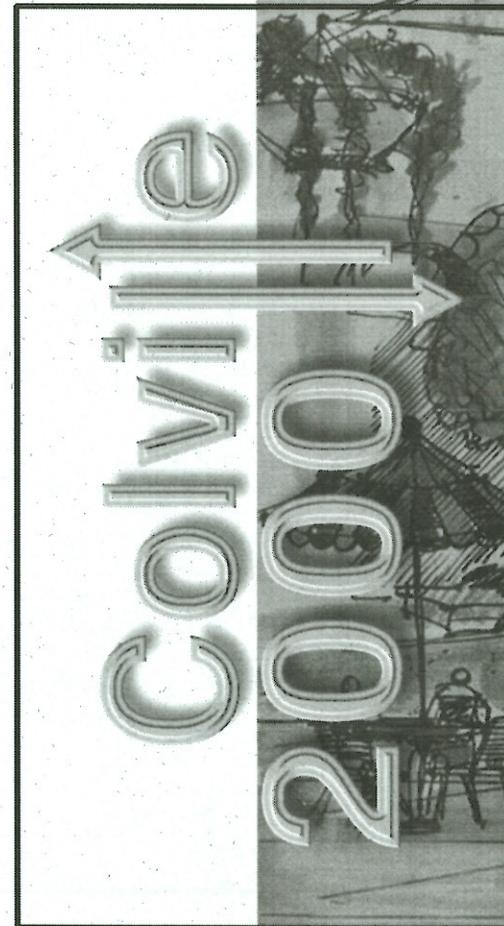


DOWNTOWN REVITALIZATION PLAN



PREPARED FOR COLVILLE 2000 COMMITTEE
AND CITY OF COLVILLE, WASHINGTON

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IN ASSOCIATION WITH
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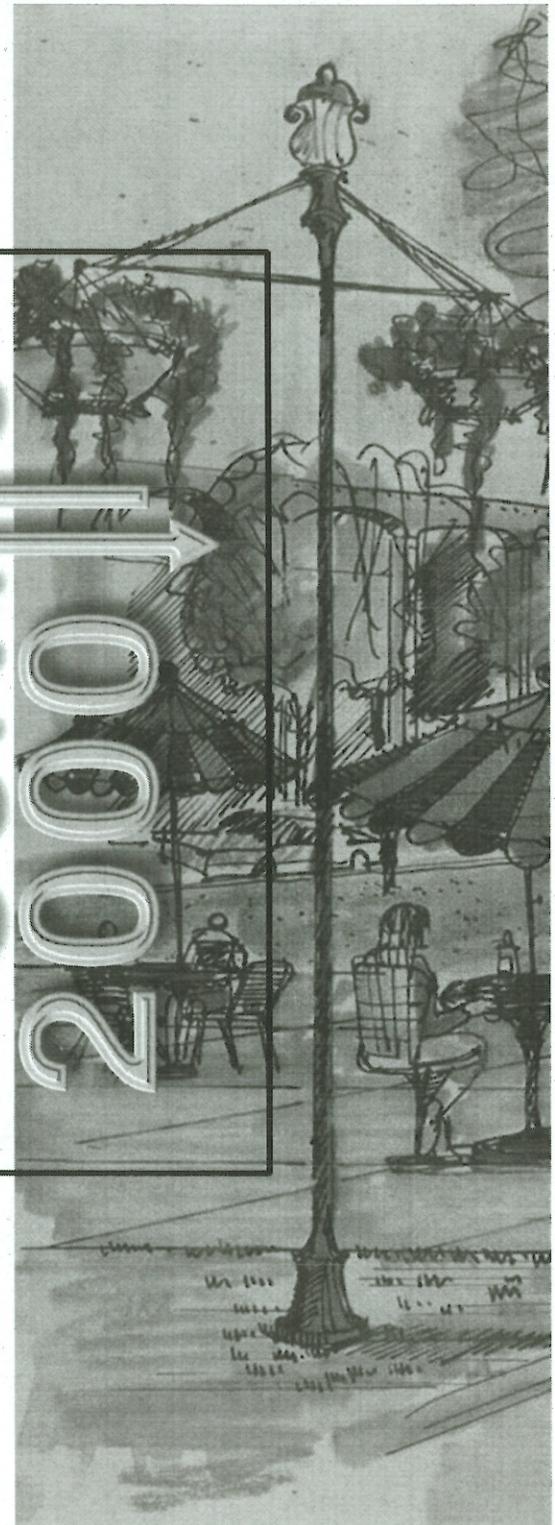


TABLE OF CONTENTS

<u>CHAPTER</u>	<u>PAGE</u>
EXECUTIVE SUMMARY	i
I PLANNING BACKGROUND	1
II CURRENT CONDITIONS	5
III DOWNTOWN MISSION & STRATEGY	31
IMAGES OF COLVILLE 2000	41
IV PHASED DEVELOPMENT PROGRAM	58
<u>TABLE</u>	<u>PAGE</u>
1 COLVILLE 2000 COMMITTEE FEBRUARY 19,1998 WORKSHOP NOTES	3
2 KEY DEMOGRAPHIC FIGURES	5
3 REGIONAL EMPLOYMENT AND GROWTH PROJECTIONS, BY INDUSTRY	8
4 JOB CATEGORIES WITH THE HIGHEST GROWTH POTENTIAL IN STEVENS COUNTY BETWEEN 1996 AND 2000	8
5 COLVILLE POPULATION AND RETAIL TRENDS 1990-96	9
6 RETAIL SALES TRENDS, WITH AND WITHOUT GENERAL MERCHANDISE, 1990-96	9

TABLE	PAGE
7 RETAIL SALES TRENDS IN KEY SEGMENTS 1990-96	9
8 REASONS FOR FREQUENTING DOWNTOWN COLVILLE	12
9 LOCAL AND REGIONAL CONSUMER SHOPPING DESTINATIONS	12
10 DOWNTOWN COLVILLE BUSINESS INVENTORY	14
11 TRAFFIC VOLUMES AROUND COLVILLE, 1978-98	20
12A DOWNTOWN PRIMARY CORE PARKING INVENTORY AND OCCUPANCY RATE	27
12B DOWNTOWN SECONDARY CORE PARKING INVENTORY AND OCCUPANCY RATE	28
13 COMMUNITY OUTREACH IN PLANNING: NEXT STEPS	59
14 COLVILLE 2000 REVITALIZATION PLAN BUDGET	69
15A MAJOR POTENTIAL RESOURCES FOR FUNDING THE COLVILLE 2000 PROGRAM	71
15B MAJOR POTENTIAL RESOURCES FOR FUNDING THE COLVILLE 2000 PROGRAM, CONTINUED	72

FIGURE	PAGE
1A COLVILLE'S PORTION OF TRI-COUNTY POPULATION, 1997	6
1B TRI-COUNTY POPULATION GROWTH 1990	6
2 PERCENT OF SENIORS IN POPULATION	7
3 RETAIL SALES TRENDS WITH AND WITHOUT GENERAL MERCHANDISE, 1990-96	10
4 DOWNTOWN PARKING UNITS, 1998	15

<u>FIGURE</u>	<u>PAGE</u>
5 HISTORIC TRAFFIC TRENDS, LOCAL VS THROUGH TRAFFIC U.S. 395/COLVILLE	21
6 THROUGH TRAFFIC LANES IN DOWNTOWN COLVILLE	23
7 CITY OF COLVILLE PROJECTED ADT/LOS 1998-2023 EXISTING CONDITIONS INTERSECTION: MAIN STREET AND 1ST AVENUE	26
8 FUTURE DOWNTOWN INTERNAL CIRCULATION AND ACCESS	33
9 FUTURE DOWNTOWN FORM OPTIONS	35
10 MAJOR PLACES AND GATEWAYS	36
11 PARKING NETWORK	37
12 CITY OF COLVILLE PROJECTED ADT 1998-2023 <u>3 LANE OPTION</u> INTERSECTION: WYNNE AND 1ST AVE.	53
13 CITY OF COLVILLE PROJECTED ADT 1998-2023 <u>5 LANE OPTION</u> INTERSECTION: MAIN ST. AND 1ST AVE.	54
14 PHASE 1	62
15 PHASE 2	64
16 PHASE 3	66
17 PHASE 4	67

APPENDICES

PAGE

COVER PAGE	A-1
1 COLVILLE 2000 COMMITTEE MEMBERSHIP	A-2
2 COLVILLE 2000 COMMITTEE, FEBRUARY 19, 1998 WORKSHOP NOTES	A-3
3 LEVEL OF SERVICE DEFINITIONS	A-7
4 ENGINEERING FIGURES	A-9
5 POTENTIAL RESOURCES FOR FUNDING COLVILLE 2000 REVITALIZATION PLAN	A-20

EXECUTIVE SUMMARY

The Colville 2000 Plan provides a strategy for economic development, transportation management and physical improvement in the city's Downtown. These three program elements are woven into a balanced system focused on two priorities. The first is to restore Downtown's economic role as a local and regional mixed use shopping center. The second is to facilitate the efficient flow of through-traffic on Highway 395 to benefit the community rather than congest it.

The Plan is built upon a foundation of local involvement and direction. Citizen volunteers, City staff and advisors from Washington Department of Transportation worked together to define a set of recommended options for future downtown revitalization in the context of community values. The collective partnership built consensus on a series of complex issues. A mission statement was composed to reflect this framework and to guide future action.

The Colville 2000 planning team recommends a four-phase implementation program to:

- Focus future development inside the Downtown, with an emphasis on east-west expansion
- Enhance internal circulation by improving the Wynne Street roadway (two lanes with left-hand turn lanes at major intersections) and its connections to Main Street
- Secure land to insure the potential for future development of a truck route along the railroad and Railroad Avenue

Colville 2000 Downtown Mission Statement

Downtown Colville is the economic, social, civic and cultural center of the community. Its long-term vitality in these roles is a top priority of the partnership formed by local citizens, businesses and government.

In order to achieve this vitality, the partnership will work to restore and sustain three key strengths. First, business development leaders will seek to recruit and retain a balance of businesses that will serve effectively as a regional shopping center. Second, the community will help improve Downtown's pedestrian environment, historic properties and open spaces to restore the city center as a great place to be. Third, the City will maintain infrastructure and public areas in a manner to support desirable development.

In the revitalization process, the partnership will build systems that respect local values, with an emphasis on family, a stable economy and heritage.

- Improve the pedestrian environment throughout the Downtown core
- Create a system of parking lots, walkways and other connections to make Downtown more convenient and accessible
- Maintain flexibility in improvements so that refinements to circulation, parking and other design elements can be made over time at minimum cost

In order for shoppers, workers and residents to get into Downtown, a good circulation and parking system is required. Wynne Street is the key to refining the existing system. A series of strategically located parking lots will be refined or established along Wynne and elsewhere around the Downtown perimeter.

An improved Wynne will create a second, attractive front door to downtown. Truck traffic will be directed onto Wynne until the Railroad Avenue truck route is completed. Signage at both Wynne entries will encourage auto travelers to continue onto Main. This increased visibility will improve property values along the arterial.

East-west expansion is critical to future Downtown development as a pedestrian-oriented center. Strip-type development will encourage sprawl rather than density. Density is fundamental to pedestrian environments.

The best way to attract lateral expansion is to improve the Wynne and Oak arterials, with side street connections between them. Second, First, Astor and Birch Avenues all need – and will receive – minor improvements and will serve this connection goal well.

While traffic and pedestrian corridors are priorities, key site improvements also are targeted. The most important of these is a Civic Plaza on Astor between Oak and Main. The Plaza will be developed as a public open place, with a bandstand on the east end for performances at festivals and events. It will be designed for outdoor seating and amusement. Some children's play equipment will be installed. Plenty of shade and other amenities will make this site a major gathering place.

When funding is available, the Truck Route will be developed. Truck traffic that used Wynne temporarily will be relocated onto the western corridor. Meanwhile, Wynne will have become an attractive and important arterial that can continue to encourage auto traffic to move into and through the Downtown. Signage, gateways, lighting and other design enhancements will help draw these potential customers into the core.

The Plan is supported by an extensively researched budget and resource inventory. A variety of resources are proposed to be used in concert to complete the revitalization program. Grants and other assistance for which the community appears to be highly competitive will match local funds.

Upon completion, the four-phase program will leave Colville with a Downtown capable of serving effectively as a regional shopping center. The city center also will be able to manage substantial levels of through traffic with a mix of circulation options, including Main, Wynne and the truck route. The heart of the program and the community will be a compact pedestrian core, illustrated in color on the final foldout page of this Plan. This core will be the focal point for economic, social, civic and cultural activities in Colville for generations to come.

With support from citizens, Downtown will be restored as the traditional center of the community. The town will be a showcase for the merits of balanced development and public-private partnerships.

CHAPTER I

PLANNING BACKGROUND

Background

Colville, Washington is a classic case of a community whose transportation corridors have created both its greatest strengths and weaknesses. Both its future economic development and its past are intimately tied to this reality.

Linked on its western edge to the railroad since the 1800's, Colville has always been a distribution center. Logging, agriculture and commerce all developed around this important northeast Washington rail stop.

As the regional road system improved to a highway network, Colville also became a shopping center for rural Stevens, Pend Oreille and Ferry Counties. Downtown Colville served dozens of communities and rural residents as their primary commercial center for most of the twentieth century.

Starting in the 1960's, competitive conditions began to change for the worse. Highway 395 was now good enough to transport people fairly quickly to Spokane. New major malls there offered variety and price that many local merchants could not match. America's love affair with the automobile also encouraged people to "get out of town."

Meanwhile, rail declined as the primary medium for cargo transportation. Trucking expanded. Colville's Main Street changed. Where previously it brought visitors TO the Downtown, now it brought increasing numbers THROUGH downtown. Logging, grain and commercial trucks became a nuisance. They brought noise, exhaust and dust. Pedestrians were increasingly uncomfortable. Main Street became a wedge rather than a connection between businesses on either side of the street.

Business declined. Properties declined. At the same time, the connection between citizens, their community center and their overall sense of community began to dissipate.

These problems didn't go undiscovered. From very early on in this undesirable evolution, people in Colville discussed the need for revitalizing Downtown. Periodic enhancements were made to beautify the city center. Local government and various organizations outlined alternatives for improving traffic circulation. Several initiatives were placed before the public for action.

Despite the visibility, no consensus was ever reached on a long-term strategy to address Downtown's complex problems. With each passing year, the decline became more noticeable and more harmful.

In 1997, a group of citizens known as the Colville 2000 Committee made a commitment to create a strategic revitalization plan. This Committee was focused on three primary issues:

1. How to get cargo trucks off of Main Street without reducing business among companies linked to through-traffic
2. How to improve economic conditions in Downtown
3. How to create a truck route as an alternative to the State's inclination to build a Bypass

In effect, the Committee wanted a strategic system that would balance economic vitality with effective traffic circulation.

The Committee worked with the City, Tri-County Economic Development District, Washington Department of Transportation and other organizations to raise funds for creation of a plan to establish this strategic system. By early 1998, funding was secured and a professional planning team (hereafter "Planning Team" or "Facilitators") was hired to assist in the process.

Once planning began, Colville 2000 broadened its membership to insure that a wide range of community views on relevant issues was represented. (See Appendix 1 for a list of the Colville 2000 Committee membership.) On February 19, 1998, the Committee met to begin the formal planning process. Their first step was to define their views on what Colville should be like in ten years. While the discussion was broad, comments centered on six subject areas:

1. Circulation and Traffic
2. Downtown Goods and Services
3. Downtown Character
4. Community Involvement
5. Major Sites and Facilities
6. Environment

In addition, the Committee outlined the relationship it wanted to see between the future truck route and downtown and defined the physical boundaries of the downtown pedestrian core.

Participants were encouraged to share ideas, from the conceptual (e.g., "Public Transportation Well Developed") to the specific ("Restore Opera House"). Facilitators requested that the Committee focus on ideals during this session, without regard to costs, politics and other potential constraints. Such practical considerations were to be addressed after the Committee's collective vision became more defined.

In general, it was agreed that the guiding principle on implementation was "Where there is a will, there is a way." The goal for the Committee then was to outline reasonable "alternative futures" which could be researched by the Planning Team. Together, the Committee and Planning Team would work to provide citizens with the information necessary to make informed decisions about their future.

Ultimately, the City, business community, civic organizations and citizens will work as partners to attain the goals collectively set for Downtown Colville.

TABLE 1
COLVILLE 2000 COMMITTEE
FEBRUARY 19, 1998 WORKSHOP NOTES

FUTURE OF DOWNTOWN COLVILLE: WHAT WOULD YOU LIKE TO SEE THERE IN 10 YEARS?

Downtown Goods and Services	Downtown Major Sites and Facilities	Downtown Traffic Circulation
Healthy Business Mix	Develop Fairgrounds Connection	Easy to Get to & Around
Regional Draw	Expand Entertainment Options/Locations	Close Truck Route
Multi-purpose Shopping Core	Create True Cultural Center	Pedestrian Priority
Strong Civic Core	Expand Farmers Market	Pedestrian System Links Key Sites
Downtown Housing	Enhance Civic Center Area	Ample, Convenient, Safe Parking
Outdoor Public Activity Center	Build Convention Center	Parking East & West of Main
Downtown Character		Link Fairgrounds to Downtown
Clean, Safe, Well-Lit		Truck Route
Renovated Historic Buildings		Links to Downtown
Wynne Attractive 2nd Front Door		Doesn't Pull Desirable Traffic Away
Exciting, Attractive, Rewarding		Keeps Trucks Off Main
Gathering Place: Place to BE		Enhances Internal Circulation & Capacity
Easy to Walk; Clear System		Supports First Ave & Westside Development
True to Heritage; Not Phony		Wynne Critical Commercial Corridor
Protect & Enhance Access to Views		Gateways Inviting to Autos
		Railroad is Western Limit of Development

The insights and comments from Committee members at the February Workshop are summarized in Table 1. (See Appendix 2 for the full Workshop notes.) Information is organized by subject area and by sub-topics within each subject area.

During the spring of 1998, the Planning Team worked with the Committee to identify and refine means for addressing the priorities noted in Table 1. Options were tested for viability, cost and strength relative to alternatives. By early summer, the Committee reached consensus on all key issues except one. This last item, related to where Wynne Street should be connected to Main on the south end, was resolved by July with the help of Washington Department of Transportation staff.

What began in January as a divided Committee facing many contentious issues, evolved into a united team with a system for taking Downtown Colville into the twenty-first century. This system is the focus of the Colville 2000 Strategic Downtown Revitalization Plan (hereafter “Colville 2000 Plan” or “Plan”).

The remainder of this report is divided into four primary sections. Chapter 2 outlines existing Colville conditions relevant to revitalization and transportation planning. Chapter 3 describes the revitalization program mission and strategy. Chapter 4 sets out an action plan for implementation of the strategy. Chapter 5 provides budget estimates for program elements. In addition, it links all recommended actions to potential resources. Appendices provide support information which may be useful in the implementation process.

Collectively, these sections define “Who, what, when, where, how and why,” for the Colville 2000 strategic plan. The goal in this organization has been to make the Plan very practical to implement – that is, to make it action-oriented.

The Planning Team believes strongly that the Plan will succeed. It has been crafted on a foundation of local values and guided by a partnership composed of diverse views. It is sensitive to economic development principles. It defines both costs and resources to cover them. It engages leading edge design concepts. And it adheres to practical engineering requirements. In short, this is a Plan which embraces balance. It can be accomplished. What remains is for the people of Colville to take up the challenge and restore the balance of vitality, community and safety to the heart of their city.



CHAPTER II

CURRENT CONDITIONS

Contents:

- | | |
|---------------------------------|------------------------------|
| 1. Colville Study Area | 4. Infrastructure Conditions |
| 2. Downtown Business Conditions | 5. Town Design Conditions |
| 3. Regulatory Environment | |

1. COLVILLE STUDY AREA

1.1 Demographics

For much of this century, Downtown Colville was a regional commercial center. Many Stevens, Ferry and Pend Oreille County residents met their retail needs there. Today, more than ever, there is a tremendous economic incentive to re-establish this traditional relationship. Where is the business growth opportunity? It is definitely outside of Colville.

The three-county population is about 55,900. (See Table 2. This number is up nearly 10,000, or over 21%, since 1990. Colville's own growth of 8% contributed only 330 new people. Practically all of the expansion came from rural areas. For example, unincorporated Stevens County grew 21%, over two-and-a-half times more than the County seat. (See Figure 1a.) Pend Oreille County grew over triple the Colville rate. Meanwhile, Colville has declined to only 8% of the regional population. (See Figure 1b.)

These percentages represent markets – real consumer demand that has been poorly tapped. More and more people in this region have been making the journey through Colville to shopping opportunities in Spokane.

TABLE 2: Key Demographic Figures

Key Figures	Stevens	Ferry	Pend Oreille	Region
Population				
County-1997	37400	7300	11200	55900
County-1990	30948	6295	8915	46158
Biggest Town-1997	4690	1040	1940	
Biggest Town-1990	4360	940	1691	
Growth Rate, 1990-97:				
County	21%	16%	26%	
Biggest Town	8%	11%	15%	
(1998 Figure:)				State
Unemployment	10.5%	11.2%	14.4%	5.3%
Female Unemployment	10.4%	10.1%	17.4%	
Female % of Labor Force	41.7%	38.2%	39.0%	
Labor Force	17,240	2,990	4,100	
Seniors as % of Population	12%	11%	16%	11%
Single Family Households	11,716	2,367	4,303	
as % of Total	67%	62%	68%	
People per Household-Colvl	2.37			
People per Hhd-Stevens Cty	2.73			
Household Income-1997	\$35,147	\$33,617	\$32,106	\$42,915
Household Income-1990	\$25,731	\$27,532	\$23,060	\$33,560
Growth Rate, 1990-97	37%	22%	39%	28%

With them go jobs, vitality and tax revenues that might have been available for local improvements.

Figure 1a

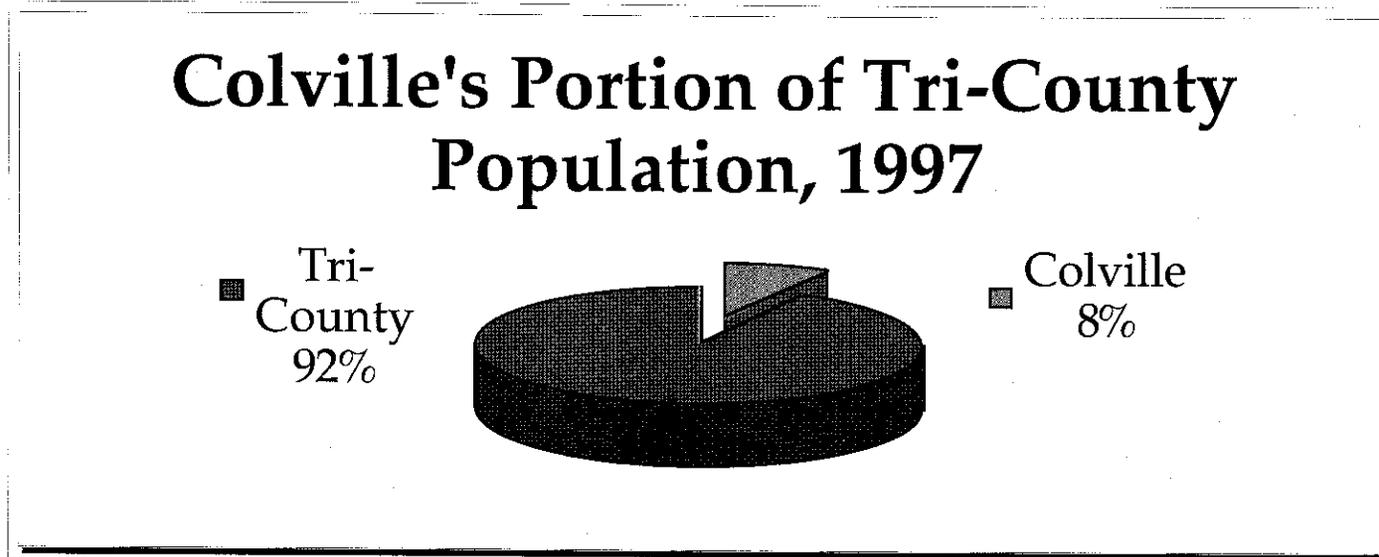
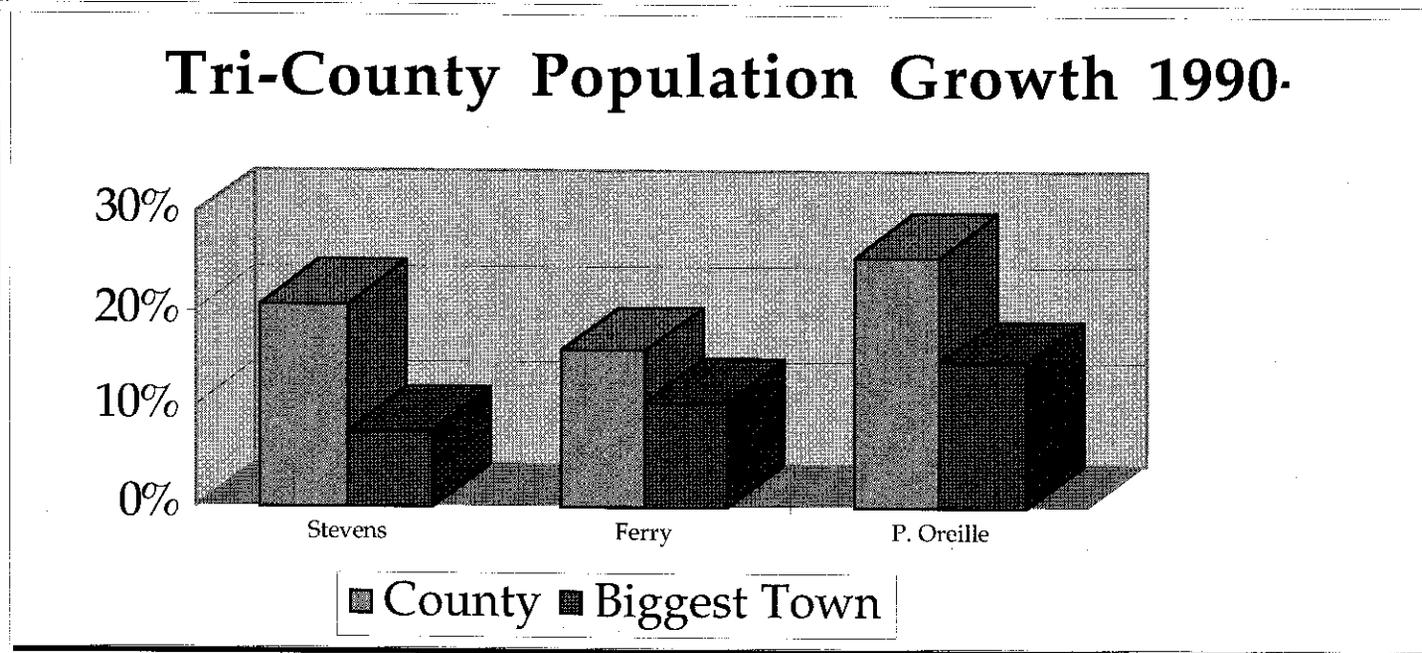


Figure 1b



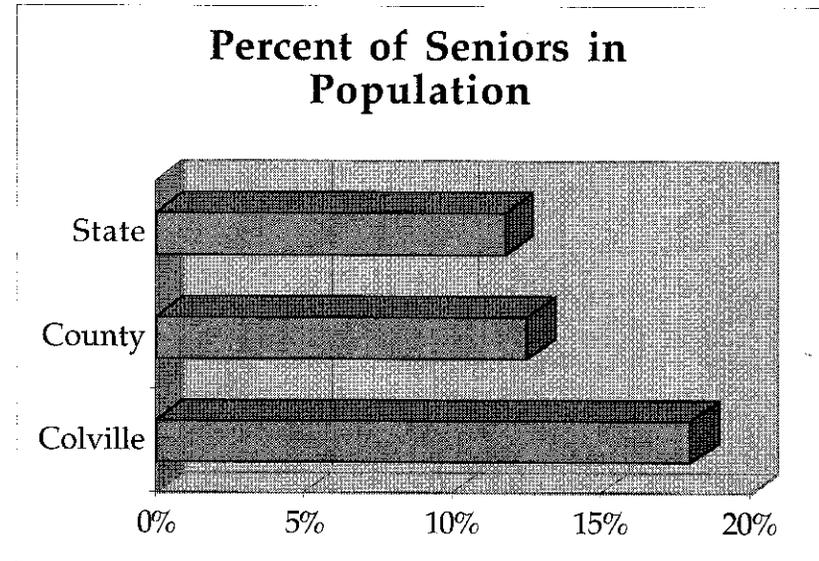
High unemployment in the Tri-County area continues its long-term trend. While the State rate is barely above 5%, Stevens County is over double at 10.5%. Ferry and Pend Oreille Counties are even higher. High unemployment means less consumer spending. Lower spending requires business centers to reach out further to maintain the same level of business – much further if they are to grow.

The labor force in this region includes a very large number of women. This condition influences the way people shop. There is less time in a day for retailing. Consumers here, as in many parts of the U.S., need convenience and efficiency. Specifically, they prefer to shop at locations where multiple purchases can be made. In this context, Downtown Colville with its high density of stores has the potential to meet this need. It must, however, have the price, value and other traits in demand. More than ever, Downtown cannot afford to have empty storefronts or merchants who are not working collectively to provide convenient shopping hours, sales, etc.

Colville's population has a high proportion of seniors, nearly twice the State average. (See Figure 2.) Seniors tend to have more discretionary shopping dollars than any other age group. And they have special needs. They require convenient parking, easy access, safe walking conditions (e.g., curb cuts, highly visible crosswalks, no broken sidewalks, shade and other amenities). This is a very real market which can only be poorly served given Downtown Colville's current conditions.

While some economic trends are weak, average income growth is not among them. Stevens County incomes grew 40% faster than the State average between 1990 and 1997. Pend Oreille's rate was even stronger. Only Ferry County was less, though it grew 22%. Over

Figure 2



this period, the discrepancy between the higher state average and Steven County's declined from 30% to 22%. This is remarkable given the skewing effect of wages in metropolitan King County.

1.2 Employment Trends

As noted in the last section, unemployment is fairly high in the Tri-County region. Job diversity, however, is good and improving. This is important, in that diversity reduces economic sensitivity to downturns in any one industry. Four employment sectors provide 18% or more of total employment in Stevens County. (See Table 3.) These include government, services, manufacturing and trade (retail and wholesale). Construction, mining, transportation and utilities are other significant employers.

TABLE 3: Regional Employment and Growth Projections, By Industry

Employment Sector	JOBS BY COUNTY				GROWTH PROJECTIONS: Per State Ofc of Fin'l Mgmt.					
					1996-2001 Growth Rate			2001-2006 Growth Rate		
	Stevens	Ferry	P.O.	Total	Stevens	Ferry	P.O.	Stevens	Ferry	P.O.
Government	2520	760	1030	4310	10%	15%	6%	4%	6%	5%
Services	2280	260	290	2830	9%	12%	17%	-2%	5%	0%
Manufacturing	1970	210	360	2540	11%	-14%	14%	9%	0%	13%
Trade	1800	260	390	2450	12%	35%	15%	8%	11%	11%
Construction/Mining	400	320	80	800	5%	25%	13%	12%	0%	22%
Transportation/Utilities	380	10	60	450	13%	100%	33%	6%	10%	6%
FIRE	230	30	70	330	13%	33%	29%	9%	9%	6%
TOTAL	9580	1850	2280	13710	10%	16%	12%	7%	7%	8%

Note: FIRE refers to Finance, Insurance and Real Estate Companies

The State of Washington projects that the top four employment sectors in Stevens County will grow an average of about 10% between 1996 and 2001. Ferry and Pend Oreille Counties will fare at least as well. Between 2001 and 2006, initial projections are less robust. Job growth in all three counties may slip to about 7%.

State labor specialists also forecast the job categories with the highest growth potential. As noted in Table 4, most of these in Stevens County will be lower paying positions. If the forecast holds true, wage growth will be small and the number of females in the labor force will continue to expand.

Such trends will create even more potential for Downtown Colville to serve regional consumer needs well. People will have less time and less money to travel to Spokane. Values in the larger city will have to be so high that they overcome the increasingly important locational advantage of Colville.

Most demographic figures point to the same conclusion. Downtown Colville cannot rely on the city's population exclusively for any significant improvement in retail sales. Trends in employment, job, income, labor force and age composition will make Downtown increasingly better positioned to tap regional consumer demand. However, this potential will not be realized unless the city center develops the assets necessary to serve as a true regional commercial center.

2. DOWNTOWN BUSINESS CONDITIONS

2.1 Retail Sales Trends

During the 1980s, retailing in Colville generally declined with the downturn in forestry and mining. In 1981, total sales were nearly \$70 million (inflation adjusted). By 1987, they had dropped to under \$48 million. The year 1988 saw the end of this trend. Sales began to pick up steadily moving into the present decade.

TABLE 4: Job Categories With the Highest Growth Potential in Stevens County Between 1996 and 2000

Position	New Jobs
Cashier	31
Teacher-Sec	18
Waiter-Waitress	16
Maintenance Repair	16
Faller-Bucker	14
Retail Sales	14
Carpenter	13
Teacher-Elem	12
EMT	12
Police Patrol	12
Marketing/Sales	11
Teacher Aid	10
Truck Driver	10
Office Clerk	10
Forest Worker	10

Local sales trends in the 1990s were dramatically impacted by one key factor: the opening of Wal-Mart on the north end of town. With this introduction came a boom in total retailing. On the surface, it appeared that Wal-Mart was broadly beneficial to the business community. As noted in Table 5, while the population grew just 7% from 1990 to 1996, total retailing expanded 92%. General merchandise sales (the Wal-Mart category) exploded by 491%.

A closer look demonstrates that most local retail sectors did not benefit significantly from Wal-Mart's presence. In fact, after the discounter's first full operating year (1993), Colville sales in all other categories were 0% for the next two years. (See Table 6 and Figure 3.) This reversed the previous positive trend started in 1988.

TABLE 5: Colville Population & Retail Trends 1990-96

Key Figures	Growth
Population	7%
All Retail	92%
General Merchandise	491%
Food	21%

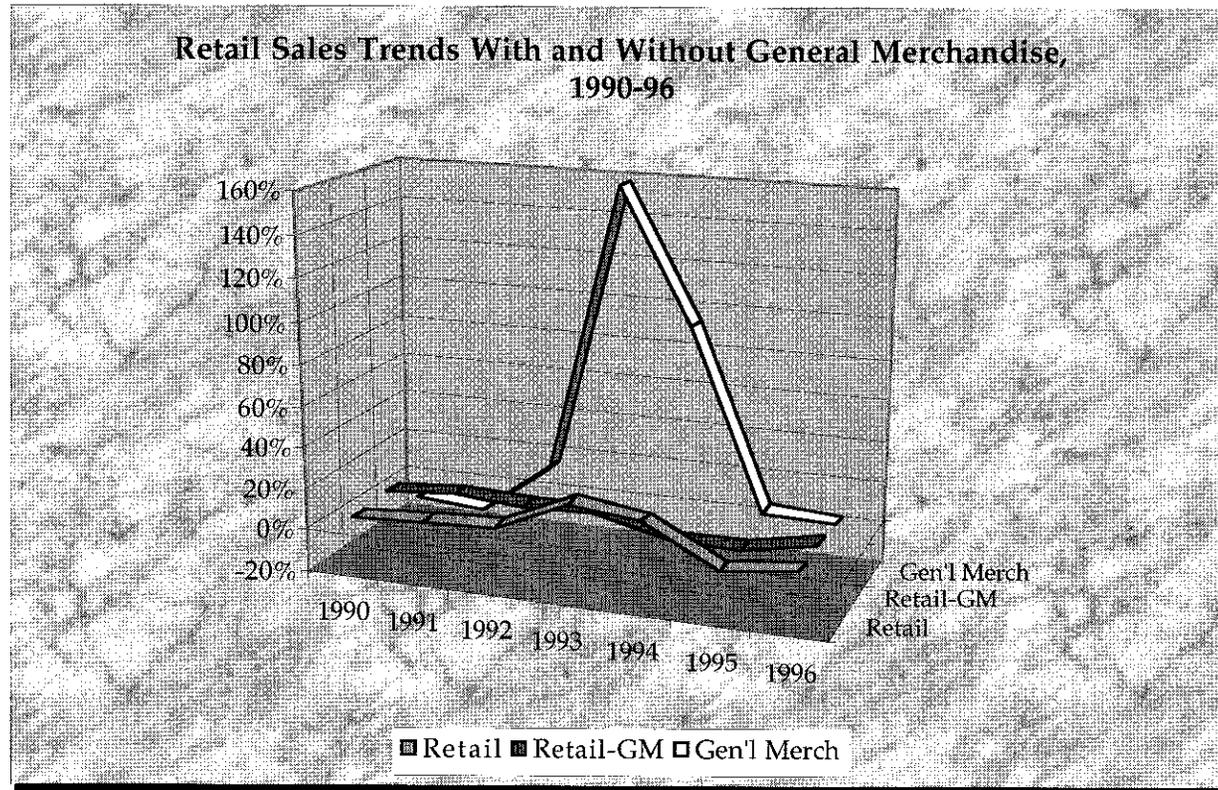
TABLE 6: Retail Sales Trends, With and Without General Merchandise, 1990-96

Year	Taxable Retail Sales Growth Rate		
	Retail	Retail-GM	Gen'l Merch
1990	5%	7%	-6%
1991	8%	10%	-9%
1992	9%	8%	17%
1993	25%	9%	158%
1994	21%	0%	94%
1995	2%	0%	6%
1996	6%	7%	5%

TABLE 7: Retail Sales Trends in Key Segments 1990-96

Year	Taxable Retail Sales Growth Rate			
	Food	Hardware	Gen'l Merch	Apparel
1990	18%	6%	-6%	43%
1991	22%	3%	-9%	18%
1992	4%	14%	17%	-12%
1993	-10%	10%	158%	-9%
1994	-10%	-2%	94%	-11%
1995	9%	-7%	6%	33%
1996	9%	6%	5%	3%

Figure 3



Looking specifically at key retail segment, it is clear that few grew with Wal-Mart while some actually declined. (See Table 7, previous page.) For example, food sales dropped by 10% in each of Wal-Mart's first two years of operation. Hardware fared a little better, up 10% in 1993, then down slightly in the next two years. Apparel was a big loser for three years until 1995, when it regained most of its initial losses.

It would be an error to say that Wal-Mart caused a decline in other Colville retailing. The reality is that retail sales grew a spectacular 92% during the decade, largely because of the new discounter. This improvement translated into substantial tax dollars for the community. Clearly, more people came to Colville to shop than in many previous years.

The unfortunate conclusion is that most Colville retailers did not benefit substantially from Wal-Mart. Wal-Mart greatly enhanced the city's capacity to become a regional shopping center. Most of the rest of the retail community, and the Downtown itself, were not prepared to exploit the situation.

This condition remains today. In fact, the situation is probably worse. In 1998, Downtown Colville lost its only remaining department store, Penney's. Unofficial sources confirmed that this business was doing well. It was the victim of a corporate decision to eliminate most stores from the region. Whatever the cause, the loss of Penney's weakens Downtown's regional draw. The need to respond strategically becomes even more compelling.

Meanwhile, Wal-Mart remains, although its sales have dropped substantially. It would benefit greatly from a partnership with Downtown in building a stronger collective draw. If Wal-Mart leaves town, the community's capacity to attain the regional center status will be tremendously diminished.

2.2 Consumer Behavior

A 1998 consumer survey makes it clear that regional consumers want more from Downtown Colville than it currently offers.¹ This section summarizes some of the survey's key findings.

Female heads-of households in Colville do 74% of retail shopping. In outlying areas, the number is larger: 79%.

Shopping, residential location, medical services and work all were responses given by more than 50% of Colville respondents to the question, "What is the primary reason for going Downtown?" Shopping and medical services were the only two responses with more than 50% from surrounding communities. Clearly, medical services represent a strength that should be included in strategic development.

The single most strategically important attraction in Colville is its groceries. (Refer to Table 8 for the next three paragraphs.) Both local and regional residents specified grocery shopping as their primary reason for coming Downtown throughout the entire week. Economic development entities should work to ensure that the grocery establishment is happy and its needs are met.

Except for groceries, local consumers tend to visit Downtown during the week for slightly different reasons than people from surrounding communities. The post office, pharmacy, medical services, hardware and clothing were top purposes locally (in order of importance). Clothing, medical services, hardware, pharmacy and shoes drew neighbors most. Common ground in these lists include medical services and hardware. Again, these are strategic businesses whose welfare should be guarded.

On weekends, take note. Shopping purposes (except for grocery shopping) change significantly. Locals focus on dining, hardware, clothing and pharmacy. Neighbors generally agree. Their priorities are nearly the same: dining, clothing, hardware and (much lower in priority) shoes. So, the weekend strategic businesses are clear. Restaurants are a big draw. The hardware niche is substantial, with clothing close behind.

¹ Colville Community Shoppers Survey, March 19, 1998. Washington State University, EDA University Center, prepared by Stuart Leidner.

TABLE 8: Reasons for Frequenting Downtown Colville

Weekdays		Weekends	
Purpose of Visit	Response	Purpose of Visit	Response
Local Residents			
Grocery	92%	Grocery	85%
Post Office	78%	Dining	63%
Pharmacy	66%	Hardware	56%
Medical Serv	65%	Clothing	42%
Hardware	58%	Pharmacy	41%
Clothing	51%		
Surrounding Communities			
Grocery	85%	Grocery	84%
Clothing	56%	Dining	59%
Medical Serv	53%	Clothing	57%
Hardware	53%	Hardware	47%
Pharmacy	36%	Shoes	38%
Shoes	36%		

The other key question about existing shopping behavior focuses on competition. Where do local and regional shoppers go to satisfy retail needs?

Among local consumers, Downtown competes best for furniture/appliances, specialty/gifts, sporting goods, clothing and shoes. (See Table 9.) Spokane is a major competitor in furniture/appliances, clothing and shoes. Retailers along the north and south commercial strips in Colville compete heavily in all categories except furniture/appliances.

Consumers from surrounding areas shop downtown most for specialty/gifts, furniture/appliances,

TABLE 9: Local and Regional Consumer Shopping Destinations

Retail Purpose	Local Shoppers' Primary Destination			
	Downtown	Colville Strips	Mail Order	Spokane
Furniture/Appliance	40%	15%	1%	44%
Specialty/Gift	36%	43%	5%	16%
Sporting Goods	28%	51%	2%	17%
Clothing	27%	36%	6%	29%
Shoes	24%	40%	4%	30%
Pharmacy	23%	72%	2%	1%
Hardware	22%	69%	0%	8%
Motor Vehicles	18%	22%	1%	53%
Christmas	16%	41%	4%	35%
Bulk Buying (e.g., Costco)	3%	18%	2%	74%

Retail Purpose	Regional Shoppers' Primary Destination			
	Downtown	Colville Strips	Mail Order	Spokane
Specialty/Gift	33%	30%	6%	26%
Furniture/Appliance	28%	15%	1%	52%
Clothing	21%	45%	4%	25%
Sporting Goods	19%	48%	4%	25%
Shoes	17%	45%	5%	28%
Hardware	16%	52%	1%	17%
Motor Vehicles	15%	15%	1%	56%
Pharmacy	14%	51%	3%	3%
Christmas	13%	39%	6%	35%
Bulk Buying (e.g., Costco)	4%	12%	1%	77%

clothing, and shoes. In every category, this market shops less in Colville than Colville residents. Also in every category, Spokane is a significant competitor. Colville

strip retailers appear to be as well, except in the furniture/appliances segment.

This apparent competition from within Colville may be skewed by Wal-Mart. The discounter has such a wide variety of goods that it may be the source of the "competitive" data in Table 9. In fact, competition may be less than implied in the Table. If Downtown businesses offer different quality, brand names or pricing, the two destinations may actually be complementary in some segments.

According to the consumer survey, both local and regional residents rate "Northend Colville" more highly as a shopping destination than Downtown. At the same time, it is encouraging that Colville residents preferred their central business district over Spokane. Still, surrounding residents liked Spokane better by more than two to one. This finding begs the question, is consumer loyalty or greater familiarity with Downtown the cause?

When asked to describe what factors influences them to choose a particular shopping destination, respondents emphasized six primary traits:

1. Competitive prices
2. Large selection of goods
3. Quality of customer service
4. High quality goods
5. Store hours
6. Cleanliness

In an even more insightful question, respondents were asked why they would shop outside of Downtown Colville. Their answers are listed below with the percentages of locals and surrounding residents (in that order) who noted each reason:

- | | |
|-------------------------------------|----------|
| 1. Larger selection of merchandise: | 84%; 78% |
| 2. Prices | 83%; 77% |
| 3. Number of stores available | 48%; 41% |
| 4. Quality of merchandise | 43%; 38% |
| 5. Entertainment and fun | 35%; 23% |
| 6. Convenient parking | 29%; 32% |
| 7. Convenience | 19%; 32% |

While both locals and neighbors held remarkably similar views, convenient parking and convenience were more important to surrounding communities. This point is important in considering design improvements for Downtown.

Finally, the survey asked people to rate their level of agreement with a series of statements about Downtown. The statements which were most strongly supported included:

- "I feel safe shopping in Colville."
- "Local business owners feel it is important to shop in Colville."
- "I believe that Colville should encourage additional economic growth."
- "I check Colville stores for products I need before shopping out of the downtown area."
- "I feel it is important to support Colville businesses."

These statements reflect a remarkable level of goodwill toward Downtown. They also strongly imply that if Downtown shopping conditions improve, customers will respond by shopping there more often.

2.3 Business Inventory

Downtown Colville has a fairly broad mix of retail goods and services. Sixty-five retail goods merchants represent 27 retail categories. (See Table 10.) The largest categories are Eating Places, Home Furnishings, Household Appliances and Apparel. Over all, the mix is good although there is a need for more merchants (more choice) in several categories.

The summary figures in Table 10 may be somewhat misleading. For example, four of the Eating Places" serve a very limited menu. Several are primarily focused on espresso. In general, the number of real restaurants is fairly low for a community the size of Colville. Other categories that appear to be under-represented for a town of Colville's size are: pharmacy, hardware, grocery store, personal services and family apparel. These gaps are significant opportunities for business recruitment.

There are 22 professional service firms and thirteen medical practitioners in Downtown. Given Colville's high population of seniors, the latter number may be a local weakness. Nevertheless, the 1998 consumer survey demonstrates that medical services are a major draw for the city center.

The vacancy rate Downtown on Main and Oak between Fifth and Birch was 8% in May, 1998. This level is very reasonable, with 5% being an ideal target. A few of the vacancies were second floor office spaces.

At this time, there are very few apartments or homes here. This is a weakness. Downtown residential use is important to the long-term vitality of the commercial core. Residents are ready customers for local merchants,

they fill second and third floor spaces, and they commonly advocate for downtown improvements.

TABLE 10: Downtown Colville Business Inventory

Key Figures	Total
TOTAL BUSINESS SPACES	140
VACANCIES	11
VACANCY RATE	8%
TOTAL RETAILERS	65
TOTAL RETAIL CATEGORIES	27
LARGEST CATEGORIES REPRESENTED:	
Eating Places	10
Homefurnishings Stores	7
Household Appliance Stores	7
Apparel and Accessory Stores	6
Miscellaneous Retail Stores	5
Gift, Novelty, and Souvenir Shops	4
5845 .Hobby, Toy, and Game Shops	3
PROFESSIONAL SERVICES, Including Banks	22
MEDICAL	13
GOVERNMENT	9
PERSONAL SERVICES	4
NONPROFITS	6

There are 755 parking spaces in the Downtown core, between Wynne and Oak, Second and Birch. (See Figure 4.) This figure equates to about 2.4 parking units per thousand square feet of built space. Experts recommend that shopping centers offer at least 4.5 units per thousand. Mixed use centers like Downtown should have at least 3.5 per thousand. The 2.4 ratio that currently exists is more common for office complexes. So on this basis alone, Downtown is short about 370 units.

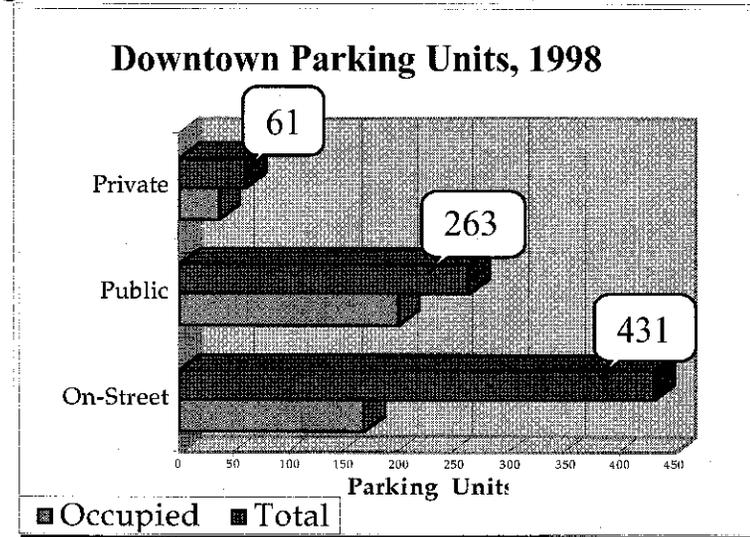
Many Colville citizens have expressed concern about limited parking Downtown. The ideal parking ratios noted above appear to support this criticism. However, the real situation is not so simple. In a February, 1998, inventory, 60% of the on-street spaces were vacant during the lunch hour. About 25% of the public parking lot units also were available. Nearly 40% of the private off-street spaces were empty. In periodic spot checks since then, parking continued to be available, especially around the periphery of the Downtown core.

The Planning Team is convinced that parking Downtown needs to be improved. The primary focus, however, should be on creating better parking units and public lots near the core. "Better" in this case means well lit, organized, attractive, well signed, easily accessed and clearly linked to the pedestrian walkways to Main. Such centrally located units will do much to improve Downtown's parking image.

Over time, as Downtown vitality grows, the total inventory of parking units will need to be expanded. Locations for employee parking will become increasingly important. As County Fair Grounds events increase, parking lots between the Fair Grounds and Downtown will be useful as well.

The highest priorities for parking improvements at this time are the public lots between Wynne and Main at Astor and diagonal units along Oak. Directional signage to parking locations around Downtown also are important needs. Many shoppers are from outside the community; they need to be guided to convenient spaces.

Figure 4



3. Regulatory Environment

Seven City policies in the 1997 Comprehensive Plan relate directly to Downtown development. (See the Box at top of next page.) This set gives priority to maintaining a focused and attractive commercial center which is true to its historic character. Residential uses also are encouraged.

These policies are entirely consistent with Colville 2000 Committee goals and the conclusions of the Planning Team. Recommendations in the Colville 2000 Plan seek to support these policies.

City of Colville Policies Which Guide Downtown Development

(Policy Numbers per City Comprehensive Plan)

- 3.12: High Density Housing Should be Encouraged Near and Within Downtown
- 4.1: Encourage maintenance and improvement of the commercial district. Provide public improvements to support private investment.
- 4.2: Protect the historic character of the community and ensure that new development in the area is compatible with it, without developing an artificial "theme park" look.
- 4.3: Encourage business district to expand east and west.
- 7.1: Preserve the historic elements of the community
- 7.2: Work with property owners, the Colville historic preservation committee and government agencies to identify, document, restore and preserve historic resources. Encourage the rehabilitation and reuse of older and vacant buildings.
- 7.3: Retain the historic appearance of the community, and encourage businesses to take pride in their own and the city's history.

Zoning for Downtown was reviewed by the Planning Team for consistency with revitalization needs. All permitted and conditional uses are supported except for the following:

- Manufactured homes and home parks (conditional use): Manufactured housing and manufactured home parks are not consistent with Policies 3.12, 4.2, 7.1, or 7.3. They should not be allowed in the Downtown district.
- Restaurants are allowed although "Eating and drinking establishments" are not according to the zoning

ordinance document. This is certainly a typographical error and should be changed.

- Farm machinery and heavy equipment sales (conditional use): The commercial core should not host this use under any circumstances. This use belongs in outlying sections of the community along the highway.
- Hazardous waste treatment and storage, on-site: This use is not even conditional; it is permitted outright. This appears to be inconsistent with all reasonable downtown revitalization priorities.
- Medical and dental clinics are not permitted according to the zoning ordinance document. This is certainly a typographical error and should be changed. Medical and dental clinics are desirable downtown businesses.
- Mobile home or RV sales: This use is allowed while motor vehicle sales are not. Mobile home and RV sales should be permitted only on the southern commercial strip or north of town along the highway, not in the Downtown core.
- Nursing, retirement, rest and convalescent homes: Senior housing may be very desirable in Downtown, which is well suited for this market. Conditional use should be allowed.
- While professional offices are permitted, "offices, administrative and executive" are not. This is probably a typographical error and should be changed. Administrative and executive uses are highly desirable in Downtown.
- Parks, playgrounds and publicly owned recreational facilities: These uses are not permitted. Pocket parks, greenways and linear parks are highly desirable uses in the Downtown and should be permitted.
- Schools, public or private, are not allowed, while "institutions of higher education" are conditionally permitted. Many types of private schools may be highly desirable in Downtown. Distance learning

centers, computer schools, continuing education, arts and crafts are just a few. Condition permitting should be made more explicit for such uses.

Current Downtown zoning sets floor area ratio (FAR) at 2.0. With a zero lot line design (typical in Downtown), this would only allow a two story building. Many small towns with historic character around the Pacific Northwest have three story buildings which date back as much as a century. An FAR of 2.0 also reduces the viability of multi-family housing development. For these reasons, the existing FAR appears to be inconsistent with City policy. An FAR of 3.0 is recommended.

Off-street parking is not required for development inside the Downtown (C-2) zone. Eventually, development will require more parking. When it does, the City may be forced to provide (i.e., pay for) it. An alternative would be to establish a fee-in-lieu of parking requirement for Downtown development. Developers would pay a fee per required unit (defined according to use, per Section 17.72.090 of the Zoning Code). The fee would go into a fund set aside to provide and maintain public parking. Many communities nationwide have established such a system. Information on how to form one is readily accessible.

The organization which creates the Uniform Building Code (International Council of Building Officials) strongly recommends that all cities should adopt at least three codes. These include Uniform Building Code, Uniform Code for Building Conservation (UCBC) and Uniform Code for the Abatement of Dangerous Buildings (UCADB). The last two of these are oriented toward historic preservation. They provide more appropriate standards for dealing with historic structures. The City

International Council of Building Officials On The Need for Building Code Adoption

“We support the adoption of these two codes [UCBC and UCADB]. They serve to provide further protection for the citizens of any jurisdiction.”

“The UCBC is an important document for jurisdictions interested in the preservation and maintenance of their existing buildings inventory. This document establishes relative life-safety factors and also provides a means for evaluating archaic materials. In this way, historic buildings can be preserved and creative reuse of existing buildings can be encouraged through the use of this document.”

“UCADB has been developed to provide a jurisdiction with the means of abating dilapidated, defective buildings which endanger life, health, property and public safety. It is effective as a bulwark against those who would abuse their property rights to the detriment of the surrounding community. It also serves notice to other property owners to maintain their properties in a safe and habitable condition.”

Rick Okawa, Vice President, ICBO
Personal Communication to Tom Hudson

has adopted UBC and UCADB. UCBC is currently used as a guide. It, too should be adopted in addition to the Washington State Historic Building Code which already has been.

In all other respects, existing zoning appears to be consistent with Downtown revitalization priorities.

4. INFRASTRUCTURE CONDITIONS

4.1 City Utilities

The goals of economic revitalization of Downtown areas tend to emphasize improvements to above-ground infrastructure, transportation systems, and streetscape enhancements. Prudent municipal planning dictates that the state of underground utilities also be in a condition that assures their remaining useful life is greater than the life of any new improvements constructed above them. This tenet of downtown revitalization can be graphically stated as:

Remaining Life of Buried Infrastructure ≥ Projected Life of New Surface Improvements

That is, all known defective, substandard, or depreciated buried utilities should be replaced prior to initiating surface improvements for revitalization. Buried utilities which the City of Colville owns and operates in the downtown core include: domestic water, sanitary sewer, and stormwater/drainage.

Data provided by the City of Colville Department of Public Works indicates the following conditions and improvement needs for the buried City utilities within the Downtown core areas.

a. Domestic Water Distribution System

Although the City has recently replaced the waterlines in Main Street, from First Avenue to Sixth Avenue, much of the remainder of the domestic water distribution system Downtown is reported to be either undersized or in a depreciated/leaking condition. The

following table provides a summary of water system improvement needs in the Downtown core, as reported by Public Works staff.

Water System Improvement Needs

<u>Street</u>	<u>Reach</u>	<u>Current Problem</u>	<u>Proposed Solution</u>
Main	Dominion to S. of 1 st	40 yr. old 10" steel	Replace with 12" PVC
Oak	Birch to 5 th	Undersized 4" steel, inadequate fire flows	Replace with 8" PVC
Wynne	3 rd to 5 th	Old 6" steel	Replace with 8" PVC
Columbia	Under Wynne	Old 8" steel	Replace with 8" PVC
1 st	Wynne to Railroad	50 yr. old 4" steel	Replace with 8" or 12" PVC
2 nd	Main to Railroad	Old 4" steel	Replace with 8" PVC
3 rd	Oak to Washington	Old 10" steel - leaking	Replace with 10" PVC

A major cost component of normal municipal water system improvements is associated with replacing water service lines from the water main to the property line. New services should normally be installed while streets are disturbed for the water-main construction.

Availability of water flow rates for fire protection is reported to be good downtown, even though many of the lines are old and undersized, since static pressures range from 120 to 125 (pounds per square inch (psi)). New buildings employ pressure relief valves on their service lines due to high static pressure.

Another important consideration for the City is the future need for large diameter (four- and six-inch) fire service lines to major commercial buildings. If these structures are improved, they may require automatic sprinkler systems in order to meet new building codes. The presence of large service lines would make redevelopment more attractive to developers. However, it is difficult to justify the cost of providing large fire services to all commercial buildings when it is unknown if they may ever be remodeled. It has been the past position of the Department of Public Works to install fire service lines for commercial buildings only when specifically requested by the building owner.

b. Sanitary Sewer System

Much of the sanitary sewer system in the downtown core area has been replaced or rehabilitated by the City in recent years. The Colville Department of Public Works indicates the sanitary sewer system downtown now is in good condition. For the most part, no further improvements appear to be necessary as part of the Downtown revitalization efforts.

An exception may be the roof drains. They and other sources of non-sanitary water may need to be separated into the sanitary sewer. This option should be thoroughly reviewed before final infrastructure improvements are designed and constructed in downtown Colville.

c. Stormwater/Drainage System

As with the sanitary sewer system, the Department of Public Works has implemented a program of capital improvement projects to the

stormwater/drainage facilities in Downtown Colville. Due to significant improvements to drainage systems Downtown, only local improvements for drainage associated with street and parking lot construction will be included in revitalization efforts.

4.2 Other Public Utilities

Other underground public utilities located in public rights-of-way (by virtue of permits or franchise agreements) may also require improvement by the utility owner. These utilities include natural gas, power, cable TV, phone, and possibly fiber optics. After the Downtown revitalization program is better defined, public utilities should be notified of the opportunity for their facilities to be improved concurrent with construction planned by the City.

5. TRANSPORTATION

Effective and efficient transportation is the backbone of commerce. Accordingly, it also is a key component of economic revitalization for Downtown Colville. This section presents analyses of the current conditions of the transportation system in and around downtown Colville.

5.1 Traffic Volumes and Projections

- a. Table 11 presents a compilation of traffic volumes on U.S. 395 at three locations:
 - South of Colville at Locke Road
 - Downtown Colville at 3rd Avenue
 - North of Colville at S.R. 25

TABLE 11: Traffic Volumes Around Colville, 1978-98

Location Traffic Trend	YEAR												
	1978	1979	1980	1988	1989	1990	1991	1993	1994	1995	1996	1997	1998
U.S. 395 S: Jctn Locke Road													
Average Daily Traffic	2700	2650	2550			5200	5400	5500	5600	5900	5900		
% Annual Growth	8.00%	2.17%	-3.77%			7.39%	3.85%	0.92%	1.82%	5.37%	0.00%		
Average Daily Trucks	108	106	102										
% Trucks	4.00%	4.00%	4.00%										
% Annual Growth (Trucks)	8.00%	-1.85%	-3.77%										
US 395 Downtown at 3rd Ave													
Average Daily Traffic	11900	12100	11000			5200	5400	11000	11000	12000	12000	13295	13502
% Annual Growth	0.8%	1.7%	-9.1%			-7.2%	3.9%	42.7%	0.0%	9.1%	0.0%	10.8%	1.6%
Average Daily Trucks	476	484	440									1210	716
% Trucks	4.00%	4.00%	4.00%									9.10%	5.30%
% Annual Growth (Trucks)	0.85%	1.68%	-9.09%										-0.41
US 395 N: at SR25													
Average Daily Traffic	4450	5000	4800	4600	4900	5700	5900	---	---	---	5300		
% Annual Growth	3.5%	12.4%	-4.0%	-0.5%	6.5%	16.3%	3.5%						
Average Daily Trucks	311.5	350	336	322	392	456	472						
% Trucks	7.0%	7.0%	7.0%	7.0%	8.0%	8.0%	8.0%						
% Annual Growth (Trucks)	3.7%	12.2%	-4.0%	-0.5%	21.7%	16.3%	3.5%						

This table presents average daily traffic volumes (ADT), historic compound growth rates, and percentage of trucks travelling on U.S. 395. Figure 5 illustrates the data graphically, offering a more clear presentation of traffic volumes at key locations and trends.

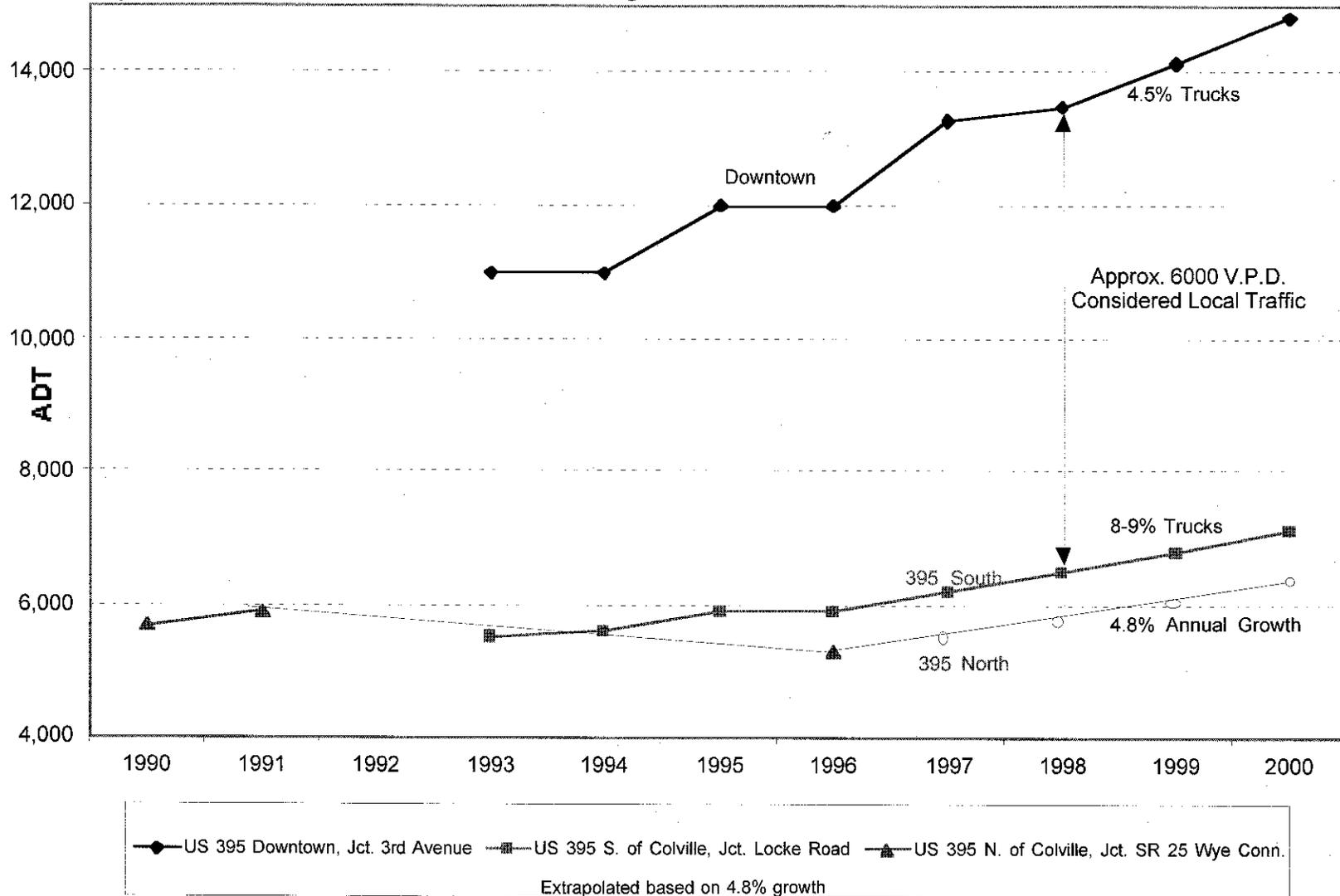
In 1998, traffic volumes on U.S. 395, north and south of Colville, were 8,000 vehicles per day (ADT), with approximately 8 to 13% of the total volume consisting of heavy trucks. The compounded annual growth rate of traffic on U.S. 395 in recent years has been 4.8%. In comparison, the 1998 traffic volume on U.S. 395 (Main Street) in downtown Colville is about 12,000 ADT.

The difference between traffic volumes downtown and on U.S. 395, north and south (12,000 – 8,000 = 4,000 ADT), is the traffic generated by local circulation in and around Colville. In 1998, approximately 8,000 vehicles per day drove through Colville down Main Street, continuing north or south on U.S. 395. Nearly 10% of these were heavy trucks.

a. Wynne Street

Special traffic studies were performed for this project by Welch-Comer Engineers at two sites from February 11-19, 1998: the intersections of Wynne and 1st; Main and 1st.

Figure 5: Historic Traffic Trends, Local vs. Through Traffic U.S. 395/Colville



The average daily traffic on Wynne was 4,000, versus 11,500 on Main Street. However, during the peak hour between 3:00 and 4:00 PM, Wynne carried 2/3 of the traffic that Main Street did (400 vehicles per hour on Wynne versus 600 vehicles per hour on Main). Wynne is being used extensively as an alternate route through downtown Colville, especially during peak traffic periods. This is true even though Wynne is in poor condition with awkward connections onto U.S. 395. Only 1% of the traffic using Wynne were heavy trucks during the February, 1998 study period.

b. State Route 20

State Route 20 meets U.S. 395 in downtown Colville. It joins Main Street from the east at 3rd Avenue. The average daily traffic on S.R. 20 in 1997 was 6,100, with 10% of this volume being heavy trucks. The Washington Department of Transportation (WSDOT) will construct major improvements to S.R. 20 inside and east of Colville in 1998. Planned improvements to the intersection of 3rd Avenue and Main Street are being deferred by WSDOT to provide the opportunity to coordinate with Colville downtown revitalization efforts next year. WSDOT has consistently worked to support the needs of the community as it makes roadway improvements.

c. U.S. 395 Corridor Study and Truck Route

In 1995, WSDOT published a corridor study of U.S. 395 from Spokane to Canada. This study noted an average daily traffic volume on U.S. 395 south of Colville of 11,800. About 13% were trucks. The

projected compound growth rate on U.S. 395 from Spokane to Kettle Falls was estimated at 3.5.

The Study recommended development of an alternative truck route around the west side of Colville along the east side of the Burlington Northern railroad tracks. The local Transportation Planning Advisory Committee, consisting of officials and citizens from the Colville area, also supported the concept of a truck route following the railroad alignment. The Committee strongly recommended that the truck route should follow the Burlington Northern Railroad alignment and that the City of Colville give the route high priority. The Committee also recommended that the City should begin acquisition of key parcels along the proposed truck route corridor immediately.

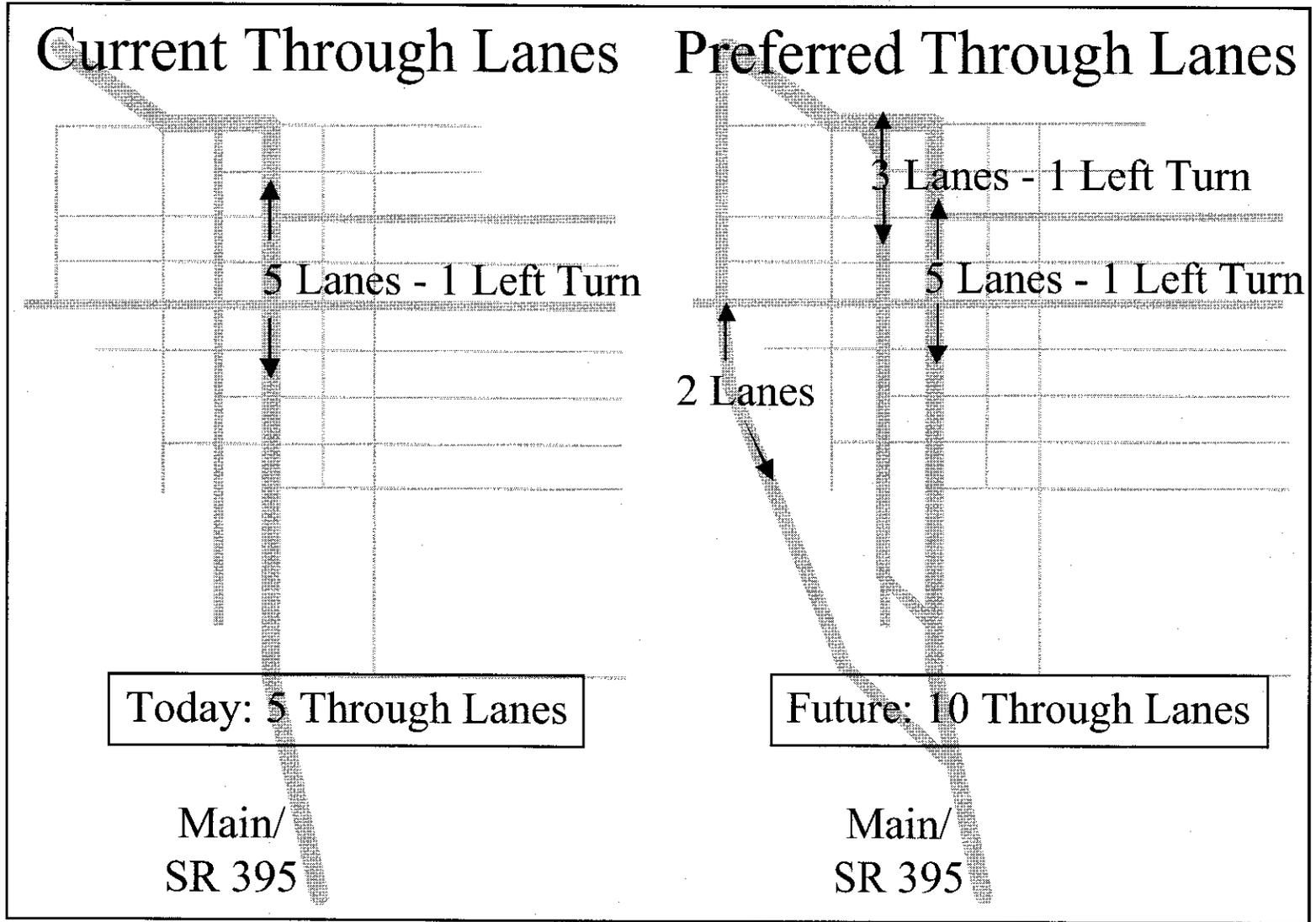
WSDOT estimates that the cost for the proposed truck route along the Burlington Northern Railroad corridor would be \$5.5 million. Of that amount, approximately half is estimated to be associated with right-of-way costs and acquisition.

e. Through Traffic Lanes

One of Colville's most significant traffic challenges is its limited number of through lanes. Currently, there are only four lanes (plus a left-hand turn lane) available for traffic going through town (as opposed to somewhere within town). This fact has been a great concern for the Colville 2000 Committee, its community development predecessors and WSDOT.

Figure 6 provides perspective on the benefit that creation of a truck route and improvements to

Figure 6: Through Traffic Lanes in Downtown Colville



Wynne Street would have on the number of through lanes in Colville. With both enhancements, handling through traffic at a reasonable efficiency would not be a problem for the foreseeable future.

5.2 Levels of Service

a. Existing Conditions

The Planning Team evaluated key Downtown signalized intersections for the relative efficiency of traffic flow. The method used is known as Level of Service (LOS). This system focuses on delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Appendix 4 presents the relative delay criteria for each LOS rating and a description of how each rating level functions. Basically, LOS A is excellent, with free flowing traffic. LOS E and F indicate severe problems. Letters B, C, and D identify conditions incrementally worse than A.

The Washington State Growth Management Act requires that level-of-service standards be coordinated on a regional basis. The 1996 State Highway System Plan identified minimum LOS standard of "D" or better for U.S. 395 and S.R. 20.

Using traffic data collected in February, 1998, Welch-Comer Engineers determined that all legs of the Main and 1st intersection were operating at LOS B. This is consistent with the data published by David Evans and Associates in the City's 1997 Comprehensive Growth Management Plan (CGMP). The CGMP reported that all four signalized intersections on U.S. 395 in Colville have an LOS of B or better. However, unsignalized approaches onto U.S. 395 at Wynne and Washington

experience considerable delays, particularly during peak periods, with LOS levels of D or E. It is difficult for side street traffic to access or cross U.S. 395 (Main Street) at intersections which are not signalized. This is an important finding.

Figure 7 presents a graph of projected LOS at Main and 1st. The figure compares various rates of potential traffic growth, under the assumption that current road and circulation conditions remain unchanged. These projections predict that Main Street's level of service will continue to be better than LOS D for at least the next 10 years. However, as the volume of traffic increases on Main Street, so too will the total number of heavy trucks. This undesirable condition will expand conflicts they already create with pedestrians and downtown commerce.

Chapter 3 presents alternate solutions to improved traffic circulation and levels of service.

5.3 Street Geometry, Width, and Classification

The original town site of Colville is relatively unique in that the original plat recorded extremely wide rights-of-way up to 80 feet wide on Wynne and 100 feet on Oak and Main. This very wide right-of-way presents opportunities for traffic, parking, and pedestrian improvements. A summary of the geometry and width of Oak, Main, Wynne, and 1st streets has been prepared as an addendum to this report.

All major streets in Colville are classified according to the WSDOT Functional Classification System. The classification of streets within the downtown core are:

Functional Classification of Downtown Streets

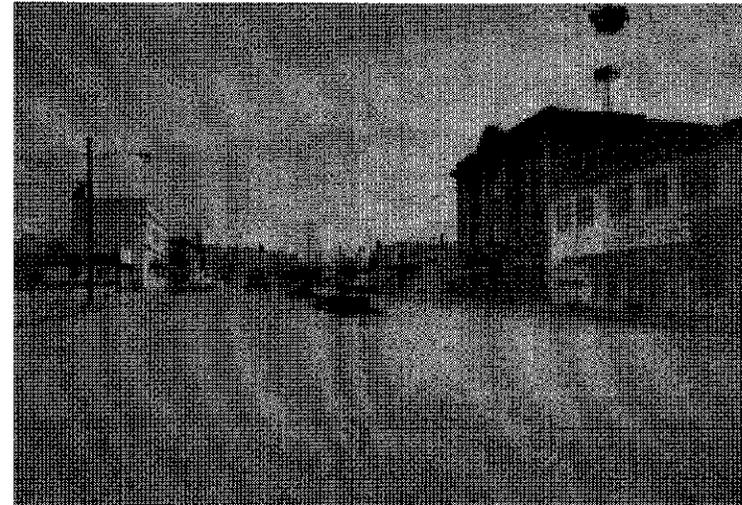
<u>Classification</u>	<u>Street</u>	<u>Reach</u>
Principal Arterials	Main (U.S. 395)	S. City Limits to N. City Limits
	3 rd (S.R. 20)	Main to E. City Limits
Arterials	Wynne	Glenn to 6 th
	Oak	Dominion to 3 rd
	1 st	W. City Limits to Main
	Birch	Main to Miner
	Dominion	Main to Oak
Collectors	Oak	Juniper to Glenn
	Birch	Wynne to Main
	Washington	Astor to U.S. 395
	3 rd	Railroad to Main
	Railroad	1 st to 5 th

Two of the core streets which are designated as ARTERIALS, Wynne and 1st, are considerably underdeveloped for such use. Opportunities for traffic circulation presently are restricted due to poor accessibility at their terminal intersections with U.S. 395. Improvement of Wynne and 1st to a true arterial standard is key to improved traffic circulation and growth in Downtown Colville.

5.4 Parking Inventory

Tables 12a and 12b present a summary of a parking inventory performed by the planning team mid-day (11:30 AM to 2:30 PM) on Tuesday, February 17, 1998, for the areas considered the primary and secondary core areas of downtown Colville. The inventory accounted for the total parking spaces available and also the number of those spaces which were occupied at the time.

In summary, the inventory demonstrated that an average of 50% of the spaces were occupied in the primary core area, and 44% were occupied in the secondary core area during the inventory study hours.



Wide Streets Throughout the Downtown Are Well Suited for Diagonal Parking

Figure 7

City of Colville Projected ADT/LOS 1998-2023
Existing Conditions
Intersection: Main Street and 1st Avenue²

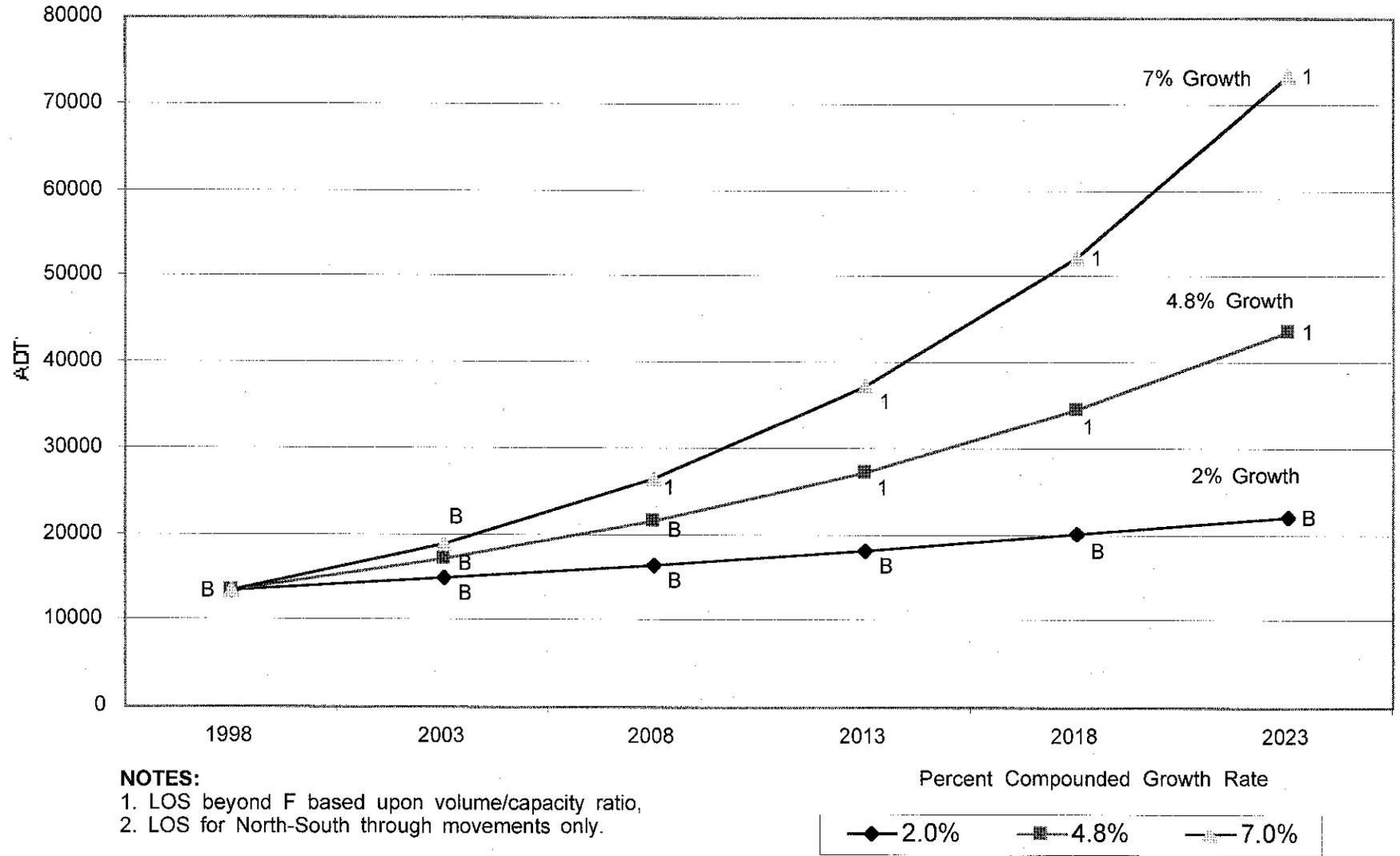


TABLE 12a: Downtown Primary Core Parking Inventory and Occupancy Rate

Street	Reach	Side	Parking Units				Total	Occupancy %
			Parallel	Angle	Public Offstreet	Private Offstreet		
Main	Birch to Astor	East	5/12	---	---	9/22	14/34	41.2%
Main	Birch to Astor	West	6/20	---	---	---	6/20	30.0%
Main	Astor to First	East	10/16	---	---	---	10/16	62.5%
Main	Astor to First	West	7/16	---	---	---	7/16	43.8%
Oak	Birch to Astor	East	---	14/21	---	---	14/21	66.7%
Oak	Birch to Astor	West	---	13/19	---	---	13/19	68.4%
Oak	Astor to First	East	---	13/18	---	---	13/18	72.2%
Oak	Astor to First	West	---	10/18	---	---	10/18	55.6%
Wynne	Birch to Astor	East	0/16	---	104/113	3/4	107/133	80.5%
Wynne	Birch to Astor	West	0/15	---	---	2/5	2/20	10.0%
Wynne	Astor to First	East	0/11	---	49/57	---	49/68	72.1%
Wynne	Astor to First	West	---	---	12/45	12/15	24/60	40.0%
First	Wynne to Main	North	5/15	---	---	---	5/15	33.3%
First	Wynne to Main	South	5/13	---	---	---	5/13	38.5%
First	Maine to Oak	North	7/12	---	---	4/4	11/16	68.8%
First	Maine to Oak	South	15/16	---	---	---	15/16	93.8%
		Total:	60/162	50/76	165/215	30/50	305/503	
		Percentage Occupied:	37.0%	65.8%	76.7%	60.0%	60.6%	

Legend:

** Counts were taken between the times of 11:30am and 2:30pm, on Tuesday, February 17, 1998

TABLE 12b: Downtown Secondary Core Parking Inventory and Occupancy Rate

Street	Reach	Side	Parking Units					Total	Occupancy %
			Parallel	Angle	Public Offstreet	Private Offstreet			
Main	First to Second	East	6/16	---	---	---	6/16	37.5%	
Main	First to Second	West	11/16	---	---	---	11/16	68.8%	
Main	Second to Third	East	0/11	---	17/24	---	17/35	48.6%	
Main	Second to Third	West	2/18	---	---	---	2/18	11.1%	
Main	Third to Fourth	East	18/38	---	---	---	18/38	47.4%	
Main	Third to Fourth	West	12/33	---	---	---	12/33	36.4%	
Main	Fourth to Fifth	East	2/15	---	---	---	2/15	13.3%	
Main	Fourth to Fifth	West	0/10	---	---	109/194	109/204	53.4%	
Oak	First to Second	East	---	3/19	---	6/11	9/30	30.0%	
Oak	First to Second	West	---	7/16	---	---	7/16	43.8%	
Oak	Second to Third	East	7/19	---	---	---	7/19	36.8%	
Oak	Second to Third	West	2/15	---	---	---	2/15	13.3%	
Oak	Third to Fourth	East	1/17	---	---	---	1/17	5.9%	
Oak	Third to Fourth	West	0/10	---	---	---	0/10	0.0%	
Oak	Fourth to Fifth	East	3/16	---	---	---	3/16	18.8%	
Oak	Fourth to Fifth	West	5/14	---	---	---	5/14	35.7%	
Wynne	First to Second	East	9/13	---	---	---	9/13	69.2%	
Wynne	First to Second	West	10/21	---	---	---	10/21	47.6%	
Wynne	Second to Third	East	0/11	---	17/24	---	17/35	48.6%	
Wynne	Second to Third	West	2/8	---	---	---	2/8	25.0%	
Wynne	Third to Fourth	East	18/38	---	---	---	18/38	47.4%	
Wynne	Third to Fourth	West	12/33	---	---	---	12/33	36.4%	
Wynne	Fourth to Fifth	East	0/0	---	---	---	0/0	0.0%	
Wynne	Fourth to Fifth	West	0/0	---	---	26/33	26/33	78.8%	
Total:			120/372	10/35	34/48	141/238	305/693		
Percentage Occupied:			32.3%	28.6%	70.8%	59.2%	44.0%		

Legend: Occupied spaces/Total Available Spaces

** Counts were taken between the times of 11:30am and 2:30pm, on Tuesday, February 17, 1998

6. TOWN DESIGN CONDITIONS

6.1 Historic Preservation

Many of the buildings in the downtown area are historically significant. Taken together they represent a rich architectural heritage that is special to Colville. Wherever possible these buildings need to be preserved, especially the facades. Internally and structurally many of these same structures will require upgrading to meet prevailing code requirements.

Colville's older buildings give important "clues" to the design of the streetscape. These clues include the use of color, scale, incorporation of awnings and canopies, type and scale of building mounted signage, etc. Other historically significant streetscape items from Colville's heritage include cast iron "acorn" and "shepherd's crook" style street lights, seasonal and event pole and building mounted banners, ornate cast iron fire hydrants, etc. There is even evidence of an early twentieth century bandstand located on Astor near Main Street.

6.2 Pedestrian Environment

The pedestrian environment in downtown Colville is characterized by adequate width sidewalks, especially on Main Street. The sidewalks are for the most part in good condition. A previous L.I.D. improved portions of Main Street and added street trees. Those trees contribute significantly to the quality of the pedestrian environment where they are planted.

The existing Heritage Square is an enjoyable component to the pedestrian environment. Chapter 3

will discuss a significant expansion of this pedestrian space.

The pedestrian environment along Wynne is very poor, partially due to automobile parking within the walking areas. In general, this arterial needs substantial pedestrian improvements if it is to become part of the Downtown core.

6.3 Building Conditions and Character

As discussed earlier, building condition is generally good. However, many second and third floors are not occupied due to code violations. A significant increase in usable space could be accrued for office and residential use if this available space was brought up to standard.



Some Downtown Historic Buildings Have Been Restored, While Others Are Hidden Behind Modern "Skins" of Aluminum and Other Materials

6.4 Open Spaces

One pleasant quality of downtown is its open, spacious feeling. This feeling is manifested in the wide street rights of way, Heritage Square, Astor Street, between Main and Oak, and the government area clustered around the Oak/Astor intersection. The fairground open space, immediately west of Wynne at Astor, is a major downtown asset. The pocket park adjacent to City Hall is valuable as well. The wide street environments offer numerous design possibilities.

6.5 Historic Design Themes, Trends, and Conditions

The historic architecture of downtown Colville is classic rural Victorian. In particular, the brick buildings are nicely scaled and exhibit simple, but important, detailing around the windows, doors, and cornices. Their original facades have been obscured with later "skins". These should be peeled off and the facades restored as part of the renewal of the commercial business district. Nearly all of the original wood frame buildings have been torn down. The architectural merit of their replacements varies considerably. A few of the buildings built in the 1920s thru the 1950s are good examples of those eras. On the whole most of the structures constructed since the early 1960s have little enduring architectural merit.

6.5 Signage: Directional and Business

Street directional signage is discreet. At times it is difficult to see because of surrounding visual clutter. Business signage is a potpourri of many types, styles, and sizes representing the complete spectrum of what is available in the market place. Much of this signage is in

competition with its neighbor, thereby decreasing the effectiveness of the whole.



Signage is Prolific Throughout the Downtown. More Often Than Not, Signs Compete With Their Neighbor, Decreasing the Effectiveness of the Whole.

CHAPTER III

DOWNTOWN MISSION & STRATEGY

Contents:

- | | |
|--|-------------------------------|
| 1. Mission | 4. Infrastructure Development |
| 2. Overall Strategic System for Future Development | 5. WSDOT Main Street Overlay |
| 3. Transportation Improvements | |
-

1. MISSION STATEMENT

One often quoted strategist whose name is lost in time, noted that, "If you don't know where you're going, any road will do." In downtown revitalization, the stake is too high to just move ahead with no guidelines in place.

Any successful strategy must be based on a mission – guidelines – which clearly reflects the values, intentions, limits and capabilities of the organization. The mission sets the direction and the decision-making framework for all future action.

A mission statement for Colville's Downtown revitalization was created with these points in mind. The mission elements reflect local values, City policies, economic assets and practical limitations defined by the Planning Team and Colville 2000 Committee during the planning process. This mission sets reasonable expectations upon the community but expresses lasting commitments to action. This point, action, is now the single most critical element for success.

Colville 2000 Downtown Mission Statement

Downtown Colville is the economic, social, civic and cultural center of the community. Its long-term vitality in these roles is a top priority of the partnership formed by local citizens, businesses and government.

In order to achieve this vitality, the partnership will work to restore and sustain three key strengths. First, business development leaders will seek to recruit and retain a balance of businesses that will serve effectively as a regional shopping center. Second, the community will help improve Downtown's pedestrian environment, historic properties and open spaces to restore the city center as a great place to be. Third, the City will maintain infrastructure and public areas in a manner to support desirable development.

In the revitalization process, the partnership will build systems that respect local values, with an emphasis on family, a stable economy and heritage.

2. OVERALL STRATEGIC SYSTEM FOR FUTURE DEVELOPMENT

2.1 Overview of Strategic System

There are two fundamental components to the Colville 2000 strategy. First, redevelopment will focus on supporting Downtown's economic role as a local and regional mixed use shopping center. Second, through-traffic on Highway 395 will be managed to benefit the community, rather than congest it.

In a four-phase program, the City will work with its partners to:

- Focus future development inside the Downtown, with an emphasis on east-west expansion
- Improve internal circulation along the north-south arterials Wynne, Main and Oak – especially Wynne
- Acquire and develop a truck route along the railroad and Railroad Avenue.
- Improve the pedestrian environment in the Downtown core
- Create a system of parking lots, walkways and amenities to make visiting or shopping in Downtown more attractive
- Maintain flexibility in improvements so that refinements to circulation, parking and other design elements can be made over time at minimum cost

In order for shoppers, workers and residents to get into Downtown, a good circulation and parking system is required. Wynne Street is the key to refining the existing system.

As noted earlier, Wynne is already used heavily as an entrance into the Downtown. At this time, its design

makes heavy use fairly dangerous, especially at its awkward connections to Highway 395. Wynne will be widened (within its existing right-of-way) and its northern intersection with 395 improved. A southern connection just above Glen Avenue will be added.

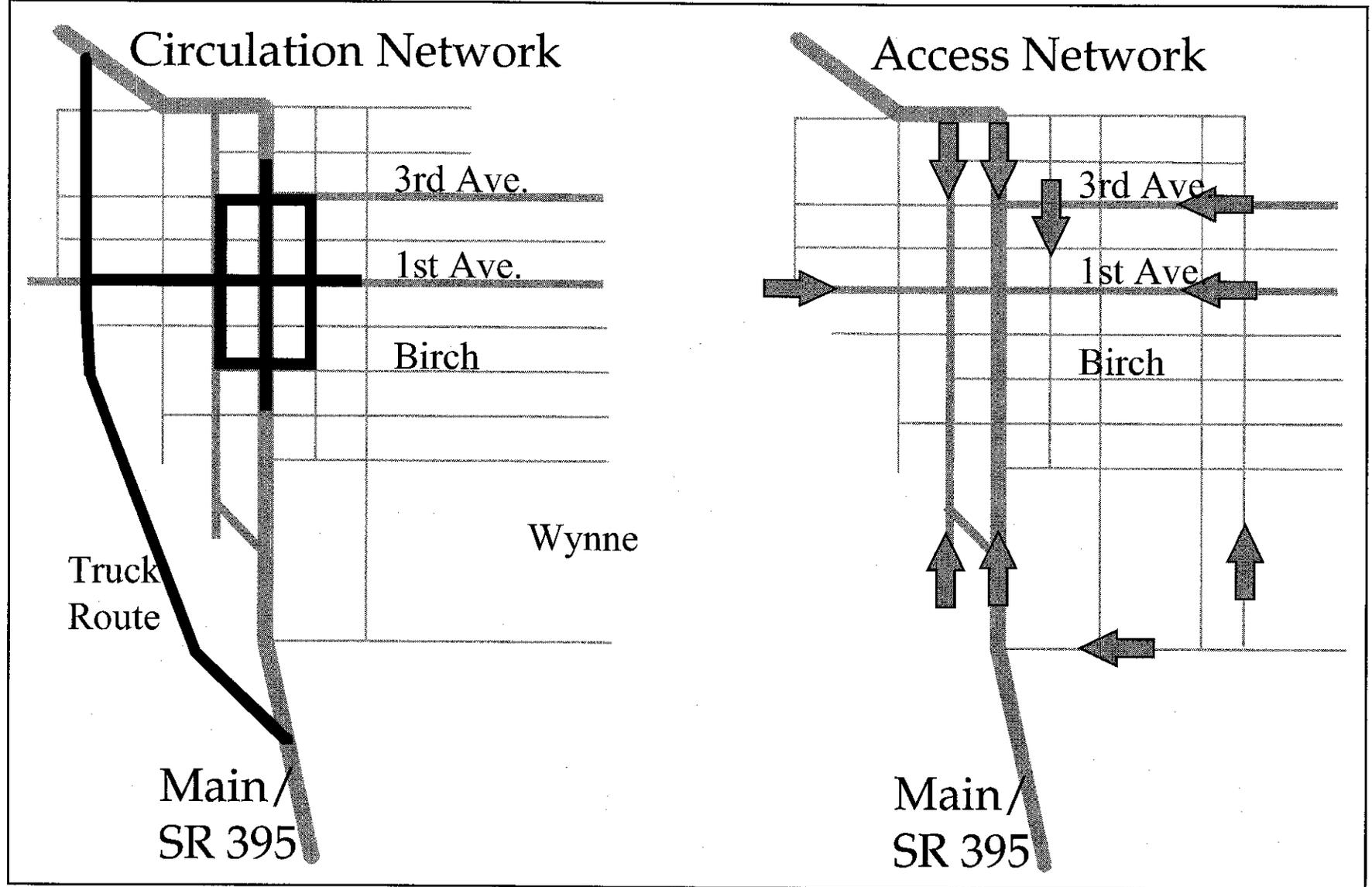
An improved Wynne will create a second, attractive front door to downtown. Truck traffic will be directed onto Wynne until the Railroad Avenue truck route is completed. Signage at both Wynne entries will encourage auto travellers to continue onto Main. Even if they select Wynne, improvements on this arterial will attract many to stop. This increased visibility along Wynne will improve property values. Redevelopment of marginal properties will be likely as businesses move to tap potential customers.

Wynne Street improvements will include a greatly enhanced public parking lot at Astor. This central lot will be connected to Main by a greenway that makes the parking area feel like an entrance rather than alleyway (its current status).

Initially Wynne will carry two lanes of traffic, with a third lane allowing for left-hand turns. As congestion develops on Wynne, the need for the truck route will be more obvious. Wynne is wide enough to handle four lanes but four-lane development would contradict other elements of the plan. The Planning Team recommends the two lane configuration.

Sidewalks, street trees and attractive lighting will improve the new Wynne roadway's image greatly. East-west connections on 3rd, 1st and Birch to Main and Oak will enhance circulation throughout Downtown. This "cross and box" pattern is illustrated in Figure 8 (left side) along with future access routes into the center.

Figure 8: Future Downtown Internal Circulation and Access



East-west expansion is critical to future Downtown development as a pedestrian-oriented center. (See Figure 9.) Strip-type development will encourage sprawl rather than density. Density is fundamental to pedestrian environments.

The best way to attract lateral expansion is to improve the Wynne and Oak arterials, with side street connections between them. Second, First, Astor and Birch Avenues all need – and will receive – minor improvements and will serve this connection goal well.

First Avenue has particular potential given its wide corridor and original central role in the community. This street was the first real “Main Street” in Colville, connecting the Railroad with the rest of the community and the region. Eventually the highway overcame the railroad as the dominant economic generator and most businesses moved to Main (395). As Colville grows, it can expand onto First. Development of Wynne should be a strong encouragement for expansion along this historic avenue.

While traffic and pedestrian corridors are priorities, key site improvements also are targeted. (Major places and gateways are illustrated in Figure 10.) The most important of these is the Civic Plaza on Astor between Oak and Main. The Plaza will be developed as a public open place, with the potential for a bandstand on the east end to host performances at festivals and events. This plaza will be designed for outdoor seating and amusement. Some children’s play equipment will be installed. Plenty of shade and other amenities will make this site a major gathering place.

The Civic Plaza (perhaps “Heritage Plaza”) will be linked to the existing Heritage Court on the west side of

Main at Astor. The two will create an attractive pedestrian corridor between Wynne and Oak.

Anyone who parks on these two arterials will be made to feel (through design improvements) that the Astor connection is a front door to Main Street – much the same way as mall shoppers can see the front door of the mall from across acres of parking lot. The key here is that consumers like to see the front door from where they park. That is why people complain when they can’t park right in front of a downtown store but will walk a quarter mile across the mall lot. The front door design concept will be copied to a lesser degree at 2nd, 1st, and Birch as well.

The County Fairgrounds is a great asset for future Downtown development. Many festivals and events can be hosted there throughout the year. These activities will create foot traffic – customers – for the rest of Downtown if the two areas are properly linked. Parking at Washington Avenue, south of Astor, will be important to help the Fairgrounds grow.¹ Sidewalks, crosswalks and other amenities along Astor toward Main will be improved over time.

Two sets of gateways are recommended for Downtown. The outer gateways will provide a formal, attractive welcome to visitors upon entering the commercial district. The inner gateways will meet visitors at the north and south edges of the pedestrian core on Main. (Inner gateways will be less critical.)

When funding is available, the Truck Route will be developed. Truck traffic that used Wynne temporarily will be relocated onto the western corridor. Meanwhile,

¹ To the extent that the Truck Route right-of-way along the railroad encroaches on the Fairgrounds, some room for expansion into the Washington Street right-of-way should be considered.

Figure 9: Future Downtown Form Options

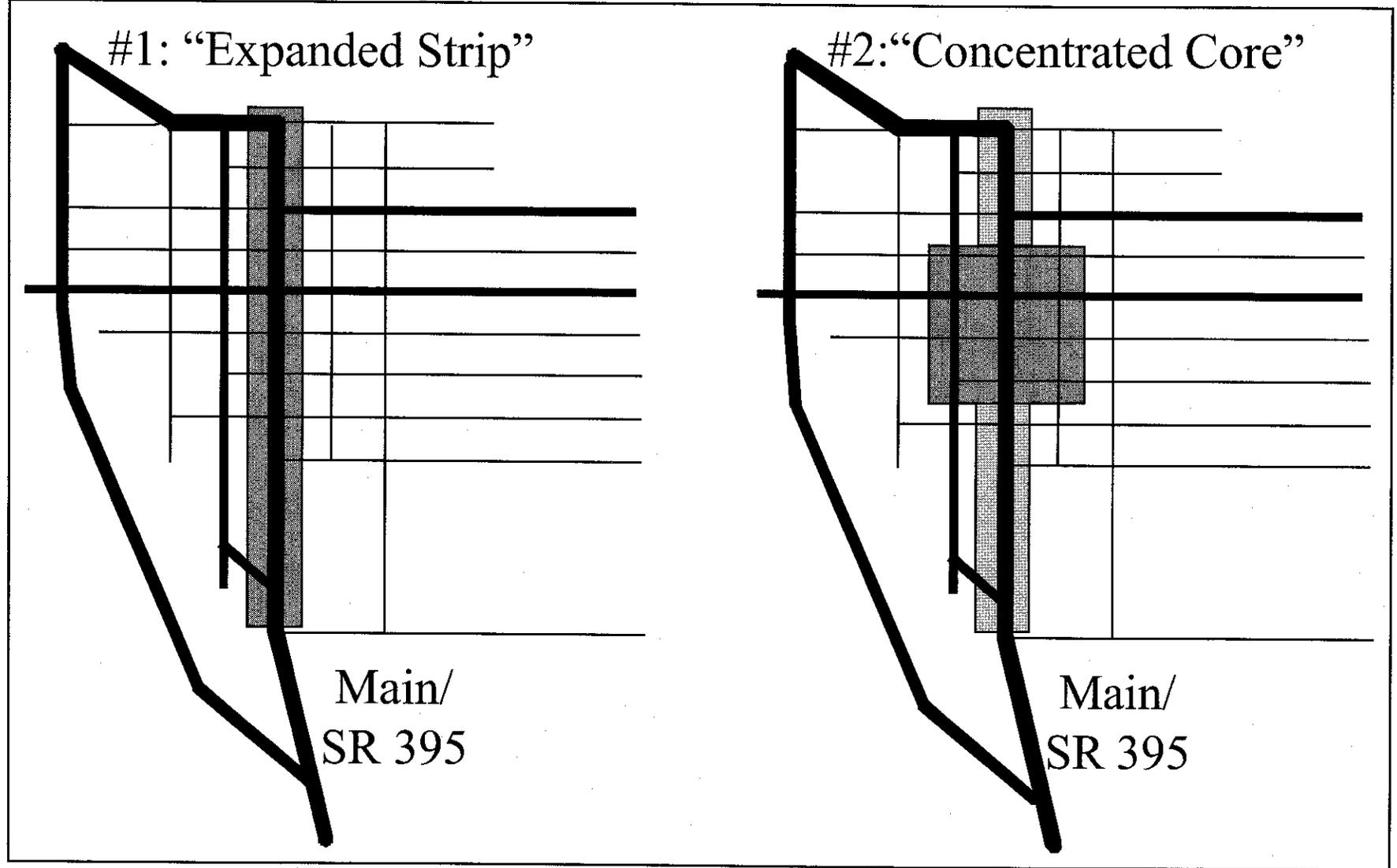
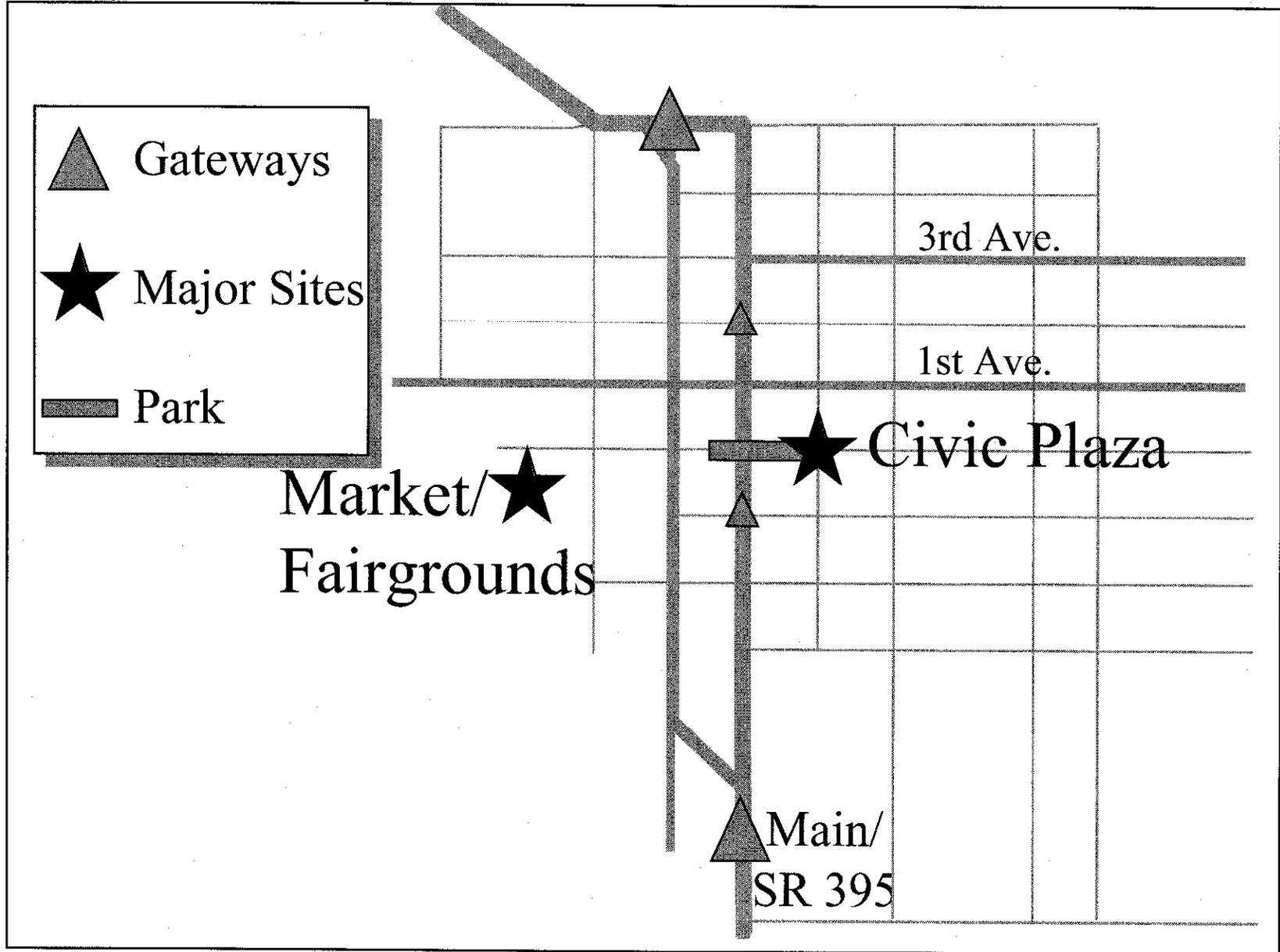


Figure 10: Major Places and Gateways



Wynne will have become an attractive and important arterial that can continue to encourage auto traffic to move into and through the Downtown. Signage, gateways, lighting and other design enhancements will help draw these potential customers into the core.

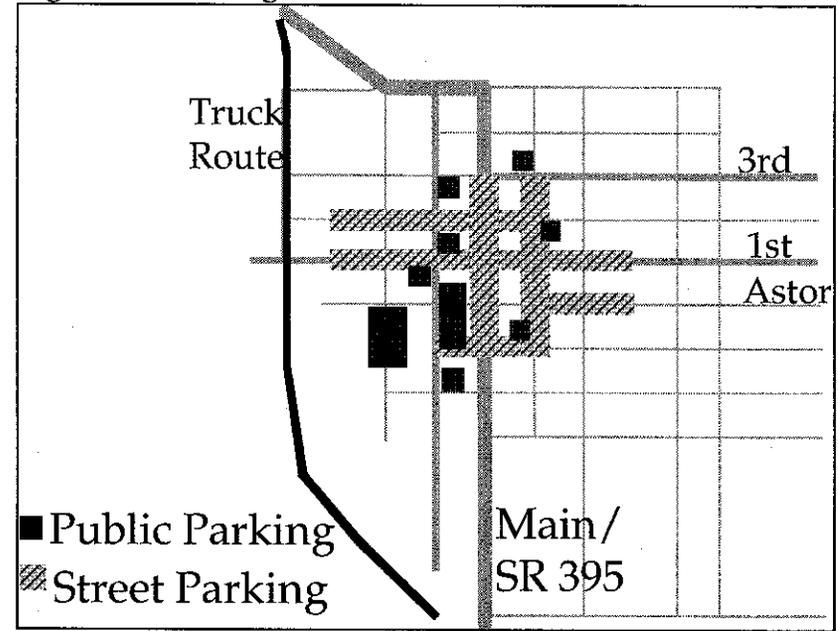
A series of strategically located parking lots will be refined around the Downtown perimeter. (See Figure 11.) Shoppers, workers and visitors will have a variety of parking options in all subdistricts. Onstreet diagonal parking will be enhanced, particularly on Oak. Five public parking lots along Wynne will be developed eventually. Three others along Oak and one on Washington will add to the inventory. In general, development will occur as demand dictates. However, the lots at Astor and Wynne are critical to the overall plan and will be improved in the first phase of revitalization.

Upon completion, the four-phase program will leave Colville with a Downtown capable of serving effectively as a regional shopping center and of managing substantial levels of through traffic. The heart of the program and the community will be a compact pedestrian core, illustrated in color on the final foldout page of this Plan. This core will be the focal point for economic, social, civic and cultural activities in Colville for generations to come.

With support from citizens, Downtown will be restored as the traditional center of the community. Sense of community will be high. The town will be a showcase for the merits of balanced development and public-private partnerships.

The remainder of this chapter describes design, transportation and infrastructure details that are central to the overall development strategy.

Figure 11: Parking Network



3. DESIGN STRATEGY

3.1 Land Use Districts

The ongoing reinforcement of three (3) distinct districts in downtown is vital to the health of future Colville. These districts are:

- The Commercial Core- generally defined by Wynne, Second, Oak, and Birch.
- The Government/Civil Center- around the intersection of Oak and Aster.
- The Fairgrounds- to the west of Wynne and south of Astor.

The auto oriented commercial districts on either side of Main to the south and north of the commercial core are also vital to the health of Colville. These areas need to be infilled with compatible businesses to the fullest extent possible.

3.2. Downtown Design

a. General Design Character

The proposed design character for Downtown is an outgrowth of the historic, physical, and cultural tradition of Colville. As such, it is unique and is not borrowed from any other community. In particular, it builds on the previously implemented L.I.D. The “big goal” of the proposed improvements is to amplify and reinforce the existing character. No surgery is required nor modification of recent improvements within the public right-of-way. Only the existing island in Main Street at Astor would be changed into a much enlarged version.

The design options apply only to the parking and thru traffic conditions on Main and Wynne Streets. Each of these two options is related to traffic phasing of the proposed improvement program.

b. Downtown Development

Early in the study process two physical development options (see Figure 10) for the revitalization of downtown were explored:

- The Expanded Core Concept

This option looked at a long sausage shaped development pattern extending from 4th Avenue on

the north to Glen on the south. This development pattern was typically one half block wide on either side of Main between Birch and Third.

- The Compact Core Concept

This option examined a smaller commercial district core defined by Birch and Second, and Wynne and Oak. A significant feature of this option was a major east/west pedestrian corridor linking the government center at Astor and Oak with the Fairgrounds to the west of Wynne. Based on direction from the Colville 2000 Committee, this compact core concept became the preferred option for further development and refinement.

3.3 Main Street Enhancement Options

Main Streetscape enhancement recommendations between Birch and Second include following options:

- Additional street trees on the east and west sidewalks.
- A landscaped median with left hand turn pockets.
- Extension of existing Heritage Square across the full width of main street with center flags and pedestrian control bollards, decorative plantings and special paving.
- Midblock pedestrian crossings should be considered on Main between Birch and Astor, Astor and First, and First and Second.
- Improved pedestrian crossings at Birch, First and Second
- New ornamental street lighting, directional signage

and the addition of street furniture such as benches, trash receptacles, hanging baskets, drinking fountains, banners, bike racks and a town clock.

- Major business gateway structures at Main and Birch and Main and Second.
- Bulbed intersections with A.D.A. ramps and bollard pedestrian control.

3.4. Pedestrian Core

In addition to the improvements noted above, the following pedestrian streetscape enhancements are recommended:

- Oak Street

Pedestrian improvements include bulbed out intersection crosswalk and A.D.A. ramps, new ornamental street lighting, street trees, new street lighting, diagonal parking, a bandstand adjacent to or within the intersection at Astor, hanging baskets, benches, trash receptacles, bike racks, etc.

- Wynne Street

Pedestrian improvements include new sidewalks along each side, street trees, new A.D.A. accessible crosswalks, and street lighting.

- Astor Avenue

Pedestrian improvements are in three main segments:

-- Main to Wynne

This area is a westerly extension of existing Heritage Square. Improvements include new curbs and sidewalks, lawn and street trees with irrigation, ornamental lighting, hanging baskets, benches, trash receptacles, banners and A.D.A. accessibility ramps.

-- Wynne to the Fairgrounds

Pedestrian improvements include new sidewalks, street trees, hanging baskets, ornamental lighting, benches, trash receptacles, banners and A.D.A. accessibility ramps.

-- Main to Oak

Pedestrian improvements in this segment are major. This area is described as Heritage Park, meaning a place for civic celebration. Specific improvements include a one-way loop drive on the north and south sides adjacent to the existing curb, double rows of street trees, a large central lawn and the aforementioned bandstand. Other improvements to the area include decorative ornamental lighting, benches, drinking fountains, trash receptacles, hanging baskets, bike racks, banners and traffic control bollards.

- Birch, First and Second

Pedestrian improvements to these streets include bulbed out intersections with new crosswalks, street trees and landscape plantings, ornamental decorative street lights, street furniture such as benches, trash receptacles, bike racks, banners and hanging baskets for seasonal color.

- **Parking Lots**

Nine parking lots have been identified for pedestrian and streetscape improvements. These areas are as follows:

- First and Wynne parking lot
- Post Office parking lot
- North City Hall parking lot
- Cookies parking lot
- Washington Street parking lot
- Birch-Columbia parking lot
- Wynne-Astor parking lot
- Odd Fellows parking lot
- Wynne Terrace parking lot

Improvements to each of these lots include new paving, street trees, perimeter landscape screen plantings, new lighting and parking stall meters.

3.5 Auto Corridor

There are two north/south auto corridors in the downtown business district. Main Street is and will remain the primary auto corridor serving the downtown businesses. Newly improved Wynne is intended to provide additional access to downtown as well as facilitate the flow of through traffic. As described earlier both corridors are upgraded with major streetscape improvements including lighting and street trees.

3.6 Historic Preservation System

Downtown Colville is unique in that many of the fine older historically significant buildings remain. Maintenance of this architectural legacy is the cornerstone of the downtown revitalization program. It's critical that every attempt be made to save and upgrade this priceless heritage.

3.7 Voluntary Design Guidelines

The strength of the design plan relies heavily on the voluntary efforts of individual business and property owners. For example the ongoing refurbishing of storefronts and the reinstallation of historic type awnings and signage will require public/private cooperation. An important next step will be the development of design guidelines which offer detailed suggestions on individual property improvement within the business district.

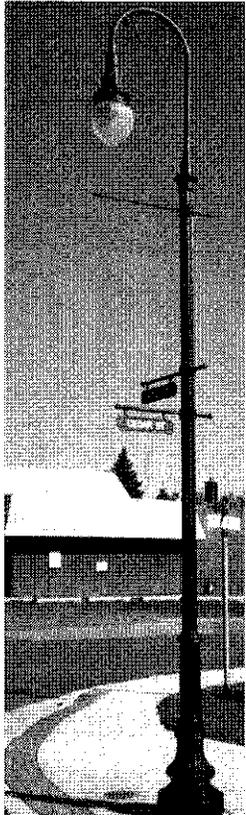
3.8 Design renderings

The various design recommendations made in sections 3.1-3.7 are illustrated on the next nine pages. Design elements have been drawn into and over existing street scenes in the community. The original photographs are included to provide both a perspective on how recommendations would actually fit in Colville and a before-after comparison.

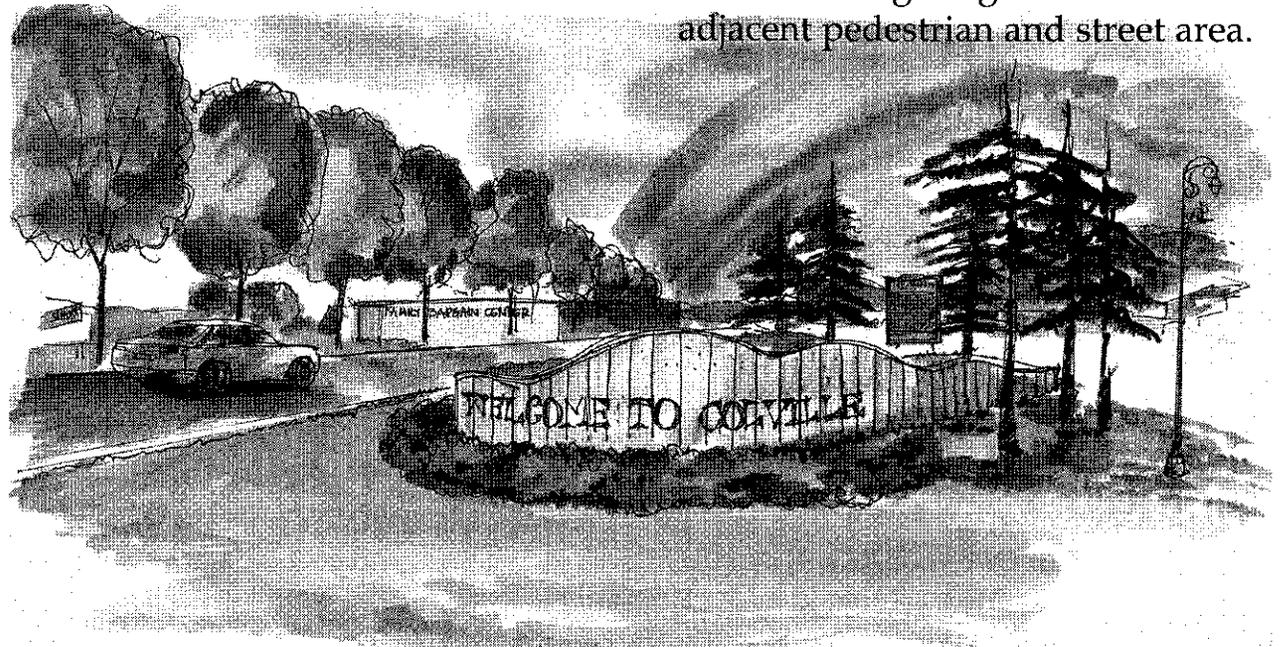


Gateway: South Entry

This entrance is located on the east side of Main (U.S. 395) at the south city limits near the Family Bargain Center business. The sign structure is poured in place in concrete. The top is shaped to represent the mountain skyline which surrounds the north and east side of Colville. Landscape plantings composed of native conifers, shrubs and groundcovers flank the sign. Seasonal flowering plants surround the base. The words "Welcome to Colville" are incised into the concrete. Night lighting is accomplished with ground mounted floods. Decorative ornamental lighting illuminates the adjacent pedestrian and street area.

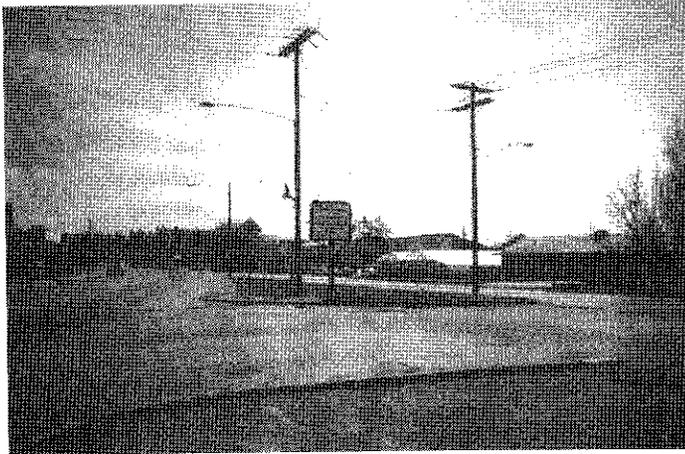


Recommended Lighting Near Entries on Major Arterials



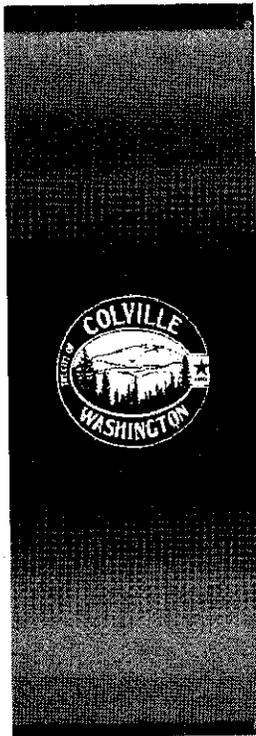
SOUTH ENTRY





Gateway: North Entry

This entrance is located in a small traffic island at the intersection of U.S. 395 and Lincoln Street. This entry sign is a duplicate of the one at the south entrance.



Banners Hanging From Light Poles Can Provide A "Dressed Up" Look at Little Expense



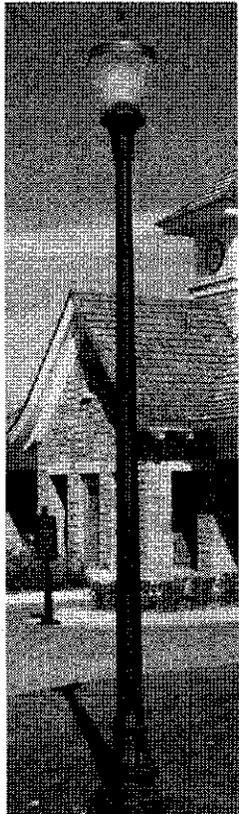
NORTH ENTRANCE AT LINCOLN STREET



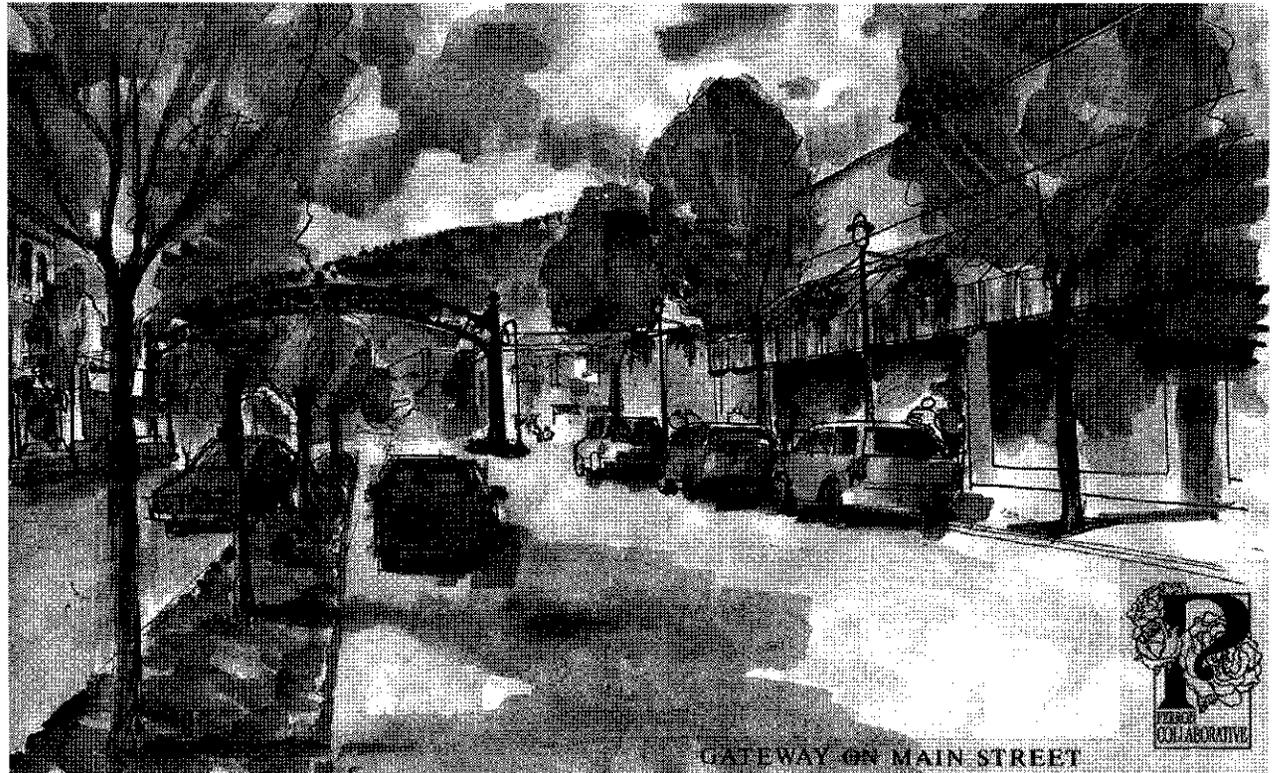


Gateway on Main Street

Two gateway structures on Main are recommended to identify the entrance to the business district. They would be located at the intersection of Main and Birch and at Main and Second. The sign illustrated here is composed of ornamental steel columns with a sculpted steel "bridge" containing the words "Downtown Colville."



Recommended Lighting in Downtown Pedestrian Area

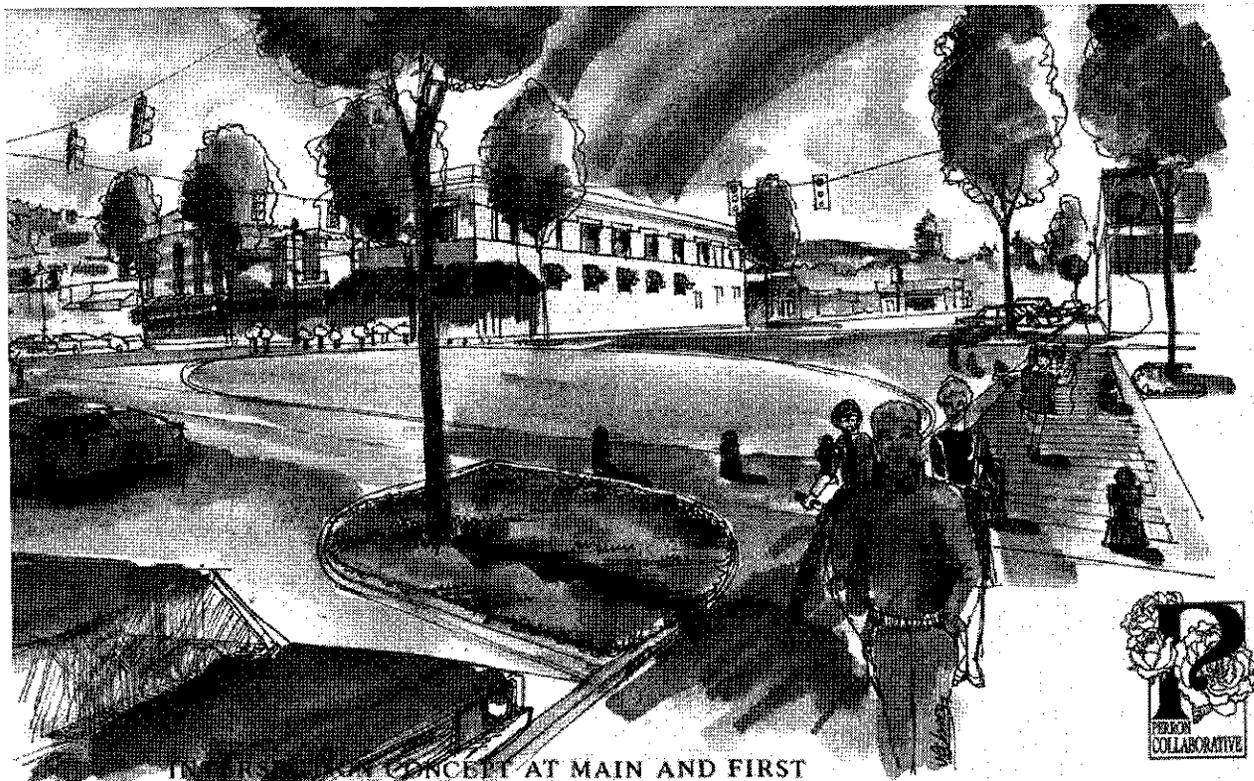
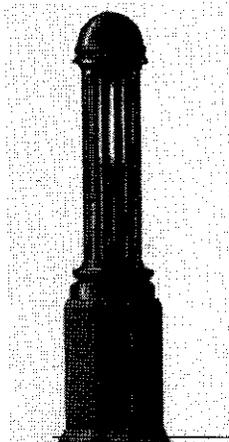




Intersection Concept at Main Street and First

Pleasant and attractive crosswalks in downtown are an important improvement component. All intersections are retro-fitted to include ramped curb extensions to improve accessibility, traffic control bollards, new decorative streetlights, street trees, decorative seasonal landscaping and improved directional signage.

Sidewalk Bollards Add Safety and Define Edges

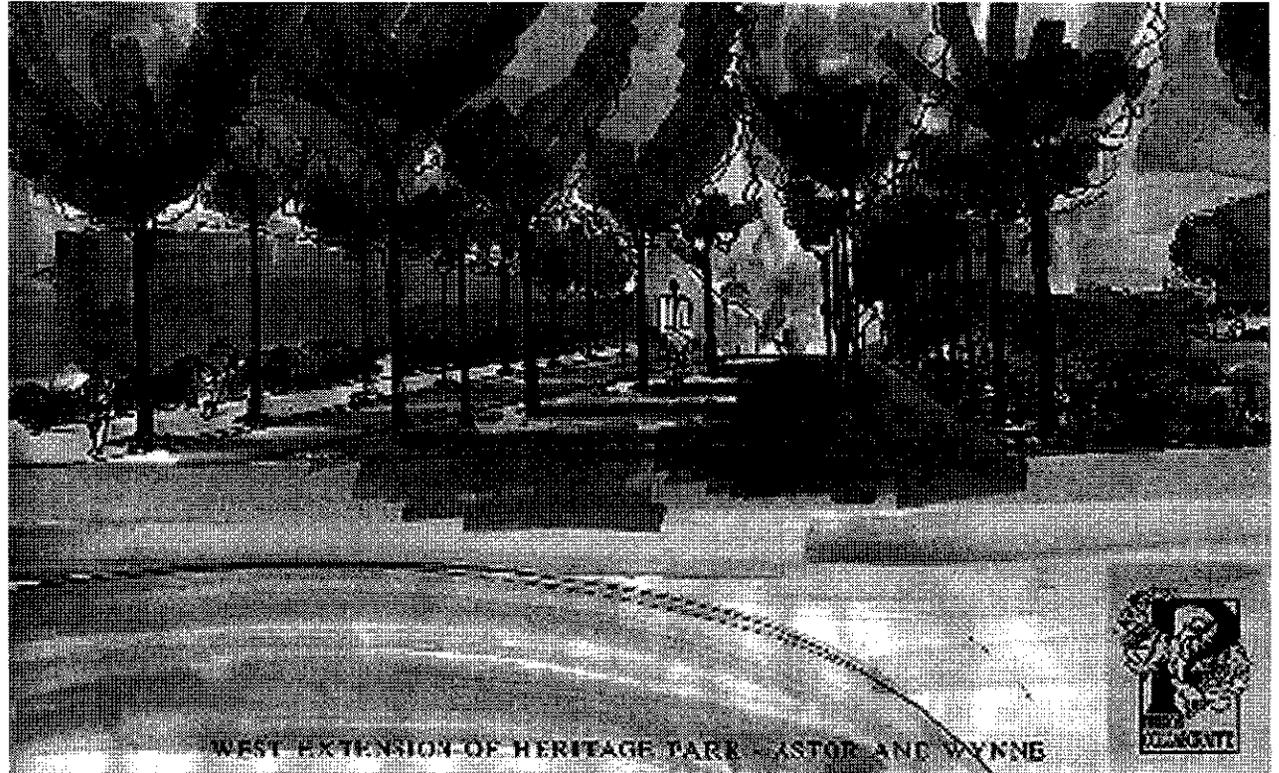




West Extension of Heritage Park Astor and Wynne

This one-half block landscaped park forms an important link from downtown to the fairgrounds. It is part of a reconstructed Astor Street between Wynne and Washington Street which helps tie together this government center, fairgrounds, and downtown.

Street Furniture Must Be Selected
For Character, Comfort and Ease
of Maintenance

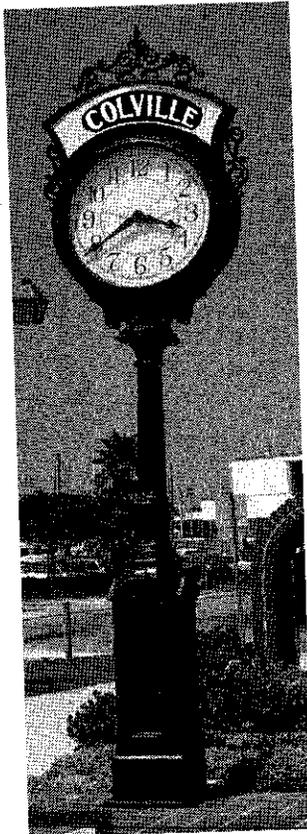




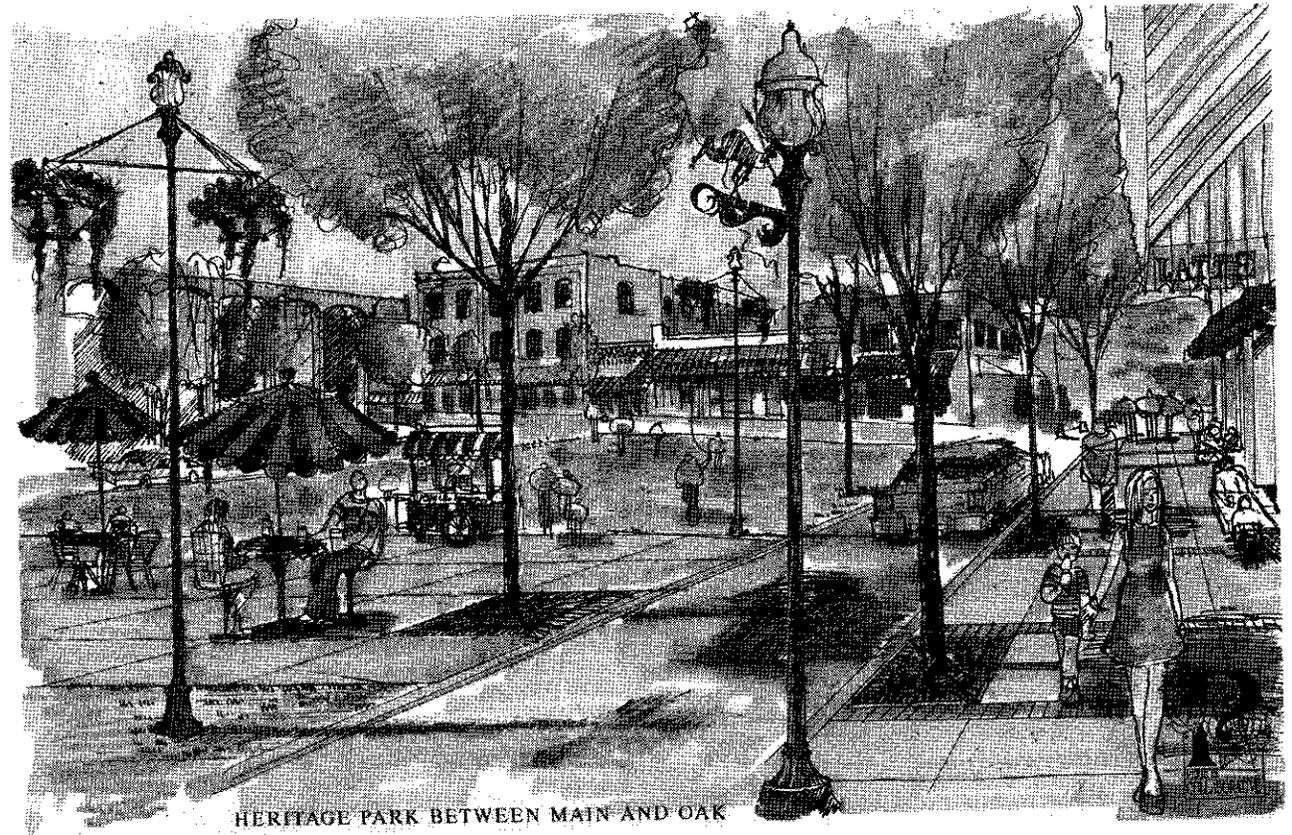
Heritage Park between Main and Oak

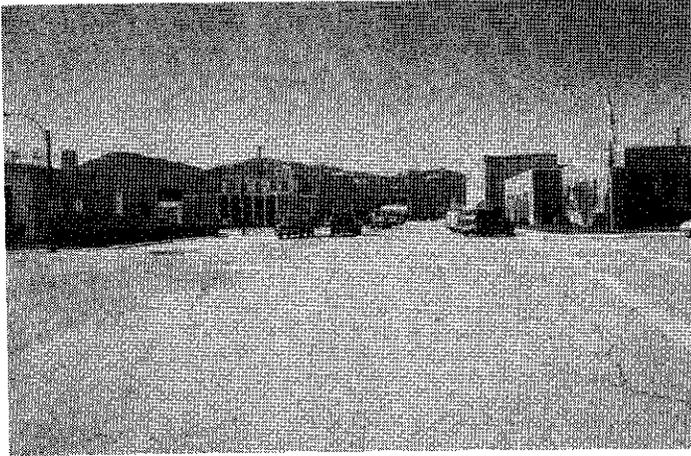
This is an eastern extension of the existing Heritage Square between Main and Oak. The purpose of the park is to provide a place for community celebrations as well as casual social events and the Farmers Market.

It is intended to be the primary outdoor space in downtown.



A Few Well Chosen Features Will Establish a Festive Atmosphere



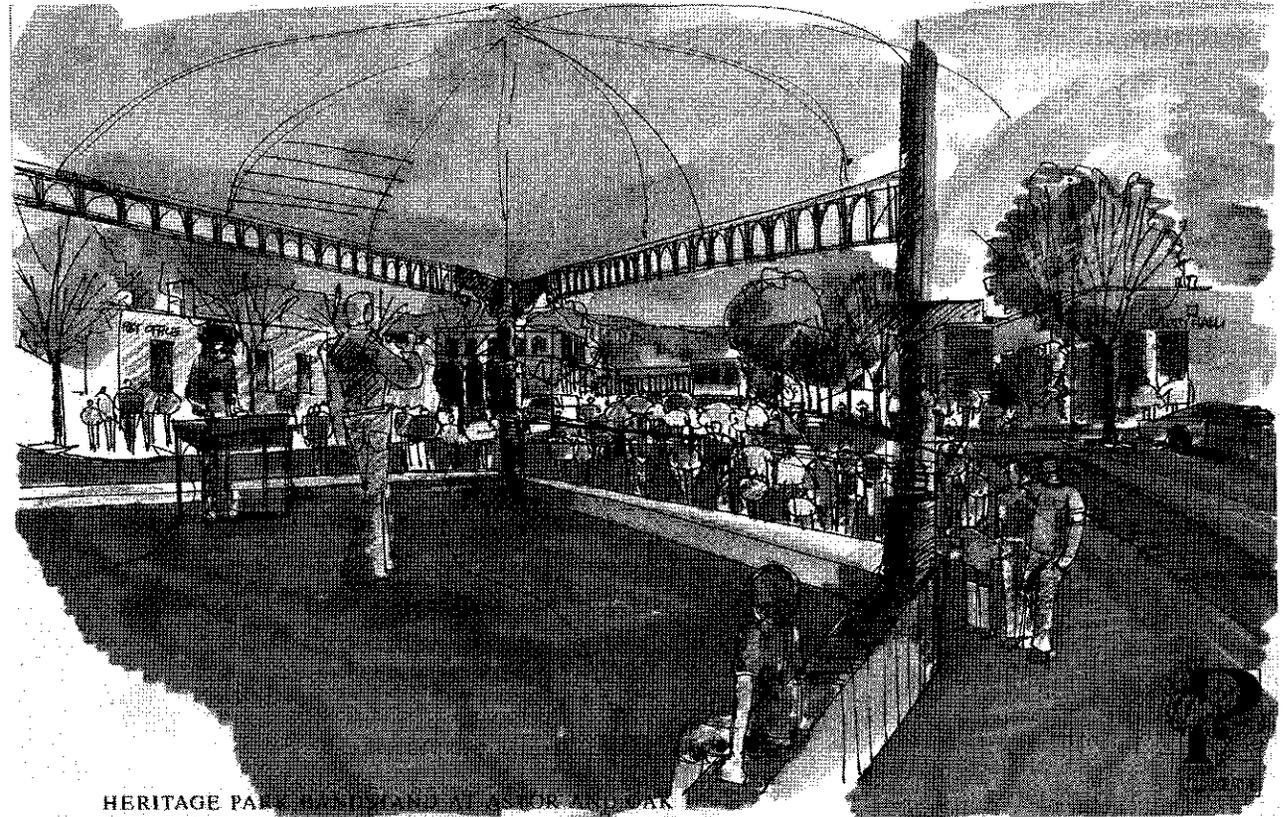


Heritage Park Bandstand Astor and Oak

The eastern end of Heritage Park is the site for an ornamental, turn of the century style bandstand. It is an important focal point tying together the government center with Main Street.



Bandstand Design Will Add
Greatly to Downtown Character

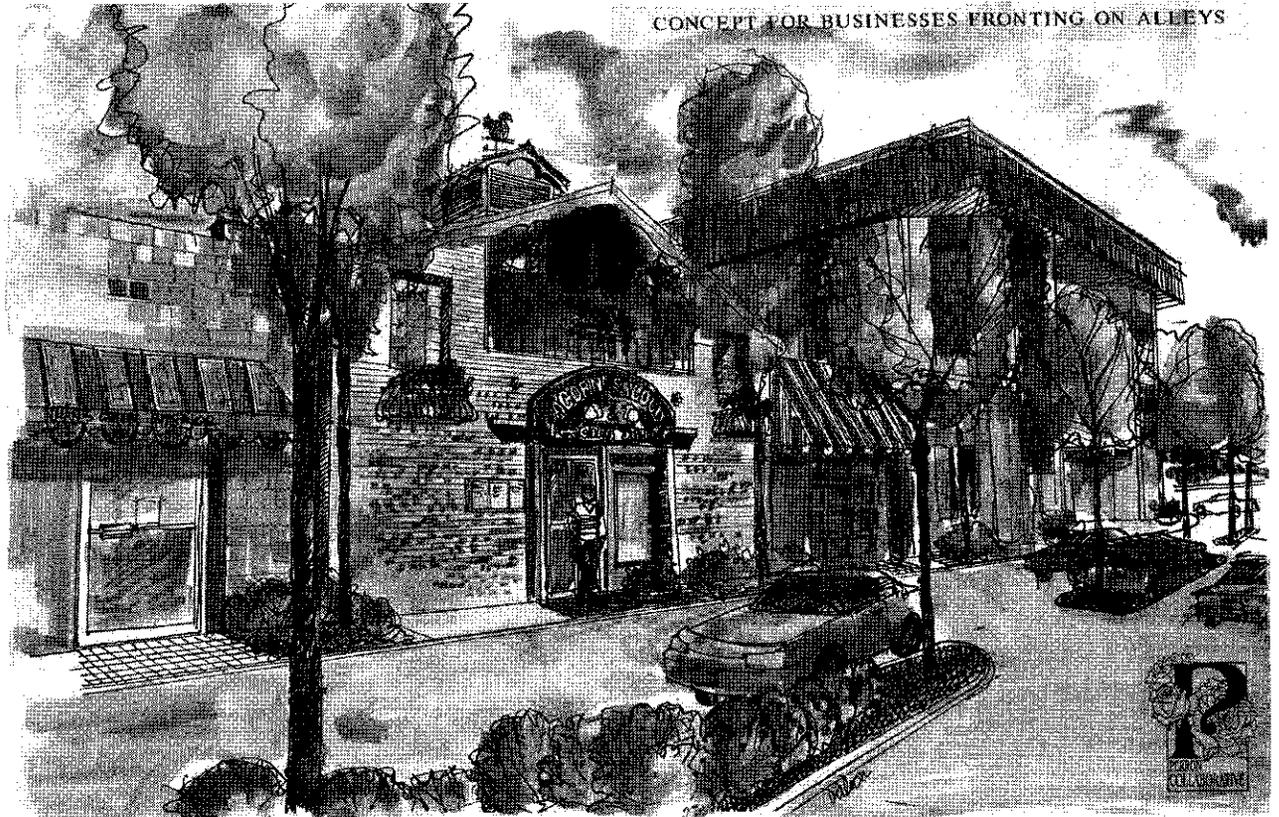
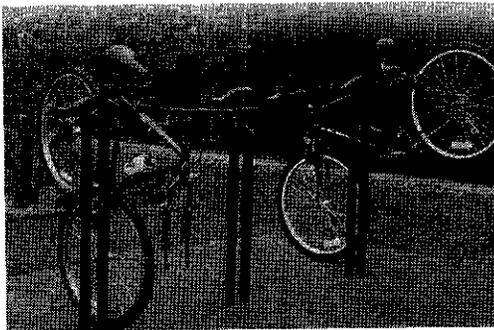




Concept for Businesses Fronting on Alleys

Downtown Colville is blessed with an extensive alley system. Many of these provide direct connections between adjacent public parking and fronting businesses. The improvement program recommends simple facade improvements, streetscape plantings and dumpster enclosures to accent the importance of these business frontages to shoppers and visitors who park nearby.

Well Designed Parking for Bikes Will Reduce Demand for Parking Spaces

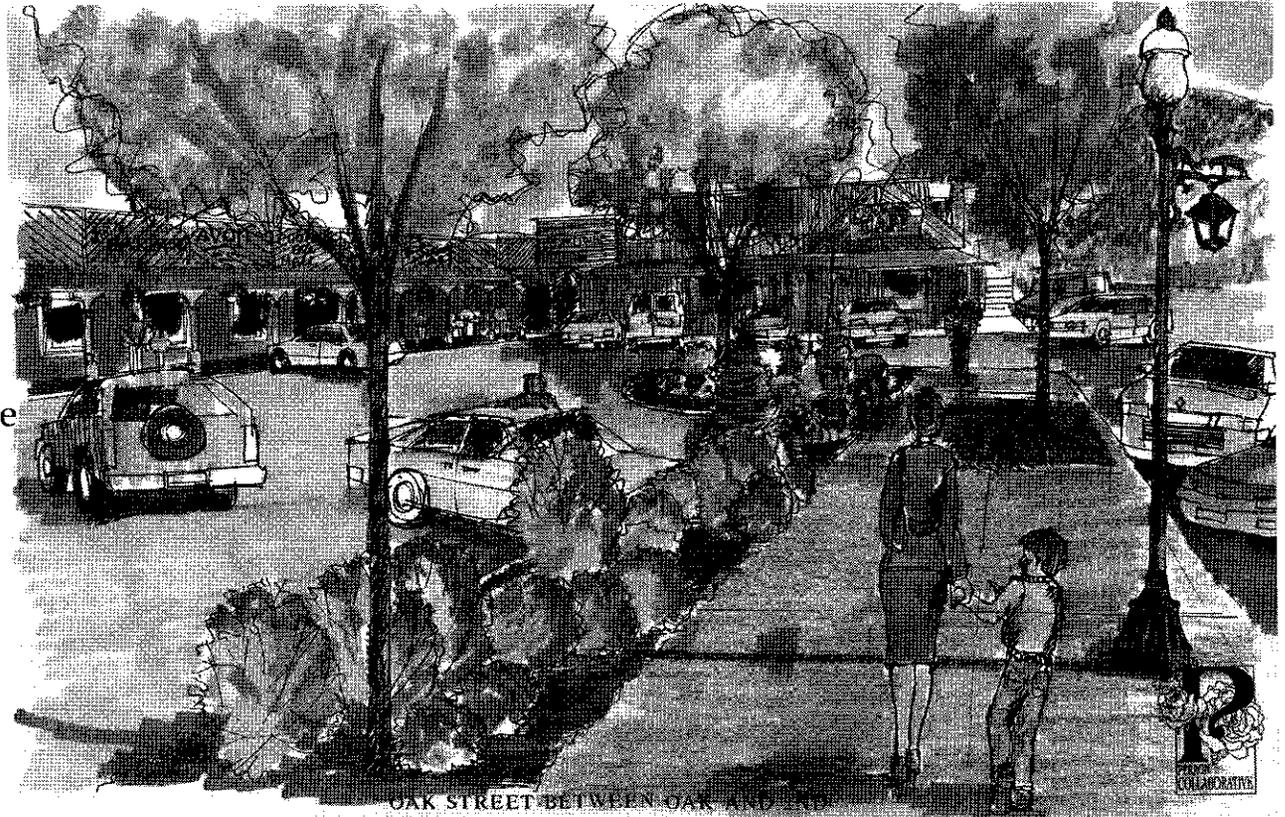
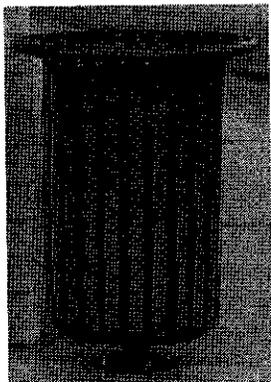




Offstreet Parking & Façade Improvements

Adjacent businesses have the opportunity to capitalize on streetscape improvements to improve their aesthetic presentation to customers. In addition, screening of parking lots and simple building facade treatment with integrated signage and graphics greatly increase the public appeal of the business area.

Garbage Cans Along Sidewalks
Is Necessary and Can Be Attractive





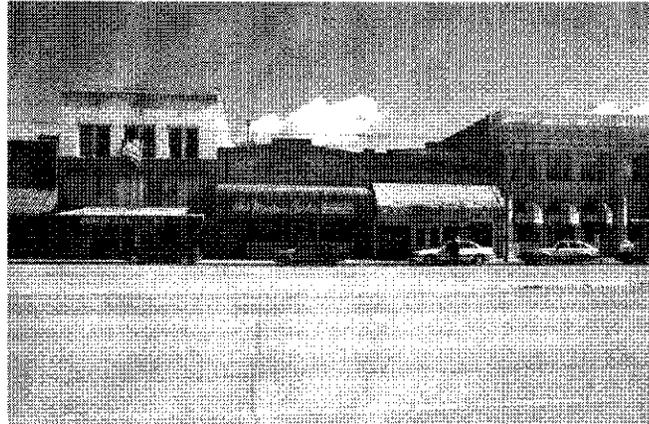
Medians and Streetscapes First and Wynne

The existing islands in the center of First help form the improved streetscape to this section of downtown.

The addition of curb extensions with decorative landscaping, new ornamental streetlights and simple building facade improvements including awnings, painting and appropriate building mounted signage are suggested.

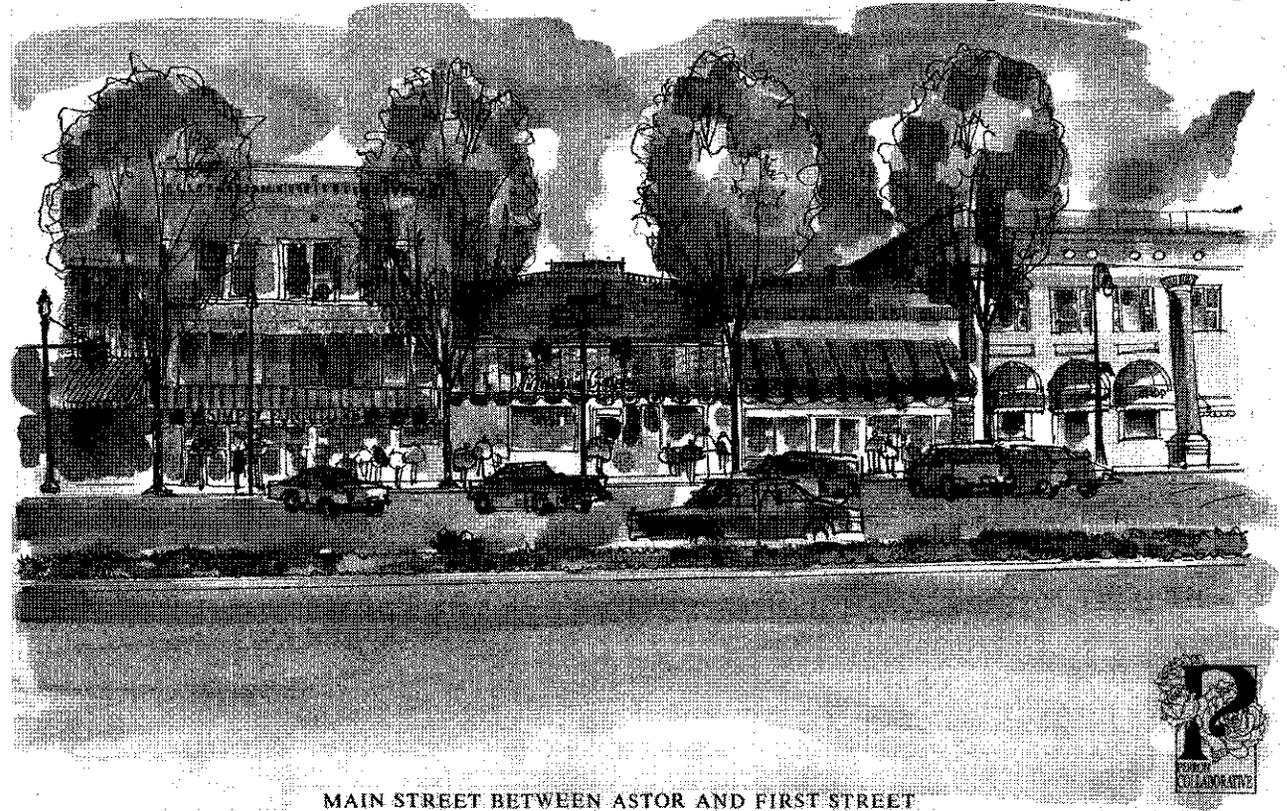
Pedestrians Should Be Well Cared
For and Rewarded for Their Visit.





Main Street Design Elements

The first phase of improvements to Main include a landscaped median with turnout lanes at intersections, additional curbside street trees, decorative street lighting fixtures with hanging baskets and banners and street furniture such as benches, trash receptacles and bike racks. Fronting businesses are encouraged to paint and fix up their facades and add awnings where none presently exist. All street trees are to be limbed up to a minimum of twelve (12) feet to eliminate visual blockage of business signs and store fronts. This illustration shows four (4) travel islands and parallel parking.



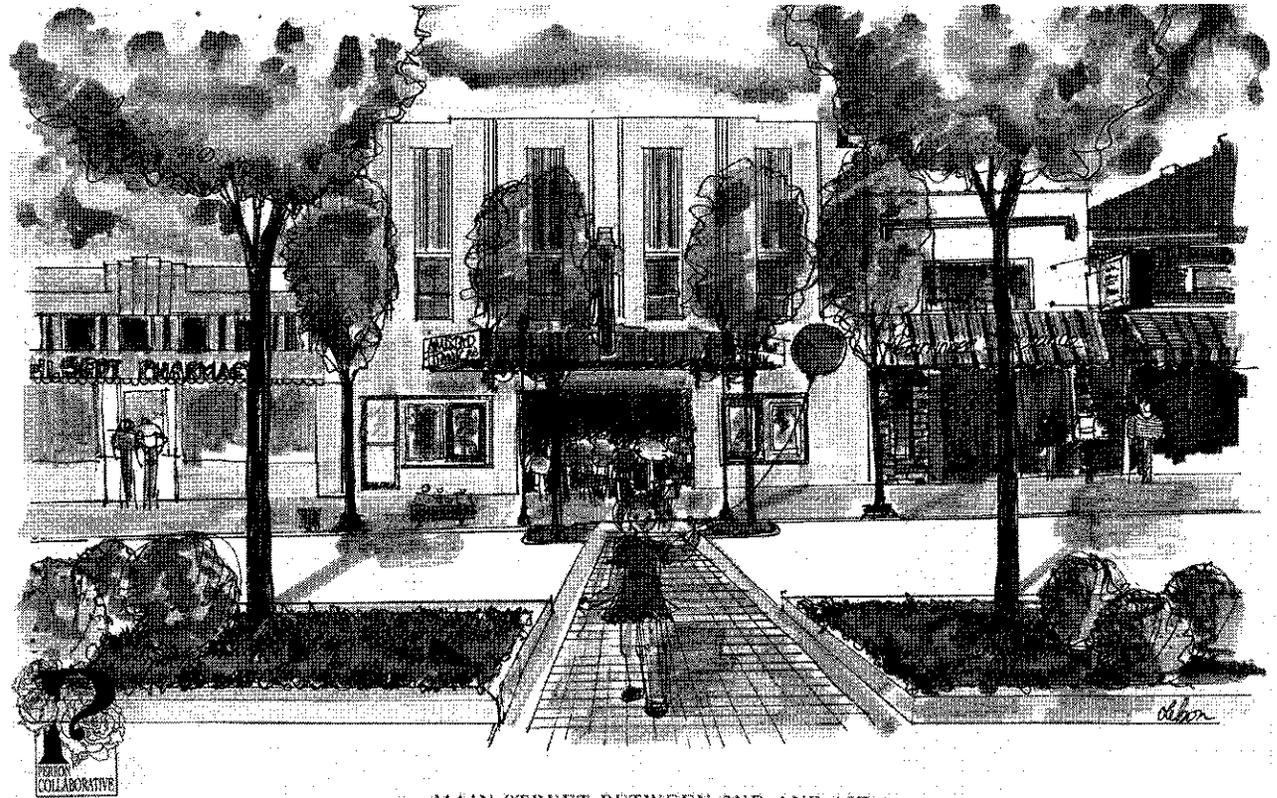
MAIN STREET BETWEEN ASTOR AND FIRST STREET





Midblock Crosswalks Main Street, between Second and First

Midblock crosswalks are recommended to improve pedestrian circulation. These walks could include curb extensions with street trees and decorative landscaping to make the community center more attractive.



MAIN STREET BETWEEN 2ND AND 1ST

4. TRANSPORTATION IMPROVEMENTS

4.1 Wynne Arterial Improvements

Improvement of Wynne Street, from Glenn to 5th, as a key arterial street is the fundamental first step in the sequence of phased transportation enhancements. This step is needed because:

- Wynne is presently classified as an arterial.
- Traffic is already using Wynne as an alternative to Main Street during peak periods.
- Wynne is one block west of Main Street and its improvement would encourage westerly development of the City commercial core.
- Wynne could be designed and promoted as a quick interim solution for congestion and truck traffic on Main Street until such time as the railroad truck route is constructed.
- Signalized intersections on Wynne at 5th (U.S. 395 north), 1st, and at a new intersection of Wynne at Main north of Glenn, will help take a significant share of through and truck traffic off of Main Street.
- After the railroad truck route is constructed, Wynne Street will remain as a key City arterial and conduit for commerce in the downtown commercial core.
- Improvements to Wynne will enhance pedestrian safety, parking, and the attractiveness of downtown.

4.2 Projected LOS for Improved Wynne

In order to quantify the effect of improving Wynne with respect to the capacity to move traffic through

Colville, LOS analyses were computed for Wynne assuming:

- a. one-half (4,000 ADT) of the through traffic traveling U.S. 395 could be diverted onto Wynne;
- b. traffic was assumed to grow at three alternate rates of growth (2%, 4.8%, and 7%); and
- c. Wynne is initially constructed to a three-lane cross-section with a potential to be reconfigured to four and five lanes, if necessary.

Figure 12 presents a graphical projection of levels of service on Wynne based on the preceding assumptions.

4.3 Effect on Main Street After Improving Wynne

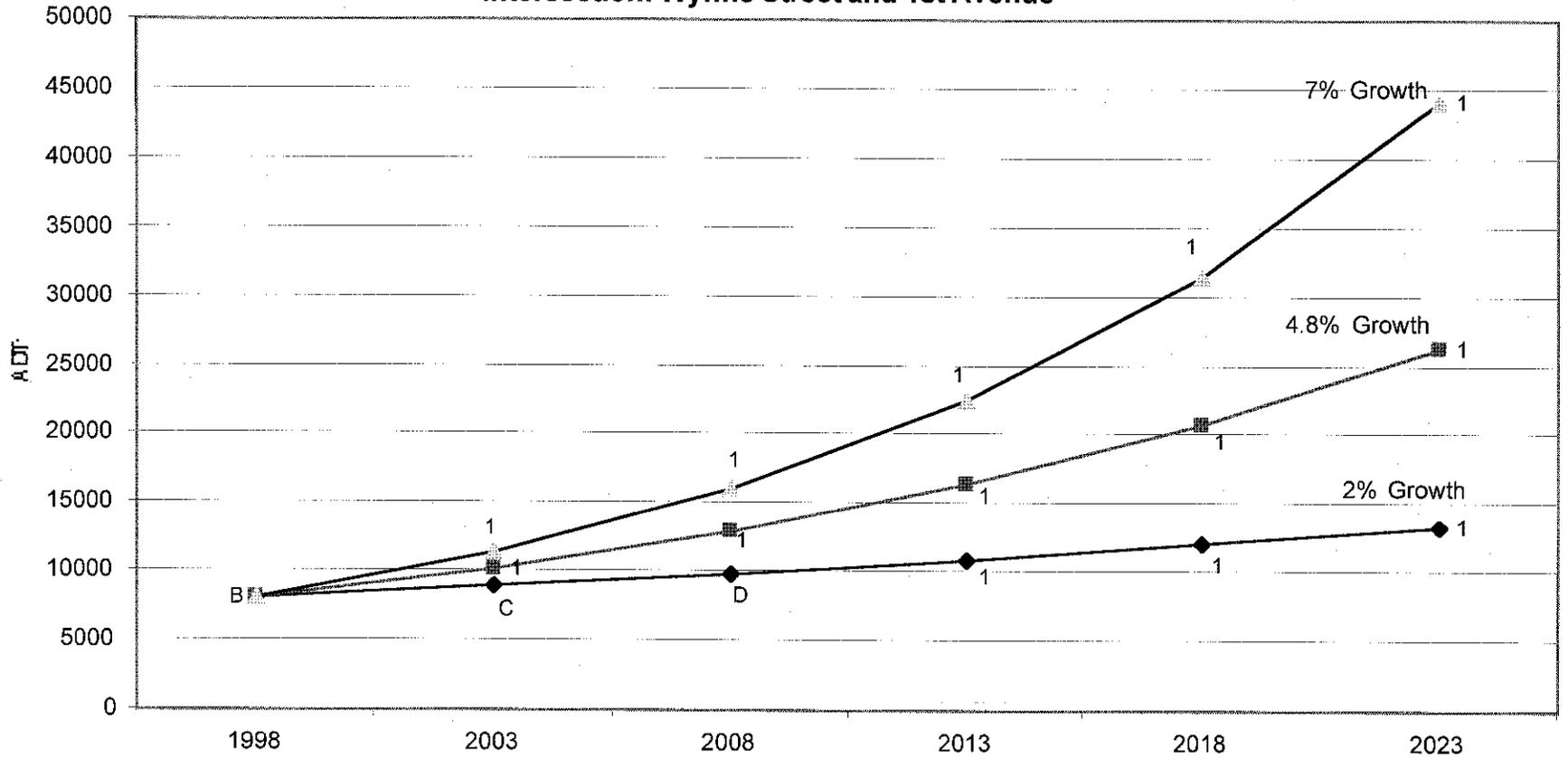
The capacity and level of service on Main Street will be greatly enhanced by moving some traffic to Wynne. This reduced stress potentially could allow Main Street to return to a three-lane configuration with angle parking. This would provide upwards of 50 additional parking units in the Downtown core on Main. Diagonal parking on Main was standard in Colville prior to the 1970s.

Figure 13 presents projected LOS on Main Street at various growth rates, assuming that 4,000 vehicles (ADT) are initially diverted onto Wynne.

4.4 Options for Wynne and Main Geometry and Intersections.

Figures G-5 and G-6 (in Appendix 4) present schematic cross-sections of possible lane configurations for Wynne Street, first assuming Wynne's first and best use would be for three lanes with parallel parking. If delays occurred in implementing the railroad truck route, Wynne could theoretically be restriped to contain four lanes

FIGURE12
City of Colville Projected ADT 1998-2023
3 Lane Option After Moving 4000 Vehicles/Day to Wynne
Intersection: Wynne Street and 1st Avenue



NOTES:

1. LOS beyond F based upon volume/capacity ratio.
2. LOS for North-South through movements only.
3. Analyzed using signalized LOS format.

Percent Compounded Growth Rate

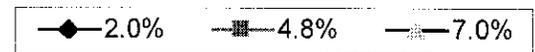
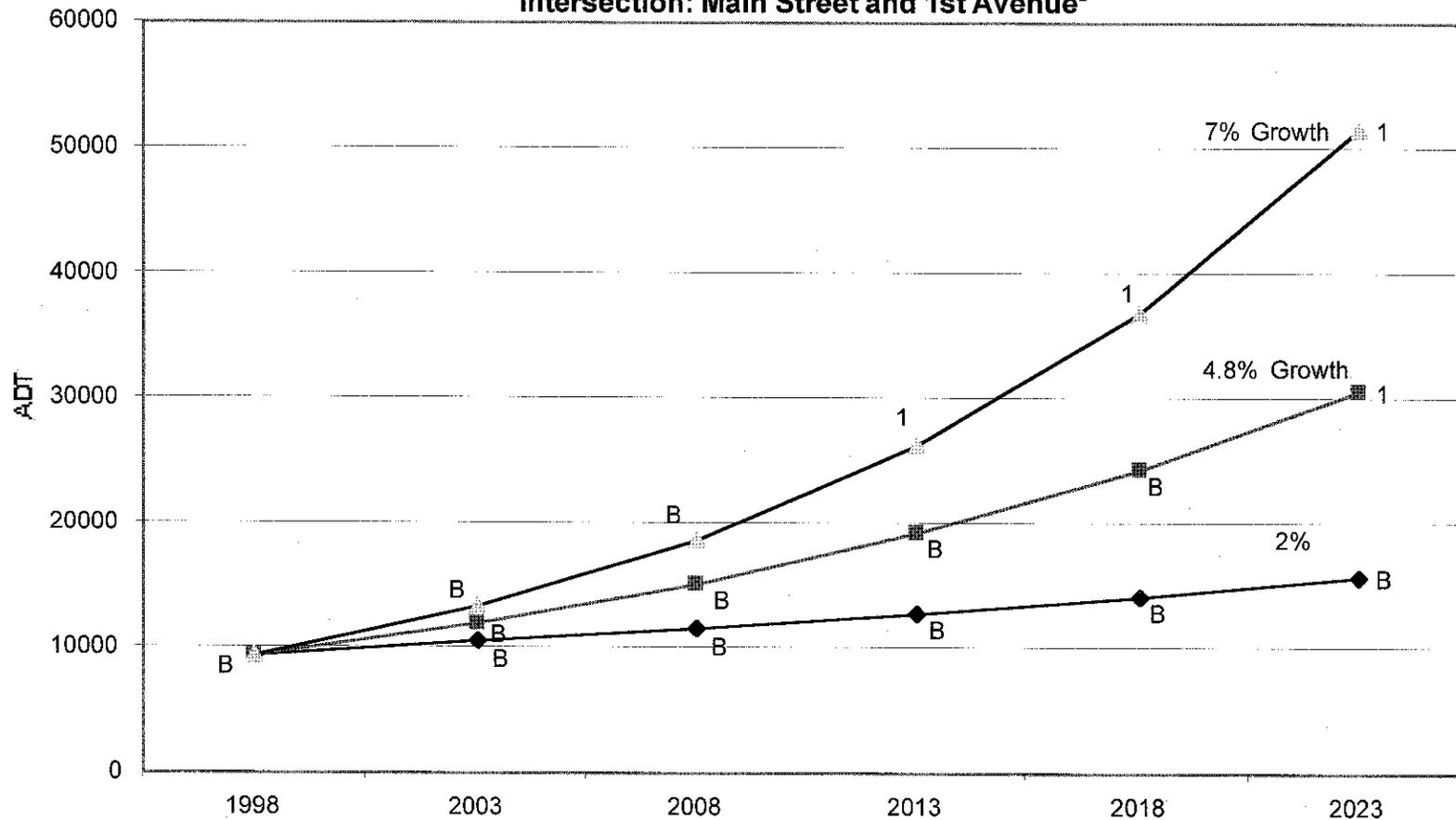


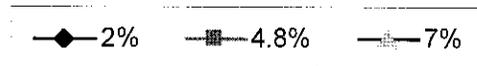
FIGURE13
City of Colville Projected ADT/LOS 1998-2023
5 Lane Option After Moving 4000 Vehicles/Day to Wynne Avenue
Intersection: Main Street and 1st Avenue²



NOTES:

- 1. LOS beyond F based upon volume/capacity ratio,
- 2. LOS for North-South through movements only.

Percent Compounded Growth Rate



without on-street parking. A turning lane could be added at 1st, 2nd and 3rd where existing right-of-way widths allow.

Figure G-7 (in Appendix 4) presents alternate cross-sections for Main Street, showing the traditional three lanes with angled parking, or the present configuration of five lanes with parallel parking.

Figure G-8, G-9, and G-10 (in Appendix 4) depict possible geometric plans for signalized intersections of Wynne at South Main Street, 1st, and 5th Avenues, respectively. Wynne's right-of-way varies from 60 to 80 feet. This is sufficient for the proposed arterial design. However, several property owners presently encroach onto the right-of-way, primarily for private parking.

4.5 Pedestrian Signalization on Wynne

In addition to full signalized intersections on Wynne at south Main, 1st, and 5th, the Strategic Plan also proposes a major pedestrian corridor crossing of Wynne at Astor. A pedestrian-actuated signal should be provided at this location to allow safe pedestrian crossing of Wynne upon demand.

4.6 Railroad Truck Route

The proposed improvement of Wynne is not intended to replace or delay the development of the Railroad Avenue truck route. The truck route, situated east of the Burlington Northern railroad, has been proposed by WSDOT to serve freight mobility and regional transportation needs. This proposal has received widespread acceptance by the Colville community. Implementation of the Railroad Avenue truck route must remain a long-term priority for the community.

As the revitalization of downtown Colville is initiated, including development of Wynne as an arterial, key segments of right-of-way required for the railroad truck route should be acquired as quickly as possible. These key parcels include:

- a. Western edge of Stevens County Fairgrounds, including possible relocation of several buildings.
- b. Co-occupation of Burlington Northern Santa/Fe Railroad right-of-way near 1st Avenue, allowing the truck route to avoid the existing grain elevator structure.
- c. Cooperative relocation and/or exchange of parcels near Railroad Avenue and 5th among WSDOT, Washington Water Power, and Stevens County. This would allow a portion of the County maintenance yard to be used for truck route right-of-way in exchange for other acceptable land for the County's needs.

4.7 Parking Improvements

Improvements to the convenience, desirability, and number of parking spaces is an important element of infrastructure which supports downtown business. Figures H-1 and H-2 (in Appendix 4) present a tabulation of proposed enhancements to on-street and off-street parking in the downtown core. The proposed improvement of Wynne Street would add parking along its route by incorporating parallel parking. It also could support the reconfiguration of Main Street between Birch and 3rd to a three-lane geometry with angle parking.

Angle parking was common downtown historically. This option has been mentioned repeatedly by community leaders as a desirable goal during revitalization. Angle

parking is easier to drive into and can provide an enhanced feeling of safety for drivers and passengers getting in and out, as well as pedestrians on the street. However, the movement of backing into traffic to leave the angled space is considerably more hazardous during peak periods.

Figures H-4 and H-5 present maps depicting the locations and capacities of proposed parking improvements downtown. Concepts for lighting and landscaping parking areas also are provided in the design section of the Plan.

The improvement of parking areas can be implemented in phases based upon the availability of land, the strategic location of the sites, and their relative priority compared to other revitalization improvements.

5. INFRASTRUCTURE

5.1 Infrastructure Improvements

The City has completed extensive capital improvements to its Downtown underground infrastructure in recent years. However, some additional work is needed before new surface improvements may be constructed. Specific recommendations for improving buried utilities were presented in Chapter 2.

The remaining buried infrastructure improvement needs are related primarily to the City water distribution network and fire protection. The City may be able to obtain substantial funding for this purpose from sources such as Block Grants or dedicated utility accounts.

While streets are disturbed by construction, drainage facilities for parking areas must be arranged. Changes in drainage patterns by relocation of curbs or pedestrian spaces must be addressed as well.

Snow plowing and snow storage must be coordinated with the Department of Public Works since certain streetscape architectural improvements to downtown could complicate winter maintenance. In this regard, the City of Colville will need to balance downtown design options with the realities of ongoing maintenance responsibilities.

6. WSDOT MAIN STREET OVERLAY AND 3RD AVENUE IMPROVEMENTS

The Washington State Department of Transportation has programmed and budgeted an asphalt overlay of U.S. 395 through the City of Colville for 1998. However, at the request of the City, WSDOT deferred this project in order to coordinate the overlay with other Downtown improvements called for in the Plan. This high level of cooperation with the City's plans for downtown has been indicative of the supportive staff of the Washington Department of Transportation.

The City also has been advised that planned 1998 improvements to S.R. 20 (3rd Avenue) will be terminated about one-half block east of Main Street. This will allow construction of the major concrete intersection at 3rd and Main to be deferred and coordinated with other Plan improvements over the next year.

CHAPTER IV

PHASED DEVELOPMENT PROGRAM

Contents:

- | | |
|-----------------|-----------------|
| 1. First Phase | 4. Fourth Phase |
| 2. Second Phase | 5. Budget |
| 3. Third Phase | 6. Resources |
-

Before any formal work is begun on the project, two things must happen. The first is engagement of the community in refining the Colville 2000 Plan. The second is introduction of the final Plan to regional, State and Federal officials who are linked to funding resources. It will be necessary to sell the strategy and program elements before further work begins.

The Colville 2000 Committee was organized to broadly represent community perspectives. Members feel it is important to craft a draft plan that can be taken to the community with the endorsement of all Committee members. This approach tapped their decade of experience in uncountable public meetings, workshops and debates. The goal was to synthesize these years of review, then refine ideas with assistance from the Planning Team. The Colville 2000 Plan represents accomplishment of that goal.

In Table 13, a process is outlined for community participation in the final phase of planning. Subject to unexpected controversy, this phase should take about two-three months.

After the Plan is refined, it should be presented to relevant government agency staff. It is very important that they understand the Plan and know of the community's broad base of support for it. Visits to Olympia for discussions with State departments and legislators should be a high priority.

These actions – community involvement and government presentations – will lay the foundation for funding Plan implementation. The City will need local match for attracting State and Federal support.

In preparation for funding, a Plan budget was prepared. This budget, in Table 14 (at the end of this chapter), outlines three levels of cost. The lowest (left columns) level defines minimum actions needed to complete the revitalization program. Mid-level actions and costs (middle columns) reflect the lowest investment recommended by the Planning Team. The optimum level actions and costs represent the ideal set of revitalization actions. The Team has investigated funding options thoroughly and believes that the optimum level can be

TABLE 13: COMMUNITY OUTREACH IN PLANNING: Next Steps

PLANNING STEPS DESCRIPTION
<p>1. Preparation: Ready... <i>Collect Key Information</i> <i>Existing Plans & Progress</i> <i>Stakeholders: Values; Knowledge</i> <i>Controversies-Past & Present</i> <i>Existing Conditions</i> <i>Outline Proposed Planning Elements</i> <i>Create Info Packet for Stakeholders</i></p>
<p>2. Recruit Local Leaders: Aim... (Promote Process, Address Special Interests, Seek Input) Focus: C2000, Elected Officials, Staff, Interest Groups</p>
<p>3. Champions Intro Meeting: Broad Range of Community Leaders Introduce Mission, Goals, Challenges, Proposal; Solicit Feedback, Refinements, Support</p>
<p>4. Media Blitz: Fire... Press Releases Editorial Reports Via Intro Mtg Letters to Editor Newsletters/Flyers (All Champions)</p>
<p>5. 1st Town Meeting: Introduction; Input Recruit Wide Range of Citizens Include Bonding Activities in Meeting Be Non-confrontational: All Input OK Propose "Talk of the Town" Outreach</p>

PLANNING STEPS DESCRIPTION
<p>6. Talk of the Town Program: Outreach Make Aggressive, Thorough Effort Community Organizations Host Intro and Feedback Meetings Meet with Unorganized Groups Meet 1-on-1 As Necessary Systematically Record Inputs Refine Plan as Appropriate</p>
<p>7. Create Final Plan/Projects Create Poster to Show Vision of Future Host Town Meeting: Present Final Plan Civic Organizations Host Support Meetings Newspaper Writes Series of Articles Champions for Key Projects Recruited & Promoted Citizens Sign Up for "Colville Brigade"</p>
<p>8. Begin Fundraising Process In-Kind Investments are Specified City Investment is Specified Business & Other Financial Investments Specified Plan Summary and Support Materials Made for Applications Present Plan to State & Federal Agencies Prepare Grant Applications Organize Local Financial Support as Appropriate</p>

Note: Italics indicates actions already accomplished.

funded. Options for funding are presented in Table 15 at the end of this chapter.

Program phases are described in the next four sections.

PHASE 1: CORE PROJECTS (SEE FIGURE 14)

The first implementation phase of the Colville 2000 plan will focus on three issues: acquisition of key properties along the future truck route right-of-way, Wynne Street corridor improvement and central parking enhancements.

1.a Begin Railroad Truck Route Acquisition Process

There are three key properties that need to be secured for the Railroad Truck Route to become a reality. The City should begin work on this immediately. Negotiations could be time-consuming; the longer the City waits, the more expensive and hard to get the properties will become. The three properties are:

1. The western edge of Stevens County Fairgrounds. This facility is an important community asset. To the extent that land is reduced along the western edge, the City may be able to provide a portion of the undeveloped Washington Street right-of-way.
2. Burlington Northern Santa/Fe Railroad right-of-way near 1st Avenue. Co-occupation of the property may be all that is necessary. It is important to avoid the existing grain elevator structure, an historic icon of the community. It is possible that there would be no need to relocate a track. However, barriers between the rail

line and the new truck route may be required to maintain safety.

3. Parcels near Railroad Avenue and 5th in multiple government and utility ownerships. Cooperative relocation and/or exchange of property between the City, WSDOT, Washington Water Power, and Stevens County may be all that is necessary here. The current owners all have expressed a willingness to cooperate in seeking possible means for making this transfer happen.

Environmental analysis, permit application process and clearances should be initiated as soon as possible. The existence of wetlands on the southern end of the future truck route may be a complicating and time-consuming factor. The sooner the process is begun the better.

1.b Develop Wynne Transition Route

Wynne will be developed to serve as a major arterial through and into Downtown. Engineering studies will be required to determine all that is needed for roadway improvements and to design the project. Funding (including matching funds) will need to be acquired.

Specific projects for Wynne improvement include:

- Buried Infrastructure
- Road Subgrade
- Paving, Curb, Sidewalk, Lighting, Streetscape
- Improve or create intersections on north and south end of Wynne at Highway 395.

1.c Create Core Parking System and Gateways

The parking lots at Astor and Wynne will become the second front door to Downtown. These lots are ideally located but require substantial improvement. The lots will be connected to Main by extending Heritage Court and landscaping westward into the parking area.

Diagonal parking on side streets in the Downtown core needs to be cleaned up, re-stripped and signed better. Parking on these streets will be important during construction of Wynne and resurfacing of Main. Improvements to other central public lots should follow as quickly as possible.

The City should resolve to dedicated its property on the southeast corner of Washington and Astor for future public parking. This site will support events at the Fairgrounds as well as provide ample parking for Downtown employees. Over time, the Washington lot will become increasingly important to the overall parking strategy.

Gateways into Downtown need to be constructed. The two outer gateways will create a sense of arrival into the community. Gateway design will provide the explicit message that Downtown is open for business and welcomes visitors.

Figure 14 illustrates the set of improvements proposed for Phase 1. Collectively, the projects:

- Secure key sites for future development of the truck route
- Eliminate truck traffic on Main Street
- Reduce overall traffic congestion Downtown
- Create a second front door to Downtown

- Encourage development on Wynne
- Expand Downtown's depth by expanding east-west development
- Provides more and better parking in the Downtown core
- Create strong gateways, providing a more attractive and tangible sense of place and arrival

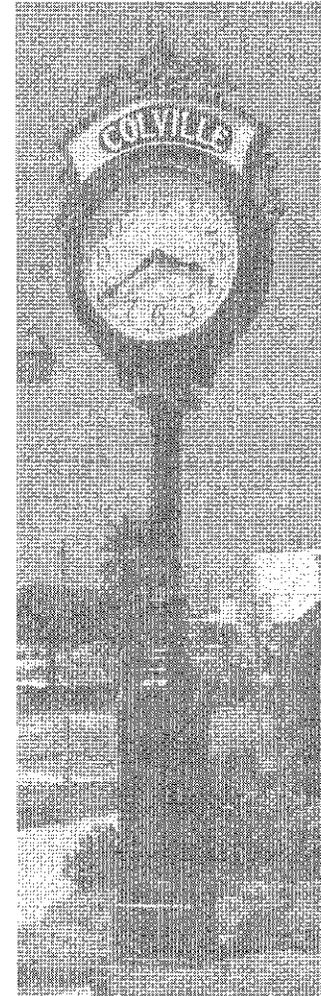
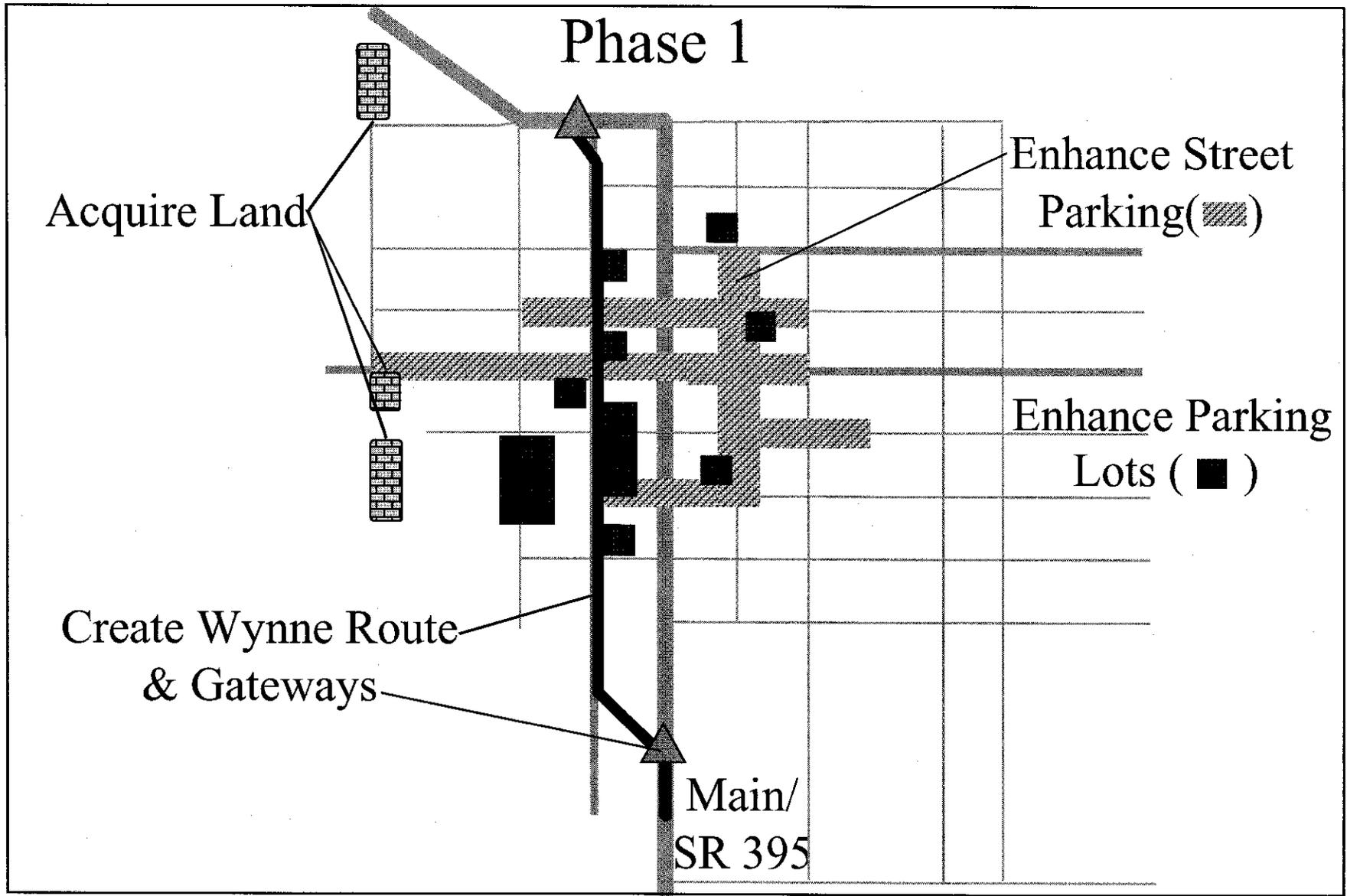


Figure 14



PHASE 2: MAIN STREET & CORE (SEE FIGURE 15)

2.a Move Trucks to Wynne

With the completion of Phase 1, commercial trucks will be moved off of Main Street temporarily onto Wynne.

2.b Replace Main Street Infrastructure

Some Main Street underground infrastructure will be replaced. Much of this work can be accomplished by going into the street from the curb. Actual digging into Main Street itself is likely to be fairly limited. Main Street resurfacing, a WSDOT project already funded, will follow other work in the right-of-way. Streetscape improvements on Main between 2nd and Birch will follow resurfacing.

2.c Install Main Street Medians

Medians along Main will be developed and landscaped. This is a simple project which can be taken out later with little difficulty if the medians are needed for traffic flow. Left-hand turn lanes at intersections will remain.

2.d Install Main Street Streetscape Improvements

Once work in the right-of-way is completed, Main Street sidewalk improvements will be installed. Lighting, street furniture, trash receptacles and some street trees will be added.

2.e Build Civic Plaza

The Civic Plaza will be built on Astor between Main and Oak. Small driveways will allow for continued limited traffic flow east and west. The Plaza will become a focus for Downtown festivals, events and informal gatherings. With the recommended bandstand at its east end, it will catch the eye of any traveler along Main, enticing visitors to stop and take a closer look at Downtown.

2.f Core Entries: On Main at 2nd and Birch

The two potential inner gateways on Main at 2nd and Birch will mark the entry into the Downtown pedestrian core. Downtown will be ready for the gateways after other Phase 1 and 2 work is completed.

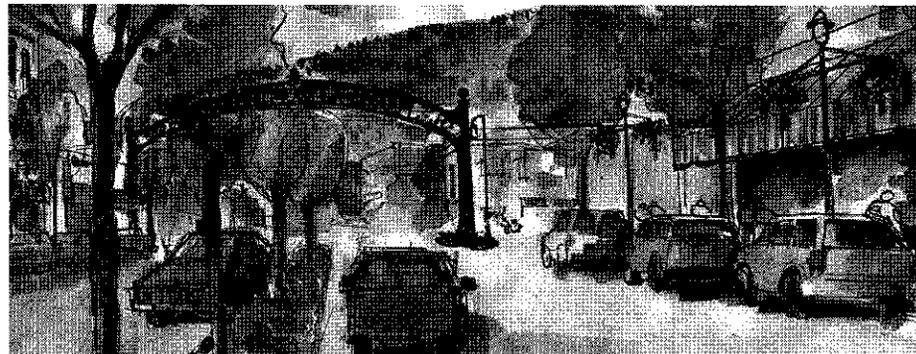
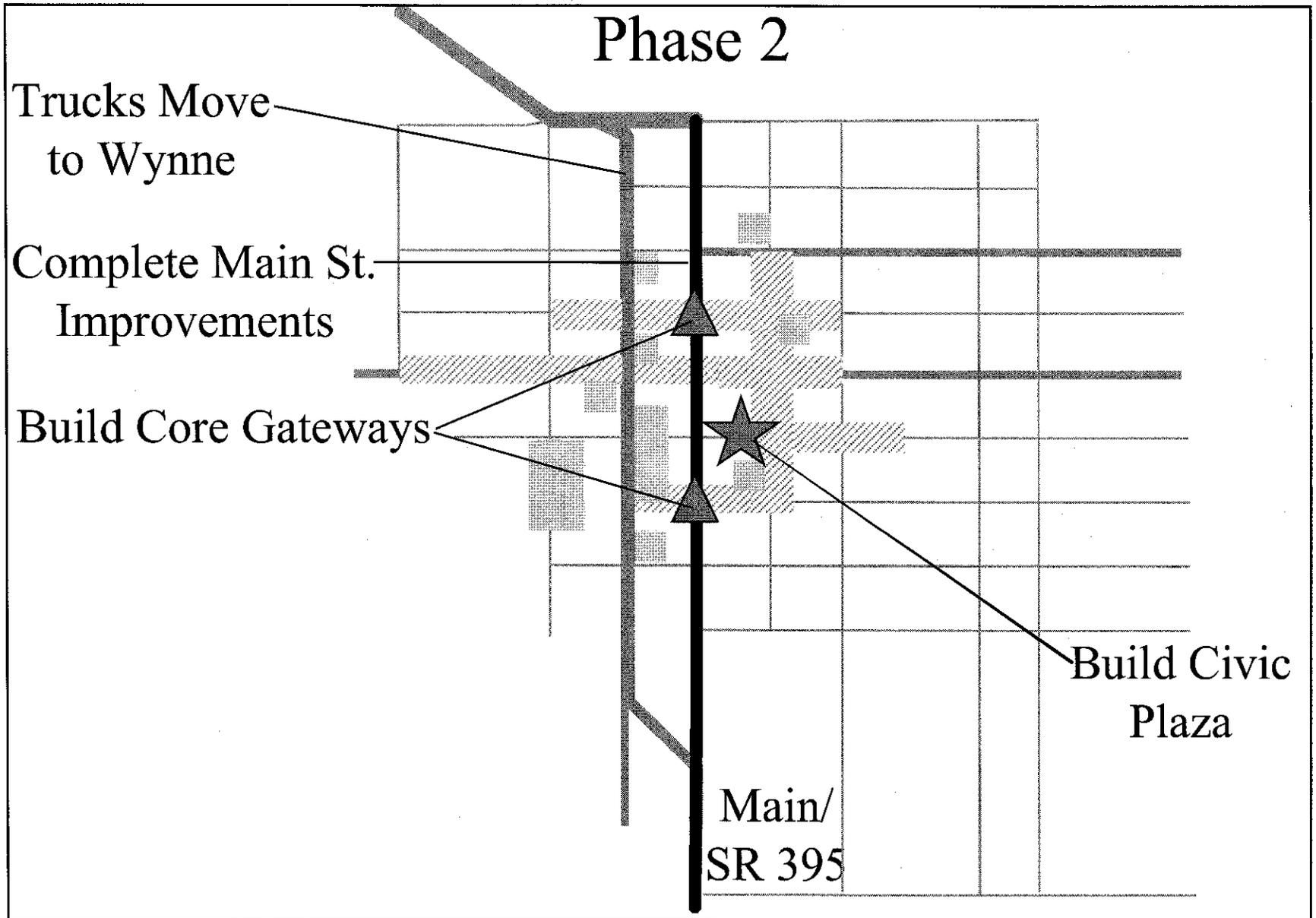


Figure 15



PHASE 3: MAIN CIRCULATION; SIDESTREETS (SEE FIGURE 16)

3.a Make improvements to public parking lots on Downtown periphery

Most existing parking lots around the Downtown's periphery need improvements such as paving, drainage and striping. Two parking lots on Oak are particularly targeted. While these lots are noted in Figure 16, the point is that at least two lots – any two lots – on Oak should be improved to lend further strength to the eastern edge of the core.

3.b Install Core Side Streets Streetscapes

Birch and Second Avenues streetscapes will be improved to match design elements added to the pedestrian core. In completing work on these last two streets, the core will be complete.

PHASE 4: EAST-WEST CORRIDORS (SEE FIGURE 17)

In the final phase of the Plan, Astor and 1st Avenues' pedestrian environments will be improved and several parking lots will be upgraded.

4.a Astor and 1st Avenues West of Wynne

These two streets will host most of the future westside development in Downtown. Astor, in particular will be used heavily by pedestrians walking between the Fairgrounds and the city center. In Phase 4, these streets will be ready for pedestrian improvements, including sidewalks, street lamps, benches and crosswalks.

4.b Parking Lots.

Two lots along Wynne Street will be improved. These lots are on the northern and southern edge of town. As such, they should be redeveloped only when demand dictates.

The Washington Street parking lot will be ready for paving, lighting and other improvements by this time. Downtown and Fairgrounds activities should be intense enough to justify the need and expense of creating this site. If for any reason, the City decides parking won't be needed here, the lot may be useful for other development that is complementary to the Fairgrounds.

4.c Main Street Amenities

Festival lighting and a Downtown tower clock are recommended as final additions to the revitalization program. These elements could be added and unveiled at a celebration of completion. Lighting would be installed to add a festive atmosphere during holidays and other special events. The Town Clock would serve as a punctuation mark on the west end of the Civic Plaza. These items are costed in the program budget (Table 14). However, they are considered extras that community citizens could purchase through local fundraisers to demonstrate civic pride.

4.d Truck Route

Timing of the Truck Route development is impossible to define at this time. The Planning Team recommends that the Truck Route be constructed when funding can be obtained. State transportation experts estimate that this project will take about \$5.5 million, including right-of-way acquisition. Acquisition costs are included in the Plan budget. Construction costs are not.

Figure 16

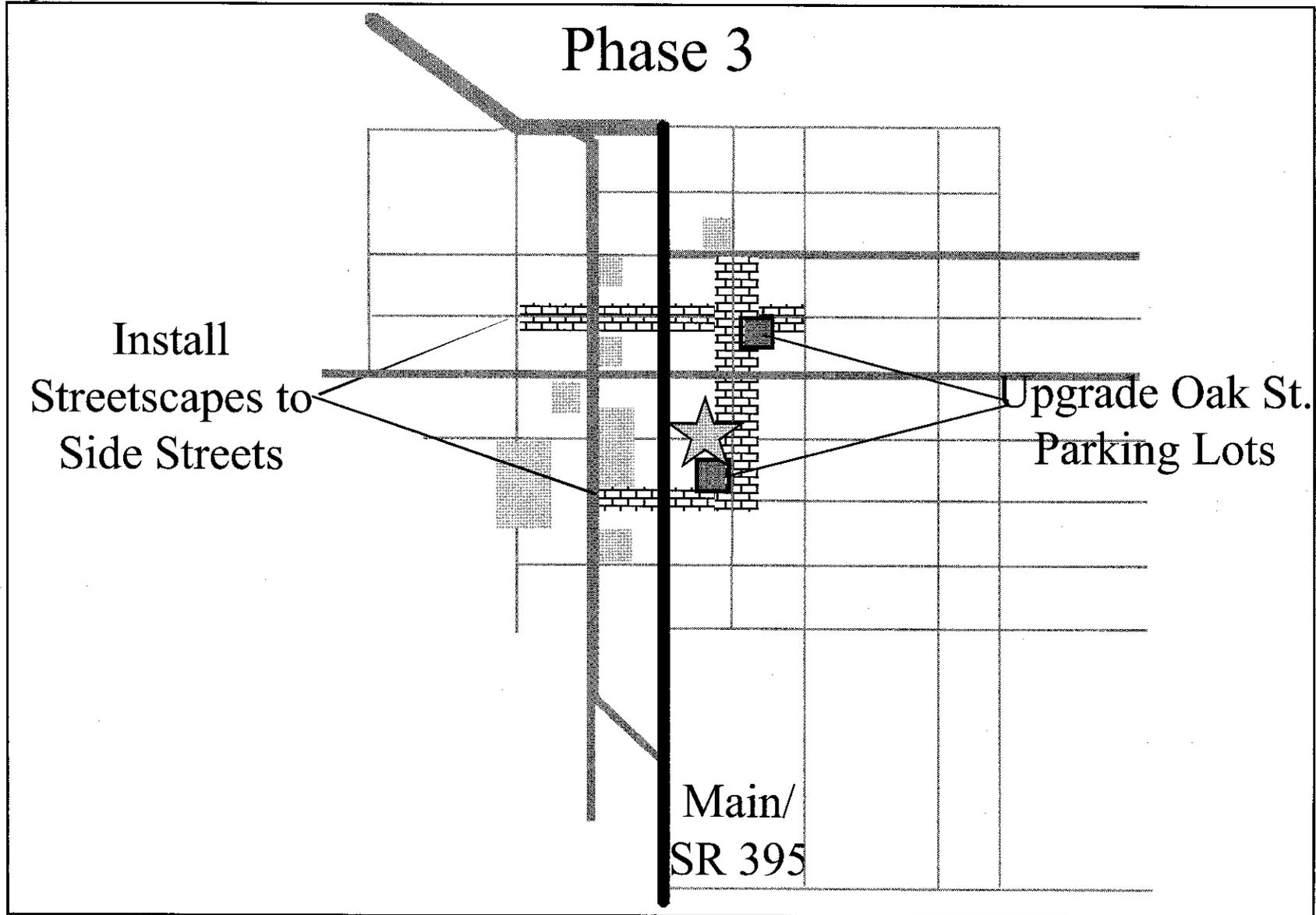
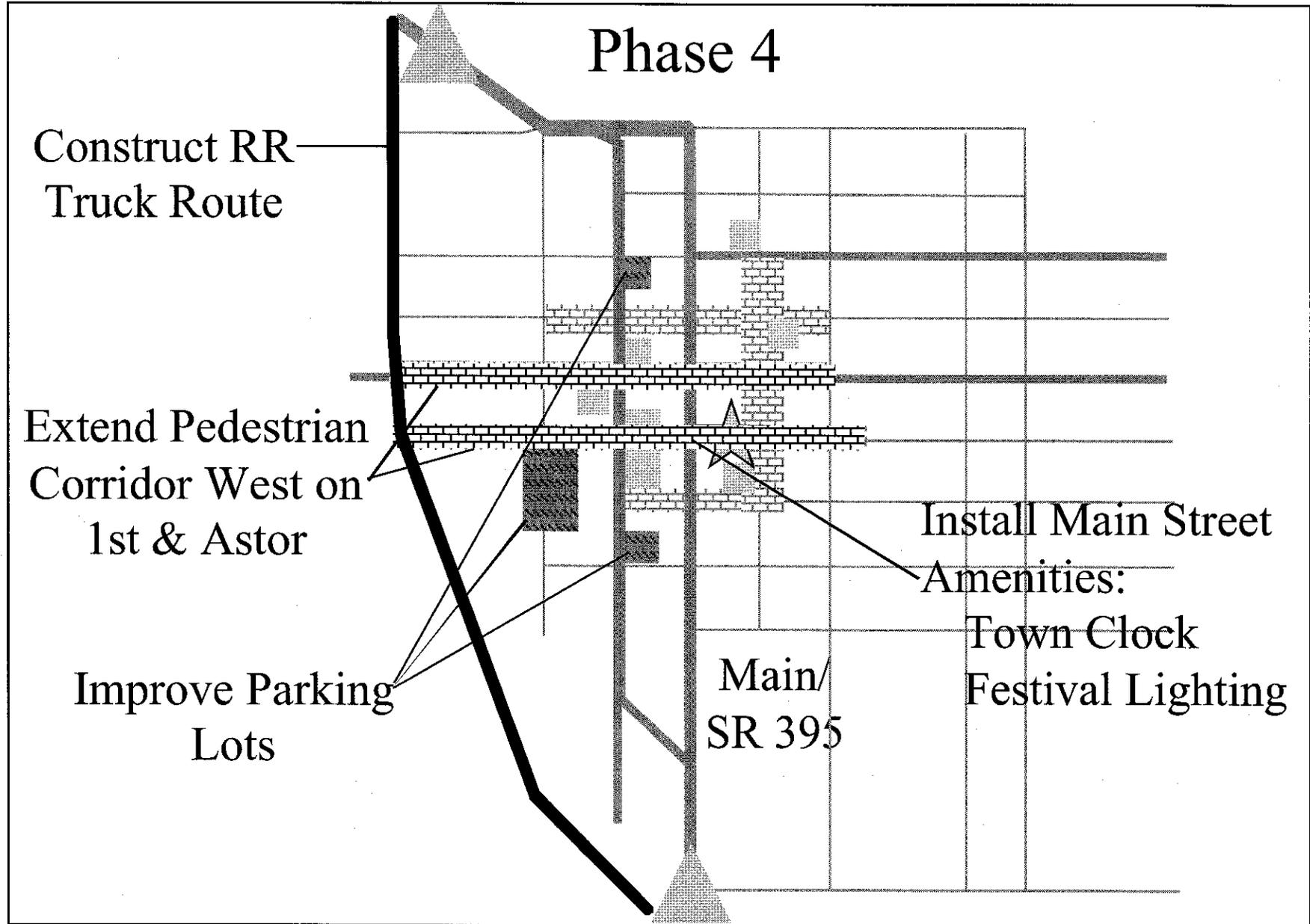


Figure 17



5. PROGRAM BUDGET

5.1 Opinion of Estimated Program Costs

The Planning Team worked extensively to establish a well-defined program budget. Each element of the four-phase Plan was broken down into its engineering, construction, product and design components. A thirty-plus page Opinion of Cost document, with construction quantities and unit costs, was prepared and submitted to the City for further refinement.

Table 14 presents a summary of these estimated program costs. They are organized by phase. Further detail is available in the document provided to the City.

Major elements of each phase are listed in the table. Total and potential costs are specified. Total cost is an estimate of the maximum expense likely, given what information is available to the Team at this time. Potential cost is a calculation based upon possible savings from the total cost or more appropriate accounting of construction costs. These savings including:

- a. Subsurface costs. There are several cases where subsurface infrastructure needs to be replaced in the next several years regardless of Downtown revitalization efforts. It may be unreasonable to site these needs as Colville 2000 Plan costs since they would happen anyway.
- b. Donor Potential. There are many improvements that could be covered by civic organizations, schools, citizen volunteers and local fund-raising efforts. Such improvements include street furniture, landscaping, trees, street lamps, Town Clock, festive lighting, bollards, drinking fountains, bike racks,

etc. Ideally, citizens and organizations will come forward to adopt portions of the Plan, then create means to pay for them.

- c. Savings from City Project Management. On major highway construction projects, WSDOT must charge an overhead fee for its management services. Typically, this fee is much higher than the cost would be if cities themselves managed the projects. Colville has the expert staff to undertake construction management. If it does, it may realize significant savings, as estimated in the table.

The estimated maximum budget for all elements of the four phases is \$8.4 million. If all savings options are taken or accounted, the program budget declines to \$5.84 million. Again, Table 14 provides estimates for each element of the four phases. Considerably more detail is available in the Team's estimated budget that was submitted to Colville 2000 and the City.

Before leaving the budget, it is essential to note that opinions of project cost are based only on a cursory concept layout and not on a detailed preliminary design. The estimated budget needs to be further refined through further evaluation of subsurface conditions and more detailed measurements. Nevertheless, the estimated budget is useful for the purpose of seeking funding, considering feasibility and establishing relative priority of program elements.

**TABLE 14
COLVILLE 2000 REVITALIZATION PLAN BUDGET**

First Phase Projects	Projected Cost	Potential Cost
Wynne Arterial	\$ 4,049,403	\$ 3,474,826
Main Street	\$ 648,701	\$ 346,533
Heritage Plaza and Park	\$ 386,120	\$ 147,190
Parking Lots on Wynne	\$ 310,859	\$ 192,289
Entries and Signage	\$ 191,720	\$ 117,832
	<u>\$ 5,586,803</u>	<u>\$ 4,278,670</u>

Fourth Phase Projects	Projected Cost	Potential Cost
Astor & 1st Corridors	\$ 309,538	\$ 192,938
Pkg: Wa, B-C, W.Terrace	\$ 730,578	\$ 504,178
Town Clock	\$ 15,000	\$ 15,000
Decorative Lighting	\$ 50,000	\$ 50,000
	<u>\$ 1,105,116</u>	<u>\$ 762,116</u>

Second Phase Projects	Projected Cost	Potential Cost
Main Street: C-B; 2nd-3rd	\$ 381,390	\$ 198,151
Oak Street: Birch-2nd	\$ 477,511	\$ 205,411
Side Streets: 1st, M-W; M-O	\$ 211,252	\$ 88,932
Parking: 1st/W; N. City Hall	\$ 177,567	\$ 112,687
	<u>\$ 1,247,720</u>	<u>\$ 605,181</u>

ALL PROJECTS	Projected Cost	Potential Cost
1st Phase	\$ 5,590,000	\$ 4,280,000
2nd Phase	\$ 1,250,000	\$ 610,000
3rd Phase	\$ 460,000	\$ 190,000
4th Phase	\$ 1,100,000	\$ 760,000
	<u>\$ 8,400,000</u>	<u>\$ 5,840,000</u>

Third Phase Projects	Projected Cost	Potential Cost
Side Streets: Birch & 2nd, O-W	\$ 334,076	\$ 122,076
Parking: Post Office; Cookies	\$ 121,241	\$ 68,041
	<u>\$ 455,317</u>	<u>\$ 190,117</u>

POTENTIAL COST CALCULATION:

Total Cost
 Minus Subsurface Costs
 Minus Donor Potential
 Minus Savings from City Project Management

5.2 Resources

The Planning Team reviewed over 100 potential resources to help determine how the Colville 2000 Plan might be funded. In the process, WSDOT provided considerable guidance and advice. In fact, for all practical purposes, the Planning Team included WSDOT.

Approximately \$9.5 million in potential resources were identified for the program. These appear to be more than enough to help fund all elements in all phases at the optimum level of implementation. Table 15, covering two pages, provides a summary of these resources and the projects to which they might be linked.

Considerable additional funding may be available from other sources. Over 60 potential grants, loans and technical support options are included in Appendix 6. These resources are listed in four sections: Federal, State, Local and Private. Each listing includes the resource name, description, requirements, amount available (if appropriate) and contact information.

Most of the resources are oriented directly toward capital improvement projects, planning and/or management. Some of the resources may be only peripherally useful. For example, funds for arts programs may help provide public art or support events at such places as Heritage Plaza. Environmental resources may help pay for street trees through urban forestry programs. Farm-oriented grants may help farmers participate in or create a Downtown farmers market.

If the community works together, government, businesses, nonprofit organizations, civic groups and citizen volunteers can make the Colville 2000 Plan and vision a reality. Ultimately, the potential resources are "out there," but it will take commitment on the part of the whole community to tap them. This is truly a living example of the old adage, "Where there is a will, there is a way."

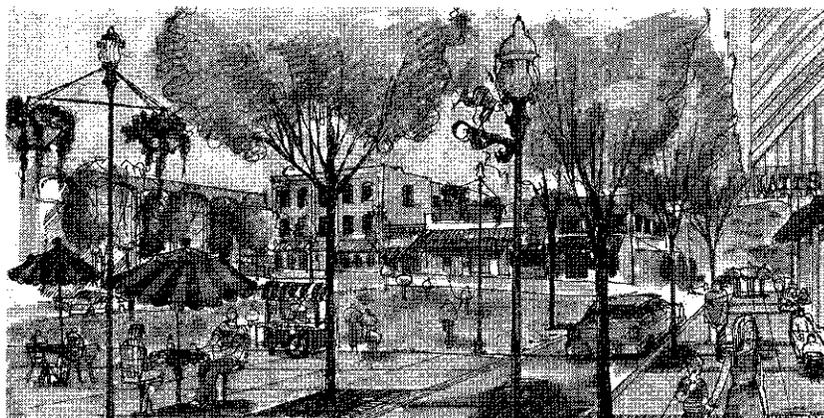


TABLE 15a
MAJOR POTENTIAL RESOURCES FOR FUNDING THE COLVILLE 2000 PROGRAM

PHASE PROJECT	Mimumum Project Cost (\$Mill)	Source	Source Amount (\$ Million)	Medium Project Cost (\$Mill)	Source	Source Amount (\$ Million)	Optimum Project Cost (\$Mill)	Source	Source Amount (\$ Million)
I. Truck Route Right of Way	\$ 2.25	DOT FM	\$ 2.25	\$ 2.25	DOT FMob	\$ 2.25	\$ 2.25	DOT FMob	\$ 2.25
1. County/WWP Site									
2. Granery									
3. Fairgrounds									
Wynne Street Improvements									
1. Dominion to Fifth	\$ 3.60	ISTEA	\$ 2.50	\$ 3.80	ISTEA	\$ 2.50	\$ 4.00	ISTEA	\$ 2.50
		TIB	\$ 0.50		TIB	\$ 0.50		TIB	\$ 0.50
		STP	\$ 1.00		STP	\$ 1.00		STP	\$ 1.00
		ENH	\$ 0.30		ENH	\$ 0.30		ENH	\$ 0.30
		EDA	\$ 1.50		EDA	\$ 1.50		EDA	\$ 1.50
2. Parking					P	\$ 0.30		P	\$ 0.30
a. Astor at Wynne									
b. Oddfellows at Wynne									
Main Street									
1. Overlay	\$ 0.75	WDOT	\$ 0.75	\$ 0.75	WDOT	\$ 0.75	\$ 0.75	WDOT	\$ 0.75
2. Enhancement: Birch-2nd				\$ 0.65	LID/CDBG	\$ 0.65	\$ 0.65	LID/BG/C	\$ 0.65

TABLE 15 b
MAJOR POTENTIAL RESOURCES FOR FUNDING THE COLVILLE 2000 PROGRAM

PHASE PROJECT	Minimum Project Cost (\$Mill)	Source	Source Amount (\$ Mill)	Medium Project Cost (\$Mill)	Source	Source Amount (\$ Mill)	Optimum Project Cost (\$Mill)	Source	Source Amount (\$ Mill)
II.. Main St.: Col-Birch, 2nd to 3rd Special Projects				\$ 0.40	LID/BG/C	\$ 0.40	\$ 0.40	LID/BG/C	\$ 0.40
1. Civic Plaza-Heritage Park				\$ 0.40	LID/BG/C	\$ 0.40	\$ 0.40	LID/BG/C	\$ 0.40
2. Entries & Signage				\$ 0.20	ENH	\$ 0.20	\$ 0.20	ENH	\$ 0.20
3. Decorative Lighting/Clock							\$ 0.07	ENH	\$ 0.07
Sidestreet: 1st Ave, Wynne-Oak				\$ 0.21	ENH	\$ 0.21	\$ 0.21	ENH	\$ 0.21
Parking Lots									
1. 1st and Wynne				\$ 0.21	P	\$ 0.21	\$ 0.21	P	\$ 0.21
2. North City Hall				\$ 0.18	P	\$ 0.18	\$ 0.18	P	\$ 0.18
Oak: Birch to 2nd				\$ 0.50	LID/BG/C/P	\$ 0.50	\$ 0.50	LID/BG/C/P	\$ 0.50
III. Side Streets: Birch & 2nd, Oak-Wynne							\$ 0.34	LID/BG/C/P	\$ 0.34
Parking: Post office, Oak at 2nd							\$ 0.12	P/C	\$ 0.12
IV. Astor & 1st Corridors							\$ 0.30	ENH, C, BG	\$ 0.30
Parking: Washington at Astor,							\$ 0.75	C, LID,Cty	\$ 0.75
Columbia-Wynne,W. Terrace							\$ 0.75	C, LID,Cty	\$ 0.75
POTENTIAL SOURCES CODE	\$ 6.60		\$ 8.80	\$ 9.55		\$ 11.85	\$ 12.08		\$ 14.18

BG	Community Development Block Grant	ISTEA	ISTEA Demnonstration Project
C	City	LID	Local Improvement District
CTY	County	P	Private
DOT FM	Dept. of Transportation-Freight Mobility	STP	Surface Transportation Program-Competitive (Washington)
EDA	U.S. Economic Development Administration	TIB	Transportation Improvement Board (Washington)
ENH	Enhancement Grnat-ISTEA	WDOT	Washington Dept. of Transportation

APPENDICES

- 1. COLVILLE 2000 COMMITTEE MEMBERSHIP**
 - 2. COLVILLE 2000 COMMITTEE, FEBRUARY 19, 1998 WORKSHOP NOTES**
 - 3. LEVEL OF SERVICE DEFINITIONS**
 - 4. ENGINEERING FIGURES**
 - 5. POTENTIAL RESOURCES FOR FUNDING COLVILLE 2000 REVITALIZATION PLAN**
-

APPENDIX 1

COLVILLE 2000 COMMITTEE MEMBERSHIP

John Acorn

Dick Bosin

Ray Clark

Chuck Darst

Rod Fogle

Nancy Foll

Ron King

Sandi Madson

Sue Poe

Don Robbins

Steve Rumsey

Mary Selecky

Dennis Sweeney

INTERESTED PARTIES

Brent Rasmussen

Duane Scott

Duane Lehman

Steve Heater

APPENDIX 2

COLVILLE 2000 COMMITTEE FEBRUARY 19, 1998 WORKSHOP NOTES

A. CIRCULATION AND TRAFFIC

General

Map/guide with creative signs (Kiosk)

- Eliminate unnecessary signage

Automobiles

Easy to get to; easy to get around

Proximate truck route: Important to preclude a bypass across the valley

Safety at cross walks (proposed pedestrian activated light is a current project)

Persons on foot should be a priority

- This is a pedestrian friendly town
- Pedestrian friendly community like Sandpoint
- Is this how malls became popular?

Traffic will stop at night for pedestrians

- They don't now: Could be lighting

Pedestrians

Downtown lighting/illumination will serve pedestrians: Now traffic oriented

- Use hoods to direct light downward
- Should still be able to see stars

Public transportation well developed

- Public trolley/transit around town
- Identify modes
- For both tourists and citizens to enjoy and to link businesses

Connection from park to downtown

- Maybe public transit

Pedestrian system/east to west from civic center to fairgrounds

Parking

Covered parking downtown

Park in one place downtown for all shopping, etc.: No need to drive around

Parking needs are fully addressed

- Potential for parking at Fairgrounds
- Employees will not use spaces intended for customers

More parking is needed at the fairgrounds also

- Fair Board has a preliminary revised plan

Consider fairgrounds to provide parking for downtown

- Except during fair time

Two blocks north of fairgrounds is ideal for parking/link to downtown

RV parking will be provided

Underground parking/like two levels at Bergmans

- Parking that doesn't obscure sky scape

B. DOWNTOWN GOODS AND SERVICES

Healthy business mix; merchants ready to serve (friendly)

Interesting goods and services

Reasons to go downtown

- Can do/accomplish more than one thing
- Better mix of businesses
- Pedestrian friendly/walkable

Place to do more than one thing in concentrated area

Create profitable clientele

- Link and attract a buying public

More housing downtown

Keep civic functions downtown

- Civic core at Astor and Oak
- Physical place to congregate

Again better mix of business/downtown activity

Lenders know importance of a healthy downtown

Spiritual center/many churches

People come in from out of town to a center

- Spiritual
- Commercial
- Medical
- Social

Spenders = Economic development = Jobs

What makes people stop here?

- Less to shop for here
- Second hand shops
- Losing retailers

Profit and commerce is purpose of commercial district

C. DOWNTOWN CHARACTER

General

Clean downtown/windows/canopies

Clean/renovated buildings/tasteful signage

Finish buildings with backsides toward Wynne

- Wynne needs safe sidewalks
- Alley between Wynne and Main Street needs sidewalk

Health of downtown reflects the condition of the full community

A town attracts what it appears to be

- Visual affect influences people

Downtown needs to draw people back in

Fountain downtown

Needs to be an environment which is exciting and attractive

Historic preservation/buildings and character

Pedestrian Environment

Lots of people downtown/inhabited

- Shopping, meeting, lingering, being

Gathering place

People don't want to be alone/isolated

Safe to be there

- Traffic vs. Pedestrians
- Personal vs. Public

Clean air/feels clean/good to breathe

Places to sit and rest: Recently two older ladies had to go to furniture store just to sit down and rest

Make it easier for Seniors to get around

- Seniors becoming bigger part of market

More people are walking now than before

Pedestrian connection from fairgrounds to courthouse

Well lit downtown

Interesting streetscapes

Unique

- Sets Colville apart/uniquely Colville
- History/art/character

Character not found in malls

Attractive, safe sidewalks: Sidewalks built now are piece-meal and patchwork

Clean sidewalks: Currently dirty walks/sidewalks not cleaned, gutters dirty

Need continuous sidewalk routes within, to and through downtown

Complete all sidewalks within downtown core

Old sidewalk ordinance improved/There has to be a better way

- Comprehensive sidewalk plan
- Design for pedestrians
- Public take lead for a pedestrian friendly downtown

D. COMMUNITY INVOLVEMENT

Pro-active city leadership

Ask for citizens' view of downtown

- Common sense of ownership and value (like city park)

Provide a place for children that feels safe

- Somewhere for children (playground) while adults shop

Constructive place for older children to feel ownership in town

- Pride, respected, and respectful

Don't legislate pride/residents should develop pride themselves

Pride of maintenance/not legislated

Small early successes will lead to more community support

Community spirit

People need a place to be citizens

Linkage also with people from collective county area/outside city limits

Visualize what downtown could be

- Astor could be the plaza
- Public restrooms

This project could be a rallying point

- Public relations vehicle
- Council won't legislate
- Driven by citizens and merchants

Pride of ownership (like Odessa)

- Both merchants and citizens

This project is about values

- Create traditions
- Get youth involved
- Opportunity to participate/create ownership

Determination results in miracles

Success requires leadership/not everyone will be on the team initially

E. MAJOR SITES & FACILITIES

Develop fairgrounds as part of downtown's assets

- Activities

RV park at fairgrounds needs more use

Fairgrounds can have a whole new look

- Truck route is an opportunity if managed correctly

Fairgrounds needs to be an integral part of Colville

Entertainment

- Restore Opera House, opportunity to stay in town
- Cultural center

Well-used civic center

- Use existing theater
- Social downtown/cultural place

More pleasing home for farmers market

- Tents/welcoming at fairgrounds

Farmers market at fairgrounds linked with downtown on Astor St. corridor

Government center at Astor and Oak

- Include public restroom

Convention center

- Stage
- Seating for 750 people
- Commercial kitchen
- Outdoor amphitheater

Keep a ballpark downtown

Trolley for viewpoint to Colville Mountain

Concept of central plaza/outlet

- Sitting, gathering
- Mix of ages

F. ENVIRONMENT

Protect view scape/hills around town taken for granted

New storm pond will be built

Wildlife viewing area/wheelchair accessible

Truck Route: Relationship to Downtown

Benefits

Keeps noise out of downtown

Reduces non-downtown traffic

Adds more choices for "to and through"

A capacity problem exists on Main Street

Important to preclude a future 395 West Valley bypass: Must satisfy:

- Capacity
- Speed
- Convenience
- Expandability
- Safety

Move from Main the 3000+ tons per month of hazardous material coming along 395

Truck route allows a rethinking of Main Street configuration

Note: Density is an alternative to sprawl

Note: Still a perception that truck route will cause downtown to "dry up"

Development Needs

Develop West First Street/Main Street to railroad

- As key commercial district/an opportunity

First Avenue will become attractive, commercial corridor

Wynne Street is critical as a commercial corridor

Distinguish truck traffic from internal/local traffic

Two lanes only for truck route during first 20 years

Truck route must be planned for future expansion/particularly at intersections

Wynne + Truck Route + Main + First

- Creates an "enhanced" system

Invisible hand of capitalism is smart

Incentives preferred over regulation

Colville is predicted to be two districts

- Downtown/pedestrian oriented
- North end/auto oriented

(South end could be better developed)

Urban growth boundaries control urban type developments

Setting limits/boundaries keeps reality and grounding

Must improve/enhance internal circulation and capacity

Allow angled parking downtown on Main after truck route

- Angled parking can increase parking density by 30%

Better central parking may be preferred over angled parking

What about a light on Third Street on truck route?

Note: Is safety a concern with angled parking?

Note: Modifications to 395, including north "Angle", require approval of Department of Transportation, Secretary

Note: DOT intends to have 5 lanes (at least 4) west of Safeway

Note: Is downtown defined by Wynne and Oak?

Note: People now use Wynne as a defacto bypass

Function

The truck route approaches should be complementary

- Autos should feel invited to come in to Colville
- Trucks should feel compelled to take the truck route

North and south intersections should invite cars to go straight into town

- Trucks take an intentional J-turn

Truck route along Railroad should be the western limit of development

- Limited access per Department of Transportation
- Limited commercial development west
- Development toward east is OK
- Needs to benefit downtown

Comments on Definition of Downtown Core

Walking core

Civic centeredness

Be sure parking is available for clients and employees...Important!

Parking key to civic uses

Astor public way - Will take parking that needs to be replaced

Oak Street - Not suitable as a key through street

First Street - Key redevelopment potential

Birch - Could be future east-west corridor

Parking - East side of Main Street is very limited

APPENDIX 3

LEVEL OF SERVICE (SEE CHAPTER 2.4)

From the *Highway Capacity Manual, Special Report 209*, Transportation Research Board, National Research Council (1994)

LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service (SEC)	Stopped Delay Per Vehicle
A	≤ 5.0
B	> 5.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 40.0
E	> 40.0 and ≤ 60.0
F	> 60.0

Level-of-service (LOS) criteria are stated in terms of the average stopped delay per vehicle for a 15 min analysis period. The criteria are given in the table above. Delay is a complex measure and is dependent upon a number of variables, including the quality of progression, the cycle length, the green ratio and the v/c ratio for the lane group in question.

LOS A describes operations with very low delay, up to 5 sec per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with delay greater than 5 and up to 15 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.

LOS C describes operations with delay greater than 15 and up to 25 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with delay greater than 25 and up to 40 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with delay greater than 40 and up to 60 sec per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with delay in excess of 60 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the

intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

APPENDIX 4

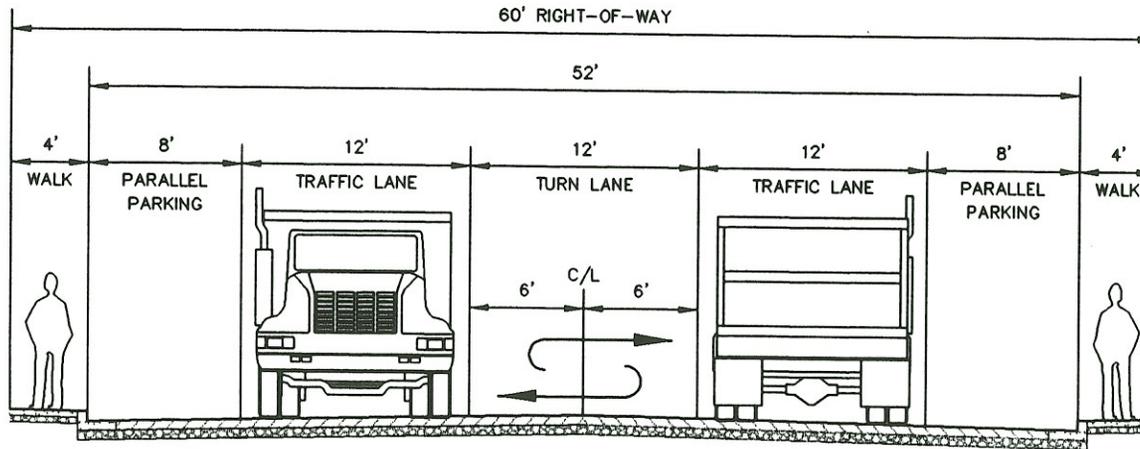
ENGINEERING FIGURES

1. Wynne Street Improvements: "G-5"
 2. Wynne Street Improvements, Continued: "G-6"
 3. Main Street Improvements: "G-7"
 4. South Wynne Connection to Main Street: "G-8"
 5. Intersection at First and Wynne: "G-9"
 6. Intersection at Fifth and Wynne: "G-10"
 7. Existing/Proposed Parking, Primary Core: "H-1"
 8. Existing/Proposed Parking, Secondary Core: "H-2"
 9. Parking and Transportation Inventory, in Two Pages: "H-4" AND "H-5"
-

WYNNE STREET IMPROVEMENTS

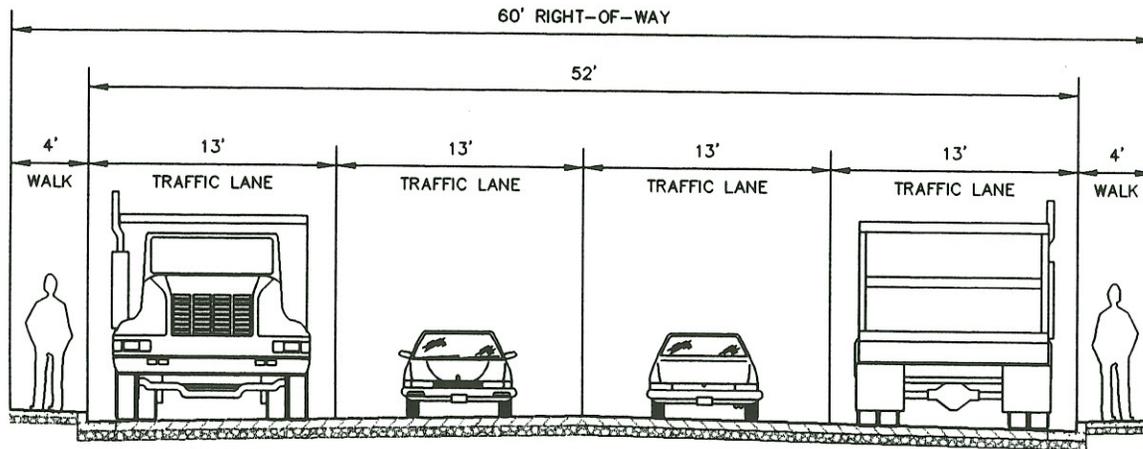
CITY OF COLVILLE, WASHINGTON

G-5



**PREFERRED OPTION:
Two Lanes
With Middle Turn Lane**

**TYPICAL 60 FT. WYNNE STREET SECTION
TWO TRAFFIC LANES, ONE TURN LANE, WITH PARALLEL PARKING**



**THEORETICAL OPTION:
Four Lanes.
This Option is
Inconsistent with
Colville 2000 Strategy**

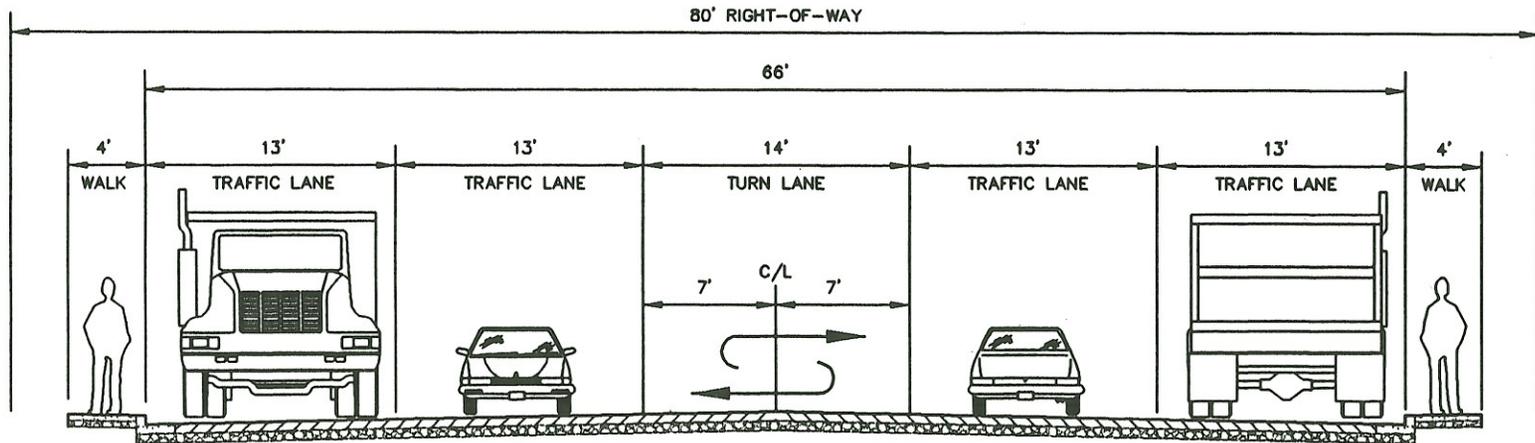
**TYPICAL 60 FT. WYNNE STREET SECTION
FOUR TRAFFIC LANES, NO PARKING**

**CITY OF COLVILLE
DOWNTOWN REVITALIZATION
WYNNE STREET IMPROVEMENTS
HUDSON • COMER • PERRON**

WYNNE STREET IMPROVEMENTS

CITY OF COLVILLE, WASHINGTON

G-6



**TYPICAL 74 FT. WYNNE STREET SECTION
BETWEEN FIRST STREET & THIRD STREET
FOUR TRAFFIC LANES, ONE TURN LANE, NO PARKING**

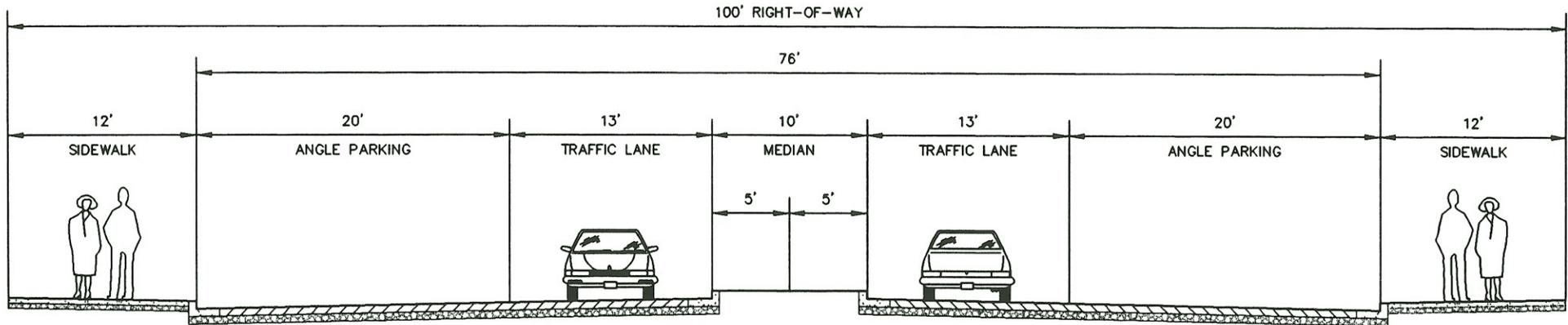
**CITY OF COLVILLE
DOWNTOWN REVITALIZATION
WYNNE STREET IMPROVEMENTS
HUDSON • COMER • PERRON**

MAIN STREET IMPROVEMENTS

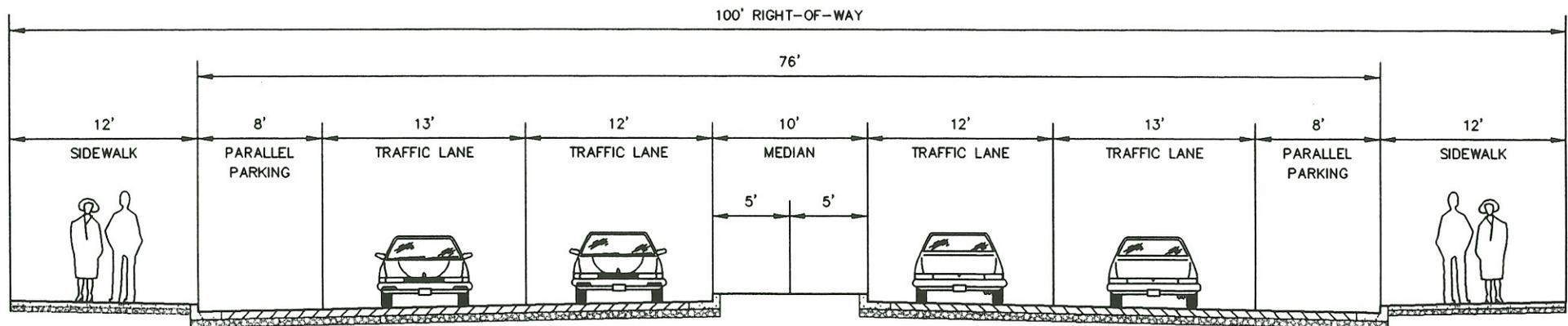
CITY OF COLVILLE, WASHINGTON

G-7

OPTION 1: Not Recommended at This Time



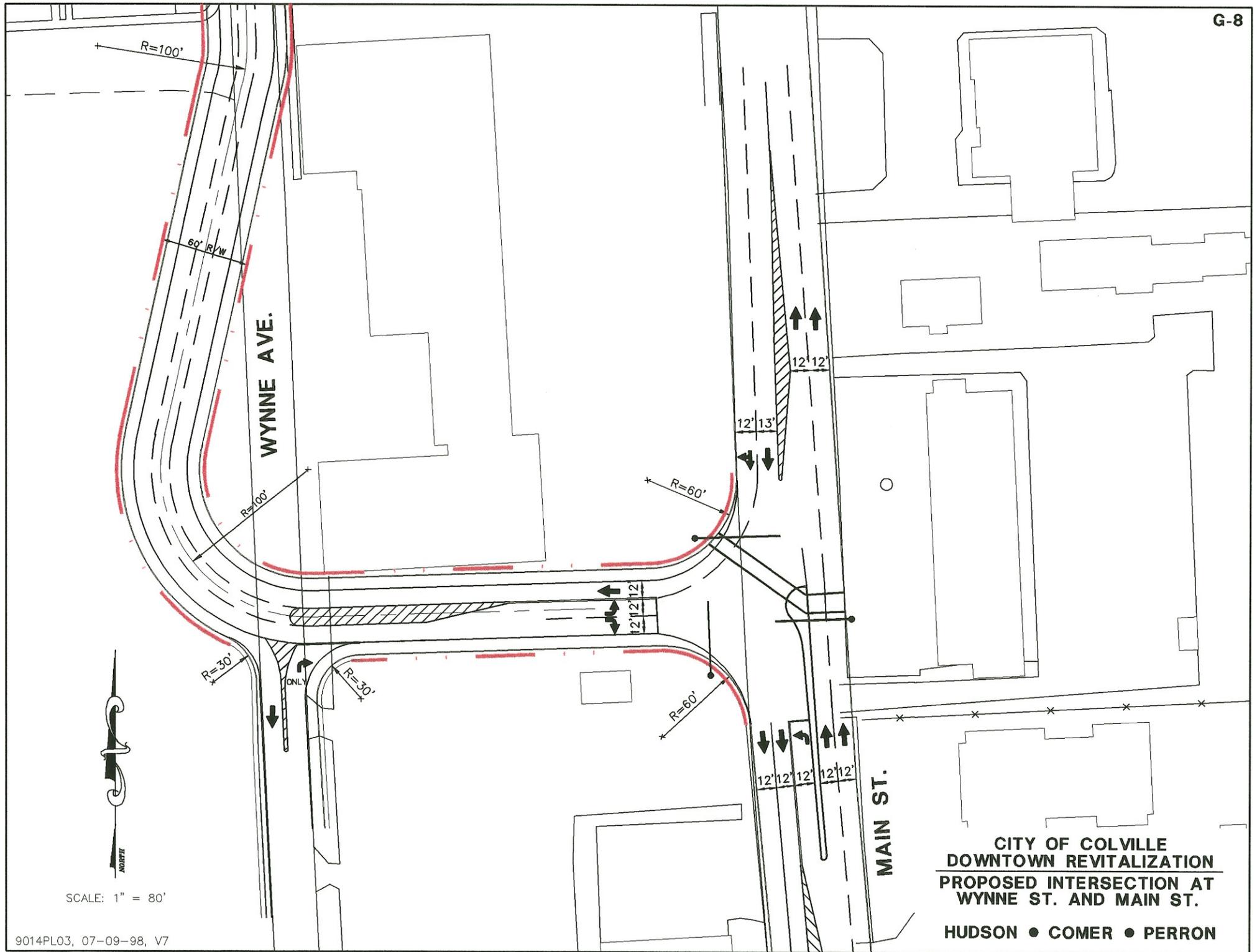
**TYPICAL 100 FT. MAIN STREET SECTION
TWO TRAFFIC LANES, CENTER TURN LANE WITH ANGLE PARKING**



**TYPICAL 100 FT. MAIN STREET SECTION
FOUR TRAFFIC LANES, CENTER TURN LANE WITH PARALLEL PARKING**

OPTION 2: Preferred Option

**CITY OF COLVILLE
DOWNTOWN REVITALIZATION
MAIN STREET IMPROVEMENTS
HUDSON • COMER • PERRON**

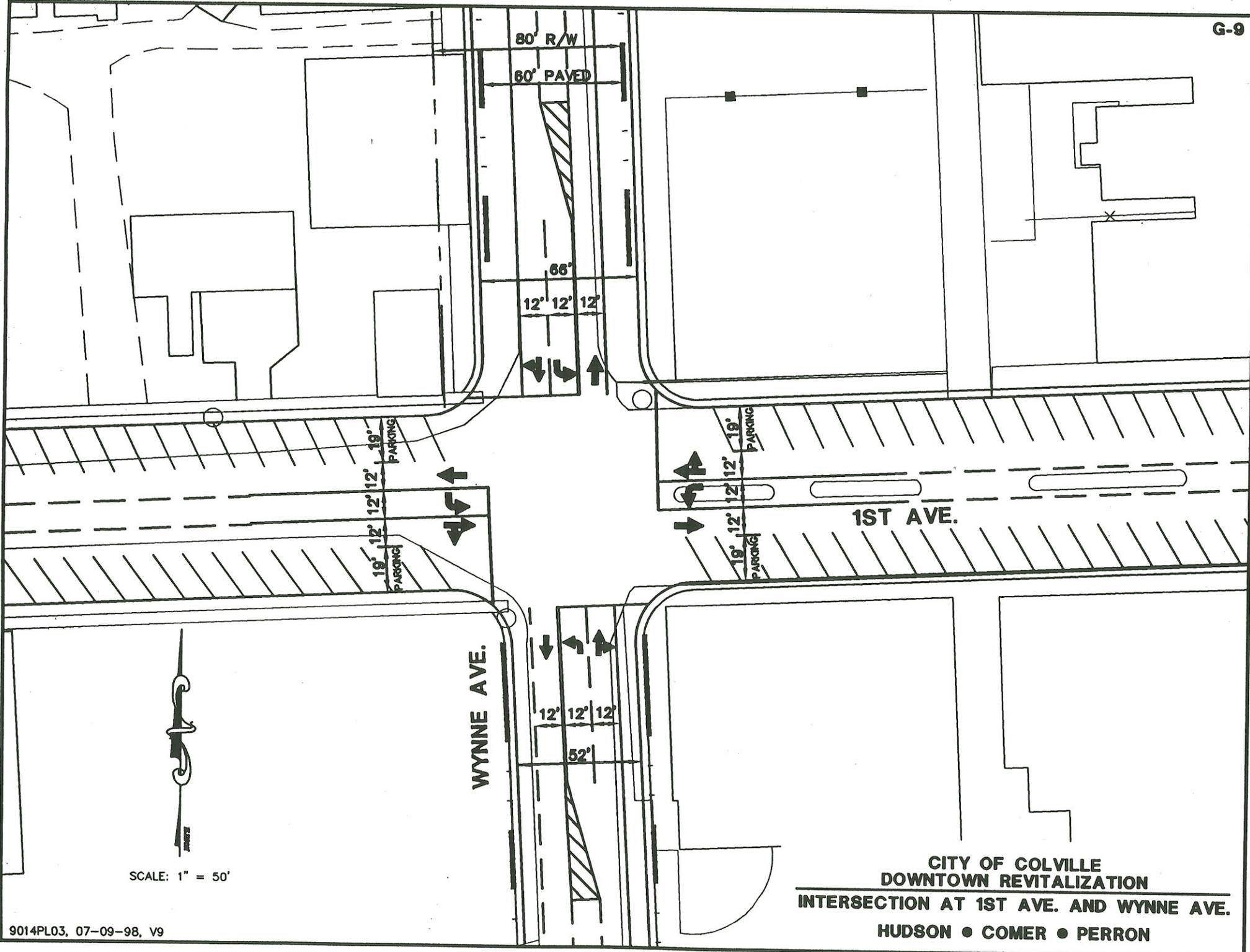


SCALE: 1" = 80'

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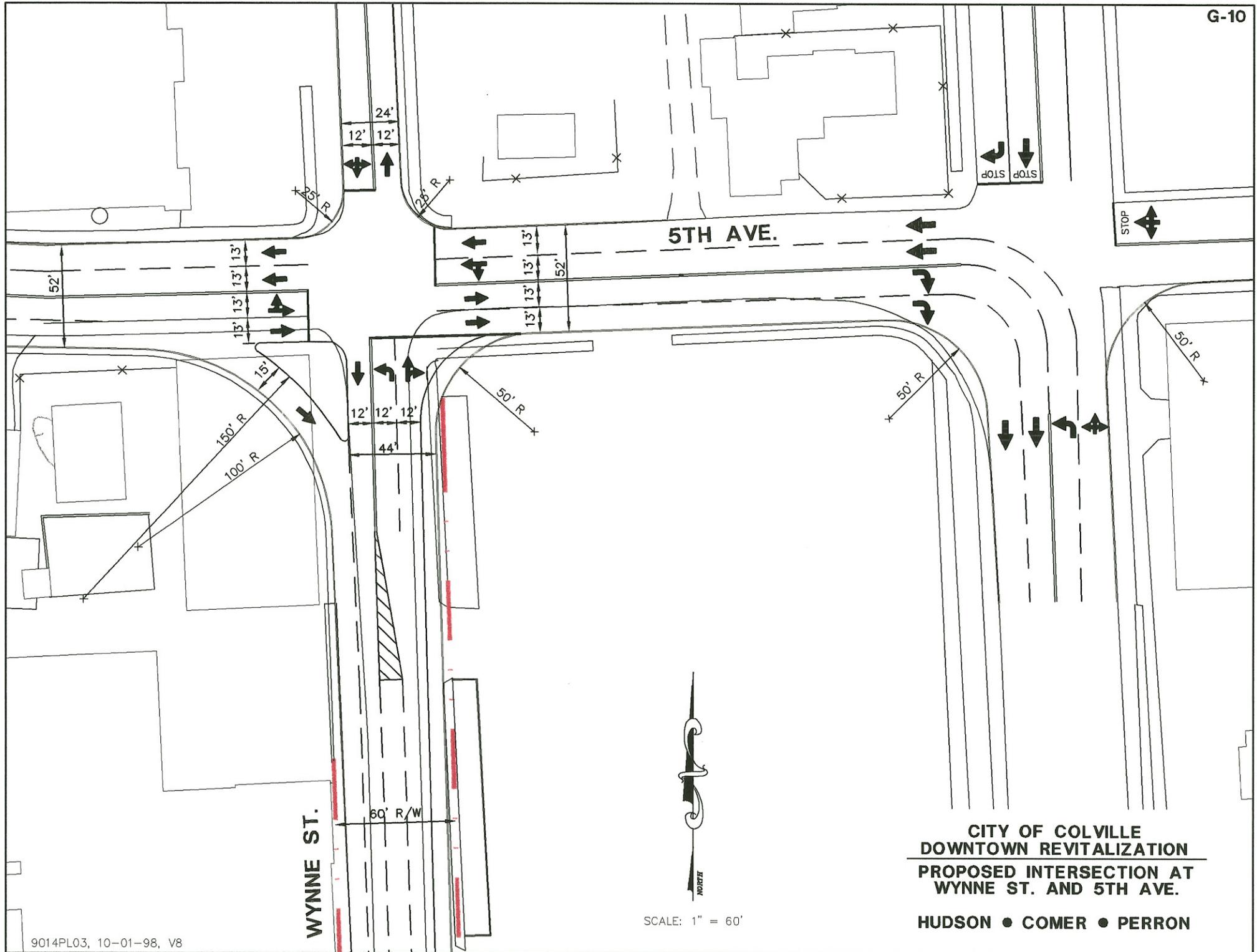
**CITY OF COLVILLE
 DOWNTOWN REVITALIZATION
 PROPOSED INTERSECTION AT
 WYNNE ST. AND MAIN ST.**

HUDSON • COMER • PERRON



SCALE: 1" = 50'

CITY OF COLVILLE
 DOWNTOWN REVITALIZATION
 INTERSECTION AT 1ST AVE. AND WYNNE AVE.
 HUDSON • COMER • PERRON



CITY OF COLVILLE
EXISTING/PROPOSED PARKING
 - Primary Core -

Street	Reach	Side	On Street				Off Street			
			Parallel		Angle		Public		Private	
			Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Main	Birch to Astor	East	12	9		20			22	22*
Main	Birch to Astor	West	20	10		21				
Main	Astor to First	East	16	10		20				
Main	Astor to First	West	16	10		20				
Oak	Birch to Astor	East			21	21*				
Oak	Birch to Astor	West			19	19*		18		
Oak	Astor to First	East			18	18*				
Oak	Astor to First	West			18	18*		28		
Wynne	Birch to Astor	East	16	15			113	110	4	4*
Wynne	Birch to Astor	West	15	15					5	5*
Wynne	Astor to First	East	11	10			57	66		
Wynne	Astor to First	West		11			45		15	15*
First	Wynne to Main	North	15			18				
First	Wynne to Main	South	13			18				
First	Maine to Oak	North	12			17			4	4*
First	Maine to Oak	South	16			17				
Washington	Columbia to Astor									
	Total Existing:	503	162		76		215		50	
	Total Proposed:	589		90		227		222		50

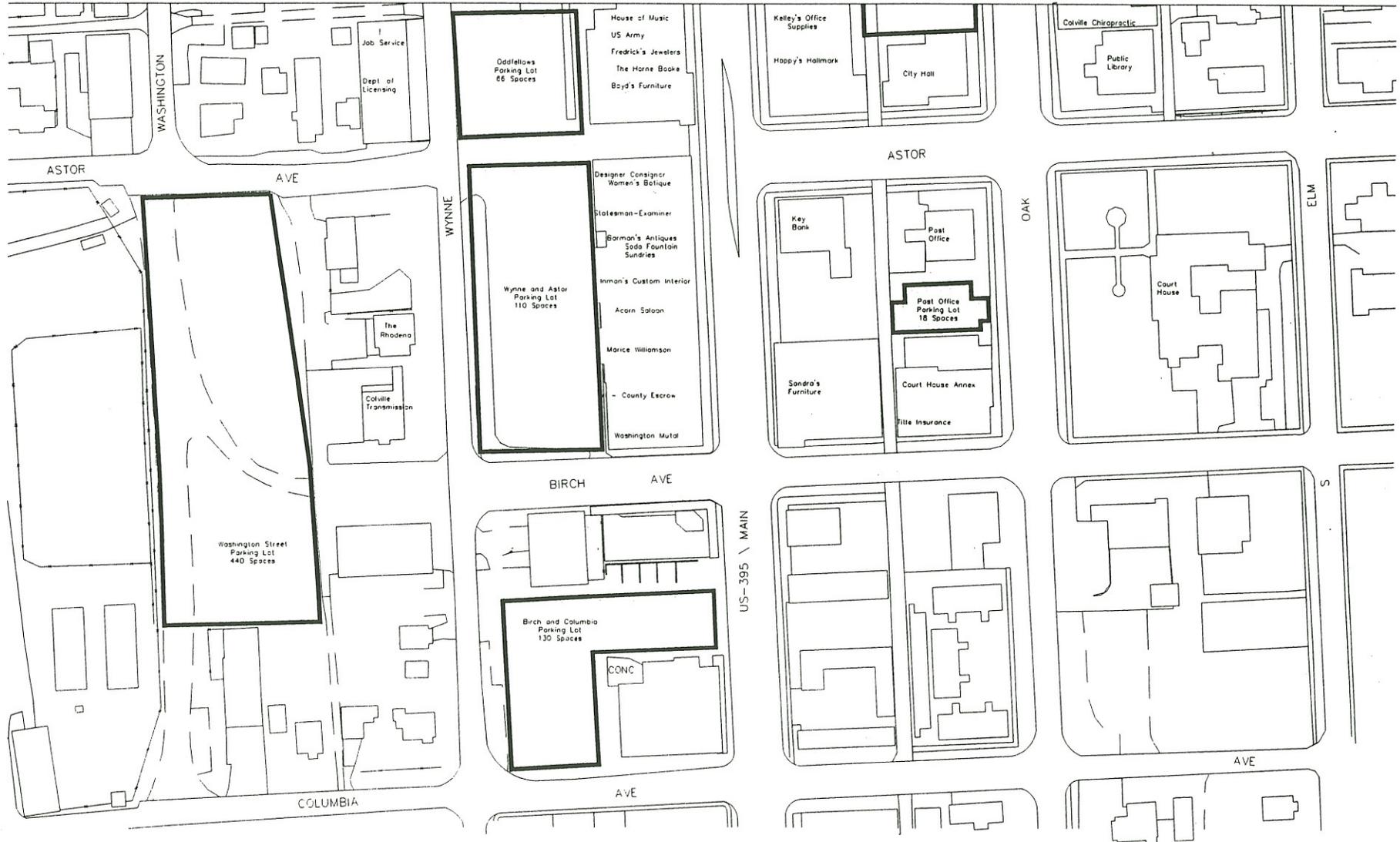
*No Proposed Changes

**CITY OF COLVILLE
EXISTING/PROPOSED PARKING
- Secondary Core -**

Street	Reach	Side	On Street				Off Street			
			Parallel		Angle		Public		Private	
			Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Main	First to Second	East	16			22				
Main	First to Second	West	16			22				
Main	Second to Third	East	11			0	24	24*		
Main	Second to Third	West	18			0				
Main	Third to Fourth	East	38			0				
Main	Third to Fourth	West	33			0				
Main	Fourth to Fifth	East	15			0				
Main	Fourth to Fifth	West	10						194	194*
Oak	First to Second	East			19	19*			11	11*
Oak	First to Second	West			16	16*		37		
Oak	Second to Third	East	19	19*		0				
Oak	Second to Third	West	15	15*		21				
Oak	Third to Fourth	East	17	17*						
Oak	Third to Fourth	West	10	10*						
Oak	Fourth to Fifth	East	16	16*						
Oak	Fourth to Fifth	West	14	14*						
Wynne	First to Second	East	13	9				110		
Wynne	First to Second	West	21	10						
Wynne	Second to Third	East	11	11			24	24*		
Wynne	Second to Third	West	8	9						
Wynne	Third to Fourth	East	38							
Wynne	Third to Fourth	West	33							
Wynne	Fourth to Fifth	East	0							
Wynne	Fourth to Fifth	West	0							
Wynne	Birch to Columbia	East						130	33	33*
Washington	Birch to Astor	East		21				440		
Total Existing:			693	372	35		48		238	
Total Proposed:			1254	151		100		765		238

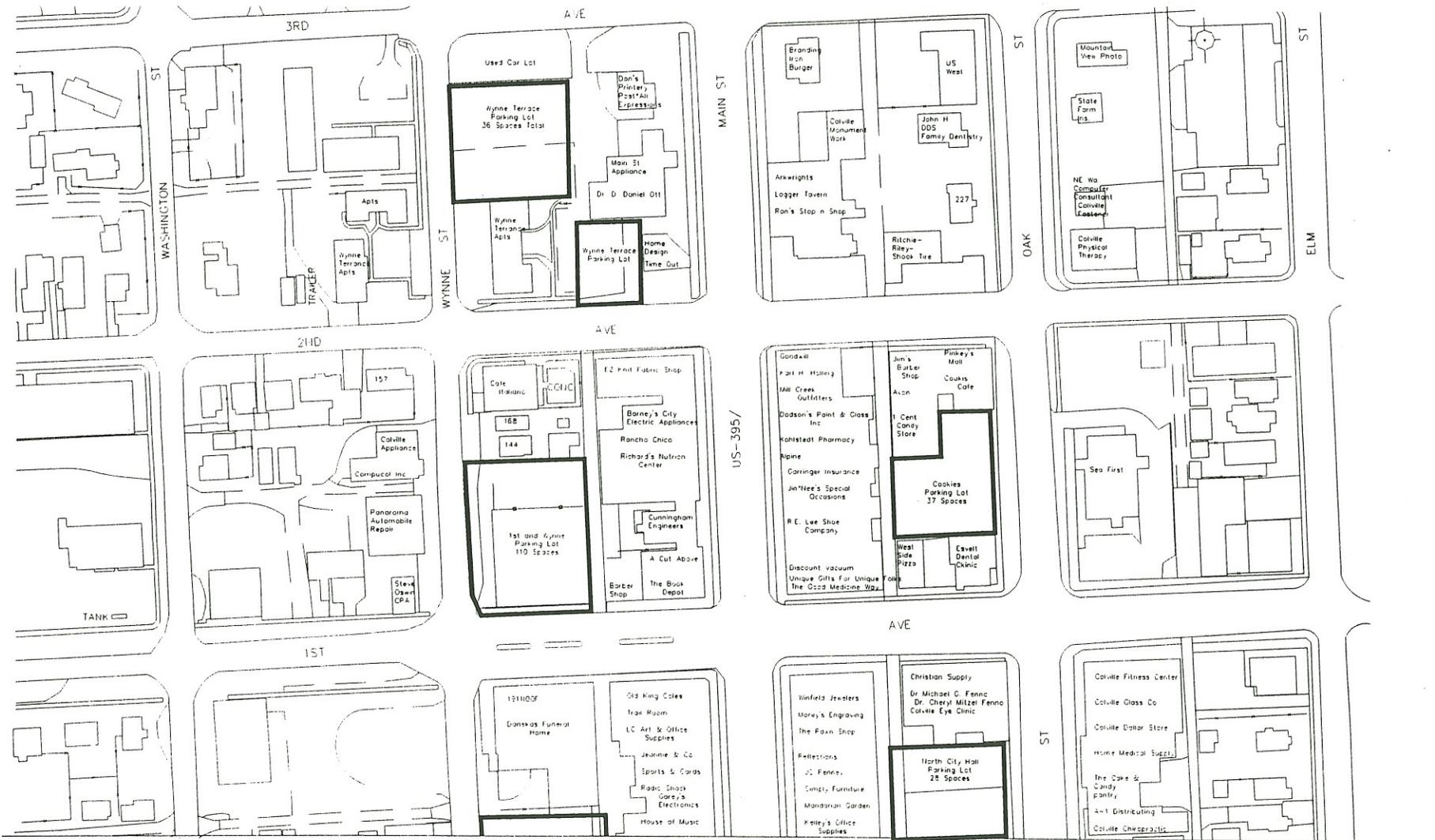
*No Proposed Changes

MATCHLINE SHEET 2 OF 2



DOWNTOWN REVITALIZATION
PARKING AND TRANSPORTATION INVENTORY
SHEET 1 OF 2

HUDSON • COMER • PERRON



MATCHLINE SHEET 1 OF 2

CITY OF COLVILLE
DOWNTOWN REVITALIZATION
PARKING AND TRANSPORTATION INVENTORY
SHEET 2 OF 2

HUDSON • COMER • PERRON