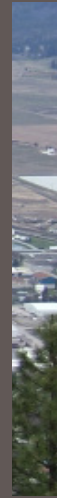
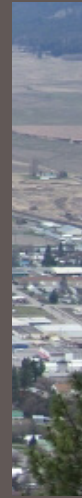


City of Colville

Comprehensive Plan



Periodic Update 2020
October 2021

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City of Colville 2020 Comprehensive Plan: **THE ESSENTIALS**

In this section...

- An introduction to Comprehensive Plans
- A description of Colville's planning process
- Basic demographic and economic characteristics of Colville
- A vision for the City of Colville
- Colville's Strategic Priorities
- The Plan's Elements, in brief
- An overview of Plan structure and organization

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Introduction

Welcome! This is the City of Colville's Comprehensive Plan. This Plan was updated in 2020 to meet the requirements of the Growth Management Act (GMA), and had previously been updated in 2011. As a result of myriad changes in the City during those intervening years, the Plan has changed substantially.

What is a Comprehensive Plan?

Colville maintains a Comprehensive Plan in accordance with the GMA (chapter 36.70A RCW). The Comprehensive Plan is the City's official statement regarding its vision for future growth and development over the next 20 years.

The Growth Management Act

The GMA was passed into law in 1990 by the Washington State Legislature. It is intended to prevent uncoordinated and unplanned growth, to maintain sustainable economic development and to protect a high quality of life for residents. The Act requires select cities and counties in Washington to protect critical areas and resource lands, encourage urban growth within designated urban growth areas (UGAs), prepare and regularly update comprehensive plans and implement them through capital improvements and development regulations. Colville and Stevens County are required to plan under GMA mandates, and this Comprehensive Plan is guided by the statutory goals and requirements of the GMA (WAC 365-196-400).

GMA Requirements

For cities and counties fully planning under GMA, there are a number of required elements, though jurisdictions may include other optional

elements at will. The Colville Comprehensive Plan includes the following Elements (required Elements in **bold**):

- **Economic Development**
- **Land Use and Annexation**
- **Housing**
- Downtown and Community Character
- **Parks and Recreation**
- **Capital Facilities and Utilities**
- **Transportation**
- Historic Preservation

In this plan, each Element is given its own chapter. The chapters are mutually reinforcing, and meet the requirements of the GMA. Specific requirements for each Element are detailed within the Element chapters themselves.

The GMA also requires that city comprehensive plans be consistent with adopted countywide planning policies (CWPPs).

Countywide Planning Policies (CWPPs)

Because GMA applies to cities and counties, the Act places a strong emphasis on regional coordination. Under GMA, counties work with cities to produce population projections and to allocate anticipated population growth to local urban growth areas (UGAs). One of the fundamental duties of cities under GMA is therefore to demonstrate adequate capacity, under adopted development regulations, to ac-

commodate the growth allocated to their UGAs. Colville's documentation of growth capacity is contained in the Land Use and Annexation Element.

Furthermore, counties must adopt Countywide Planning Policies (CWPPs) that provide direction to cities on how to address certain regional priorities. The cities, in turn, must ensure that their comprehensive plans are consistent with their county's CWPP. Stevens County updated its CWPPs in 2019, and they are included in this Plan as an appendix.

Relationship to Other Plans and Policies

The Comprehensive Plan draws on several existing plans and reinforces or redirects the City's investment in the details of those documents. Specifically, the Colville Comprehensive Plan is deeply intertwined with the following recent plans:

- City of Colville Pedestrian, Bicycles and Trails Plan (2019)
- Colville Mountain Recreation Area Plan (2019)
- Colville Downtown Vitalization Plan (2018)
- City of Colville Vision 20/20 Strategic Plan (2016)

Why do we have a Comprehensive Plan?

The Comprehensive Plan is an overarching document that guides City policy and ensures consistency amongst the City's various departments and staff. The Plan defines the City's vision for future growth and development. The Plan offers several benefits to the City and its residents.

Communicate Colville's Vision for Growth and Development

The Plan's most important responsibility is to serve as a powerful statement of the community's vision for how it will grow. The individual Elements of the Plan each contribute to a coordinated approach to thoughtful and sustainable growth.

Foster Public Dialogue

The Plan reflects input from community members, stakeholders and public officials. Its interdisciplinary nature means it contains a wealth of information that can educate all members of the community on the City's key considerations and can spur a community conversation about future opportunities and challenges.

Provide Context for Development Regulations

The Comprehensive Plan is a foundation for the zoning ordinance, site development standards, annexation policy and other critical regulatory measures.

Help Staff Identify and Prioritize Next Steps

In some cases, the Comprehensive Plan provides detailed information about next steps and implementing measures. For example, the Plan includes a six-year Capital Facilities Plan that establishes priority capital expenditures. However, new and unforeseen challenges will arise over time, so the Plan provides guidance to help City staff respond appropriately and allocate resources efficiently.

Provide a Framework for Collaboration

The Plan provides an opportunity to align City policy with Countywide policies and other regional concerns. It establishes lines of commu-

nication between City and County staff and engages regional organizations that represent multiple cities and counties. This dialogue allows Colville to find and engage partners on projects of local and regional interest.

Spur Creative Thinking

The Plan contains a wealth of information about other communities and their approaches to overcoming policy challenges. This portion of the Plan provides Colville staff with a library of potential partners, strategic interventions and other information to spur creative problem solving.

Community Engagement

Engaging citizens and stakeholders in the planning process for this Comprehensive Plan update was critical to the development of a vision, strategic priorities, and revised goals and policies. This process took place during the SARS-CoV-2 pandemic, which impacted the engagement process, as national, state and local shelter-in-place orders and restrictions on travel and large gatherings precluded traditional engagement methods. To ensure that Colville residents were able to meaningfully engage with the planning process while adhering to health protocols, the City employed online meeting technology, social distancing, and utilized face masks. All meetings were open to the public and participation was encouraged. Following is a timeline of all engagement activities for the plan update.

Project Kick Off (Jan. 2020). The City formally “kicked off” the comprehensive plan update process in late January 2020. The City Council, Zoning Board and Planning Commission held joint workshops on January 28-30, 2020 to initiate the project and solidify the public engagement plan which is included in this plan as an appendix.

Community Stakeholder Meetings (Feb. 2020). The planning/consultant team facilitated a series of community stakeholder meetings in mid-February that focused on elements of the comprehensive plan (economic development, land use, parks & recreation, transportation, historic preservation etc.). These events occurred on February 19-21, 2020.

Goals and Policies Verification (Apr. 2020). On April 21, 2020 the consultant team led City Council and key stakeholders through a process to verify goals and policies to be considered for the comprehensive plan.

Future Land Use Map Work Group (Apr. 2020). On April 29th, 2020 the planning team led a technical working group of stakeholders to complete the comprehensive plan “future land use map”.

Vision, Goals and Policies Final Draft (May 2020). The City Council, Zoning Board and Planning Commission held joint workshops on May 12, 2020 to finalize the plan vision statement and the goals and policies.

City Council Review (June, 2020). The City Council reviewed and provided further input on the draft Comprehensive Plan at the June 9, 2020 City Council meeting.

Planning Commission Public Hearing and Recommendation (June, 2020). The Planning Commission held a Public Hearing on June 10, 2020 for a review of the draft Plan. Following public input and revisions, the Commission met again on June 30, 2020 and recommended adoption of the plan.

City Council Public Hearing (July, 2020). On July 28, 2020, the City Council held a hearing for the plan update. Following deliberation, the Council directed staff to make minor changes to the plan for subsequent adoption by the City Council at a future council meeting.

[TBD] City Council Adoption (Oct., 2021). Following comments provided by the WA Department of Commerce and minor changes made as directed by the City Council, a second public hearing was held on Oct. 28, 2021. After the hearing, the City Council adopted the 2020 City of Colville Comprehensive Plan by resolution #XXXXX.

A Vision for Colville

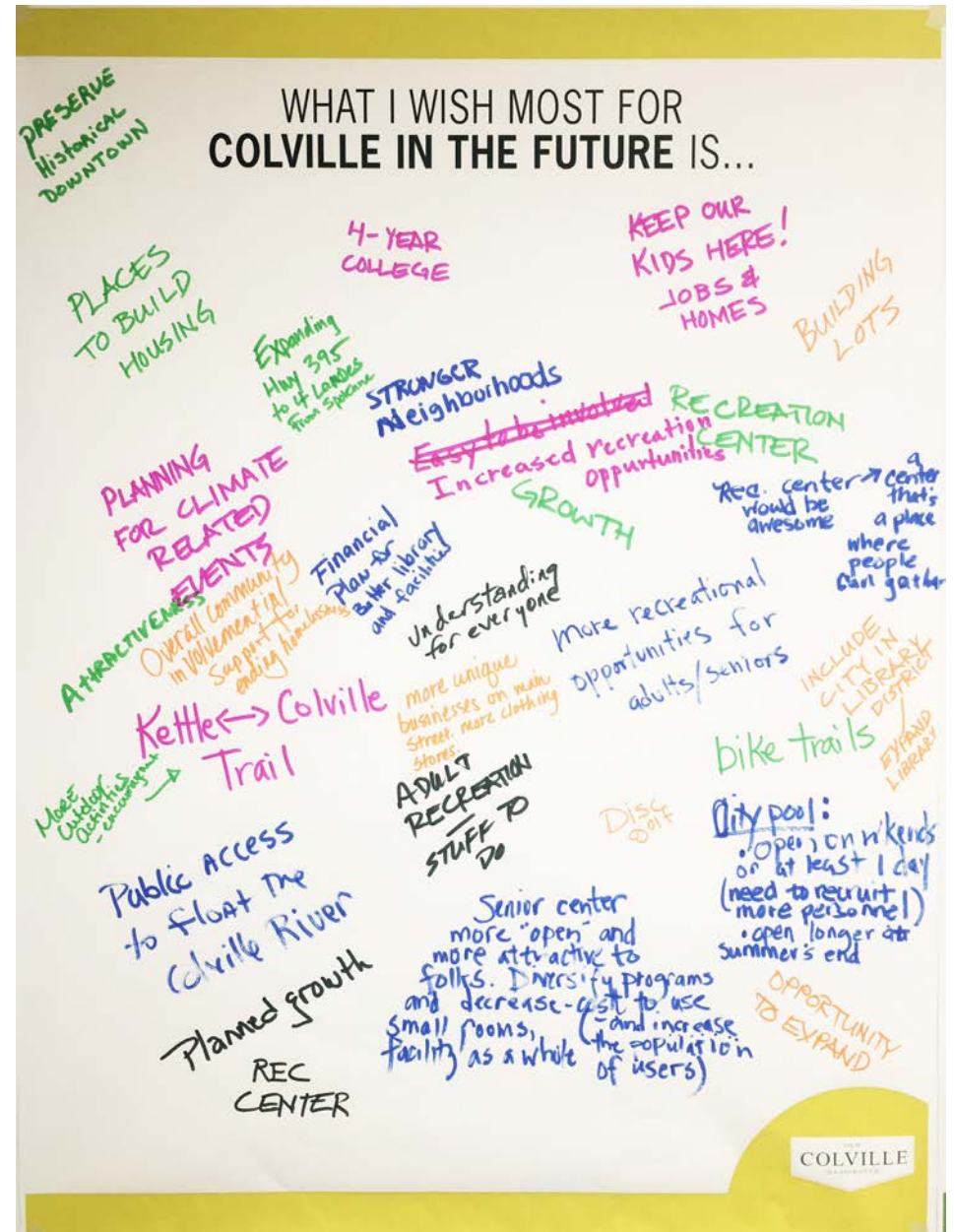
The Comprehensive Plan update process included a visioning process that engaged residents, stakeholders and public officials to advance an aspirational statement for what Colville will be in the future.

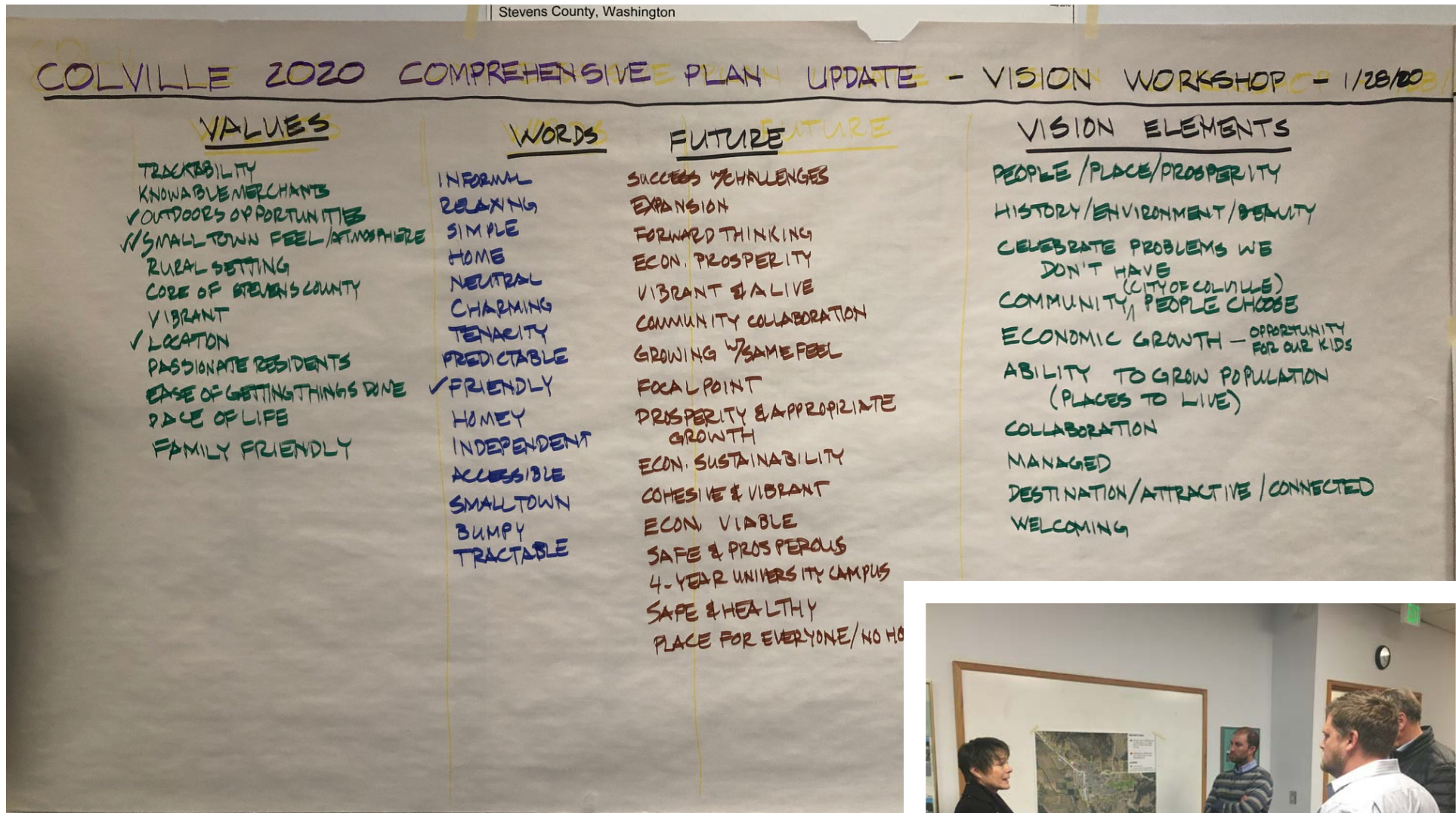
Colville's residents expressed that they value Colville's small-town character, but also that they want to grow and provide opportunity for future generations to make their lives in Colville. While economic growth may require a more open stance than the City has taken in the past, this ambition to grow can't dilute the City's character.

Residents and stakeholders also wished to draw on language from past planning projects. Specifically, the City's "people, places and prosperity" are all valued and this language continues to reflect the City's long-term vision.

After several workshops and robust discussion, the vision for the City of Colville emerged as:

"Colville is a thriving small town that is committed to its people, places and prosperity."





The 2020 periodic update of Colville's Comprehensive Plan occurred during the SARS-CoV-2 pandemic, and featured a mix of in-person and virtual engagement to citizens and stakeholders ample opportunity to contribute to the development of the Plan.



Strategic Priorities

The City's strategic priorities should be reflected in the goals and policies of each of the eight Elements of the Comprehensive Plan. The matrix at right highlights some of the ways in which the strategic priorities relate to or inform the goals and policies in each Element. While goals and policies are often extremely detailed, the strategic priorities ensure that the City is moving in a consistent, community-supported direction, even as roles and responsibilities are distributed and shared across departments.

Based on feedback from the community, stakeholders, City staff and public officials, Colville's four strategic priorities are:

- Facilitate housing for all of Colville
- Create a strong downtown
- Leverage assets for economic growth
- Enhance Colville's fiscal sustainability

Elements, in Brief

The following section provides brief summaries of the content in each Element, including its relationship to the City's vision and strategic priorities, key changes to the Element since the 2011 periodic update, and the City's goals.

STRATEGIC PRIORITIES

	ECONOMIC DEVELOPMENT	LAND USE / ANNEXATION	HOUSING	DOWNTOWN & CHARACTER	PARKS & RECREATION	CAPITAL FACILITIES & UTILITIES	TRANSPORTATION	HISTORIC PRESERVATION
 Facilitate housing for all of Colville	> Business growth requires employee housing; a lack of housing is an economic development constraint > Companies locate where livability is high	> Ensure land availability for housing development > Allow appropriate housing types and densities > Annex if necessary to provide housing	> Clarify Colville's housing needs - Housing Needs Assessment > Identify and engage partners to provide housing > Incentivize housing development	> Downtown offers opportunities for multi-unit housing development > More people living downtown is likely to increase spending at local businesses	> Parks, recreation programs and open space are critical to creating livable neighborhoods	> Ensure that facilities, utilities and municipal services are available to serve potential residential growth areas	> Serve potential growth areas with transportation infrastructure and services; prioritize access to developable land	> Encourage adaptive reuse to create new housing units
 Create a strong downtown	> Downtown is an economic engine, providing goods and services > Vital downtowns attract visitors and import capital	> Promote new development > Increase code enforcement > Maintain Colville's small-town character > Encourage craft industrial w/ retail	> Encourage multi-unit housing in the Downtown area > Downtown offers opportunities for multifamily development	> Continue implementation of Colville Together > Improve Heritage Court > Ensure infrastructure capacity	> Downtown provides unique types of public spaces to complement existing parks > Improve Heritage Court	> Upgrade downtown infrastructure to ensure development capacity > Civic facilities support downtown's vitality	> Manage parking and traffic to ensure a vibrant downtown > Ensure safety for bike and pedestrian traffic > Create an engaging streetscape	> Maintain Colville's character and sense of place > Consider appropriate design guidelines
 Leverage assets for economic growth	> Grow place-based tourism and recreation > Encourage resource-related and traditional industries > Regional hub for education, medicine, government	> Make land available for parks and other recreation assets > Promote high-functioning commercial areas	> Business growth requires employee housing > Focus on livability; companies locate where livability is high	> Downtown businesses drive sales > Vital downtowns attract visitors > Build new Downtown assets	> Parks are economic development assets that complement regional recreation opportunities > Colville can be the regional hub for recreation	> Invest in facilities that drive visitation > Support long-term planning for upgrades to the airport	> Invest in motorized and non-motorized access to local assets, including recreation > Transportation facilities support commerce and access to markets	> Community character attracts place-based tourism
 Enhance Colville's fiscal sustainability	> City services, parks contribute to livability and attract visitors > Communicate the return on City fees	> Evaluate the cost of infrastructure provision against potential tax revenues > Grow within the City's existing footprint when possible	> Promote infill housing development > Increase housing density within the City > Limit low-intensity rural zoning	> Downtown offers compact, walkable development > Dense commercial and mixed-use development contribute to City revenues	> Prioritize projects based on funding availability > Identify new revenue drivers	> Evaluate the cost of infrastructure against potential tax revenues > Do not provide utilities to UGA areas with less than 4du/ac.	> Focus on maintenance of existing roads; right-size roadways when appropriate	> Rehabilitation and reuse of historic structures uses existing infrastructure, promotes compact development



Economic Development: the Brief

The Economic Development Element includes an overview of the City's economic development aspirations, as identified by residents and stakeholders.

Relationship to Strategic Priorities

Housing. Housing is a critical amenity to support economic growth, as workers need housing that is appropriate and affordable. At the same time, economic growth supports a robust housing market by creating demand for new housing units.

Downtown. Downtown is a critical driver of economic development and is one of the City's principal economic engines. Continuing to strengthen the downtown will help grow Colville's economy while providing residents with daily goods and services.

Economic Growth. Growing Colville's economy is imperative and this Element responds directly to this need.

Fiscal Sustainability. Commercial uses are the single largest driver of revenues for Colville, contributing property and retail sales taxes to the City's general fund. Increasing the productivity of commercial uses in Colville, and importing spending from other communities, is a surefire way to improve the City's fiscal sustainability.

Key Changes in this Update

The Economic Development Element is new in the 2020 Comprehensive Plan.

Economic Development Goals

- Colville is the basecamp for recreational and tourism opportunities in the Tri-County area.
- The City supports traditional industry and viable legacy businesses, including in agriculture and resources extraction, while encouraging innovation within these industry sectors.
- Downtown Colville is an economic anchor for the City and a vital attraction to the region.
- The professional services sector, along with educational services, health care, and government employment, thrives.
- The City encourages and supports existing and emerging digital and technology-oriented industries.
- The City's brand, offerings and amenities are deployed consistently and assertively across a variety of digital and non-digital platforms.



Land Use & Annexation: the Brief

The Land Use and Annexation Element includes a future land use map and goals and policies that indicate where and how the City of Colville will grow in the coming years.

Relationship to Strategic Priorities

Housing. Land uses must be arranged and allocated to ensure that there is an adequate supply of land for all housing types, and that development regulations allow housing units to be delivered at prices that City residents can afford.

Downtown. The Land Use and Annexation Element commits Colville to maintaining a strong and vibrant downtown.

Economic Growth. Land use goals and policies provide direction to maximize the utility of commercial and industrial lands.

Fiscal Sustainability. Cities must invest in infrastructure as they grow, providing water and sewer services to previously unincorporated areas while maintaining and upgrading capacity in the core. Growing strategically requires that cities invest in these projects when prospective tax revenues justify the investment. Goals and policies in the Land Use and Annexation Element dictate an approach to growth that is fiscally sustainable.

Key Changes in this Update

- Land use goals and policies are more explicitly tied to economic development opportunities.
- This update places a greater emphasis on accommodating growth where infrastructure capacity already exists.

Land Use and Annexation Goals

- Colville's land base meets the needs of the City's residents and economy.
- The arrangement of land uses and intensities is orderly, intentional and efficient.
- The City pursues annexations when strategic, fiscally sustainable and beneficial to the citizens of Colville.
- Adopted land use regulations support economic development.
- City policy ensures effective stewardship of open spaces, critical areas, air, water and energy resources and other natural features.
- Public facilities are located appropriately to ensure high levels of service, and through coordination with regional partners.



Housing: the Brief

The Housing Element includes data to describe Colville's housing stock and the demographic characteristics of residents, as well as goals and policies that encourage the development of housing units appropriate for and affordable to all segments of the community.

Relationship to Strategic Priorities

Housing. Housing is an issue of critical importance for Colville. The Housing Element responds directly to needs identified by residents and stakeholders, and works in concert with other Elements to find solutions to Colville's housing-related challenges.

Downtown. Downtown Colville offers an opportunity to provide new housing units through new multifamily construction and the adaptive reuse of existing buildings. Adding housing to downtown, in turn, will increase the number of people patronizing downtown businesses and strengthen downtown's vitality.

Economic Growth. Colville's business community cannot find and retain talented workers if those workers cannot find appropriate and affordable housing. The City's current lack of housing is an economic development constraint.

Fiscal Sustainability. Housing contributes to Colville's tax base, and higher density housing provides a significant share of the City's revenues. Providing more housing within existing

City limits takes advantage of existing infrastructure and limits costly extension of utilities and services.

Key Changes in this Update

- Housing is elevated as a critical challenge for Colville.
- This update places a greater emphasis on providing incentives for the development of undersupplied housing types.

Housing Goals

- Colville has sufficient land to provide housing for current and future residents.
- The housing development process is predictable, transparent and efficient..
- Colville allows a wide range of housing types to meet the existing and anticipated needs of all economic segments of the community.
- City staff and housing stakeholders communicate regularly about Colville's housing needs.
- Housing policy supports the production of environmentally sustainable housing choices.



Downtown & Community Character: the Brief

The Downtown & Community Character Element includes goals and policies about how the City, Chamber of Commerce, Main Street Partnership, and Tri-County Economic Development District will collaborate as Colville Together to improve downtown's organization, promotion, design, and economic vitality.

Relationship to Strategic Priorities

Housing. Colville has limited land for new housing, but downtown has many opportunities for new housing through redevelopment or reuse of underutilized properties. Some people want a detached house on their own land, but many Colville residents would like the opportunity to live in the middle of town where they are near activities and services.

Downtown is a strategic priority of this Comprehensive Plan Update. Colville's award winning 2018 Downtown Vitalization Plan celebrates community partnerships and illuminates the priority that Colville places on its special downtown. Since that plan's completion, the Colville Together partners have made many strides to move its projects forward. In that light, the City chooses to add this optional Element to its Comprehensive Plan. Downtown is a priority in its own right because of its role in local business development, community cohesiveness, physical character, and historic preservation.

Economic Growth. Downtown is the symbol of Colville's pros-

perity. Investors — whether local or from out of town — will look at downtown as they consider investment in Colville. Downtown is also an outstanding place to start and grow small businesses, as well as a place to show off local products.

Fiscal Sustainability. Downtown is the most cost-effective and sustainable place for new investment because its infrastructure is already there. Downtown already has streets, sidewalks, water and sewer, gas, electricity and other utilities.

Key Changes in this Update

Downtown & Community Character is a new element in this 2020 Comprehensive Plan Update.

Downtown and Community Character Goals

- Downtown Colville thrives through communication and collective action.
- Downtown Colville offers a safe and inviting physical environment.
- Downtown Colville is vibrant and an attractive asset for residents and visitors alike.



Parks and Recreation: the Brief

The Parks and Recreation Element includes an inventory of local parks and information about the level of service that Colville has committed to provide through its parks facilities.

Relationship to Strategic Priorities

Housing. Housing is an important component of livability, but complete neighborhoods require parks and opportunities for active recreation. Linking housing development with the provision of parks and open spaces is essential.

Downtown. Parks and open spaces come in all shapes and sizes, and small pocket parks or open spaces and plazas, like Heritage Court, help fulfill the goals of this Element.

Economic Growth. Park facilities and recreational programs are directly tied to Colville's desire to leverage regional recreation assets for economic growth. Providing parks and other recreation amenities in Colville can complement regional assets.

Fiscal Sustainability. Park facilities and recreational programs are a critical service that the City provides its residents. Operating all City departments, including the Parks and Recreation Department, in an efficient and effective manner is essential for providing high levels of service.

Key Changes in this Update

- Greater emphasis on maintaining and enhancing existing parks, before consideration of building new facilities.
- Strong focus on how parks and recreation facilities and programs support Colville's economic development goals.

Parks and Recreation Goals

- Park facilities and recreation programs are safe and accessible for users of all ages and abilities.
- Park facilities and recreation programs are accessible and affordable to all Colville residents.
- Park facilities and recreation programs promote active and healthy lifestyles.
- The park system and local recreation amenities support Colville's tourism promotion and economic development goals.
- Colville offers opportunities for indoor and outdoor year-round recreation.



Capital Facilities & Utilities: the Brief

The Capital Facilities and Utilities Element includes goals and policies for the management of City-operated and partner facilities and utilities. The Element ensures that the City's infrastructure and services have capacity to accommodate anticipated growth.

Relationship to Strategic Priorities

Housing. Infrastructure and utility access serve residential areas and ensure that the City can accommodate new housing with its existing and proposed facilities.

Downtown. City-owned and maintained infrastructure is critical to downtown Colville's safety and accessibility. Ensuring adequate infrastructure capacity is essential to creating opportunities for new development in the downtown area.

Economic Growth. Growing the local economy relies on being a desirable place to live and do business, and infrastructure is critical to both. From roadways to parks, the City's capital facilities are critical to growth.

Fiscal Sustainability. Infrastructure is expensive. The Capital Facilities and Utilities Element includes a six-year capital facilities plan to ensure that City investment is strategic and cost effective.

Key Changes in this Update

- This update places a greater emphasis on accommodating growth where infrastructure capacity already exists.

Capital Facilities and Utilities Goals

- Colville's capital facilities support the City's economic development objectives.
- Colville plans proactively for the facilities needed for anticipated growth and development.
- The City communicates and coordinates with third-party utility service providers.
- The City meets adopted levels of service throughout the City for all capital facilities.



Transportation: the Brief

The Transportation Element includes an inventory and assessment of Colville's transportation facilities.

Relationship to Strategic Priorities

Housing. Transportation infrastructure is essential to access housing and residential development opportunities. Additionally, strategic and efficient public and non-motorized transportation offer less costly alternatives to car ownership and can lower the total cost associated with a person's choice of where to live.

Downtown. US Highway 395/Main St. bisects downtown. Maintaining it and managing its traffic, parking, and pedestrian environment are critical to downtown's commercial viability and long-term success.

Economic Growth. Transportation networks facilitate commerce by linking producers with supply chains and consumer with finished goods. Colville's desire to leverage local assets for economic growth, particularly in recreation, places an emphasis on roadway access to area amenities and on non-motorized networks that make hikers and cyclists feel welcome.

Fiscal Sustainability. Building and maintaining transportation infrastructure is expensive. To ensure the City's fiscal sustainability, Colville must focus on maintaining existing infrastructure and must invest in new infrastructure only when strategic.

Key Changes in this Update

- Non-motorized networks are places in an economic development context to the extent that they support Colville's desire to leverage recreation to attract tourism.
- This update places a greater emphasis on maintaining existing transportation facilities.

Transportation Goals

- The City's existing transportation facilities are well-maintained.
- The transportation system is safe and effective for all users, including motorists, transit vehicles and riders, bicyclists and pedestrians.
- Neighborhoods, downtown and other activity centers are connected.
- The Colville airport is an asset to the City.
- Colville's transportation policies are consistent with other plans, including City, County, statewide and regional transportation plans, and the Growth Management Act.



Historic Preservation: the Brief

The Historic Preservation element includes goals and policies that guide the City of Colville in not only protecting its historic and cultural resources, but also use these resources as economic development tools for the growth of the community.

Relationship to Strategic Priorities

Housing. Many historic buildings and vacant upper floors downtown can be reused to provide new housing options, many with the potential for financial incentives.

Downtown. The greatest concentration of historic resources in Colville is in the downtown core. Preserving and improving these resources creates and maintains a pleasant character in downtown that facilitates commerce.

Economic Growth. Historic preservation rehabilitation projects generate new tax revenue and improve property values as well as providing opportunities for start-up businesses and increased entrepreneurship. The historic character of Colville's commercial districts, particularly in downtown, can enhance their vitality.

Fiscal Sustainability. Historic resources are most often located in areas of the City that already have infrastructure. The adaptive reuse and restoration of historic buildings minimizes the need for extensions of those services.

Key Changes in this Update

- Historic preservation is promoted as a sound economic development and regional tourism strategy.
- A greater emphasis is placed on promoting historic preservation as a tool to adaptively reuse buildings where infrastructure capacity already exists.
- The Historic Preservation Commission received training in identifying and evaluating resources important to Colville's vibrant historic downtown.
- HPC will regularly update Colville's Register of Historic Places and make it readily available in print and online.

Historic Preservation Goals

- Colville's Historic Preservation Commission maintains a readily available inventory of historic resources and educational information.
- Colville has a variety of officially designated historic buildings and districts.
- The City of Colville promotes the use of historic preservation as a method for economic development and tourism.

How the Plan is Organized

The Comprehensive Plan contains a tremendous breadth of information. Navigating this complex document effectively requires an understanding of how the various components and sections are organized. The graphic at right illustrates the organization of the document. The critical components include the following:

Vision. The visioning process (ongoing) establishes a statement that encapsulates what the City would like to be in the future.

Strategic Priorities. These priorities are the most important needs expressed by residents and stakeholders throughout the engagement process. Their importance should be reflected in all Elements of the Plan and working toward them is essential to achieving the City's vision.

Elements. The Comprehensive Plan contains eight Elements, with each covering a different content area. The Elements are organized as chapters within the Plan.

Every Element contains goals and policies.

Goals. The goals in each Element are written as statements that describe the desired end-state for Colville.

Policies. Policies are actionable and dictate how the City does business on a day-to-day basis.

Future Land Use Map. The future land use map is a requirement of the Growth Management Act. It illustrates how the City intends to grow and develop. It is implemented by Colville's development regulations and is contained in the Land Use and Annexation Element.

Vision

Colville is a thriving small town that is committed to its people, places and prosperity.

Strategic Priorities

These Citywide priorities inform every Element and are reflected in the goals and policies.



Elements



In every element...

“A Vision for Land Use”

One-page description of how the community's vision is reflected in the Element

Goals

Generally written as a desired end-state or result.

Policies

Generally guide daily decision-making and are written as action items that lead with a verb.

Opportunities for Action

Strategic interventions are included opportunistically / as appropriate to create a menu of options for implementation.

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ELEMENTS

of the City of Colville 2020 Comprehensive Plan

In this section...

- Eight Elements of the Comprehensive Plan, including
 - › Economic Development
 - › Land Use and Annexation
 - › Housing
 - › Downtown and Community Character
 - › Parks and Recreation
 - › Capital Facilities and Utilities
 - › Transportation
 - › Historic Preservation
- Detailed goals and policies for all Elements

Blank.

ECONOMIC DEVELOPMENT ELEMENT

The Economic Development Element includes goals for Colville's economy with a focus on growing living wage jobs and leveraging existing assets.



**City of Colville
2020 Comprehensive Plan**

“ Colville is a thriving small town that is committed to its people, places and prosperity. ”

A Vision for Economic Development

Economic development is foundational for Colville and every Element of the Comprehensive Plan must support Colville’s economic development goals. Growing Colville’s economy requires alignment between City policy and investment and its economic ambitions. Ultimately, the intent is to grow living wage jobs so that people can lead productive and fulfilling lives.

“a thriving small town...”

Towns thrive when their people find meaningful work that allows them to meet their basic needs and improve their quality of life. Colville’s historic industry mix and job base helped build the City and the City’s employers continue to power the local and regional economy. However, as regional, national and global economies evolve, Colville must adapt to remain competitive and ensure that the City and its residents continue to thrive.

“people, places and prosperity...”

Economic development works directly to ensure prosperity. The focus is on leveraging local assets, including places within and around Colville, to grow jobs and wages.

Implications for Policy

The vision asks for Economic Development goals that:

- Identify ways to better leverage local and regional assets for economic growth;
- Support and nurture existing industry clusters and emerging opportunities; and
- Ensure that Colville is represented in a way that supports its ambitions to grow.

Background and Key Considerations

GMA Requirements

Economic Development is a required Element of Comprehensive Plan, though the GMA does not require specific analyses or policies within the Element. The City of Colville has included it in recognition of the community's desire to prioritize economic growth.

Community and Stakeholder Perspectives

The Comprehensive Plan update included several meetings with residents, City staff and other stakeholders focused on economic development. The following were identified as economic opportunities through these meetings:

- **Recreation and place-based tourism** - Colville, as the largest city in the tri-county region of northeast Washington, is well-positioned to capitalize on the vast array of regional recreational opportunities. This includes nearby assets like Colville Mountain, as well as further-flung destinations and pass-through routes like Sherman Pass and the Kettle Crest Trail, the Columbia River, the Colville National Forest, the Salmo-Priest Wilderness, 49° North Mountain Resort, the Pacific Northwest National Scenic Trail, and the Northern Tier bicycle route from Anacortes, Washington to Bar Harbor, Maine. Colville is centrally-located for all of these opportunities, making it a natural hub for cycling, hiking, skiing, hunting and fishing, camping and backpacking, paddling and other outdoor

pursuits. With a strong downtown and restaurant and lodging options, Colville can proactively seize an opportunity to be a basecamp for outdoor recreation and import capital through tourism.

- **Traditional and resource-related industries** - Colville's economy has long been powered by extractive activities like logging and traditional industries uses, such as manufacturing. Many major employers, such as Vaagen Lumber, Hewes Craft and others continue to provide employment opportunities for Colville and Stevens County residents. The City should support these industries and business while encouraging innovation. One example of innovation within a traditional industry is in the manufacturing of cross-laminated timber (CLT), which Vaagen Timbers is pioneering at their newly constructed facility in Colville.
- **Education, medicine and government** - as the County seat and largest city in the region, Colville is home to a concentration of local, state and federal government facilities, which is an economic asset. Moreover, Colville has institutions of higher education, such as Spokane Community College, and medical institutions like Providence Mt. Carmel. These anchors should be supported and cultivated as a base for professional employment.

The goals and policies that follow recognize these opportunities and support Colville's efforts to grow its economy.

Goals and Policies

Goal ED1. Colville is the basecamp for recreational and tourism opportunities in the Tri-County area.

- ED - 1.1. Participate actively in regional discussions about the promotion of regional recreational assets.
- ED - 1.2. Coordinate with economic development partners to ensure Colville is strongly represented in marketing and promotion efforts; collaborate to maintain updated maps and marketing collateral to orient visitors.
- ED - 1.3. Regularly evaluate data related to local and regional visitation and retail spending and distribute findings to leaders and business owners and relevant industry leaders.
- ED - 1.4. Market local assets like Colville Mountain, as well as Colville's other parks and recreational amenities.
- ED - 1.5. Align City investment in capital facilities and services with the City's economic development priorities to create amenities for residents and visitors alike.

Goal ED2. The City supports traditional industry and viable legacy businesses, including in agriculture and resource extraction, while encouraging innovation within these industry sectors.

- ED - 2.1. Collaborate with Colville's existing employers to ensure that City policy aligns with industry needs for land availability, workforce development, and other business interests.
- ED - 2.2. Identify and support innovative practices, emerging technologies or products, and other new and creative approaches to traditional industries.

Goal ED3. Downtown Colville is an economic anchor for the City and a vital attraction to the region.

See goals and policies in the Downtown and Community Character Element.

Goal ED4. The professional services sector, along with educational services, health care, and government employment, thrives.

- ED - 4.1. Maintain Colville's position as the regional hub for government employment, civic activities, and public facilities.
- ED - 4.2. Support major professional employers, such as medical centers and educational institutions, and recognize their value as regional service providers.

Goal ED5. The City encourages and supports existing and emerging digital and technology-oriented industries.

- ED - 5.1. Ensure that policy and City investment prioritizes infrastructure and technology digital workers need for highly productive work.

Goal ED6. The City's brand, offerings and amenities are deployed consistently and assertively across a variety of digital and non-digital platforms.

- ED - 6.1. Undertake a process to define and continuously implement a formal City brand.

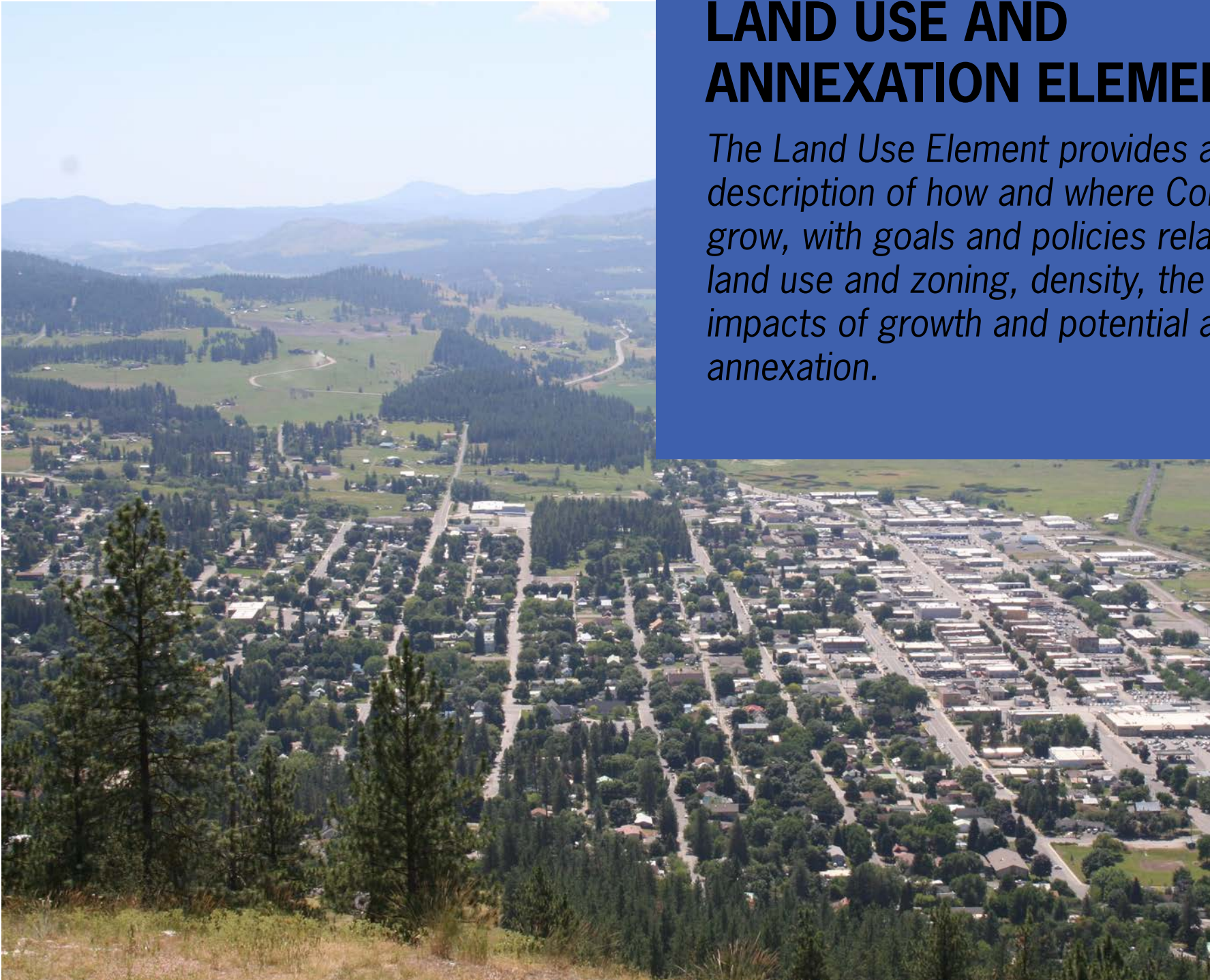
- ED - 6.2. Coordinate the City's wayfinding, signage and other related infrastructure with the City's brand.

- ED - 6.3. Work with economic development partners, including TEDD, Colville Together, the Colville Chamber of Commerce and Stevens County, to ensure Colville is well-represented in regional marketing materials.

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LAND USE AND ANNEXATION ELEMENT

The Land Use Element provides a description of how and where Colville will grow, with goals and policies related to land use and zoning, density, the fiscal impacts of growth and potential areas for annexation.



“ Colville is a thriving small town that is committed to its people, places and prosperity. ”

A Vision for Land Use and Annexation

Land use refers to the types of activities that are allowed to exist on a given parcel. Common, high-level uses include residential, commercial, or industrial activities. The Washington State Department of Commerce requires that cities include a “future land use” plan and map in their Comprehensive Plans. These maps illustrate planned land use patterns throughout a city. Development regulations, including zoning, implement the future land use map. Development applications that do not conform to the land use map may not be approved. For these reasons, it is critical that the Land Use Element provide a framework to maintain Colville’s small town character, create great places, and allow residents to lead prosperous and fulfilling lives.

“a thriving small town...”

Colville currently encompasses 2,061 acres and its community values the town’s character and a rural lifestyle. However, residents have also expressed a strong desire to grow so that the town thrives and young people can find meaningful work, building livelihoods and starting families. To make sure that growth is compatible with the town’s traditional character, Colville must take care to make sure that its land use policy manages this balance carefully.

“people, places and prosperity...”

Colville’s land uses must ensure that people, places and prosperity thrive. This requires commercial areas to be well-used and offer a critical mass of retail and business opportunities; it requires sufficient land to provide housing for all of Colville’s residents; it requires that residents have access to plentiful parks and open spaces; and it requires places where individuals can take risks to start new endeavors and grow their businesses.

Implications for Policy

The vision asks for Land Use and Annexation goals that:

- Ensure community livability and create great places;
- Support local commercial districts and economic development opportunities
- Maintain Colville’s character

Background and Key Considerations

Planning for land use and annexation in Colville depends on several factors, including physical constraints, existing development patterns, current development regulations, and anticipated growth. This section of the Plan explores these considerations and provides context for the goals and policies that follow.

GMA Requirements

The Land Use Element is a required component of every Comprehensive Plan. According to the Growth Management Act (GMA), the Land Use Element must:

- Be consistent with Stevens County's Countywide Planning Policies (CWPPs)
- Include a future land use map
- Consider urban planning approaches that increase physical activity
- Use a population projection that is consistent with Office of Financial Management (OFM) projections
- Include estimates of future density and development intensity
- Provide protections for groundwater used for public water supply

- Identify lands used for public purposes
- Identify open space corridors
- Discourage incompatible uses near airports
- Discourage incompatible uses near military bases
- Review drainage, flooding and stormwater runoff
- Designate and protect critical areas
- Authorize transfer of development rights (TDR) for designated forest or agricultural lands (where applicable)

Colville in 2020

Colville is located in Stevens County in northeast Washington, about 70 miles north of Spokane and about 40 miles south of the U.S. border with Canada. The City is located on the eastern flank of the Colville River valley, with elevations ranging from 1,550 in the western part of the City to about 1,910 feet above sea level in the east. The Colville River runs north to join the Columbia River near Kettle Falls, and large forested ridges, some of which are managed as part of the Colville National Forest, bracket the valley to the east and west.

These physical characteristics of Colville constrain growth and development in the City. Steep slopes, water bodies, wetlands, unstable soils and other physical constraints partially dictate the type and location of development.

Topography

The City of Colville lies in the foothills east of the Colville Valley. The City is surrounded by higher elevations to the north and south, and the valley to the west. The valley is relatively flat, but largely consists of wetlands and floodplains and is therefore unsuitable for development. Colville Mountain, at the City's northern edge, creates slopes that limit development. Nonetheless, these natural features create a beautiful rural setting that partially defines the City's character.

Soils

The soils in the Colville planning area range from coarse to fine sandy loams. The major soil type in the Colville Valley is classified as the Colville-Narcisse-Cheweloh Association. Most of the soil in the north-east foothills and northeast Colville is classified as the Waitts-Nevine-Huckleberry Association. The soil classification in south Colville and the land to the southeast is the Stevens-Molcal Association. Further information on soils can be obtained from the Washington Soil Survey Data on the National Resources Conservation Service's website.

Much of the soil in the city limits and UGA has poor drainage characteristics and severe septic tank limitations. However, development in the City requires connection to the public sewer system.

Rivers, Streams, Lakes and Shorelines

The Colville River is the major water body within two miles of the City. The river is located south and west of the city, and there are several spring-fed creeks that cross the community and drain into the Colville River. The town grew up around the creeks and urban development extends right up to the banks. Critical areas are specifically identified in a subsequent section of this Element.

Existing Development Patterns

Within the incorporated boundaries of the City of Colville, there are 1,975 acres of land. The use of that land, and the regulations that guide activities on that land are determined by the City's Comprehensive Plan and Zoning Ordinance.

Historically, Colville developed adjacent to the main north-south route, Highway 395, and the Burlington Northern Railroad. Commercial uses, including the City's downtown and retail core, follow Highway 395 on a north-south axis. The designated Central Business District is between Fourth Avenue on the north, Birch Avenue on the south, Elm Street on the east, and Wynne Street on the west. The majority of government facilities are also located in the historic downtown, primarily between Birch and 2nd Avenues and between Main and Maple Streets.

Industrial uses are primarily located west of downtown, adjacent to the railroad tracks, and are served by a truck route (S. Railroad Street) that funnels freight and other heavy traffic away from Main Street. There are smaller clusters of industrial development in the northwest and northeast areas just outside of the city limits and in the eastern part of the city.

Residential uses are located primarily east of Oak Street and north of 6th Avenue, though pockets of single family, multifamily and mobile homes are located throughout the community.

Colville's designated urban growth area (UGA) currently includes 1,571 acres, which are governed by the Stevens County Comprehensive Plan and Zoning Code. Zoning in the UGA is primarily R1 Residential and industrial. Developed land within the UGA is largely consistent with this zoning.

The Stevens County Assessor identifies the land use of individual parcels using a land use code. These land use codes and the land area designated for each use are given in **Figure LU-1**.

FIGURE LU-1. LAND AREA BY LAND USE, CITY OF COLVILLE, 2019

Aggregate Land Use	Land Area (Acres)
Exempt / Utilities (EXU)	807.0
Single Family Residential (SFR)	463.8
Open Space (OS)	217.4
Commercial (COM)	198.3
Vacant (VAC)	195.8
Industrial (IND)	53.3
Multifamily Residential (MFR)	39.2
Total (all uses)*	1,974.8

Source: Stevens County Assessor, 2019; Community Attributes Inc., 2019

*Note: total acreage is based on Stevens County Assessor records and land use data, which may differ from Washington OFM estimates of total land area.

These land use patterns are depicted in the map of current land use (**Figure LU-2**).

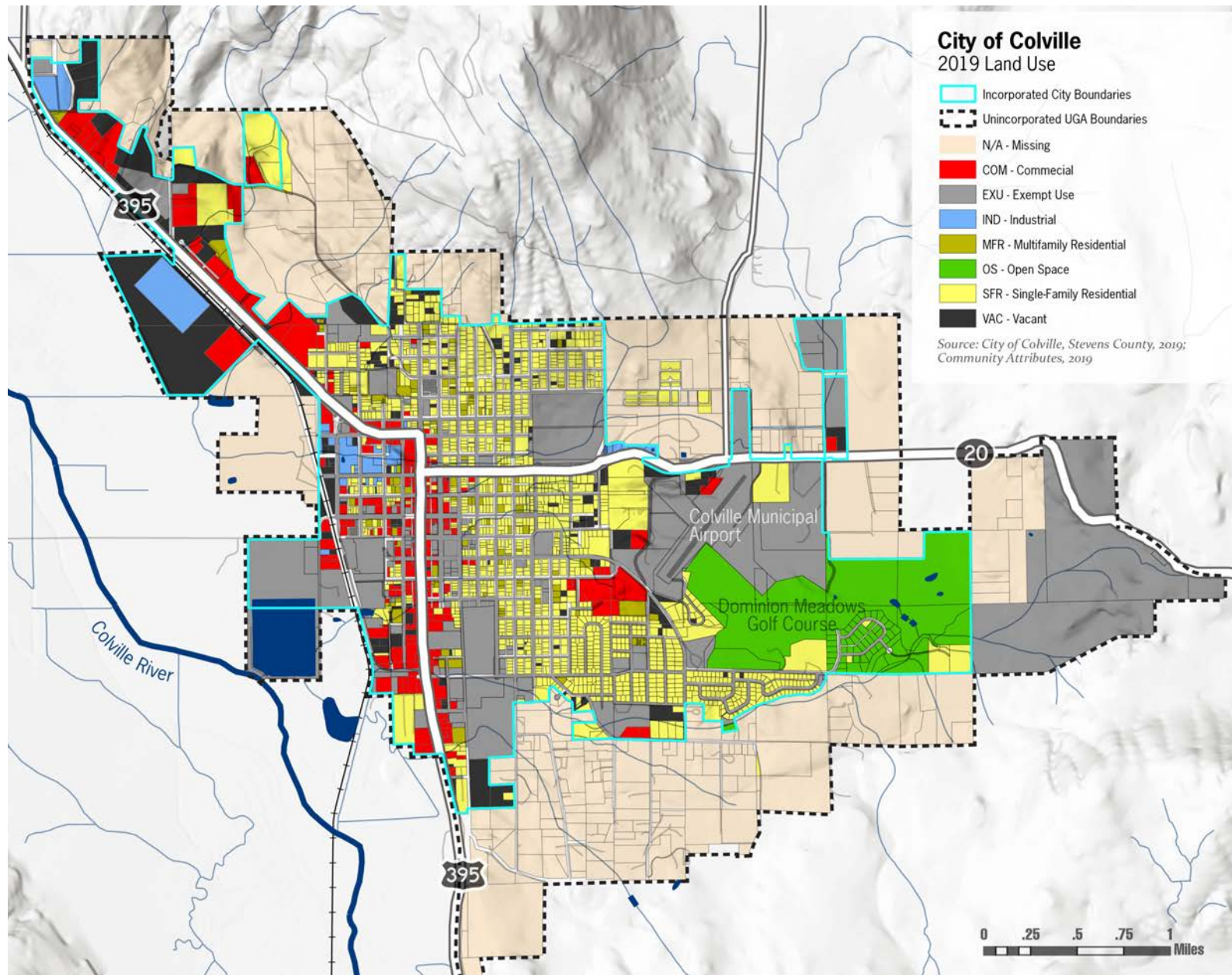


FIGURE LU-2. CURRENT LAND USE, CITY OF COLVILLE

Density and Intensity of Development

In 2019, OFM reported that Colville encompassed approximately 3.22 square miles (2,061 acres) with a population of 4,760. The City's population density in 2019 was therefore 1,479.5 people per square mile, down from 1,493 people per square mile in 2010. The 2011 Comprehensive Plan noted the annexation of 76 acres of residential land between 2000 and 2010, and much of that land remains undeveloped. Colville's most recent annexation, of 23 acres of land, was for wellhead protection in 2016. Though these expansions of Colville's land base have decreased overall population density, Colville is still significantly more urban than Stevens County as a whole, which had a population density of 18.4 people per square mile in 2019.

Colville residents have indicated that they cherish the small-town character of the community. Nonetheless, the community is interested in promoting growth and strengthening the downtown core with mixed-use and multifamily development types that are more intensive than most development types currently existing in the City. Specific density and intensity standards are described in detail in the subsequent section of this Element.

Land Use Districts and Standards

Residential

Residential districts are intended to provide housing for Colville's residents. The future land use map contained in this Comprehensive Plan identifies three residential districts, as follows:

- **Rural Residential** - intended as a transitional use between rural and residential areas, with an average density of 4.5 units per acre. Rural Residential areas permit the keeping of livestock.

- **Single Family Residential** - intended as a low-density residential area with an average density of 4.5 units per acre, ideally located in areas where adequate water, sewer, and street facilities are available.
- **Multifamily / Urban Multifamily Residential** - provides a range of housing types in areas that transition from low-density residential to commercial uses, with an average density of 22 units per acre.

Across all residential districts, minimum lot size requirements range from 6,000 to 9,650 square feet.

Commercial

The future land use map identifies three commercial districts, as follows:

- **Neighborhood Mixed Use** - intended to provide a range of commercial services and or multifamily housing to create mixed-use nodes and promote walkability within the City. This district permits small-scale retail and service providers to be located within close proximity to residences, which will encourage walking and the use of non-motorized transportation. Potential uses could be small convenience stores (without gasoline sales), barber and beauty shops, animal groomers, and small offices.
- **Downtown Mixed Use** - intended to serve the majority of retail and professional uses in the central activity center of the City. The district preserves and enhances pedestrian-oriented commercial areas. There are no limits on building height or lot coverage; multifamily and mixed-use development is allowed. On-site parking is not required.

- **Corridor Mixed Use** - intended as a general commercial district to serve auto-oriented commercial uses. There are no limits on density or lot coverage, except that additional setbacks apply when adjacent to residential uses.

Industrial

There are currently two designations for industrial use, as follows:

- **Industrial** - intended for both light and general industrial uses, with the former focused on smaller-scale operations that limit nuisance factors. There are no limits on density or lot coverage, except that additional setbacks apply when adjacent to residential uses. This district should be buffered from other land uses, to reduce conflicts and enhance the overall quality of life in the community.
- **Industrial Mixed Use** - intended to provide area within the City for small-scale or craft industrial uses, particularly for incubating new manufacturing and for the production of consumer goods that require a retail storefront. The district encourages live-work development and limits the size of industrial operations while allowing retail and residential as accessory uses.

Open Space, Parks and Recreation

The Open Space designation promotes the retention of land to be used as parks, public gathering areas, conservation areas, and similar uses.

Public

The Public designation identifies land to be used for public facilities other than parks, including airports, jails, libraries and other local, state and federal buildings, including the Colville City Hall.

With the exception of airports, public facilities are permitted throughout the city to various degrees. In accordance with requirements of the GMA, the siting of essential public facilities is evaluated extensively for the most suitable location. As the City grows and new public facilities are developed, the zoning designation(s) of the affected land will be changed to reflect the public use.

Implementing Regulations

Zoning districts implement the land use designations described and mapped in the Comprehensive Plan. The table in **Figure LU-3** identifies the zones that conform with each of the land use districts described above.

FIGURE LU-3. CONFORMING ZONES BY LAND USE DISTRICT, 2020

Comp. Plan Land Uses	Conforming Zones
Rural Residential	R-1-S
Single Family Residential	R-1
Multifamily / Urban Residential	R-2, R-3
Neighborhood Mixed Use	TBD*
Downtown Mixed Use	C-2
Corridor Mixed Use	C-3
Industrial Mixed Use	TBD*
Industrial	LI, I
Open Space, Parks, Recreation	OS
Public	

**Note: the Industrial Mixed Use and Neighborhood Mixed Use designations are new in 2020 and development regulations, including zoning changes, will be updated subsequent to Comprehensive Plan adoption.*

Overlay Districts

Critical Areas Overlay

This applies to critical areas designated pursuant to WAC 36.70A, including wetlands, critical wildlife habitat, frequently flooded areas, steep and unstable slopes, and aquifer recharge areas around the City's wells. Development in these areas should be designed to protect identified resources and mitigate risks to the public from developing in hazardous areas.

Airport Overlay District

This district applies to those lands adjacent to the Colville Municipal Airport and affected by noise from airport operations or subject to height limitations under regulations of the Federal Aviation Administration. Commercial, industrial, and open space uses that are compatible with airport operations or dependent on air transportation are encouraged in this overlay district. Development standards in this district are designed to minimize risk and ensure the airport remains a resource for the City.

Historic Districts

The Historic Districts are adopted based on the concentration of multiple structures or sites that warrant recognition and/or preservation. Any applications submitted by contributing sites within these districts would be reviewed by the Historic Preservation Commission for compliance with guidelines for renovating historic properties.

Pedestrian Core Overlay

The Pedestrian Core Overlay, as defined in the Zoning Ordinance, is intended to preserve a pedestrian-oriented area to patronize the businesses within the C-2 (Central Business) District of downtown Colville.

Critical Areas

The GMA requires local government to identify and protect critical areas, including wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife conservation areas, frequently flooded areas, and geologically hazardous areas. This section describes the critical areas located in or near Colville. The City has adopted the Critical Resource Areas Overlay District (CRA) which defines the processes that must be followed to protect and preserve critical environmental resources and prevent development in hazardous areas.

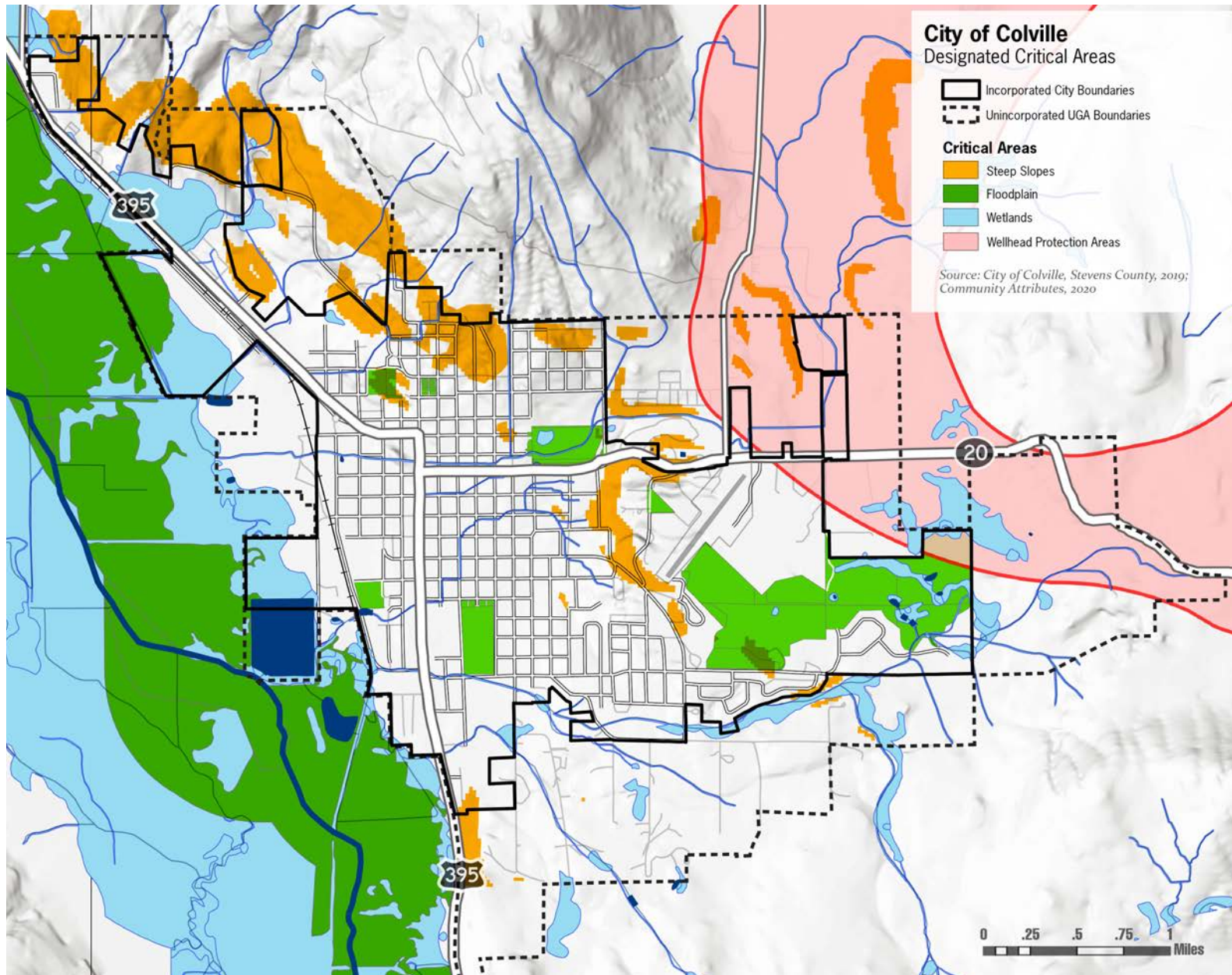


FIGURE LU-4. CRITICAL AREAS, CITY OF COLVILLE

Wetlands

Figure LU-4 shows wetlands in and adjacent to the city. Most are located adjacent to or in the floodplain of the Colville River. Wetlands perform several extremely useful functions in the natural world, including:

- handling flood waters that overflow stream channels
- filtering pollutants from water before it enters streams or groundwater
- providing wildlife habitat

Wetlands are defined as “areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from nonwetland areas created to mitigate conversion of wetlands” (36.70A.030(28)).

The seasonal fluctuations in the water table create extensive wetlands adjacent to the unnamed creeks that run through the city. Except for the area near the fish hatchery, these smaller drainages have been disturbed by adjacent development and agriculture. The result is that there is no longer continuous plant cover near the creeks and the habitat value has been compromised. The riparian

areas outside the city limits support a diversity of plant species and provide a corridor for wildlife migrating from the hills to the valley.

The wetlands adjacent to the fish hatchery are high quality, forested wetlands. In addition to water from the stream crossing the property, their hydrology is supported by run-off from adjacent development (including the school). The wetland serves to clean the run-off of pollutants before it enters the stream.

Critical Aquifer Recharge Areas

The GMA requires that all cities and counties identify areas where water is absorbed to recharge the groundwater aquifer from which water is drawn for consumption by residents. Local jurisdictions must also develop policies to protect the groundwater from contamination. Prevention of contamination is less expensive than attempting to clean-up pollution or develop alternative water supplies. **Figure LU-4** identifies the wellhead protection areas that have been identified through past studies.

The Zoning Ordinance includes a process for reviewing development proposed in wellhead protection areas to ensure that risk of groundwater contamination is minimized.

Sensitive Habitats

The Colville UGA has primarily been used for agriculture and urban development. There is very little sensitive habitat remaining in the Colville urban growth area, including wetlands, as described above. One area that is important for wildlife habitat is the Colville Fish Hatchery, which is owned by Stevens County and operated in partnership with the Colville School District. This is a wooded area, containing some wetlands, that provides habitat for diverse population of plants and wildlife. **Figure LU-4** identifies priority habitat areas.

Geological Hazards

There are no earthquake faults or historic landslides within the Colville urban area. Although the Pacific Northwest has many active volcanoes, none are located near Colville. There are a few steep slopes (greater than 40%) within the planning area that are potentially hazardous. The procedures defined in the CRA are designed to buffer and protect these areas. **Figure LU-4** identifies the steep slopes that constitute Colville's geological hazards.

Frequently Flooded Areas

The floodplain for the Colville River spreads out over the valley south and west of town and this area is subject to periodic flooding. The floodplains for most of the creeks that cross Colville are relatively narrow. The CRA contains procedures for mitigation to avoid or mitigate flood damage in the future. Floodplains are identified in **Figure LU-4**.

Resource Lands

Currently the only property within the city limits that is classified as resource land is Colville Valley Concrete's gravel pit on 3rd Avenue. The company's future operations are intended to occur east of the city, but outside of the UGA. When the 3rd Avenue facility is rendered obsolete, it is anticipated the land will revert to uses compatible with the surrounding urban or suburban environment. The Colville UGA does not include resource lands, per Board of County Commissioners Ordinance #2009-09.

Capacity for Growth

The Growth Management Act (GMA) requires that cities' comprehensive plans contain (1) a forecast of population growth for the planning period, (2) a land capacity analysis to determine how much growth the city's developable lands can accommodate, and (3) a future land use plan and map to illustrate how development regulations will allow the city to accommodate forecasted growth.

Forecast of Future Growth

The OFM provides low, medium and high forecast scenarios for population growth in Stevens County. The low forecast suggests the County's population will decline by about 5,700 residents by 2040, while the high forecast suggests the County will grow by about 24,100 residents during that time. The medium forecast suggests the County will grow from 45,570 in 2019 to 51,050 in 2040, adding 5,480 new residents.

Colville's population forecast is informed by its historic capture of countywide population. From 2010 to 2019, Colville accounted for an average of 10.7% of Stevens County population. Assuming Colville captured 10.7% of forecasted growth for Stevens County would imply that Colville will grow by 684 residents through 2040 (under the medium OFM forecast). In this scenario, Colville's population would increase from 4,760 in 2019 to 5,444 in 2040. **The 2020 periodic update of Colville's Comprehensive Plan assumes this forecast.**

Buildable and Redevelopable Lands

Using Stevens County assessor data, **Figure LU-5** identifies lands that are vacant or that have relatively low assessed improvement values. These lands may be suitable for redevelopment, since the structures on the land, if present, may be less valuable than if new structures were built. The map offers a segmentation of potentially redevelopable parcels based on the assessed improvement value per square foot of parcel (land) area.

According to **Figures LU-5 and LU-6**, the City has about 221 acres of vacant or potentially redevelopable land in its residential zones. Not all of this land is likely to be developed, and even when land is developed, 100% of the land area is rarely used to provide housing units. To account for this, the City deducts land from the total shown in LU-6 to account for land area that would be dedicated to infrastructure and for market factors that prevent otherwise developable parcels from being developed, such as an owner's unwillingness to sell his or her land for redevelopment.

Infrastructure Deduction

The infrastructure deduction ranges from 10% to 20% across the residential zones in this analysis. It is assumed that mixed use or multifamily projects require more infrastructure than single family homes, so the higher deduction is applied to these intensive zones.

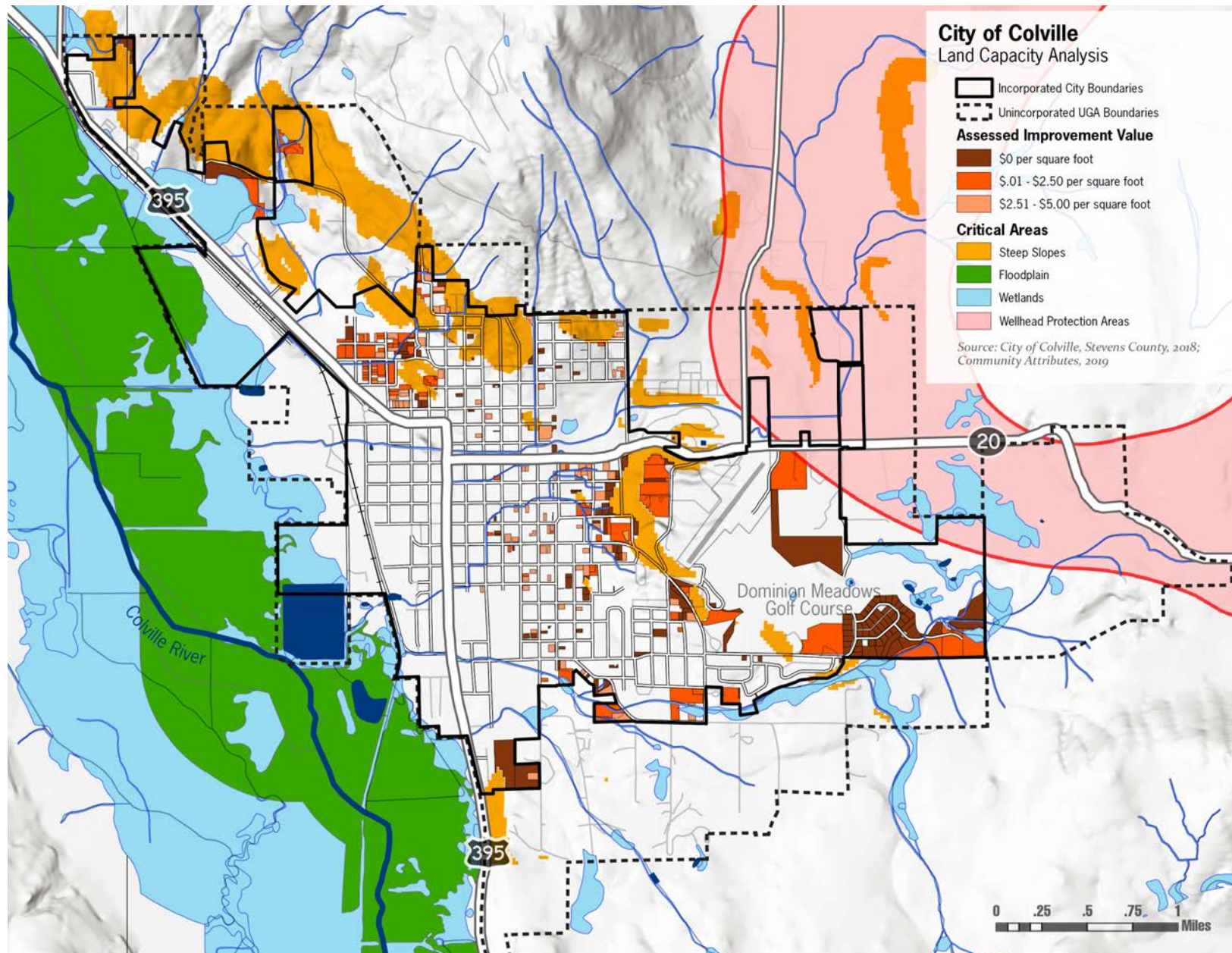


FIGURE LU-5. VACANT AND POTENTIALLY REDEVELOPABLE LANDS, CITY OF COLVILLE

Market Factor Deduction

The market factor deduction ranges from 30% to 50% across the residential zones used in this analysis. These assumptions are based primarily on the City's recent development history and on extensive conversations with the local real estate community. Real estate professionals active in Colville indicated that much of the land identified in LU-5 is unlikely to develop during the planning period due to landowner preferences and a widespread unwillingness to sell property for development. When large tracts of land have been developed, or marketed for development, construction and absorption of new housing units has been slow; as of 2019, just two of the 45 lots available in the City's newest subdivision - Pheasant Ridge - have been developed. The subdivision was platted prior to the previous Comprehensive Plan update in 2011.

Accommodating Anticipated Growth

To translate land area into growth capacity, the analysis relies on additional assumptions for density of development (units per acre) and population per housing unit. The analysis uses conservative estimates of density - lower than allowable under the Zoning Ordinance. It is assumed that there will be fewer inhabitants per unit in multifamily homes when compared to single family homes. These assumptions are depicted in **Figure LU-6, which indicates that Colville could accommodate more than 1,600 new residents within current City limits and based on current development regulations.**

FIGURE LU-6. CAPACITY FOR POPULATION GROWTH, CITY OF COLVILLE, 2020

	NMU	MF	RR	SF	Total
Total Vacant / Potentially Developable Land (acres) by FLU (Gross)	25.3	64.7	51.4	79.4	220.9
Infrastructure Deduction	20%	20%	10%	10%	N/A
Market Factor	30%	30%	40%	50%	N/A
Total Vacant / Potentially Developable Land (acres) by FLU (Net)	12.6	32.4	25.7	31.8	102.5
Units per Acre Assumption	12	16	2	4	N/A
Housing Units Capacity	152	518	51	127	848
Population per Housing Unit Assumption	1.75	1.75	2.50	2.50	N/A
Total Population Capacity	266	906	129	318	1,618

Source: Stevens County Assessor, 2019; Community Attributes Inc., 2020

Based on the capacity shown in Figure LU-6, **Colville can accommodate both the low and medium growth scenarios without annexing additional land or changing development regulations.** Should the City decide to undertake annexation strategically, such as to secure water resources or to provide land for unique housing types not otherwise suited to land available within the City, it would create additional capacity for growth. Moreover, any shift in consumer preference toward higher residential intensities, such as townhomes or condominiums, may allow Colville to achieve higher densities than assumed in the analysis above. **Figure LU-7** relates this capacity to the low, medium and high forecast scenarios.

FIGURE LU-7. GROWTH CAPACITY RELATIVE TO POPULATION FORECASTS, CITY OF COLVILLE, 2019-2040

	2040 Population	Population Change (2019-2040)	Capacity Surplus/ Deficit
Low Forecast	4,640	(120)	1,738
Medium Forecast	5,444	684	934
High Forecast	6,430	1,670	(52)

Fiscal Considerations

A 2019 analysis of Colville's revenue generation across all land use categories found that the City's commercial, mixed use and multifamily residential lands generate disproportionately high amounts of revenue when compared to low-intensity residential and industrial uses. The analysis did not compare revenue generation to the cost of service provision across the City's land use designations, but it is widely acknowledged in the literature base that lower-intensities of development rarely generate enough

tax revenue to offset the initial capital costs of infrastructure provision and the long-term costs associated with infrastructure maintenance.

Colville residents and other stakeholders identified the City's fiscal sustainability as a strategic priority in the 2020 Comprehensive Plan. As a result, **the future land use map places a greater emphasis on accommodating growth within existing City boundaries** and in locations that are already well-served by water, sewer, roadways and other infrastructure. The Capital Facilities and Utilities Element contains goals and policies that are consistent with this approach.

Future Land Use

The future land use map is both a GMA requirement and a powerful expression of the City's vision for growth and development. It reflects the goals and policies in the Land Use and Annexation and other Elements, as well as the context for growth and development in contained herein. The map is depicted in **Figure LU-8**.

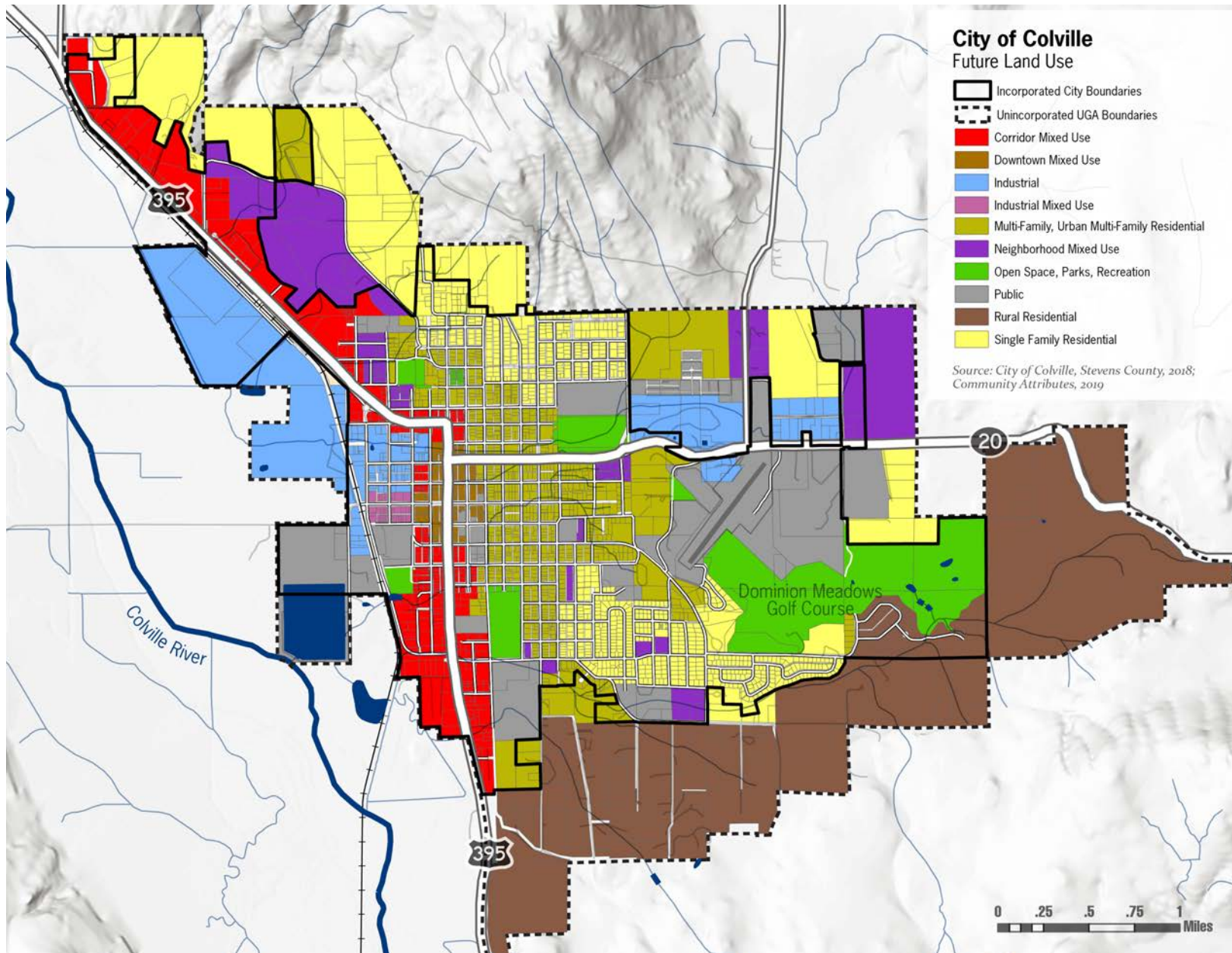


FIGURE LU-8. CITY OF COLVILLE FUTURE LAND USE MAP

Goals and Policies

Goal LU1. Colville's land base meets the needs of the City's residents and economy.

- LU - 1.1. Provide sufficient land across all land uses to accommodate anticipated growth in a manner that maintains Colville's small-town character and promotes livability.
- LU - 1.2. Maintain an updated land capacity analysis based on observed and projected growth and use the analysis to inform land use decisions.
- LU - 1.3. Continue Colville's role as a service, retail, governmental, medical, and educational center.
- LU - 1.4. Encourage citizen input into the planning process to allow elected and appointed officials to make decisions based on public needs and desires.
- LU - 2.3. When practical, accommodate growth within existing City limits and where infrastructure is already in place.
- LU - 2.4. Concentrate commercial growth within the core of the City and in identified neighborhood centers.
- LU - 2.5. Encourage the development of neighborhood-serving commercial, parks and other amenities to create self-sufficient, livable and walkable neighborhoods and promote physical activity through the use of pedestrian and non-motorized transportation.

Goal LU2. The arrangement of land uses and intensities is orderly, intentional and efficient.

- LU - 2.1. Encourage planned community growth through proactive planning for the City and surrounding areas, including through regular updates to a comprehensive growth management plan.
- LU - 2.2. Cooperate with adjacent jurisdictions to develop land use policy and zoning regulations and regularly coordinate with Stevens County to define boundaries for Colville's urban growth area (UGA), utilizing intergovernmental agreements when necessary.
- LU - 2.6. Promote higher intensities of development in places that are well-served by existing infrastructure or where infrastructure and services can be provided in a cost-effective manner.
- LU - 2.7. Encourage the clustering of uses that rely on each other's products and/or services.

Goal LU3. The City pursues annexations when strategic, fiscally sustainable and beneficial to the citizens of Colville.

- LU - 3.1. Assess the potential return on investment, such as through expansion of the tax base relative to short- and long-term capital costs and maintenance, when considering infrastructure investment to support annexation.
- LU - 3.2. Except when required by pre-existing contracts with special purpose districts, do not extend utilities and other City services into the UGA. When, by Council approval, the City decides to use the extension of utilities to the UGA to guide desirable growth and development, the following criteria apply:
- › A. The area to be served by water and/or sewer is subject to a contractual arrangement wherein it is agreed that all utility improvements meet City standards and that residents of the area agree to annex to the City at such time as the City deems appropriate;
 - › B. The owners of lands to be served by water and/or sewer service agree to participate financially, to the extent and in a manner agreeable to the City, in planned capital improvements;
 - › C. The owners of lands to be served by water and/or sewer services provide, by Local Improvement
- District or other non-City funds, specified water and/or sewer supply, transmission, distribution and storage facilities. Ownership and control of such facilities shall be transferred to the city following construction, inspection and acceptance.
- › Emergency services, such as fire and police, schools and the City's other capital facilities, as identified in the Capital Facilities Element, have sufficient capacity to meet adopted levels of service.
- LU - 3.3. Encourage development in the UGA that provides the public facilities (pedestrian paths, bicycle facilities, landscaped areas, and other neighborhood improvements) necessary to successfully integrate into the City.
- LU - 3.4. Evaluate requests for annexation using the following criteria:
- › A. Is the annexation in a place within the UGA that is already well-served by infrastructure, such as City water and sewer services? Encourage expansion only when and where the City is able to provide adequate and efficient public services and facilities in a cost-effective manner.
 - › B. Does the annexation demonstrate positive long-term fiscal and economic impacts to the City?
 - › D. Do the proposed annexed areas bear the costs of increased services?
 - › E. Is the proposal for a large-area annexation, or meet one of the following exceptions?

i. Where it is in the best interest of the public to annex in order to apply zoning and thereby direct growth and development in the area;

ii. Where the annexation of a small area enables another area to be annexed;

iii. In any other circumstances where private necessity or public interests must be served.

- › F. Incorporate feedback from affected special purpose districts and other agencies.

LU - 3.5. Ensure that annexations of formerly rural areas encourage urban development by zoning for at least moderate densities and other appropriate and desirable uses.

LU - 3.6. Encourage the identification, dedication and preservation of unique areas and public uses within proposed annexations.

LU - 3.7. Maintain existing levels of service for citizens within Colville when new areas are annexed.

LU - 3.8. Consistently reevaluate available methods for funding and financing infrastructure to ensure cost-effectively delivery and extension of services, including through:

- › Latecomer charges;
- › Special assessments;
- › Connection charges;

› Revenue bonds;

› State and Federal infrastructure financing programs;

› General taxation.

LU - 3.9. Regularly review and adjust fees for City services in the UGA as necessary to reflect the cost for delivery of services.

Goal LU4. Adopted land use regulations support economic development.

LU - 4.1. Encourage economic growth by supporting a diversified economic base and providing adequate commercial and industrial zoning.

LU - 4.2. Develop and enhance the downtown area to demonstrate the vital atmosphere of a small town.

LU - 4.3. Maintain a supply of commercial land that reflects market preferences and that allows Colville to be competitive and responsive to market-driven opportunities for growth.

Goal LU5. City policy ensures effective stewardship of open spaces, critical areas, air, water and energy resources and other natural features.

- LU - 5.1. Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
- LU - 5.2. Ensure that regulations on extractive operations protect and buffer adjacent uses, critical areas and other environmental assets.
- LU - 5.3. Discourage development in or near wetlands and riparian areas which would adversely affect the size or function of the resource and mitigate unavoidable impacts to the affected resource.
- LU - 5.4. Preserve high-quality wildlife habitat and provide strong and preferential protections for large and contiguous areas rather than isolated pockets of habitat.
- LU - 5.5. Communicate with and educate the community to create awareness of the role that natural resources play in the quality of life in Colville.
- LU - 5.6. Regularly consider measures to reduce storm-water runoff and maintain high levels of water quality.

LU - 5.7. Maintain open spaces at a variety of scales to ensure resident access and to break up the urban fabric of the City.

LU - 5.8. Consider the risks associated with wildfires and actively manage the urban/wildland interface in relevant policy decisions.

Goal LU6. Public facilities are located appropriately to ensure high levels of service, and through coordination with regional partners.

- LU - 6.1. Consider the following when siting essential public facilities:
 - › A. Economic development benefit vs. fiscal impact from loss of tax base, cost of infrastructure improvements, etc.;
 - › B. Neighborhood compatibility, environmental impacts, and ways to mitigate any adverse impacts;
 - › C. Adequacy of existing infrastructure (water, sewer, storm drainage, access, parking) and proposed mitigation for any impacts;
 - › D. Safety and security risks and proposed mitigation of any adverse impacts;
 - › E. Alternative sites for locating the proposed facility and the advantages and disadvantages of each.

- › F. Opportunities to promote safe, non-motorized access, such as to schools.

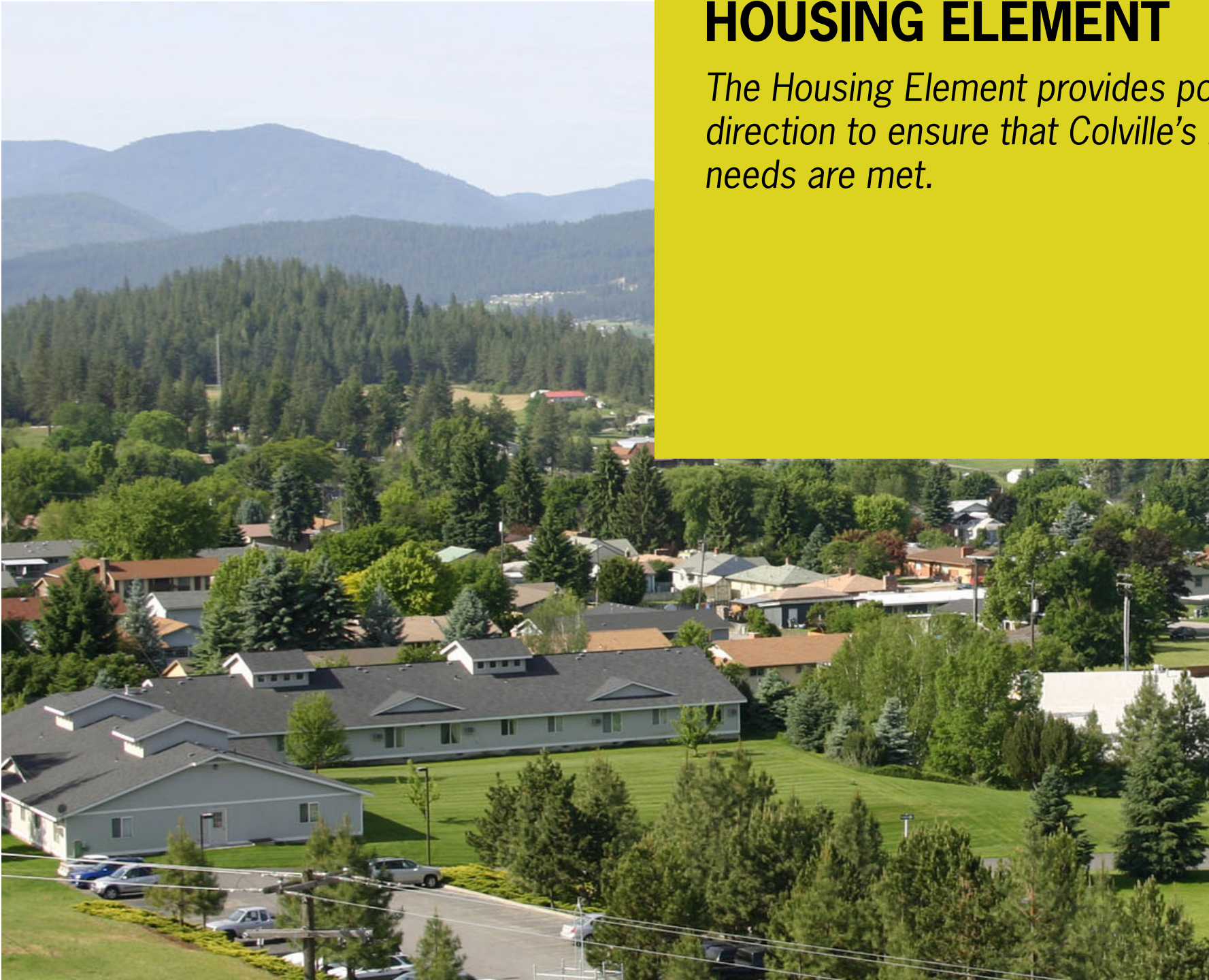
LU - 6.2. Coordinate with Stevens County, and other jurisdictions as necessary, to combine resources where it benefits the public, including for:

- › Equipment and staff resources for annual roadway maintenance.
- › Construction of an updated jail.
- › The design, construction and maintenance of a non-motorized trail between Kettle Falls and Colville.

LU - 6.3. Maintain clear and consistent communication between City and County governments and actively seek comment and input from County officials regarding annexations and essential public facilities.

HOUSING ELEMENT

The Housing Element provides policy direction to ensure that Colville's housing needs are met.



“ Colville is a thriving small town that is committed to its people, places and prosperity. ”

A Vision for Housing

Housing, as a basic human need, is essential for all. Colville cannot thrive if its residents cannot find homes that meet their needs at prices that are affordable.

“a thriving small town...”

Colville’s vision requires that Colville addresses its housing challenge. Currently, too many people report difficulty finding appropriate and affordable housing in town. As a result, many live in housing units that do not meet their needs, and others are unable to accept gainful employment in Colville due to their inability to find a home nearby. Even as a small town, Colville needs a variety of housing types, from apartments and condominiums to townhomes to detached single family homes, if its people and economy are to thrive.

“people, places and prosperity...”

Colville’s neighborhoods are cherished by residents, but they also represent a limited array of options for housing, with most of Colville’s housing units classified as single family. Residents report a desire for rich and varied neighborhoods with greater housing variety. Introducing new types of housing allows a broader segment of the com-

munity to find housing appropriate for their needs, which creates prosperous places. More accessible housing also allows the local economy to prosper, as workers need affordable housing options near their place of work.

Implications for Policy

The vision asks for Housing goals that:

- Ensure that all segments of the community can find appropriate and affordable housing in Colville;
- Create rich and robust neighborhoods;
- Encourage new, high-quality development; and
- Allow workers to seek and accept job opportunities in Colville.

Background and Key Considerations

The intent of the Housing Element of the Comprehensive Plan is to promote the provision of an adequate supply of appropriate housing for current and future residents of the City. This element includes an analysis of existing need and future demand based on an inventory of household characteristics, housing characteristics, special needs households, regional fair share of housing, and land supply. It also includes goals and policies for meeting Colville's housing needs and a section on methods of implementing and financing these goals.

GMA Requirements

The Housing Element is a required component of the Comprehensive Plan. Specifically, GMA requires that the Housing Element include:

- Goals, policies, and objectives for the preservation, improvement, and development of housing.
- An inventory and analysis of existing and projected housing needs.
- Identification of sufficient land for all housing types
- Adequate provisions for housing needs for all economic segments of the community
- Policies that ensure manufactured housing is not regulated differently than site built housing

Analysis of Existing Need and Future Demand

Housing and Household Characteristics

Data from the U.S. Census Bureau indicates that Colville's housing stock consists mostly (58%) of single family homes, with about 33% multifamily units and 10% of all housing units classified as 'other', which includes mobile homes. Approximately 90% of all housing units are occupied, with slightly higher (90%) occupancy rates for single family homes than for multifamily (86%).

Most (56%) housing units in Colville are owner-occupied but many people (44% of housing units) rent their homes as well. Most multifamily units are rented, while most single family units are owned. This may indicate a dearth of for-sale attached housing products, such as townhomes and condominiums.

Families occupy 51% of housing units in Colville, while 42% of housing units are occupied by a lone householder. While there is a continued need to provide housing appropriate for and affordable to families, **single householders represent a significant portion of Colville's housing market and may not require large-lot single family dwellings.** Indeed, Colville's housing stock may reflect past preferences given the era in which most homes were built: all but 7% of housing units were built prior to 2000, with 68% built prior to 1980.

FIGURE H-1. HOUSING DATA SUMMARY, CITY OF COLVILLE, 2018

	Single Family	2-4 Units	4+ Units	Other	All Housing Units
INVENTORY					
Total	1,327	161	589	226	2,303
Share of Total	57.6%	7.0%	25.6%	9.8%	100%
Change (Units) 2010-2018	-172	-17	131	1	-57
Change (percent) 2010-2018	-13%	-11%	22%	0%	-2%
OCCUPANCY					
Occupied (%)	90%	100%	86%	96%	90%
Vacant (%)	10%	0%	14%	4%	10%
TENURE					
Owner-Occupied	80%	6%	2%	86%	56%
Renter-Occupied	20%	94%	98%	14%	44%
OCCUPANT CHARACTERISTICS					
Married Couple Family	N/A	N/A	N/A	N/A	40%
Family; single householder	N/A	N/A	N/A	N/A	11%
Non-family; householder living alone	N/A	N/A	N/A	N/A	42%
Non-family; householder living with others	N/A	N/A	N/A	N/A	7%
YEAR BUILT					
Before 1940	N/A	N/A	N/A	N/A	14%
1940 - 1959	N/A	N/A	N/A	N/A	27%
1960 - 1979	N/A	N/A	N/A	N/A	27%
1980 - 1999	N/A	N/A	N/A	N/A	26%
2000 - 2009	N/A	N/A	N/A	N/A	3%
2010 - 2018	N/A	N/A	N/A	N/A	4%
COST BURDEN					
Owner-Occupied	N/A	N/A	N/A	N/A	25%
Renter-Occupied	N/A	N/A	N/A	N/A	55%

Source: U.S. Census Bureau, 2018; Community Attributes Inc., 2020

Stakeholder Perspectives

Housing is a critical issue for Colville, with residents reporting difficulty finding available housing across all segments of the housing market. This challenge has both humanitarian and economic dimensions, as homelessness appears more prevalent and as business owners report difficulties in hiring workers due to the inability of those workers to find affordable housing in town.

Many residents and stakeholders indicated that Colville's predominantly single family development pattern does not provide the broad array of housing types that is necessary to satisfy all segments of the market. Multifamily housing of various types, including duplexes, triplexes, quadplexes, apartments and condominiums, would offer variety for current and prospective residents that are currently unable to find housing appropriate to their needs. As Colville's population ages, these types of units would also cater to older residents looking to downsize.

Special Needs Households

The "special needs populations" consist of people who are physically or developmentally disabled, mentally ill, substance abusers, victims of domestic abuse, or frail elderly persons. These populations have an especially difficult time obtaining adequate housing.

Anecdotal evidence suggests that special needs housing is a persistent challenge in Colville and that homelessness is on the rise. As the County seat and the location of many social service providers in Stevens County, there will always be a need for these specialized housing types. Colville will continue to partner with organizations that specialize in addressing these issues and will eagerly partner to find solutions that maintain the City's small town character and quality of life.

Identification of Sufficient Land for Housing

While Colville's population has increased since 2010, it has decreased, in total, since 2000 (**Figure H-1**). During that time, the City has added 38 housing units and the average household size has fallen from 2.25 to 2.11 people per household. If household size holds constant, and the City's growth matches the forecast given in the Land Use and Annexation Element, 324 new housing units would be required to accommodate new residents through 2040. On average, **this would require Colville to add 15 new housing units per year from 2019-2040.**

FIGURE H-2. POPULATION AND HOUSING UNIT TRENDS, CITY OF COLVILLE, 1990-2019

	Population	Housing Units	Average HH Size	Population CAGR
1990	4,360	1,905	2.29	N/A
2000	4,988	2,219	2.25	1.4%
2010	4,673	2,221	2.10	-0.7%
2019	4,760	2,257	2.11	0.2%
2040	5,444	2,581	2.11	0.6%

Source: WA Office of Financial Management, 2019; Community Attributes Inc., 2020

The Land Use and Annexation Element provides a detailed summary of land availability to provide these units and accommodate forecasted growth. **According to the analysis, Colville could accommodate more than 1,600 new residents without upzoning or annexation.** The future land use map also redesignates some single family land as multifamily, which would allow conforming zone changes that would increase capacity beyond that identified in the land capacity analysis.

Goals and Policies

Goal H1. Colville has sufficient land to provide housing for current and future residents.

- H - 1.1. Regularly evaluate land availability for residential development to ensure sufficient land area to supply housing for current and prospective residents.
- H - 1.2. Identify opportunities to accommodate population growth through redevelopment of existing sites or by increasing allowable densities within City limits and where infrastructure and service capacity are available.
- H - 1.3. Pursue annexations within the Urban Growth Area when necessary, provided it is fiscally sustainable and the availability of adequate infrastructure.

Goal H2. The housing development process is predictable, transparent and efficient.

- H - 2.1. Maintain clear expectations through adopted development regulations and provide resources to guide builders and developers through the regulatory process.
- H - 2.2. Provide flexibility and incentives to create housing types and to meet housing needs that the

market would not otherwise provide, including affordable housing units.

- H - 2.3. Encourage creative project designs for the development of walkable, traditional neighborhoods.

Goal H3. Colville allows a wide range of housing types to meet the existing and anticipated needs of all demographic and economic segments of the community.

- H - 3.1. Evaluate existing development regulations and identify opportunities to increase the variety of housing options permitted throughout Colville.
- H - 3.2. Work with local builders, tradespeople and businesses to demonstrate innovative development concepts citywide.
- H - 3.3. Encourage and support the development of emergency, transitional, and permanent supportive housing for people with special needs and those experiencing homelessness.
- H - 3.4. Regularly work with non-governmental organizations that are mission-driven to house low-income and vulnerable populations.

H - 3.5. Support seniors' ability to age in place by encouraging housing types like townhouses, condominiums, and assisted living in areas with good access to services.

H - 3.6. Regulate all housing types, including manufactured homes, with fair and equitable standards that recognize the need for a variety of housing types.

Goal H4. City staff and housing stakeholders communicate regularly about Colville's housing needs.

H - 4.1. Maintain open lines of communication between City staff, real estate professionals, builders and other key stakeholders to monitor and respond to changes in the local and regional housing market.

H - 4.2. Conduct and regularly update a housing needs assessment to ensure that City policies reflect current needs.

Goal H5. Housing policy supports the production of environmentally sustainable housing choices.

H - 5.1. Consider the latest green building standards when updating building codes and designing approvals processes.

H - 5.2. Encourage the use of new, proven technologies relating to energy efficient and environmentally-friendly construction, in accordance with adopted building codes and development standards.

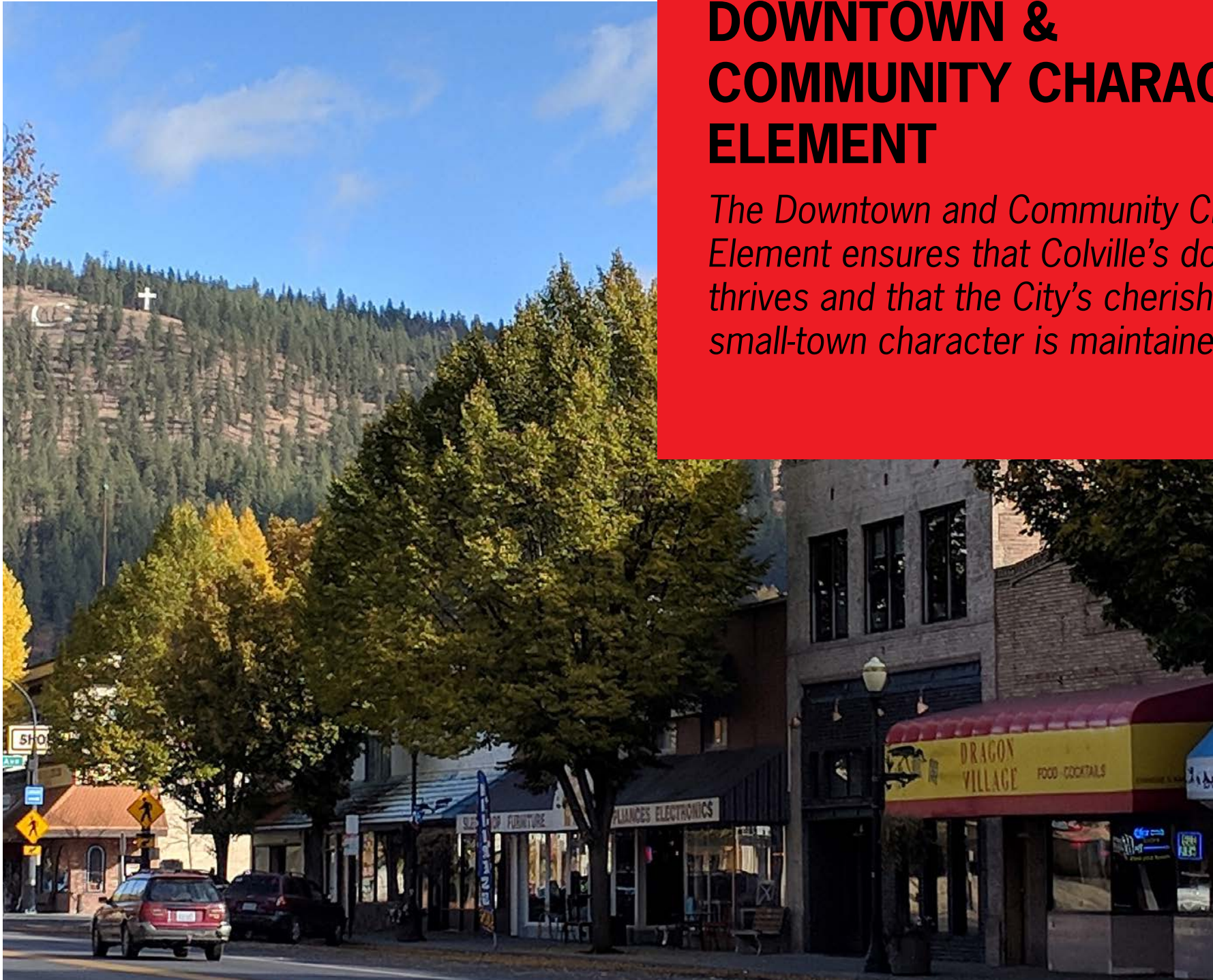
H - 5.3. Consider the following in decisions related to housing policy, including applications for rezoning, building permits, and annexations:

- › Potential impacts to critical areas
- › Implications for disaster preparedness and safety
- › Potential impacts to existing housing stock
- › Opportunities to encourage infill development and preserve undeveloped areas
- › Access to goods and services
- › Expected fiscal and economic impacts

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DOWNTOWN & COMMUNITY CHARACTER ELEMENT

The Downtown and Community Character Element ensures that Colville's downtown thrives and that the City's cherished small-town character is maintained.



**City of Colville
2020 Comprehensive Plan**

“ Colville is a thriving small town that is committed to its people, places and prosperity. ”

A Vision for Downtown & Community Character

Downtown is the face of Colville’s character. Downtown is everybody’s neighborhood and personifies the community’s people, places, and prosperity. Colville’s Downtown Vitalization Plan notes that downtown Colville has an excellent physical infrastructure and a viable but thin inventory of retail and service businesses. As such, priorities for that plan are focused on improvements to downtown’s marketing, promotion, and business mix. The Operational and Physical Plans included in the Downtown Vitalization document provide a detailed framework for a vibrant downtown.

The City of Colville, Colville Chamber of Commerce, Colville Main Street Partnership, and Tri-County Economic Development District are committed to working together to strengthen the vitality and character of downtown as Colville’s greatest asset. The plan’s vision is that downtown Colville will thrive through collective action on business and activity growth, physical improvements, and tourism development. This collaboration is known as Colville Together.

“a thriving small town...”

Downtown is the hub of pedestrian and retail activity in Colville. For the City to thrive, downtown must be vibrant and accessible. Its

unique character allows Colville to maintain its historic development pattern and small town charm.

“people, places and prosperity...”

Downtown Colville is both a treasured place and an engine for economic prosperity. The Downtown and Community Character Element commits the City to a vibrant place that enhances the broader community.

Implications for Policy

The vision asks for Downtown and Community Character Goals and Policies that:

- Ensure communication, coordination and collective action;
- Create a safe and inviting physical environment, and provide a vibrant and attractive asset for residents and visitors alike; and
- Promote a cohesive brand, positive identity, easy wayfinding, and attractive gateway to Colville.

Background and Key Considerations

GMA Requirements

The Downtown and Community Character Element is optional, and therefore there are no statutory requirements for the Element to fulfill. The City and its residents value downtown Colville and the broader town's unique rural character. This Element is a testament to these values.

Community and Stakeholder Perspectives

During Colville's 2020 Comprehensive Plan Update process, the consultant team and City staff met with representatives of Colville Together and the public on several occasions to discuss ideas for downtown and community character. These discussions included updates on progress toward Colville's 2018 Downtown Vitalization Plan, tasks yet to be completed, and other ideas. **The most impressive outgrowth of the Downtown Vitalization Plan is the founding and development of Colville Together as an organization.** The City, Chamber of Commerce, Main Street Partnership, and Tri-County Economic Development District have coalesced into a collaborative organization with a part-time director, and each organization has representatives on the Colville Together board. The strong common agenda of these groups around Colville's downtown and broader community character is abundantly clear and a great asset for Colville's future. Through several work sessions, these community leaders discussed progress and challenges ahead in order to

formulate the goals and objectives in the Downtown & Community Character Element of this Comprehensive Plan update.

The Vinson Fund Committee

The Vinson Fund Committee plans, promotes and develops events to enhance the cultural enrichment of the citizens of the City of Colville and the Colville region. The Committee reviews and screens applications for Vinson Fund allocations and, by majority vote, make recommendations to the Colville City Council relating to the expenditure of monies from the Vinson Fund within the funding limitations and wishes set forth in the Robert C. Vinson bequest.

The Committee develops and maintains partnerships with other cultural organizations in the Colville region and participated in the creation of this Downtown and Community Character Element. The Committee, as stewards of funding for cultural amenities, are partners in enhancing Colville's community character.

Relevant Plans

Colville Downtown Vitalization Plan

Downtown revitalization was a significant goal to come out of the City of Colville's 2017 strategic planning efforts. As a result, the City developed a "Downtown Vitalization Plan" as a significant step toward making that happen. During the winter and spring of 2018, almost

50 key stakeholders in downtown Colville came together to consider progress since the transformative Colville 2000 plan from almost 20 years earlier. Everyone agreed that many physical improvements were completed, including a highway bypass of Main Street, reconfigured parking, roundabouts at each end of the city center, and revitalized public spaces. Stakeholders noted limited progress toward cohesive organization and leadership; some physical plans were yet to be completed.

As such, the new Downtown Vitalization Plan focused first on organization (“together first”) and then on completing physical improvement. A collaborative organization, to be known as “Colville Together,” was proposed and now exists as a dynamic collaboration of the City, Chamber of Commerce, Main Street Partnership, and Tri-County Economic Development District. These groups established long-term goals and now work together on creating a booming, attractive and creative downtown area with something for everyone.

The physical side of the Downtown Vitalization Plan is a framework of priorities for a wide-ranging series of improvements to enhance the built environment and image of Downtown Colville. Classification of projects under physical (capital) improvements and maintenance provide focus for organizational and funding efforts. A collaborative effort between the City and Community, driven by Colville Together is fundamental in shaping the design and experience of the Downtown. The Plan identifies 22 discrete projects, from Heritage Court and an Astor Avenue shared street, to public restrooms and mid-block crossings, to gateways and traffic circles. These projects are prioritized in terms of characteristics, cost, phasing, and timeline. An annual maintenance plan for these improvements is also included.

Goals and Policies

Goal DCC1. Downtown Colville thrives through communication and collective action.

- DCC - 1.1. Continue active participation in the Washington Main Street program.
- DCC - 1.2. Provide active and ongoing support to Colville Together to meet the requirements of the Main Street program.
- DCC - 1.3. Ensure that messaging from the City and Colville Together is consistent.
- DCC - 1.4. Leverage City relationships and resources to support improvements to Downtown Colville.

Goal DCC2. Downtown Colville offers a safe and inviting physical environment.

- DCC - 2.1. Continue work on the design for Heritage Court and related infrastructure improvements as described in the 2018 Downtown Vitalization Plan and subsequent planning efforts.
- DCC - 2.2. Encourage development of additional downtown residential through review of zoning and building codes, streamlined permitting and incentives (such as tax abatements, loans, or grants).

- DCC - 2.3. Encourage rehabilitation and reuse of downtown buildings through review of zoning and building codes and application of incentives, such as tax abatements, loans, or grants.
- DCC - 2.4. Ensure adequate water and sewer service throughout downtown, and that the provision of services to new uses downtown is as easy and as affordable as for other locations.
- DCC - 2.5. Maintain a list of development sites and opportunities for private investment in the downtown area and communicate proactively with prospective investors about Colville's downtown.
- DCC - 2.6. Use the Capital Facilities Plan to maintain an updated list of physical improvements in the Downtown area and to prioritize projects appropriately.
- DCC - 2.7. Increase consistent code enforcement downtown, including for parking regulations, building codes, historic preservation guidelines, and building permits.
- DCC - 2.8. Continue to maintain healthy downtown street trees as a way to enhance the character and attractiveness of Colville.

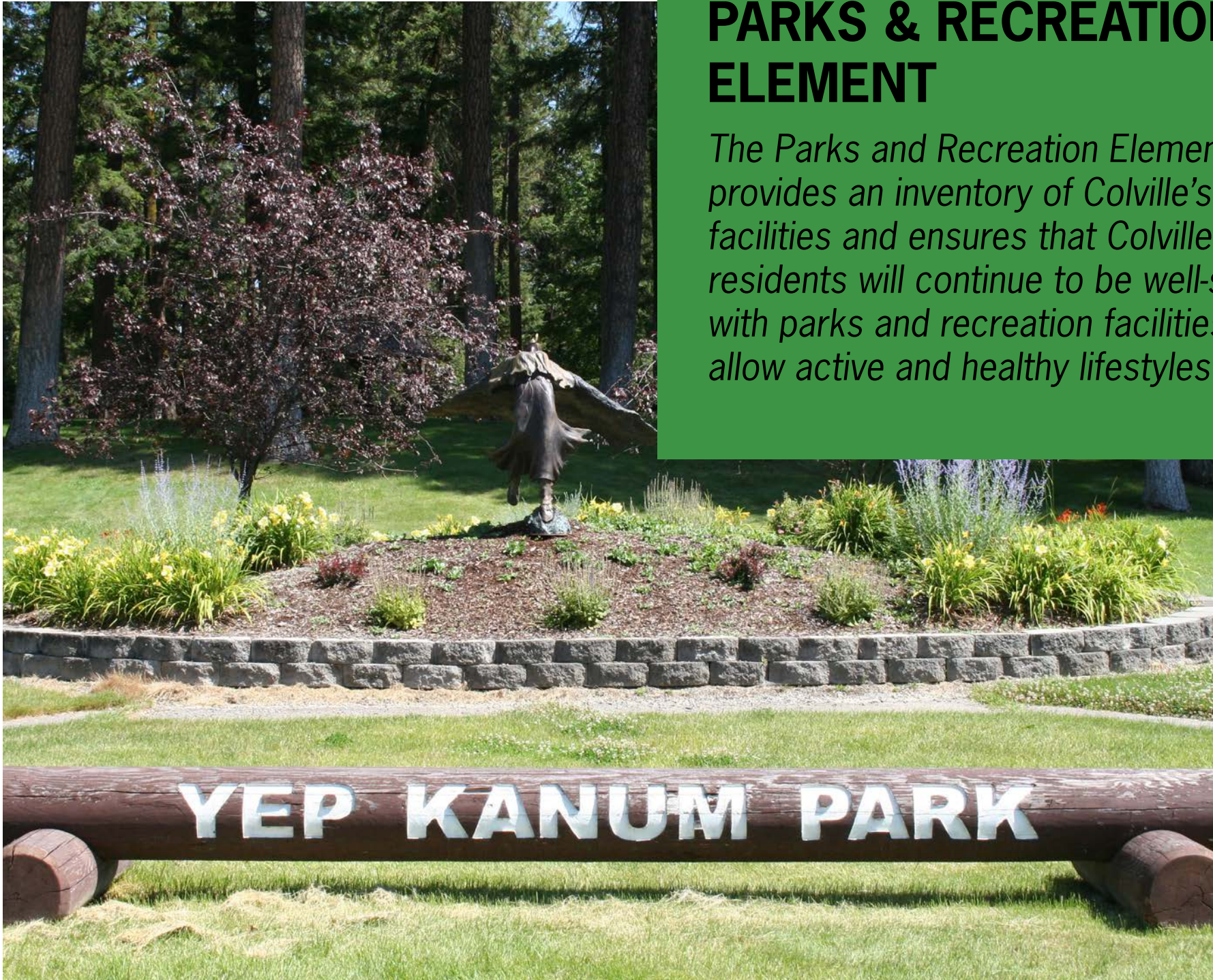
Goal DCC3. Downtown Colville is vibrant and an attractive asset for residents and visitors alike.

- DCC - 3.1. Strengthen downtown's wayfinding through better organized, better designed and more consistent signage, including a coordinated portfolio of road signs, informational signs, printed materials (maps and brochures), and online materials.
- DCC - 3.2. Ensure that capital facilities planning prioritizes streetscape improvements in downtown to enhance the pedestrian atmosphere.
- DCC - 3.3. Encourage the development of hospitality, retail and food service uses in the downtown area.
- DCC - 3.4. Provide guidance on the design and appearance of buildings and public spaces in the downtown area to ensure quality development and attractive public spaces.
 - › Consider adoption of design guidelines for new development in Downtown.
 - › Consider the development of a strategic plan for public art and work with the Vinson Fund to implement the plan.

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PARKS & RECREATION ELEMENT

The Parks and Recreation Element provides an inventory of Colville's park facilities and ensures that Colville residents will continue to be well-served with parks and recreation facilities that allow active and healthy lifestyles.



“ Colville is a thriving small town that is committed to its people, places and prosperity. ”

A Vision for Parks and Recreation

Parks and recreation facilities and programs are critical to the livability of cities and towns, and residents need opportunities for access to them to ensure healthy and active lifestyles. These amenities are essential if Colville is to be a thriving town.

“a thriving small town...”

People thrive through physical activity, social contact and access to the outdoors. Together, thriving people create thriving towns, and parks are instrumental in facilitating this alchemy.

“people, places and prosperity...”

Parks and recreation facilities are valued places in and of themselves, and the goals and policies of the Parks and Recreation Element support the creation and maintenance of strong, safe and accessible parks. They also contribute to a prosperous economy by supporting Colville’s ambition to become a destination for visitors looking to recreate in northeast Washington.

Implications for Policy

The vision asks for Parks and Recreation goals that:

- Provide a wide variety of accessible parks and recreation opportunities that allow residents to thrive through active and healthy lifestyles;
- Ensure that parks are valued places, and as such, are well-maintained and safe for all users; and
- Link parks and recreation to Colville’s broader economic development goals, especially as it pertains to Colville’s ambition to leverage regional recreation opportunities for local economic growth.

Background and Key Considerations

GMA Requirements

The Parks and Recreation Element is a required Element of the Comprehensive Plan. It is closely linked to, and works to implement, the Capital Facilities and Utilities Element. Specific requirements of the Parks and Recreation Element include:

- Estimates of park and recreation demand for at least a ten-year period;
- An evaluation of facilities and service needs;
- An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

Colville’s Parks

The City maintains six parks, which together cover approximately 40 acres, as well as designated open spaces throughout town. The City Parks and Recreation Department also coordinates a variety of recreational programs for residents of Colville and the surrounding area. All financial support for the maintenance, operation, and improvements to the City’s parks, and for administration and operation of the recreation programs, comes from the City General Fund. This fund includes revenue received from fees for park and recreation facilities and programs, covering a portion of the operating costs.

The Capital Facilities Plan (CFP), as included in the Capital Facilities and Utilities Element, includes a detailed list of near-term improve-

ments and associated cost for the City’s parks facilities. **Figures PR-1** and **PR-2** illustrate the size and location of the City’s parks.

FIGURE PR-1. COLVILLE CITY PARKS

Facility Name	Facility Type	Size (acres)
Angus McDonald Park	Neighborhood	1.7
Downtown Park	Neighborhood	0.2
Dominion Park	Neighborhood	0.8
Rotary Park	Community	6.0
Yep Kanum Park	Community	18.1
Dean Vaagen Memorial Park	Community	13.1
Total	All	39.9

Source: City of Colville, 2020

Facilities such as the park shelters, ball fields, swimming pool, and the Rotary pavilion are available for rent seasonally by the general public.

There are other facilities in the area that provide opportunities for recreation that are owned and operated by other agencies, such as Happy Trails Dog Park, the School District properties, the Stevens County Fairgrounds, the Dominion Meadows 18-hole golf course, and the 2.25-mile Rotary Trail.

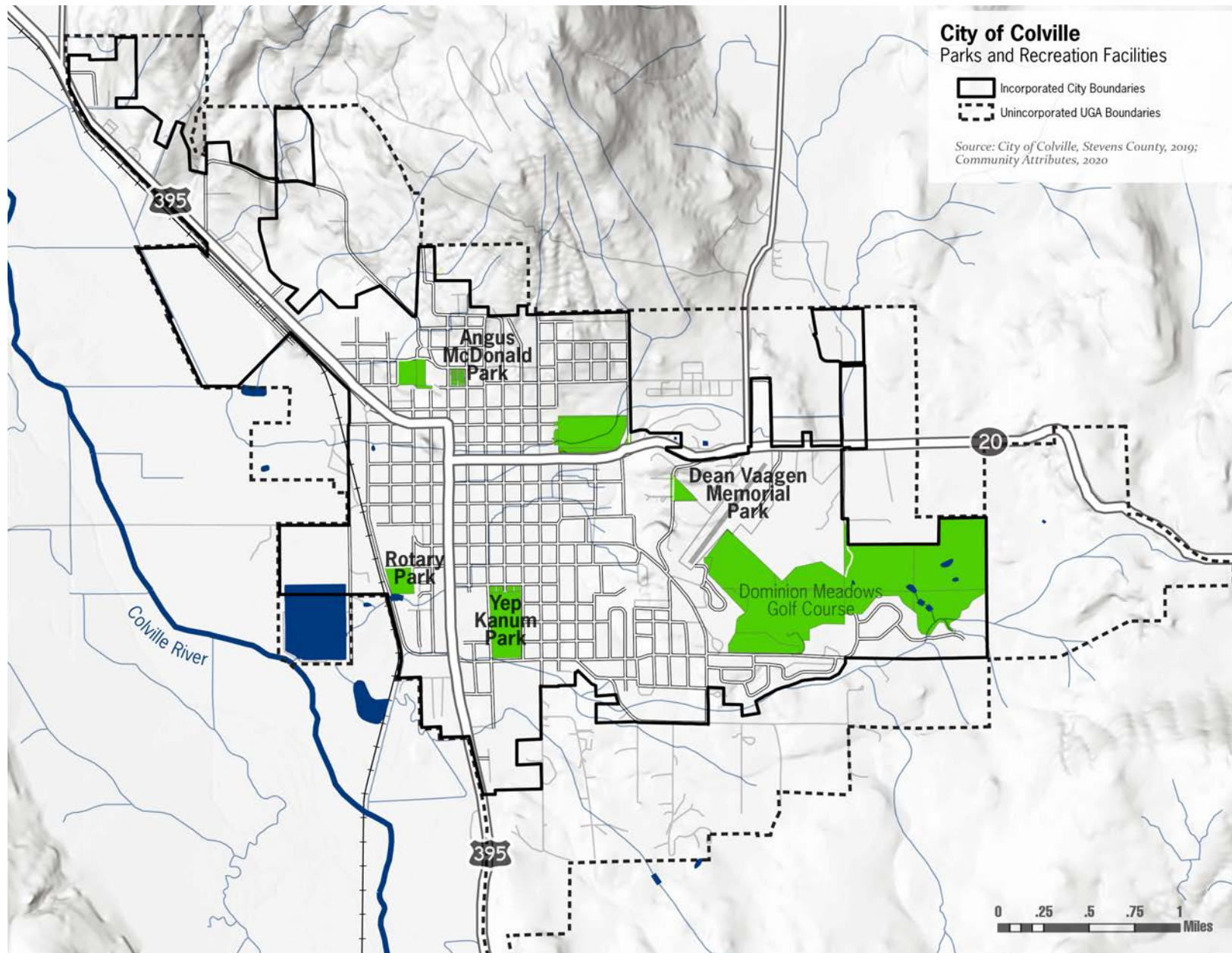


FIGURE PR-2. PARKS AND RECREATIONAL FACILITIES, CITY OF COLVILLE, 2020

Existing Need and Future Demand

When the Capital Facilities Plan was developed in 1995, the City adopted a level of service (LOS) of 1.6 acres per every 1,000 persons for neighborhood parks and 2.6 acres per every 1,000 persons for community parks. According to **Figure PR-3**, the City currently has 2.63 acres of neighborhood park space and 37.37 acres of community park space. This suggests that Colville has sufficient park space, in total, to meet the adopted level of service, but that the City has insufficient neighborhood parks and an excess of community parks.

	Neighborhood Parks 1.6 ac. / 1,000	Community Parks 2.6 ac. / 1,000	Total
Current (2019) Demand	7.6 acres	12.4 acres	20.0 acres
Existing (2019) Park Space	2.7 acres	37.2 acres	39.9 acres
Current (2019) Surplus or Deficit	(4.9) acres	24.8 acres	19.9 acres
Forecasted* (2040) Demand	8.7 acres	14.2 acres	22.9 acres
Future Need to Meet LOS	6.0 acres	(23.0) acres	(17.0) acres

Source: City of Colville, 2020; Community Attributes Inc., 2020

*Note: Forecasted demand is based on a 2040 population of 5,444, as provided in the Land Use and Annexation Element.

In 2020, the City has enough park space to exceed adopted LOS for

total park space. However, this surplus is due to a supply of community parks that far exceeds adopted LOS, even though the City does not currently have enough neighborhood park space to meet its LOS for this park type. The desire of the community has been, and continues to be, to increase the number of smaller neighborhood parks. There are opportunities to provide trailheads or small park-like rest stops as part of the overall City park system, and one specific opportunity exists at Colville Mountain, where the City could acquire or gain permanent access to a trailhead. However, meeting the adopted LOS for neighborhood parks may require further investment in park facilities that directly serve Colville's neighborhoods.

To meet adopted levels of service in 2040, given the growth forecast contained in the Land Use and Annexation Element, Colville would need to add six acres of neighborhood parks; with existing community parks, Colville would not need to expand or add new parks of this type to continue meeting its adopted LOS.

A Coordinated Approach to Facility and Service Needs

Residents and stakeholders consistently indicated a desire for high-quality parks and recreation facilities. Specific needs that frequently arose in conversation with stakeholders include the following:

- Improved access and expanded recreation amenities, including trails and a permanent trailhead, at Colville Mountain;
- Opportunities for indoor recreation, particularly during winter, possibly through the construction of an indoor recreation center or sports complex (potentially in partnership with non-City actors);

- Completion of the non-motorized trail between Colville and Kettle Falls; and
- New or expanded field space to support expanded programmatic offerings, especially for soccer.

Other needs, some of which were identified in the 2011 Comprehensive Plan and have not been developed as of 2020, include the following:

- Community center
- Indoor, multipurpose sports complex (as detailed above)
- Skate park
- Fitness trail or parcourse
- Upgraded or new pool

As Colville currently has enough park space to meet LOS, some of these identified needs may be partially met through adaptive reuse of existing parks and facilities. Specific improvements, expansions and other investments in parks and recreation facilities are detailed in the six-year Capital Facilities Plan, as included in the Capital Facilities and Utilities Element.

As much as possible, the City should strive to combine facilities for multiple functions within a common complex to allow for more cost-effective and efficient functionality. Whenever additional facilities or programs are being evaluated, the city's ability to fund the development and continued operation of them must be carefully considered.

Potential Partners and Related Efforts

The City must continue to coordinate with regional partners, including other cities and Stevens County, to provide recreation opportunities for City and County residents and to complete inter-jurisdictional projects like the Kettle-Colville trail. The City will also continue to coordinate and collaborate with the School District, Rotary, and other organizations that provide programming or facilities related to recreation.

As Colville Mountain has emerged as a preeminent recreation amenity, coordination with the Colville Mountain Advisory Group has become more important. The Advisory Group drafted and published, in 2019, the Colville Mountain Recreation Plan, which contains goals for the use and development of the Colville Mountain Recreation Area. Moreover, the desire for Colville's parks and recreation amenities to support the City's economic development goals requires the City to coordinate with local and regional partners in recreation and related industries, including hospitality and retail. These may include the Evergreen Mountain Bike Alliance, hoteliers, local bike shops and others. This coordination must occur across City departments to ensure a holistic approach.

Goals and Policies

Goal PR1. Park facilities and recreation programs are safe for users of all ages and abilities.

PR - 1.1. Provide adequate lighting for outdoor facilities that may be utilized after dark.

- PR - 1.2. Maintain enforcement of applicable laws and regulations in City parks and other public spaces and reinforce a perception of public safety.
- PR - 1.3. Keep parks and public spaces clean and ensure that equipment is well-maintained.
- PR - 1.4. Ensure that equipment at park and recreation facilities is age-appropriate for the audience it intends to serve.
- PR - 1.5. Actively manage vegetation, including street trees, the tree canopy in public parks, and noxious weeds on City property.

Goal PR2. Park facilities and recreation programs are accessible and affordable to all Colville residents.

- PR - 2.1. Ensure connectivity of existing or proposed pedestrian and bicycle routes with park facilities to enhance non-motorized access.
- PR - 2.2. Provide park accessories such as benches, tables, walking paths and other amenities suitable to meet the needs of all residents.
- PR - 2.3. Strive to provide fully accessible facilities for all park visitors, per applicable regulations.

- PR - 2.4. Build and operate parks, recreation facilities, and programs, offered at minimum expense to residents.

Goal PR3. Park facilities and recreation programs promote active and healthy lifestyles.

- PR - 3.1. Provide and maintain active play areas such as basketball and tennis courts, playgrounds, ball fields, a swimming pool, a splash pad, and a skate park.
- PR - 3.2. Expand and enhance open spaces, natural areas and other recreation amenities, including improvements to Colville Mountain.
- PR - 3.3. Provide organized activities and facilities for recreation for all ages, such as:
 - › Races and related community events that incorporate walking, running or biking
 - › Fitness classes
 - › Instructional sessions relating to arts and crafts, music, or nature
 - › Movie or concert nights
 - › Sports tournaments and leagues

PR - 3.4. Maintain existing aquatic facilities and provide aquatic activities, such as:

- › Swim meets
- › Swim lessons
- › Triathlons
- › Open swim
- › Lifeguard training
- › Aquatic fitness

Goal PR4. The park system and local recreation amenities support Colville's tourism promotion and economic development goals.

PR - 4.1. Prioritize investment in parks and recreation infrastructure in Colville that compliment or are coordinated with recreation opportunities throughout Stevens County, or with new opportunities to draw visitors to Colville.

PR - 4.2. Host or promote events such as sports tournaments that bring visitors and drive local spending.

PR - 4.3. Plan and coordinate regional recreational programs as a facilitator or sponsor.

PR - 4.4. Coordinate events with the local Chamber of Commerce, tourism agencies, and school district.

Goal PR5. Colville offers opportunities for indoor and outdoor year-round recreation.

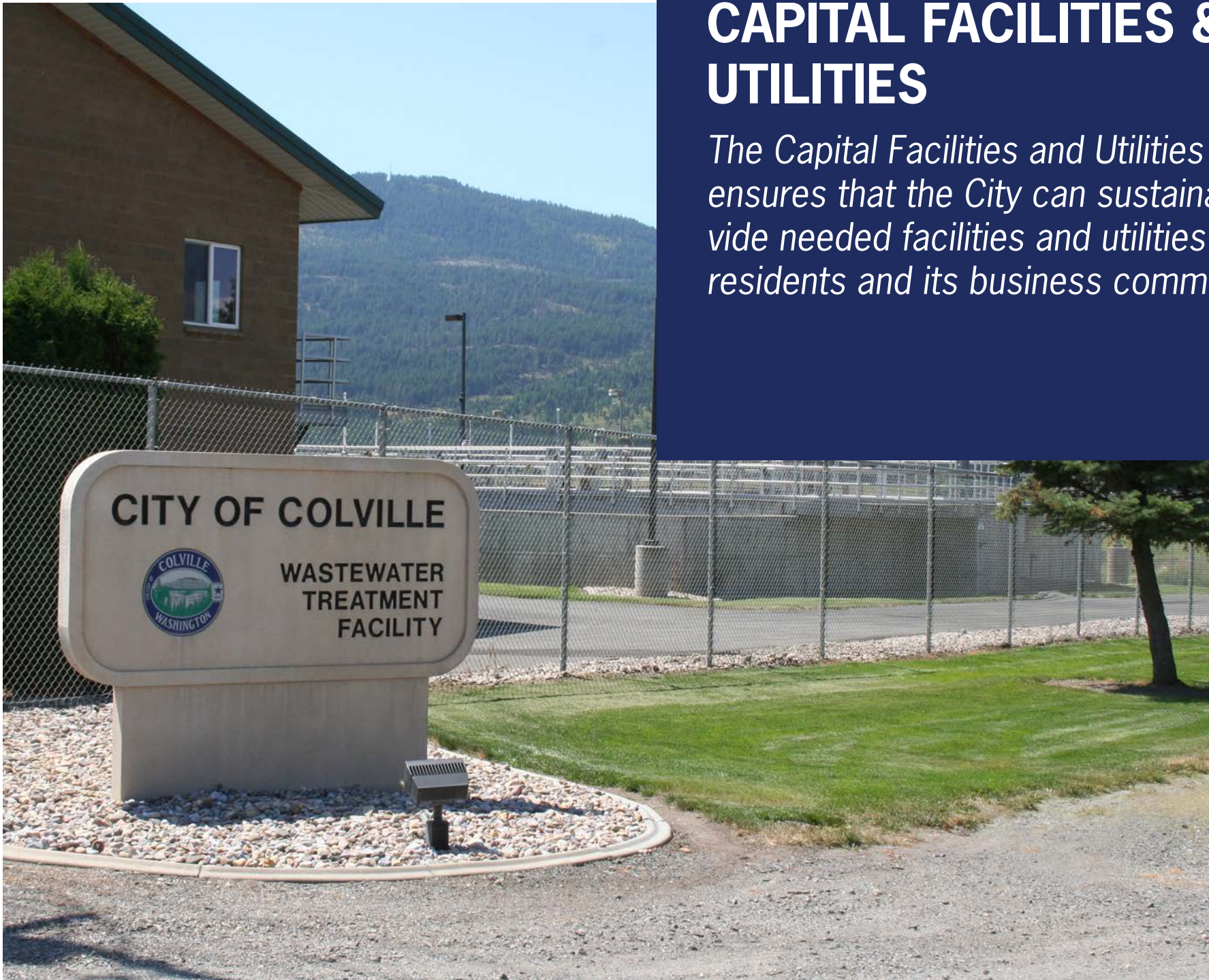
PR - 5.1. Support the development of an indoor, multi-purpose sports and community complex to provide year-round activities and events for the region.

PR - 5.2. Develop and maintain winter recreation opportunities, such as a Nordic skiing track or ice hockey rink.

PR - 5.3. Periodically conduct a needs assessment for parks to maintain high levels of service and minimize overcrowding or neglect.

CAPITAL FACILITIES & UTILITIES

The Capital Facilities and Utilities Element ensures that the City can sustainably provide needed facilities and utilities for its residents and its business community.



“ Colville is a thriving small town that is committed to its people, places and prosperity. ”

A Vision for Capital Facilities and Utilities

Capital facilities and utilities are the backbone of the Comprehensive Plan because they are the investments that implement coordinated policy to support the City’s vision. Without this Element, the City’s strategic priorities, as developed throughout all Elements of the Plan, will fall flat. In this way, the Capital Facilities and Utilities Element responds to and reinforces the City’s vision.

“a thriving small town...”

City infrastructure gives businesses the opportunity to grow and residents the opportunity to thrive through active lives. It ensures basic levels of service so that immediate needs are met. The facilities and services described in this Element connect people to each other and to daily necessities, creating a truly thriving small town.

“people, places and prosperity...”

Places that matter to the people of Colville, such as parks and the

downtown, rely on coordinated City investment in facilities and programs to ensure that they are well-maintained and inviting. Only through strategic and intentional use of City resources can Colville’s people and places prosper.

Implications for Policy

The vision asks for Capital Facilities and Utilities goals that:

- Maintain existing infrastructure at high levels of service;
- Coordinate improvements to support community and economic development goals; and
- Allow the City to grow without sacrificing its character and quality of life.

Background and Key Considerations

The Growth Management Act (GMA) requires communities to plan for capital facilities to ensure they are adequate to support new development at the time of occupancy or use. The City of Colville provides a range of public facilities and services to its residents including water, wastewater, street, and storm drainage; public safety (law enforcement, fire, and animal control); library; airport; park and recreation facilities; open space; and the office and shop facilities needed to administer, operate and maintain city-owned improvements. In addition, several other public and private entities own, operate, and maintain capital facilities in Colville and its surrounding area. These include: federal and state agencies, Community Colleges of Spokane, Providence Health & Services, Sunshine Disposal, Colville School District #115, Avista Utilities, Stevens County, Charter Communications, AT&T, Verizon, and Century Link.

Some of these facilities are required to meet the City's adopted level of service (LOS). LOS are quantifiable measures of the quality or quantity of facilities relative to the size of the community. **Figure CF-1** lists examples of LOS for the range of capital facilities within the City of Colville.

FIGURE CF-1. EXAMPLES OF LEVEL OF SERVICE MEASUREMENTS

Facility Type	Lead Agency	Example
Municipal Airport	City of Colville	Number of aircraft tie-down spaces
Fire Station	Colville Volunteer Fire Department	Response time within a specified geographic area
Law Enforcement	Colville Police Department	Calls for service; officers per acre/population
Parks	Colville Parks Department	Acres of parks per 1,000 residents
Water	Colville Municipal Services	Number of gallons per day per capita
Wastewater	Colville Municipal Services	Capacity to handle demand
Roads and Streets	Colville Municipal Services	Traffic volume to planned capacity
Storm Water Drainage	Colville Municipal Services	Ability to meet defined storm events with no impact to downstream water quality and quantity

Source: Colville Comprehensive Plan (1997/2011)

The Capital Facilities and Utilities Element serves as a guide to the City's financial commitment in providing facilities needed and desired by the community. **The overall goal is to ensure that new development does not exceed the City's ability to pay for needed facilities or that new development does not decrease current service levels below the City's adopted standards.**

The Capital Facilities and Utilities Element is linked to the City's Capital Facilities Plan (CFP). The CFP and Strategic Plan identifies known current and future capital projects in excess of \$10,000 and their potential funding sources. It typically does not include routine maintenance. It is regularly updated per the City of Colville Vision 20/20 Strategic Plan. Costs represent current best estimates given projected timelines for project completion. Not all of the dollars allocated to an item in a given year will be expended; the Bi-annual Budget Process will determine funding.

GMA Requirements

This Capital Facilities and Utilities Element combines two of the six mandated elements that are required by the GMA in a comprehensive plan. **It must identify public facilities that will be required during the six years following adoption of the Comprehensive Plan**, including the location and cost of the facilities and the sources of revenue that will be used to fund the facilities. In other words, dependable revenue sources must equal or exceed anticipated costs. If the costs exceed the revenue, the local government must reduce its level of service, or otherwise reduce costs, or else the land use element of the Comprehensive Plan must be modified to bring development into balance with available or affordable facilities.

Other requirements of the GMA mandate forecasts of future needs based on quantifiable, objective measures of capacity, such as tons

of solid waste per person, traffic volume capacity per mile of road, and acres of park per capita (see RCW 36.70A.020). Several provisions of the law require that public facilities needed to support development shall be available at the time of such development. **This is known as the "concurrency" requirement that no development order or permit be issued if it would result in a reduction in the levels of service below the standards adopted in the Comprehensive Plan** (RCW 36.70A.020, 36.70.070, 58.17.110). Concurrency management procedures must be developed to ensure that sufficient public facility capacity is available for each proposed development, or that development applications are denied when public facilities are not sufficient.

The element makes the Comprehensive Plan "real." The requirements to establish measurable level of service standards, to be financially feasible, and to provide facilities concurrent with development are meant to be a reality check for the vision of each community's future laid out in the Comprehensive Plan. As required by the Growth Management Act, this element includes:

- A description of existing capital facilities and utilities owned by the City;
- A forecast of the future needs for the capital facilities and utilities with a 20-year projection;
- A six-year plan to finance such capital facilities and utilities within projected funding capacities, and identified sources of public money for such purposes;
- Policies to reassess the Land Use Element of the Comprehensive Plan if probable funding falls short of meeting existing needs and to ensure that the Land Use Element, Capital Facilities and Utilities Element, and financing plan within the Capital Facilities Plan are coordinated and consistent;

- General information regarding local utility companies' ability to service expected growth.

A provision to outline the structure of impact fees is also required by the GMA; however, Colville does not impose impact fees for development at this time.

Relevant Plans and Policies

In comprehensive and capital facilities planning, no one plan stands alone. Many are inter-related. Plans related to a community's development must build on and support each other to be most effective. It is important to ensure efficiency, effectiveness, fiscal responsibility, and the ability to maximize shared facilities or funding opportunities. Each plan has a different function, time horizon, degree of action it involves, financial implications, and affected area.

City facilities plans, such as the Water System Plan, Wastewater Plan, Downtown Plan, Bike, Pedestrian and Trails Master Plan, and Street Plan are the source of most projects. These facility plans provide the primary link between the Comprehensive Plan and the Capital Facilities Plan. It is important to remember that other service providers (for instance the Colville School District, Avista, and Charter Communications) also do their own capital facilities planning. These providers are listed in the Comprehensive Plan and have local obligations. Their plans and projects dovetail with the City's for project scheduling because they help support community development needs and must be consistent with the community vision.

Existing Facilities

The committee that prepared the original CFP reviewed prevailing level of service (LOS) standards, studied the City's existing levels of service and then developed standards for inclusion into this Compre-

hensive Plan. Often, the City's established levels of service exceed national or State standards. In these cases, the CFP Committee has recommended that the higher levels of service be maintained into the future. Where national or State standards for levels of service are higher than those currently provided, the City will strive to improve service delivery. Levels of service have been quantified where possible and appropriate for the facility or service in question. **Figure CF-2** summarizes the LOS for each service, originally adopted with the 1997 Comprehensive Plan and revised to show current conditions.

FIGURE CF-2. SUMMARY OF LEVELS OF SERVICE AND FORECASTED DEMAND

Facility or Service	LOS Standard	Historic LOS (1997)	Historic LOS (2010)	Current LOS (2018)	Forecasted Demand (2040)
Population		4,440	4,673	4,831	5,444
Airport	Aircraft parking spaces	50	10	30	N/A
	Daily operations	33	13.7	13.7	N/A
	Mornings open per year	365	365	365	N/A
Fire	5-minute response time (and/or NFPA standards)	3-5 minutes	7-9 minutes*	11-15 minutes*	N/A
Law Enforcement	2.15 officers / 1,000 residents	N/A	2.56	2.07	11.7 officers
	166 acres (within City limits) per officer	N/A	161 acres per officer	198 acres per officer	N/A
	450 calls for service per office	N/A	389	540	N/A
Neighborhood Parks	1.6 acres per 1,000 residents	7.1 acres	7.5 acres	9.6 acres	8.7 acres
Community Parks	2.6 acres per 1,000 residents	Unavailable	12.2 acres	8.3 acres	14.1 acres
Water	270 gallons per day per capita	1.2Mg/d	1.1Mg/d	1.3Mg/d	N/A
Wastewater	166 gallons per day per capita	1.3Mg/d**	Unavailable	Unavailable	N/A

Sources: Colville Comprehensive Plan (1997), City of Colville Staff (2020); Washington Office of Financial Management, 2020

*Based on current LOS being provided with volunteer fire department.

**This figure was based on the previous LOS of 290 gallons per day in 1997.

The Colville Municipal Airport

The existence of a well-maintained airport can play a critical part in the economic viability of a rural community. This would include sufficient runway length, taxiways, parking aprons, lighting, fuel facilities, and hangar space. Other amenities would include a pilot's lounge, room for expansion, and space for commercial and industrial development.

Colville Municipal Airport, located on 66 acres, is a public general aviation facility located about 1½ miles east of downtown Colville, on the south side of State Route 20, at an elevation of 1878 feet above mean sea level. It is situated on about 66 acres of city-owned property that lies entirely within the Airport Facilities (AF) zoning district. It was originally developed in 1924, significantly improved in 1948 and 1965, and annexed into the City in 1981. The airport's sole runway, 01/19, is 2700 feet long and 45 feet wide. It has an asphalt surface and is equipped with pilot-controlled medium intensity runway lighting. Approach to each end of the runway is visual. The airport is open 24 hours a day, year-round. Operations include local and itinerant general aviation and air taxi. A general aviation fuel station is available on-site 24 hours a day utilizing a card lock payment system. The airport also has a pilot's lounge, restrooms, telephone, and two vehicles available for use.

The Airport Reference Code (ARC) is a coding system developed by the Federal Aviation Administration to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at an airport, such as wing width and approach speed. Airports expected to accommodate single-engine airplanes are normally classified as ARC B-I or less. Airports serving larger general aviation and commuter-type planes are usually ARC B-II or C-II. Larger airports designed to serve air carriers and larger aircraft may either be ARC C-III, ARC D-IV or ARC D-V. Colville Municipal Air-

port is ARC B-I. B-I facilities can accommodate aircraft such as the Cessna 421, Piper Navajo, Swearingen Metroliner, Beech King Air 100, and other aircraft of comparable size.

There are no precision instrument landing systems or navigation aids at Colville Municipal Airport; however, the airport provides a rotating beacon, lighted wind cone, and a 2-light Precision Approach Path Indicator (PAPI), at the left side of Runway 01. There is no control tower at Colville Municipal. The UNICOM frequency is 122.80 MHz. A 25-foot wide, 2400-foot long taxiway runs parallel along the west side of the runway. A new east side parallel taxiway was completed in 2004. A barrier to future airport expansion includes a steep cliff 100 feet south of Runway 01. Additionally, a state highway, existing fence line, forested hillside and existing low-to medium-density residential and commercial development lie just north of Runway 19.

State Route 20 (SR 20) provides a convenient link to the northern end of the airport and the majority of the commercial uses at the site. The site is bounded on the east by Colville High School (built in 1991); to the south by residential land, a public golf course, and a bluff; to the west by a state Department of Natural Resources fire cache and operations center, and City softball field complex; and to the north by SR 20 and a mixture of agricultural and residential land uses. The airport property also includes a City water reservoir.

With the exception of the pilot's lounge and fueling facility, all airport structures are owned by private parties on land leased from the City. The airport is managed by a City-appointed Airport Board. Board members have reported that the amount of time required to keep the facility functioning has nearly reached the point where a full-time employee will be needed.

The condition of the various capital facilities at the Airport is generally good depending on age, past maintenance, and use.

The City remains committed to maintaining their current facility with plans to investigate the need for future relocation or expansion. The City is also open to discussions of potential airport relocation. However, prior to any serious discussion with the FAA, the City would need to go through an extensive public involvement process.

Demand and Level of Service

Airport levels of service are defined three ways, each of which is unique to Colville. The airport is a small facility, but it plays an important part in the community's economic activity. It has approximately 5,000 operations (an operation is defined as a takeoff or landing) per year, and has established itself as a year-round facility. The airport needs to be able to maintain the current operation volume.

Financial Information

Beginning in 2002, the Airport Revenue Fund was no longer active. The annual budget for airport operations and capital projects come from the City's General Fund. Revenues for this fund are derived from taxes, intergovernmental transfers/grants, miscellaneous sources and cash carry over from previous years. Tax sources include a portion of the retail sales. Intergovernmental revenues include a portion of the sales and use equalization tax, airport fuel flow taxes, and grants from federal or state agencies. Miscellaneous revenue sources include tie down fees, hangar leases, donations, and profits from on-site aviation fuel sales.

Cost per unit of capacity at the City's Municipal Airport can be measured in a variety of ways. For the purposes of this Capital Facilities Plan it is measured in terms of the average cost per operation. This

measurement is consistent with the LOS/Demand information, which is also partially based on the number of operations. Use of aircraft parking spaces or number of days open per year, other measures of LOS, do not lend themselves well to determining per unit cost, therefore estimated annual operations is used.

With the present estimated operations at 5,000 per year and a 2019 budget of \$115,294, the cost per unit is \$23.06 for each takeoff or landing. This figure funded in whole or part from the City's General Fund, and represents an estimate of the true cost to City residents of operating the airport. It must be noted that about a third of the airport's funding comes directly from profits off of on-site fuel sales.

Demand Forecast and Recommendations

Significant capital improvements to the existing airport were put on hold until the final decision on the new airport was made in 1997. Unfortunately, this allowed further encroachment of incompatible land uses to develop around the existing airport and for portions of the facility to degrade. Much work has been done to improve the facility. Despite limited financial resources, the runway has been resurfaced, a new east side taxiway added, new lounge and restroom facility constructed, lighting upgraded, and significant improvements have been made around the hangar area. The 2001 addition of a 24-hour fueling facility has also provided significant benefit to the airport and its users. Most of this work was accomplished by unpaid volunteers who have historically been leading advocates for a safe, general purpose aviation facility.

In order to promote compatible development adjacent to the airport, a significant investment will need to be made to purchase property or limit development that otherwise poses a hazard to the continued operation of the airport. Further enhancements will be necessary to promote the economic viability of the facility, such as increasing

access and serviceability to leased hangar areas, tie down areas, and ensuring funding remains for daily routine operations and maintenance.

Based on anticipated population growth projections, significant increases in airport usage is not expected. Applying forecasted demand factors, the airport will grow to 16.6 in daily operations by 2030.

Colville Volunteer Fire Department

The City of Colville Volunteer Fire Department was formally organized around 1901 when a code of conduct was approved by the volunteers. At the present time, the 35-person volunteer department provides fire suppression services for the City and to surrounding areas through a Mutual Aid pact with Rural Fire District No. 3, which houses equipment at the City's fire station. The Fire Department and Fire District operate jointly; they serve both areas from the facility and personnel work and train together. The Department provides fire suppression service but does not provide emergency medical or search and rescue service. These services are provided by the Emergency Medical Service District through a contract with Stevens County.

The City's Fire Department has one facility, a 5,200 square-foot fire station located at 1st Avenue and Elm Street. This concrete block structure, constructed in 1977, houses four fire-fighting vehicles and is in fair/poor condition. A new roof was installed in 2002. Department volunteer staff includes a fire chief, one assistant chief, a secretary/treasurer, a training officer, a safety officer, and 30 firefighters.

Additional operational details are provided in the 2020 Colville Fire Department Overview.

Demand and Level of Service

The Fire Department receives an average of 10 calls per month, or an average of one call per 3 days. The Fire Department does not currently meet the adopted 3-5 minute response time. This is primarily due to the Fire Department being volunteer only. When a call is received, Firefighters must travel to the fire station before dispatching to the actual call. The time from receipt of call to being on site ranges from 11-15 minutes within the City limits during daylight hours in good weather. The rates for home owner insurance are based on whether the site is within 5 miles of the nearest fire station; therefore, all of the properties within the City limits are listed as Class 6 protection (AIA Insurance Company, 7/5/2011). The fire chief has indicated that the way to increase the level of service back to 3-5 minutes would be to staff a full-time fire department. This has been discussed in the past, but has been deemed cost prohibitive.

The Fire Department provides one volunteer fire fighter per 150 residents under ideal circumstances (if all 35 firefighters are available to respond). This number is reduced on holidays and at other times when the full volunteer staff is not available. If sufficient staff is unavailable, the Fire Department will call Mutual Aid with adjoining fire districts.

Adequate street access and water are available within the city limits for fire suppression.

Training for Fire Department personnel must be conducted by a "Certified Training Instructor 1". When Colville has a certified trainer on staff, all training is done locally. When a trainer does not exist, training must be done remotely in Spokane or another regional fire department.

Prior to responding to calls for service, all firefighters receive or are currently receiving the required training.

Financial Information

Funding for maintenance, operation, and capital improvements for the City's Fire Department is tracked in the Current Expense Fund, which provides resources to many other City departments and functions. The Current Expense Fund operates as a central revenue collection point for the City with any revenues incorporated into the Current Expense Fund then reallocated to departments during the budget process.

Cost per unit of capacity for the City's Fire Department can be measured in terms of the number of acres within the City's fire response area. Given the present incorporated area of 1,984 acres and the current annual budget of \$184,000, the cost per unit of capacity for fire protection services is \$92.74 per acre. This cost figure does not include major capital expenditures, which in the past have not come directly from the Fire Department's budget. This figure only reflects the basic operating expenses of the Fire Department. This cost figure also does not include annual payment Colville receives from the Stevens County Fire District #3.

Demand Forecast and Recommendations

The City's Fire Department may be heavily affected by expansion to accommodate growth. The Department will need to upgrade older vehicles, acquire additional equipment, expand the current fire hall, cooperate with local opportunities to provide training and potentially add a new fire station.

The following recommendations are made:

- Seek funding to replace the aging or obsolete vehicles.
- Ensure sufficient annual Current Expense funding to maintain operations and maintenance at locally adopted levels of ser-

vice, or consider alternate funding sources such as a taxing district or impact fees.

- Develop policies and methods to reduce response times.
- Consider staffing solutions to meet adopted LOS.
- Ensure the department has a Certified Training Instructor 1 on staff to provide necessary training.

City Hall

City Hall, the center of government for Colville, is a 4,200-square-foot brick structure constructed in 1937. Located at the northwest corner of Oak Street and Astor Avenue, City Hall contains the Council Chambers, a small conference room, and offices for the Mayor, Treasurer, Clerk/Human Resources Department, Police Department, Building and Planning Department, and several miscellaneous rooms. The building underwent a substantial remodel in 1979 when the Council chambers and major portions of the building were modernized.

The City Hall building is in average condition, is slightly too small, but adequately serves the existing population. A new roof was installed in 2002. Since ADA requires programs and facilities of the City are accessible to people with disabilities, access ramps were constructed at the front and rear entrances to the building. Renovation of the front access of the structure may be required if the building undergoes a major remodel at some point in the future.

Demand and Level of Service

City Hall staff feels that, in general, a good level of service is being provided to the public. All departments have experienced a signif-

icant increase in activity over the last decade due to commercial growth and administration of ever-expanding state regulations and requirements. If growth continues as projected, a building expansion and additional staff will be required to maintain present levels of service.

The City of Colville has implemented no measure of LOS for general government. There are no national or State guidelines on measuring the number of City Hall administrative staff per community population. Given the extent of services the City of Colville provides, application of a standard derived from other small cities' staffing levels would be inappropriate.

Financial Information

Funding for maintenance, operation and capital improvements for City Hall is complex in that there are multiple governmental functions operating out of this facility. In addition to these general functions, there are also several other budget categories important to the operation and maintenance of City Hall. These are copy machine, central services, facilities, demolition and/or maintenance, other government services, and official publications.

The majority of the financial resources required to operate City Hall are budgeted through the Current Expense Fund. This Fund provides the resources for salaries, benefits, other non-capital improvement items, and some minor capital improvements.

Revenues generated by departments funded through the Current Expense Fund are not broken out by department. Rather, all revenues are collected into the Fund for redistribution to departments during the budget cycle. All equipment purchases and capital improvements of less than \$10,000 are expected to be budgeted by the affected departments. Cost per unit of capacity for City Hall is difficult to measure for the same reason that LOS information was not determined.

Demand Forecast and Recommendations

City Hall is near capacity in terms of space. Relocation of some of the departments and/or building expansion, may be required if the population growth happens faster than currently anticipated. The following recommendations are made:

- Provide funding on an annual basis to keep the City Hall building in good repair.
- Place office machines (computers and copiers) on a 5-year replacement cycle and funding set aside annually for their eventual replacement.
- Consider relocation of some of the departments to expand level of service. City Hall is near or at capacity right now.

Law Enforcement

The City of Colville Police Department was established when the City was incorporated in 1890. From 1890 through 1896 the City had three different marshals followed by a period of six years when there was no regular marshal except for special occasions. Beginning in 1902, the City began appointing a series of day and night marshals and in 1919 the title of Night Marshal was changed to Police Chief. From 1919 to present, law enforcement in the City expanded and contracted in concert with the population.

The current facility is housed in south side of the City Hall building, at the northwest corner of Astor Avenue and Oak Street. The 12-person department includes 10 certified officers (including the police chief), an animal control officer, and an administrative secretary. There are also 6 reserve officers. The department provides a wide range of services including safety programs for youth, a Reserve Officer program, and law enforcement services to the City. The Colville

Police Department maintains a high level of visibility in local primary and secondary schools. The department provides a partial dispatch service during business hours and contracts with Stevens County for 911 and 24/7 dispatch service. Jail service is provided through a contract with Stevens County. Juvenile offenders are housed at Martin Hall in Medical Lake through an agreement with that facility.

Demand and Level of Service

The City Police Department presently consists of three divisions: Operations, Investigations and Administration. The Operations Division carries the major burden of the workload. It consists of officers assigned to patrol units with each officer responsible for responding to calls and conducting preliminary investigations. The Investigations Division handles follow-up and long term investigations, property and evidence processing duties. The Administration Division plans, organizes, coordinates, directs and controls all police related activities. This division also includes administrative support services and records systems.

The department presently fields 10 officers for a population of 4,831 or 2.07 officers per 1,000 inhabitants. Over the last decade this number hasn't changed significantly. The department has held at 10 officers and the population has grown slowly. One of the metrics for measuring Level of Service with law enforcement is "Calls for Service per Officer" as shown in **Figure CF-3**.

FIGURE CF-3. POLICE CALLS FOR SERVICE

Year	Calls for Service per Officer	% Change (from Previous)	% Change (from 1997)
1997	380	N/A	N/A
2002	538	41.6%	41.6%
2009	343	(36.2%)	(9.7%)

Year	Calls for Service per Officer	% Change (from Previous)	% Change (from 1997)
2010	467	36.2%	22.8%
2019	540	15.6%	42.1%

Source: City of Colville Police Department

The recommended service standard is 450 CFS per officer. The same level of service is likely to be demanded by City residents into the future. **To consistently meet the LOS of service in the future, the City of Colville may need to add two officers for the proposed service area.**

Financial Information

Funding for the City's Law Enforcement related activities is divided into five categories: Law Enforcement (includes the Police Department, Property Room and Criminal Justice); Detention and/or Correction (includes Care and Custody of Prisoners); Personnel (includes Civil Service); Legal (includes criminal attorneys); and, Judicial (includes District Court) with all funding budgeted through the Current Expense Fund.

The Current Expense Fund operates as a central revenue collection point for the City with any revenues derived through law enforcement activities (e.g. fines, fees or grants) incorporated into the Current Expense Fund then reallocated to departments during the budget process.

Capital outlays have historically included new cars, computers and other equipment. With the estimated capital and personnel expenditures proposed within the life of this plan, it is imperative that efforts be made to identify funding mechanisms and sources to maintain present levels of service.

(See separate heading for “Animal Control” within this element for further detail relating to the animal shelter).

Demand Forecast and Recommendations

To meet current Level of Service standards, and depending on the amount of growth, it is likely that the Department will need to add two new officers to maintain current levels of service. The following recommendations are made.

- The level of service and thus, number of officers, be closely monitored to determine if and when new officers are warranted.
- Funding be set aside annually for vehicle and equipment replacement on a rotating basis.

Library

The first library in Colville opened in 1911 and the library was built at its current location in 1932. Two additions have been made to the library, one in 1950 and one in 1985. The present Colville Library is housed in a two-story brick structure located at 195 South Oak Street. Each floor of the building is approximately 5,190 square feet. The library itself takes up the main floor. Library staff includes both City of Colville staff and Stevens County Rural Library District staff, consisting of one full-time Library Manager, one full-time Community Librarian, three Library Assistants and a part-time custodian.

Demand and Level of Service

The Colville Public Library partners with the Stevens County Rural Library District to provide library service and materials to the residents of the City of Colville and surrounding county. The library provides skilled, experienced, very user-friendly library service, staff, and volunteers. Services the library provides include:

- Useful computer hardware and software, Internet, telecommunications technology and training; including wireless Internet access for the public.
- Easily accessible education training, life-long learning opportunities and resources to support them.
- Books, newspapers, periodicals, videos, sound recordings, reference materials, music CD's, a “library of things”, maps, digital content, and microfilm.
- Professional and personalized research for businesses, individuals, students and teachers.
- Information access for the public through a county- and region-wide network of libraries and through mail, facsimile, and electronic access in their homes, home schools, schools, businesses, and government offices

The Colville Public Library has seen consistent growth in terms of both demand and level of service from 1997-2020. The library is a hub of information, recreation, and resources for the City of Colville, Stevens County, neighboring counties, and visitors to the area. According to staff, the current library is not large enough to meet the needs of the public for the period of this plan. Specific services the Colville Public Library provides to the community include:

Access Points

- Over 98,000 patrons entered the Colville Public Library building in 2019. The library was open 42 hours per week and closed on Saturdays and Sundays
- Information access through a network of libraries - 8 branches and 9 bookdrops, as well as a reciprocal agreement with the North Central Regional Library district

- 24/7 online access to library resources - including the catalog, the digital collection, and 14 online databases
- Outreach to child care facilities, schools, senior care facilities, as well as community events (technology expos, farmers' market, etc.)

Technology

- 10 public computers (nine available for 90 minutes per day, one for word-processing) which saw approximately 15,000 uses in 2019
- Current software including Microsoft Office 2016 and Adobe Acrobat Reader
- Hard-wired internet access during open hours and 24/7 wireless Internet access
- Telecommunications technology, and drop-in weekly help sessions

Community Development

- Independent learning and formal education support and resources
- Weekly, monthly, special, and passive programs for juveniles, young adults, adults and seniors, and the entire family/community
- A third place, outside of home or work, for Colville's residents to recreate or socialize
- Provide a low-cost public meeting space for personal, educational, and commercial community events.

Collection

- Over 27,000 books, newspapers, periodicals, videos, sound recordings, and music in the Colville Public Library and an additional 98,000 available via locations throughout the Stevens County Rural Library District. This is a total of 119,710 items circulating through CPL in 2019.
- 18,000 digital ebooks and audiobooks available district-wide
- 15 subscription databases
- Library of Things (games, museum passes, STEM packs, etc.)
- Materials in English and foreign languages

Some aspects of addressing library service growth and demand do not require capital investment (such as increased staffing and hours). However, demands of technology, materials, programs, and services may require more space, upgrading of the current building, and technologies that may have not yet been invented. All of these things will require capital investment.

Financial Information

Funding for the Colville Library is jointly provided by the City of Colville's General Fund and the Stevens County Rural Library District. Roughly one third of the total budget comes from the City of Colville and two thirds comes from the Library District. Revenues for the Library Fund include a portion of the retail sales and use taxes, intergovernmental revenues, charges for services, fines and forfeits, miscellaneous revenues (includes interest on investments, room rental fees, sales tax pass through, leasehold excise tax and key deposits).

Demand Forecast and Recommendations

The vision of the Library in the future is that it be flexible to the information and technology needs of our communities and to plan our budget and staffing accordingly. The Library will provide excellent library services to our patrons to increase literacy, provide assistance for retraining employees and lifelong learners, increase local access to medical, legal, and vocational information, assist with early-childhood education, serve as an information source and meeting place for local businesses, government, and individuals, while maintaining high quality, professional library service.

The addition of an elevator between the main and lower floors, for example, opens up several options for service expansion without significant building re-design. **Library staff recognizes that growth in the future may include relocation or building redesign, including further development of the basement area for staff or public use.**

Technological changes will undoubtedly occur over the next decade and while library staff works to stay ahead of the curve, we will not always be able to predict ways in which the library will need to adjust to meet community needs.

Parks and Recreation

The City maintains six parks, which total approximately 40 acres, as well as areas of unimproved open space, such as the roundabouts, planter areas, and street trees and landscaping and Heritage Court. Additional recreational facilities are made available through a cooperative effort with the School District and other partners. The City also operates a Recreation Department, which coordinates 17 recreational programs. The City's parks and recreation programs provide recreational opportunities for a service area population of 16,000

people. During 2019, approximately 1,136 people participated in City sponsored recreation activities. Since there is no Park and Recreation District in Stevens County or Colville, all financial support for the maintenance, operation and improvements to the City's Parks and for administration and operation of the Recreation Department is from the City General Fund.

In 2019, 3,894 total entrances/uses were recorded at the City Pool. This does not include the swim team (about 75-100 kids four times a week) and dive team use (about 15 dive practices).

Other locations in the area provide opportunities for recreation. The facilities owned, operated and maintained by the School District are an integral part of the City's overall park and recreation program. The Stevens County Fairgrounds, located within the City, contain an RV Park, rodeo grounds, and an agricultural trade center. There is an 18-hole golf course on a 157-acre site within the city limits. While the City formerly owned the property, it sold the property to the local Elks Club in 1966. Dominion Meadows Athletic Association took over expansion efforts in 2002.

Rotary Dominion Meadows Trail is a public community trail, which forms a 2.25-mile loop around the back nine of the Dominion Meadows Golf Course and is maintained by the Rotary Club. It was constructed in 2001-02 through a combined public/private effort. There are two trail heads—the north trail head immediately east of the tennis courts at the Colville High School, and the south trail head at the east end of Hawthorne Avenue, near the Holy Trinity Church.

Demand and Level of Service

Staff feels that current levels of service are adequate with respect to the amount of outdoor recreation and park space provided. **However, the City lacks adequate staff to maintain the level of service.** In 2020, the City of Colville provided 2.46 acres of neighborhood parks and 37.54 acres of community parks. Staff wishes to add additional programming, but current budgetary constraints do not allow an expansion of services.

Financial Information

Funding for park operation, maintenance, and improvements is budgeted through a variety of sources which include the Current Expense Fund, Dean Vaagen Memorial Park Fund, Donation Fund, Spencer Memorial Trust Fund, and the Current Expense Capital Project Fund.

The Current Expense Fund, the primary and largest fund in the City's budget, receives revenue from taxes, permits, intergovernmental transfers/grants, charges for service, fines, miscellaneous sources, other transfers and cash carry over from previous years. This fund operates as the central revenue collection point for the City with any revenues derived by the Parks Department (e.g. park use fees, etc.) incorporated into the Current Expense Fund then reallocated to City departments during the budget process.

The Current Expense Capital Projects Fund is used to account for the accumulation of resources for the acquisition and construction of capital improvements related to general government. The Capital Projects Fund derives its revenue from a portion of property, retail sales, use, real estate and utility taxes, intergovernmental revenues such as grants and sales and use tax equalization, interest on sales and use taxes and other sources.

The other funds (Vaagen Memorial, Donation, and Spencer Trust funds), were established for various reasons to accumulate revenues derived from donations, memorials and investment interest. These funds, which are dedicated for the provision of park-related improvements and equipment, may be restricted to specific parks and improvements by virtue of their origin. For example, the Vaagen Memorial Fund is intended to provide for the upkeep of Vaagen Park.

Projections of revenue and expenditures for park operation, maintenance and improvements are complicated by the variety of funds that comprise the overall park budget. Unless the City adopts a recreation district or impact fees, future funding for operation, maintenance, and improvements for the City's parks will rely less on the other funds and more on Current Expense.

Demand Forecast and Recommendations

The City will need to add neighborhood park facilities and will need to upgrade much of the recreation equipment (playground equipment etc.) within the life of this plan. Expansion of existing recreation programming will also be needed to accommodate population growth. The following additional recommendations are made:

- Funding be set-aside on an annual basis to begin replacement of playground equipment on a rotational schedule.
- Form a regional park and recreation district or develop partnerships with the schools or other entities to increase funding for programs, maintenance, and services.
- Consider hiring additional staff.
- Consider adoption of park impact fees.

Water System

This Comprehensive Plan Update references the City's existing Water System plan and the update planned for 2021. That said, the City's total annual water usage has fluctuated up and down over the last 12 years. There doesn't appear to be an increasing or decreasing trendline per **Figure CF-4**:

FIGURE CF-4. ANNUAL WATER USAGE

Year	Annual Usage (Million Gallons)
2009	301
2010	280
2011	296
2012	371
2013	314
2014	293
2015	311
2016	352
2017	373
2018	335
2019	302

Source: City of Colville Public Works

Wastewater Services

This Comprehensive Plan Update adopts by reference the City's existing Sewer Master plan and the update planned for 2021.

Solid Waste Collection and Disposal

Since 1989, the City of Colville contracts out for sanitation services. Sunshine Disposal and Recycling has been providing solid waste collection within the city limits since May 1, 2004. All waste picked up by the City's contractor is hauled to a County-owned landfill near Kettle Falls. Assets of the former sanitation department have been sold to other departments (Police, Water and Wastewater).

Stormwater Management Facilities

Stormwater runoff in the City is handled through a series of stormwater collection piping and open channels and the sanitary wastewater collection mains that primarily result in the runoff, roof drains, and sump pumps entering the City's wastewater treatment system. This method of stormwater runoff collection and disposal is unsatisfactory, as the volumes of water tend to overload wastewater collection mains and create extremely high water levels in the treatment lagoons. As a result the City is in the process of developing a stormwater management plan for handling storm water in the future. That Master Plan will be developed and adopted by reference.

Demand and Level of Service

The City has established a formal Stormwater Utility since the last Comprehensive Plan Update in 2011. That utility is established to generate funds to upgrade and expand stormwater facilities as necessary and as funding allows.

The City examines proposed projects which may increase or otherwise impact the storm drainage system by increasing the amount of impermeable surfaces within and adjacent the City's service area. In these cases, the City pursues requirements for on-site retention and treatment of stormwater runoff.

Financial Information

Like the water and sewer utility programs, the stormwater utility generates revenue, but it's a very small amount.

Demand Forecast and Recommendations

The improvements are intended to be completed in concert with upgrades to the water and wastewater distribution and collection systems and (as far as possible) the plan for street resurfacing projects.

In the near future the city will be developing a stormwater master plan, which will integrate other infrastructure plans such as transportation, water and sewer master plans.

Streets

Detailed information regarding Colville's streets and transportation network can be viewed in the Transportation Element.

Animal Control

The Animal Control Department was established in early 1960's. At present, the Department consists of one animal control officer, working as a part-time employee.

Demand and Level of Service

Demand for the City's animal control service is assumed to grow at a rate similar to area population growth. The City and Stevens County continue to have an agreement for the City to provide a place to house dogs falling under the County's jurisdiction, but only those dogs picked up north of Addy.

A quantifiable standard for level of service based on animal holding capacity would misrepresent the approach Colville has chosen in animal control. The goal has been to reduce the demand through better owner control over animals rather than accommodate increased demand.

Colville has not taken an active role in controlling the cat population. Organizations in the area have provided mobile "TNR" (Trap, Neuter, and Release) programs throughout the county in an attempt to reduce the number of stray cats.

Financial Information

Funding for maintenance, operation and capital improvements for the City's Animal Control service is tracked in the Current Expense Fund.

Demand Forecast and Recommendations

Any effort to add unincorporated areas to the Animal Control officer's service area should be tied to funding assistance for regional services provided through the animal shelter.

Schools

Colville School District provides education services to the City of Colville and a surrounding area that is quite a bit larger than the Urban Growth Area. The district has three elementary schools, one junior high school, and one senior high school. Information on the schools is contained in **Figure CF-5**. All of the schools serving the district are located in the City of Colville, since most of the enrollment comes from the city.

**FIGURE CF-5. SCHOOL FACILITIES – 2011
FIGURES***

School	Year Built	Year(s) Improved	Grades	Size
Aster Elementary	1940	1980	Virtual Academy, Alternative H.S.	39,425 s.f. on 3.5 acres
Hofstetter Elementary	1951	1968 1979 1992 2009	K-3	41,283 s.f. on 8.7 acres
Ft. Colville Elementary	1982	2009	3-5	43,531 s.f. on 11.2 acres
Colville Junior High	1972	1993 2011	6-8	57,220 s.f. on 24.8 acres
Colville High School	1992-93		9-12	133,480 s.f. on 37.4 acres

Source: Colville B&P Staff (2009/2011)

*Note: Figures are unchanged since 2011.

Energy

Avista Utilities provides electricity and natural gas service to the City of Colville and surrounding area. Avista is a private utility that adjusts rates to reflect changes in the cost of producing and delivering electricity or natural gas to the consumer. Fees are charged to cover the cost of extending service to new development or new customers. Avista indicates that it does not anticipate any difficulty providing service to meet the demand generated by expected growth in the Colville area.

Avista cooperates with the City's Public Works Department to locate their lines in utility easements adjacent to City streets and within the right-of-way. New City engineering design and construction standards specify where these utilities must locate to minimize conflicts with City utilities (water, wastewater, storm drainage).

Colville values opportunities to utilize renewable sources of energy. The City owns and operates two solar arrays to offset usage of non-renewable energy sources.

Telecommunications

Telephone and internet service to the Colville region is provided by Spectrum. Cellular telephone service is provided by multiple cellular companies. With the recent changes in federal telecommunications law and regulations, other carriers may enter the market in the future.

Location of telephone lines is also governed by City engineering design and construction standards. As far as possible, Colville encourages the undergrounding of utility lines and co-location of telecommunications facilities in a common easement or on common towers.

Goals and Policies

Goal CFU1. Colville's capital facilities support the City's economic development objectives.

- CFU - 1.1. Prioritize the maintenance of existing facilities that encourage, facilitate or enhance recreation, visitation, and commerce.
- CFU - 1.2. Identify and plan for new opportunities to support target industry sectors with capital improvements.
- CFU - 1.3. Regularly reevaluate and address deficiencies in the City's digital infrastructure and ensure virtual connectivity to facilitate digital work.

Goal CFU2. Colville plans proactively for the facilities needed for anticipated growth and development.

- CFU - 2.1. Prioritize the maintenance and improvement of existing public facilities and services, over expansion to accommodate growth.
- CFU - 2.2. Maintain an inventory of capital facilities and forecast future needs for capital facilities on an ongoing basis.

- CFU - 2.3. Maintain a current Capital Facilities Plan (CFP) that includes:
 - › Inventory of existing capital facilities owned by public entities, showing the locations, purpose, and capacities of each.
 - › Forecast of the future needs for such capital facilities.
 - › Proposed locations and capacities of expanded or new capital facilities.
- CFU - 2.4. Provide a six-year plan for financing capital facilities within the projected funding capacities and clearly identified sources of public money for such purposes.
- CFU - 2.5. Provide capital improvements to correct existing deficiencies, to replace worn out or obsolete facilities and to accommodate desired future growth; maintain concurrency with adopted level of service (LOS) standards.
- CFU - 2.6. Identify and plan for capital facilities needed to serve potential annexation areas and the UGA.

- CFU - 2.7. The siting of Essential Public Facilities (EPFs) will be consistent with the Land Use Element, the County-Wide Planning (CWPP) Policy, and applicable RCWs.
- CFU - 2.8. If funding for capital projects identified in the CFP fails to materialize, reassess the goals and policies of the Land Use Element, including the future land use map, to ensure consistency with the Capital Facilities and Utilities Element and related financing plans.

Goal CFU3. The City communicates and coordinates with third-party utility service providers.

- CFU - 3.1. Coordinate and analyze capacity needs with local utility providers.
- CFU - 3.2. Evaluate existing and potential facilities to determine the need to classify them as Essential Public Facilities (EPFs) for siting purposes.
- CFU - 3.3. Coordinate arrangements to provide necessary services with local utility providers.
- CFU - 3.4. Coordinate local construction projects with the installation of utilities for the purpose of joint-use trenches or proper separation of utilities.

Goal CFU4. The City meets adopted levels of service throughout the City for all capital facilities.

- CFU - 4.1. The City only extend utilities and provide facilities to new locations in accordance with the goals and policies of the Land Use and Annexation Element.
- CFU - 4.2. Upgrade services according to the following priorities:
- › Improvements that expand or enhance levels of service for existing customers/residents;
 - › Improvements that expand or enhance levels of service for existing customers/residents and provide capacity for future growth;
 - › Improvements intended primarily for provision of services to unserved areas within the Urban Growth Area.
- CFU - 4.3. Use the CFP as a tool to prepare a plan for infrastructure for new development, if it is determined that such infrastructure is necessary and desirable.
- CFU - 4.4. Require traffic and/or other technical studies when development requires expansion of existing infrastructure as identified in the Comprehensive Plan and/or through the SEPA review process.

- CFU - 4.5. New development within the City or UGA shall bear the cost of extending services and utilities to serve the development.
- CFU - 4.6. All projects which upgrade City facilities should be constructed to City Engineering Design and Construction Standards, and coordinated with other projects to the maximum extent possible.
- CFU - 4.7. Maintain a Memorandum of Understanding with Stevens County as a means to coordinate the implementation of the CFP within the Urban Growth Area.
- CFU - 4.8. Allow varying levels of service depending on the area and type of service being provided, so long as the overall health, safety and welfare of Colville residents are protected.
- CFU - 4.9. Pursue funding for proposed improvements as it becomes available regardless of the CFP schedule when such improvements are needed to meet mandates to protect public health, safety, and welfare and allow for growth.
- CFU - 4.10. If City stormwater facilities are unavailable or insufficient, require all new development to detain and treat stormwater runoff on-site so that flood hazards are not increased or water quality decreased.

CFU - 4.11. Across all facilities and City departments, consider the addition of staff or other resources to augment capacity and meet level of service standards.

CFU - 4.12. Coordinate with Stevens County and other parties as necessary to maintain or expand the public library.

A six-year Capital Facilities Plan is included on the following pages.

AIRPORT						Expenditure Year					
Project #	Project Name	Type of Improvement	Anticipated Funding Source	Anticipated O&M Responsibility	Estimated Const Cost (in 2020 dollars)	2020	2021	2022	2023	2024	2025
1	Update Airport Layout Plan	Planning	CFP		\$ 70,000			\$ 70,000			
2	Paving Tiedown Area & Taxiway				\$ 45,000			\$ 45,000			
3	Construction of 2 standard hangars				\$ -						
4	Runway widening/relocation				\$ 120,000			\$ 120,000			
SUBTOTAL =					\$ 235,000	\$ -	\$ -	\$ 235,000	\$ -	\$ -	\$ -

FIRE DEPARTMENT						Expenditure Year					
Project #	Project Name	Type of Improvement	Anticipated Funding Source	Anticipated O&M Responsibility	Estimated Const Cost (in 2020 dollars)	2020	2021	2022	2023	2024	2025
1	Fire Department Remodel	Remodel	CDBG Grant		\$ 250,000			\$ 250,000			
SUBTOTAL =					\$ 250,000	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -

CITY HALL						Expenditure Year					
Project #	Project Name	Type of Improvement	Anticipated Funding Source	Anticipated O&M Responsibility	Estimated Const Cost (in 2020 dollars)	2020	2021	2022	2023	2024	2025
1	Keller House Museum Paint & Tree Maintenance	Maintenance	CFP		\$ 35,000		\$ 35,000				
SUBTOTAL =					\$ 35,000	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -

LAW ENFORCEMENT						Expenditure Year					
Project #	Project Name	Type of Improvement	Anticipated Funding Source	Anticipated O&M Responsibility	Estimated Const Cost (in 2020 dollars)	2020	2021	2022	2023	2024	2025
1	Police Station Remodel	Remodel	CFP		\$ 25,000	\$ 12,250	\$ 12,250				
SUBTOTAL =					\$ 25,000	\$ 12,250	\$ 12,250	\$ -	\$ -	\$ -	\$ -

LIBRARY						Expenditure Year					
Project #	Project Name	Type of Improvement	Anticipated Funding Source	Anticipated O&M Responsibility	Estimated Const Cost (in 2020 dollars)	2020	2021	2022	2023	2024	2025
1	Outdoor Safety Lighting	Embetterment			\$ 10,911					\$ 10,911	
2	Window upgrades for energy efficiency	Efficiency			\$ 75,668				\$ 75,668		
3	New paint job				\$ 13,297			\$ 13,297			
SUBTOTAL =					\$ 99,876	\$ -	\$ -	\$ 13,297	\$ 75,668	\$ 10,911	\$ -

PARK & RECREATION						Expenditure Year					
Project #	Project Name	Type of Improvement	Anticipated Funding Source	Anticipated O&M Responsibility	Estimated Const Cost (in 2020 dollars)	2020	2021	2022	2023	2024	2025
1	Parks and Rec Master Plan	Planning	CFP		\$ 50,000			\$ 50,000			
SUBTOTAL =					\$ 50,000	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -

WATER SYSTEM						Expenditure Year					
Project #	Project Name	Type of Improvement	Anticipated Funding Source	Anticipated O&M Responsibility	Estimated Const Cost (in 2020 dollars)	2020	2021	2022	2023	2024	2025
1	Heritage Court Utility Upgrade	New Main	Local Funds	Public Works	\$ 108,000	\$ 108,000					
2	Main & Astor Intersection	Main replacement	Local Funds	Public Works	\$ 58,000	\$ 58,000					
3	S. Hofstetter, 3rd to Astor	Main replacement	Local Funds	Public Works	\$ 147,910	\$ 147,910					
4	E. Forest, S. Pine to S. Alder	Main replacement	Local Funds	Public Works	\$ 44,377		\$ 44,377				
5	Pine, Hawthorne to Forest and Forest to Crestview	Main replacement	Local Funds	Public Works	\$ 165,586		\$ 165,586				
6	Hawthorne, Chester to Miner	Main replacement	Local Funds	Public Works	\$ 52,110			\$ 52,110			
7	Hawthorne, Summit to Chester	Main replacement	Local Funds	Public Works	\$ 53,750			\$ 53,750			
8	Hawthorne, Crestview to Madison	Main replacement	Local Funds	Public Works	\$ 30,196			\$ 30,196			
9	Hawthorne, Madison to Summit	Main replacement	Local Funds	Public Works	\$ 105,402			\$ 105,402			
10	7th Ave, Madison to Hofstetter	Main replacement	Local Funds	Public Works	\$ 196,569				\$ 196,569		
11	7th, Walnut to Elm	Main replacement	Local Funds	Public Works	\$ 109,148					\$ 109,148	
12	7th, Walnut to Cedar	Main replacement	Local Funds	Public Works	\$ 45,790					\$ 45,790	
13	Forest, Cedar to Hofstetter	Main replacement	Local Funds	Public Works	\$ 44,592					\$ 44,592	
14	Walnut, Hawthorne to Dominion	Main replacement	Local Funds	Public Works	\$ 103,808						\$ 103,808
15	Walnut, Hawthorne to Dominion	Main replacement	Local Funds	Public Works	\$ 115,385						\$ 115,385
				SUBTOTAL =	\$ 1,380,623	\$ 313,910	\$ 209,963	\$ 241,458	\$ 196,569	\$ 199,530	\$ 219,193

STORMWATER MANAGEMENT FACILITIES						Expenditure Year					
Project #	Project Name	Type of Improvement	Anticipated Funding Source	Anticipated O&M Responsibility	Estimated Const Cost (in 2020 dollars)	2020	2021	2022	2023	2024	2025
1	Heritage Court Utility Upgrade	Stormwater Line Replacement	Local Funds	City Streets	\$ 10,000	\$ 10,000					
				SUBTOTAL =	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -

WASTEWATER SYSTEM						Expenditure Year					
Project #	Project Name	Type of Improvement	Anticipated Funding Source	Anticipated O&M Responsibility	Estimated Const Cost (in 2020 dollars)	2020	2021	2022	2023	2024	2025
1	Heritage Court Utility Upgrade	New mainline	Local Funds	Public Works	\$ 133,000	\$ 133,000					
2	Main & Astor Intersection	Main replacement	Local Funds	Public Works	\$ 65,000	\$ 65,000					
3	Btwn Madison & Pine, 9th Ave. North 185 ft.	Main replacement	Local Funds	Public Works	\$ -						
4	Btwn Hofstetter & Jefferson, 10th to 9th	Main replacement	Local Funds	Public Works	\$ -						
5	Btwn Hofstetter & Jefferson, 9th to 8th	Main replacement	Local Funds	Public Works	\$ -						
6	Btwn Jefferson & Alder, 9th to 8th	Main replacement	Local Funds	Public Works	\$ -						
7	Btwn Walnut & Cedar, 4th to Alley 208 ft.	Main replacement	Local Funds	Public Works	\$ -						
8	Btwn Summit & Chester, Forest to Glenn (mid block)	Main replacement	Local Funds	Public Works	\$ -						
SUBTOTAL =					\$ 198,000	\$ 198,000	\$ -	\$ -	\$ -	\$ -	\$ -

STREETS/TRANSPORTATION						Expenditure Year					
Project #	Project Name	Type of Improvement	Anticipated Funding Source	Anticipated O&M Responsibility	Estimated Const Cost (in 2020 dollars)	2020	2021	2022	2023	2024	2025
1	Summit, Ivy to Minor/Birch	Full restoration & ADA Upgrades	TIB Funds + Local Match	City Streets & Parks	\$ 1,275,000			\$1,275,000			
2	Main & Astor Intersection	Intersection safety & enhancement	TIB & Local Funds	City Streets & Parks	\$ 465,000	\$ 465,000					
3	7th Ave, Hofstetter to Madison	Road Reconstruction & Safety Imp.	TIB/Federal & Local Funds	City Streets	\$ 1,300,000		\$ 115,000	\$1,185,000			
4	Hawthorne Ave, Crestview to Miner	Road Reconstruction & Safety Imp.	TIB & Local Funds	City Streets	\$ 1,109,360				\$ 113,680	\$ 995,680	
5	Buena Vista, Ponderosa to Washington	Pavement rehab	TIB & Local Funds	City Streets	\$ 85,000						\$ 85,000
6	Silke Road, Summit to HWY 20	Full restoration and ADA Upgrades	TIB & Local Funds	City Streets	\$ 2,650,000						\$2,650,000
SUBTOTAL =					\$ 6,884,360	\$ 465,000	\$ 115,000	\$2,460,000	\$ 113,680	\$ 995,680	\$2,735,000

ANIMAL CONTROL						Expenditure Year					
Project #	Project Name	Type of Improvement	Anticipated Funding Source	Anticipated O&M Responsibility	Estimated Const Cost (in 2020 dollars)	2020	2021	2022	2023	2024	2025
1	Kennel Enclosures	Remodel	CFP		\$ 15,000			\$ 15,000			
SUBTOTAL =					\$ 15,000	\$ -	\$ -	\$ 15,000	\$ -	\$ -	\$ -

Blank.



TRANSPORTATION

The Transportation Element ensures that Colville's roadways and other motorized and non-motorized transportation facilities are well-maintained and respond to opportunities for community and economic development.



“ Colville is a thriving small town that is committed to its people, places and prosperity. ”

A Vision for Transportation

Transportation is a means to an end. It connects people to places and facilitates the movement of goods and access to services. Therefore, adequate transportation infrastructure is foundational to Colville’s places; it helps people prosper and allows the City to thrive.

“a thriving small town...”

Colville’s roadways clearly contribute to the City’s economic vitality, and improvements like the creation of the truck route have been widely lauded, but the Transportation Element is broader than roadways. Bike and pedestrian infrastructure, safe routes to school, public transportation and other aspects of Colville’s transportation system ensure that people, not just commerce, truly thrive. Managing traffic and right-sizing roadways also contribute to the small-town feel that residents value.

“people, places and prosperity...”

Colville’s linkages to goods and services, from the Main St. retailer to global markets for timber products, rely on safe and efficient trans-

port. Maintaining Colville’s roadways, airport and other transportation infrastructure is critical to ensure that the City is well-positioned to respond to market opportunities and grow the local economy.

Implications for Policy

The vision asks for Transportation goals and policies that:

- Connect residents to goods, services, places and each other;
- Ensure safety for people using motorized and non-motorized transportation; and
- Support local economic development efforts across a variety of industry sectors.

Background and Key Considerations

Inventory of Transportation Facilities

A city's transportation system is one of the most important indicators of its economic viability and livability. Changes to the system would be based on projected or actual needs as the community's growth patterns dictate. Colville's population in 2018 was 4,831 according to the US Census Bureau. It is expected to grow annually at approximately 0.56% until it reaches 5,444 in 2040.

This section of the report provides a summary of the existing transportation system conditions within the Colville UGA, which has not changed significantly since the last Comprehensive Plan Update in 2011. The description of existing traffic conditions and roadway inventory includes major east/west and north/south roadways. It also includes roadway links to specified land uses such as commercial or industrial centers, trucking routes, highways, and natural barriers or crossings.

Roadway Facilities

The City of Colville is located at the north end of the Colville River Valley. It is surrounded on the north and northeast by the slopes of Colville Mountain and on the west by the Colville River. Traffic circulation in Colville flows between these geographic markers.

Two major transportation facilities cross the City of Colville: U.S. Highway 395 (US 395) and State Route 20 (SR 20). US 395 runs north and south across the state. Through Colville it runs in a north-south direction through the center of the downtown business district

and then heads northwest toward Kettle Falls at its junction with 5th Avenue. SR 20 runs east along 3rd Avenue from US 395 at the north end of the central business district. SR 20 provides access to the Colville Municipal Airport and to Colville High School.

Traffic circulation within the downtown area is principally served by US 395, the truck route (aka Railroad Street), Oak Street and Wynne Street. The cross section of US 395, known as Main Street within town, changes multiple times as it travels through the central business district and city limits:

- Hawthorne Avenue to Birch Avenue: 5-lane section (2 NB, 2 SB, two way left turn lane) with intermittent parallel parking.
- Birch Avenue to 2nd Avenue: 2-lane section (1 NB & 1 SB lane) with angle parking on both sides of Main.
- 2nd Avenue to 5th Avenue: 5-lane section (2 NB, 2 SB, two way left turn lane) with intermittent parallel parking.
- At 5th Avenue, US 395 makes a sharp turn to the west and transitions to three lanes with intermittent right-turn only lanes through the remainder of the commercial district to Buena Vista Drive. From Buena Vista Drive north to Williams Lake Road, the northernmost city limits, the highway narrows to two lanes.

Colville has three signalized intersections along Main Street (US 395): 3rd Avenue (SR 20), Wynne Street, and Canning Drive. Two signals along Main Street were removed at Birch and 1st Avenues. Other major streets utilize stop signs and yield signs to control the flow of traffic. Roundabouts control traffic at both ends of the truck route. The south roundabout is located at Main Street and Hawthorne Avenue, and the north roundabout is located at Railroad Street and 5th Avenue, which is a part of the highway route.

Functional Street Classification System

The streets within Colville have been classified according to their function in the overall road network. The functional street classification system consists of major and minor arterials, and collectors and city arterials (local streets) – consistent with the Federal Functional Classification System. Each of these classifications is based on its access and movement functions. The functional classification and needs for on-street parking determines the maximum road design standard, funding, and street operation. **Figure T-1** lists the street classification system for city arterials and collectors in Colville.

FIGURE T-1. FUNCTIONAL STREET CLASSIFICATION SYSTEM

Street	From / To	Classification
US 395 (Main Street/5th Avenue)	South City Limits to West City Limits	Principal Arterial
SR 20 (3rd Avenue)	US 395/Main Street to East City Limits	Minor Arterial
1st Avenue	West City Limits to Main Street	Minor Collector
1st Avenue	Main Street to Oak Street	Major Collector

Street	From / To	Classification
3rd Avenue	RailRoad to Main Street	Proposed Major Collector
6th Avenue	Main Street to Hofstetter Street	Major Collector
7th Avenue	Hofstetter Street to Madison Street	Major Collector
8th Avenue	Main Street to Wynne Street	Proposed City Arterial
9th Avenue	Wynne Street to Washington Street	City Arterial
Aladdin Road (mostly county)	SR 20 to north UGA Boundary	Major Collector
Birch Avenue	Wynne Street to Main Street	City Arterial
Birch Avenue	Main Street to Miner Street	Major Collector
Buena Vista Drive (mostly county)	US 395 to Washington Street	Proposed Major Collector
Dominion Avenue	Main Street to Oak Street	Major Collector
Dominion Avenue	Oak Street to Hofstetter Street	City Arterial
Evergreen Way (partially county)	Hawthorne Avenue to Ricketts Road	Proposed Major Collector
Garden Homes Drive	Hawthorne Avenue to Swede Anderson Rd	Major Collector
Garden Homes Drive (mostly county)	Swede Anderson Rd to Graham Road	Minor Collector

Street	From / To	Classification
Graham Road (county)	Garden Homes Drive to UGA Boundary	Minor Collector
Hawthorne Avenue	Main Street to Garden Homes Drive	Major Collector
Hawthorne Avenue	Garden Homes Drive to Miner Street	City Arterial
Hawthorne Avenue	Miner Street to East City Limits	Proposed Major Collector
Hofstetter Street	Hawthorne Avenue to 3rd Avenue	City Arterial
Hofstetter Street	6th Avenue to 7th Avenue	Major Arterial
Louis Perras Road	Oakshott Road to 1st Avenue	Minor Collector
Main Street	5th Avenue to 6th Avenue	Major Collector
Main Street	6th Avenue to 11th Avenue	City Arterial
Miner Street	Birch Avenue to Garden Homes Drive	Major Collector
Oak Street	Dominion Avenue to 6th Avenue	Major Collector
Oakshott Road	West City Limits to Louis Perras Road	Minor Collector
Railroad Street/ Truck Route	Hawthorne to 5th Avenue	Major Collector
Silke Road	Birch Avenue to 3rd Avenue	City Arterial

Street	From / To	Classification
Washington Street	1st Avenue to US 395 (5th Avenue)	Minor Collector
Washington Street	9th Avenue to Buena Vista Drive	City Arterial
Wynne Street	5th Avenue (Hwy 395) to 6th Avenue	City Arterial
Wynne Street	5th Avenue (Hwy 395) to Hawthorne Avenue	Major Collector

Source: City of Colville Staff, 2010 and 2020 (updated)

The major streets in Colville are classified as principal or city arterials and major or minor collectors. Pavement is generally in moderate condition on these roads; however, the public works department has expressed the need to prioritize funding for a formal “pavement preservation program.” A goal is included within this element that recommends that the city contribute to this program on a regular basis.

Arterials serve the highest volumes of traffic with fewer access points. They serve traffic going into, out of, and through the urban area as well as some intra-city traffic. Collectors serve internal circulation, connect to arterials, and provide land access. All other unclassified streets are local streets. Figure 5.1, at the end of this element, shows the system graphically, including proposed extensions or new roadways, as described in the Transportation Improvement Plan (TIP).

The speed limit within the city limits is 25 mph; except for school zones, which are 20 mph during hours of school activity. The truck route, which follows a portion of Railroad Street, is 35 mph. High-

way 395 has speed limits upwards of 55 mph, starting at 35 mph just north of Buena Vista Drive.

The roadways in the central business district form a fairly continuous grid system. The grid roadway pattern is extended northwards into the hilly terrain at the base of Colville Mountain to service primarily residential neighborhoods. Most of these streets are local streets. Access is also provided to this residential section from the northwest along Buena Vista Drive, which connects with US 395.

Roadways fall under city jurisdiction except for the highways, which fall under state jurisdiction in accordance with RCW 47.24. The city is also responsible for maintaining the alleys that are located throughout the city. These alleys are used for alternate, and in some cases, primary access to structures on residential and commercial properties. Many areas use the alleys to place their solid waste containers for scheduled disposal service. Facilities for utilities are often located within the alleys and require ongoing access.

City development standards for new development in the C2 zone, or on collector and arterial streets, require sidewalks to be paid for by the developer.

Regional Traffic

A significant amount of regional traffic travels along US 395 through Colville and the downtown business corridor. Colville is the retail, government, education, and medical center for northeast Washington's tri-county area, which includes Ferry County, Stevens County, and Pend Oreille County. Visitors and shoppers are attracted from as far away as Trail, British Columbia.

In 2008, the "Truck Route" was completed which redirected truck traffic around the city center. The truck route starts at the round-

about at Hawthorne Avenue and Main Street (US 395) on the south end of town; it heads west, then northwesterly along Railroad Street to reconnect with US 395 at a second roundabout (5th Avenue). The truck route has been successful in redirecting traffic from the central business district. The success of the truck route has allowed the City to modify the lane and parking configuration in the downtown area. Between Birch and 1st Avenue the road section has been converted to one northbound and one southbound lane with angle parking on both sides.

The City participates in the Northeast Washington Regional Transportation Organization (NEW RTP), which consists of representatives from agencies throughout the tri-county area, including Ferry, Stevens, and Pend Oreille counties. The organization reviews local needs and project proposals to ensure regional collaboration in transportation planning.

Natural Traffic Barriers

Water, geology, and critical resource areas create natural barriers to the traffic circulation system requiring special consideration when planning for a community's future transportation needs. Outside of the downtown business corridor, Colville's topography is hilly with restrictions that include steep grades to the north and northeast and wetlands to the west.

Parking Facilities

The City of Colville provides designated on-street parking on most of its arterials and on collectors in the downtown business district, especially on sections of Main Street, where angle parking is emphasized. Angle parking is also provided adjacent to government offices and public facilities along Oak Street, Astor Avenue, and 1st Avenue in the downtown area. On-street parking is permitted throughout the city in most residential areas as well.

Since Colville's development standards do not require off-street parking be provided within the C-2 (Central Business) District, property owners contribute to a parking fund which provides public, off-street parking at a few locations: 1) On the east side of Wynne Street, on both sides of the Astor Avenue alignment; 2) the southwest corner of 1st Avenue and Wynne Street; 3) the northeast corner of 1st Avenue and Wynne Street; 4) the southeast corner of 2nd Avenue and Oak Street; and the 2nd & Main northeast corner parking lot.

Non-Motorized Transportation

Colville places a high priority on non-motorized traffic. In 2018 the Colville Pedestrian Bicycle and Trails Master Plan was published. This planning process included outreach to the general public, specific stakeholders and consultation with several city departments.

The primary purpose of this plan is to address pedestrian, bicycle, and trails connectivity & development and identify specific improvements that are needed in the system. The plan seeks to balance making Colville a more livable community for residents while attracting tourists & economic growth through pedestrian, bicycle, and trails improvements. This planning effort investigated the 2004, 2009, and 2014 versions of the Pedestrian and Bike map. The goal of this plan was not to simply update those maps. Instead, this plan works to distill prior iterations, along with new concepts, into a prioritized, easy-to-follow, feasible Capital Improvement Plan (CIP) for bicycle, pedestrian and trail projects.

Colville's vision for the future sees the downtown area developing in a more compact and dense manner. Instead of annexing sparsely populated areas on the outskirts of town, Colville will increase in density along the Main Street corridor. Safer, available, and more efficient non-motorized facilities will promote that vision.

In addition, Colville has adopted a "Complete Streets" ordinance. Developing and maintaining Colville's transportation network with a Complete Streets ethic requires all modes of transportation to be considered. It doesn't mean all streets are required to provide facilities for all users. Rather, all users must be considered during development and provided a facility where feasible.

Finally, over the last several years there have been different planning efforts to develop a non-motorized trail between Colville and Kettle Falls, in the proximity of the US 395 alignment. More specifically, the Kettle to Colville Master Plan and subsequent US 395 Right of Way analysis documents are in place. The trail would accommodate both pedestrian and bicycle traffic.

Public Transportation

The City of Colville and Stevens County has growing public transportation available to its residents. Several agencies/tribes/companies are developing transit systems that serve the City of Colville in a variety of capacities. Colville's population does not currently justify a City-owned public transportation system; rather, Colville subscribes to the NEWRTPO's 2018 Coordinated Public Transit-Human Services Plan.

Rail Transportation

Rail transportation to Colville is limited to the transport of goods. The Burlington Northern Santa Fe (BNSF) Railroad maintains a line from Spokane that heads north, generally following US 395. The railway becomes the Kettle Falls International Railway from Chewelah north, crossing into Canada. At the juncture of Kettle Falls, where the line splits, one route follows the Columbia River north through Marcus and up to the Canadian border at Boundary. The other route crosses the Columbia River then continues north to the Canadian border at Laurier.

The railroad runs through the west side of Colville. It enters the city from the south, parallel to US 395, and is approximately one-half mile to the west. Within the city, the tracks skirt the western edge of Colville, following the truck route and US 395.

Railroad crossings in Colville are limited. There are only two public track crossings; the first is located at 1st Avenue, just north of the Wastewater Treatment Facility. The Canning Road crossing provides access to an industrial park. This crossing includes a traffic signal on the highway tied into an automatic gate signal at the railroad tracks. There is another crossing located at 5th Avenue, that is a private access road into the lumber mill.

The nearest railroad yard is located in Kettle Falls. In Colville, one spur currently serves the lumber mill. There are no spurs planned for the industrial park at this time.

Water Transportation

The City of Colville does not have any water transportation.

Air Transportation

The City of Colville presently operates the Colville Municipal Airport located on the east side of the city south of SR 20. This is a year-round, general aviation airport - no commercial service is available. The nearest commercial service is in Spokane. **The airport could play a critical role in the economic vitality of Colville if expanded or improved.**

The airport site is bounded on the east by Colville High School; to the south by undeveloped land, a public golf course, residential properties, and a fairly steep bluff; to the west by a State Department of

Natural Resources fire cache and operations center and a city soft-ball complex; and to the north by SR 20 and a mixture of agricultural, commercial, and residential land uses.

Facilities at the airport include a 40-foot wide, 2,695-foot long runway and a 15-foot wide parallel taxiway. The primary parking apron on the east side of the facility is 80 X 550 feet. There are two additional small apron on the west side of runway. There are numerous privately-owned structures on the property and one publicly-owned structure, which is the operations facility.

There has been a considerable amount of discussion about the possibility of expanding the existing airport; however, at this time it only seems feasible to relocate and construct a new airport facility capable of serving air transportation needs on a regional basis. The current airport does not meet some of the FAA standards for A-1 or B-1 (small) categories of aircraft. Agencies such as the U.S. Forest Service fire fighting program, and the regional U.S. Custom and Border Protection have expressed concerns over their inability to utilize the existing airport due to its substandard design. Tri-County Economic Development District supports a regional airport to accommodate air freight and business-class flights. The state transportation plan and some of the business community have expressed the desire and need to accommodate commercial and commuter flights.

Relocating the airport would be a large environmental, engineering, and public involvement endeavor. The City has no immediate plans to begin such a process, but seeks to be open to exploring the idea in future years.

Electric and Hybrid Vehicles

Colville understands the growing market for electric and hybrid vehicles. The City, in partnership with Avista, has installed two electric charging stations, one at City Hall and the other at the 2nd and Main St. public parking lot. A third charging station is planned for the Astor and Wynne St. public parking lot. The City will consider charging infrastructure on new commercial developments when and where appropriate.

Level of Service (LOS) Standards

As part of the Growth Management Act planning effort, level of service (LOS) standards must be established for evaluating the performance of existing transportation systems and planning future transportation facilities that meet future needs. In accordance with the concurrency requirement, no development order or permit may be issued if it results in a reduction of LOS below adopted standards.

Transportation engineers have established various methods for evaluating the ability of a transportation facility to carry traffic. Six categories of LOS have been established to describe the operations of a roadway facility, whether it is a freeway, rural highway, signalized intersection, non-signalized intersection, or other roadway facility. The LOS categories consider factors such as capacity, travel speed, delay, frequency of interruptions in traffic flow, relative freedom for traffic maneuvers, driving comfort and convenience, and operating cost.

The six categories typically used, and used in this plan, range from LOS A to F. A roadway facility operating at LOS A has free-flowing traffic with minimal delays at intersections. A facility operating at LOS F is totally saturated with traffic, delays are long, and movement is very difficult. The levels in between reflect intermediate levels of traffic interruption, delay, and traffic demand as compared with the capacity of the facility. There are slight differences in how LOS is interpreted in signalized vs. non-signalized intersections as shown the **Figures T-2 and T-3**.

FIGURE T-2. LEVEL OF SERVICE DESCRIPTION -- SIGNALIZED INTERSECTIONS

LOS	Description
A	Operations with very low delay less than 5 seconds per vehicle; occurs when most vehicles arrive during green phase, with most vehicles not stopping at all; short cycle lengths may contribute to low delay.
B	Operations with delay from 5.1 to 15 seconds per vehicle; occurs with good progression and/or short cycle lengths; more vehicles stop than with level of service (LOS) A.
C	Operations with delay from 15.1 to 25 seconds per vehicle; occurs with fair progression and/or longer cycle lengths; individual cycle failures may begin to appear at this level; the number of vehicles stopping is significant at this level, although many vehicles still pass through the intersection without stopping.
D	Operations with delay from 25.1 to 40 seconds per vehicle; at this LOS, the influence of congestion becomes more noticeable; longer delays result from a combination of unfavorable progression, long cycle lengths, or high volume/capacity (v/c) ratios; many vehicles stop, and the proportion of vehicles not stopping declines; individual cycle failures are noticeable.
E	Operations with a delay of 40.1 to 60 seconds per vehicle; upper limit reflects capacity of intersection; high delay indicates poor progression, long cycle lengths, and high v/c ratios; individual cycle failures are frequent.
F	Operations with delay in excess of 60 seconds per vehicle; condition occurs from oversaturation, when arrival flow rates exceed capacity of the intersection; may also occur with high v/c ratios less than 1.0 with many individual cycle failures; poor progression and long cycle lengths may also contribute to high delay.

Source: 1994 Highway Capacity Manual, p. 9-6 and 9-7 for Signalized Intersections.

FIGURE T-3. LEVEL OF SERVICE DESCRIPTION -- NON-SIGNALIZED INTERSECTIONS

LOS	Description
A	Operations with less than 5 seconds of delay per vehicle
B	Operations with between 5 and 10 seconds of delay per vehicle
C	Operations with between 10 and 20 seconds of delay per vehicle
D	Operations with between 20 and 30 seconds of delay per vehicle
E	Operations with between 30 and 45 seconds of delay per vehicle
F	Operations with more than 45 seconds of delay per vehicle

Source: 1994 Highway Capacity Manual, p. 10-12 for Non-signalized Intersections.

The State Highway System Plan requires a LOS of “D” for all highways within communities of populations less than 200,000. This includes all side streets where they intersect with the highway.

The Growth Management Act requires that LOS standards be regionally coordinated. For Colville, coordination occurs with WSDOT and Stevens County. For non-highway roadways and intersections within Colville, a LOS standard of E has been adopted. Average delays for vehicles would be less than 60 seconds for signalized intersections and 45 seconds for non-signalized intersections.

Figure T-4 shows the relationship between LOS standards and the Average Daily Traffic Volume (ADT), which is used to determine the need for upgrades or expansion when growth occurs.

FIGURE T-4. RELATIONSHIP BETWEEN LOS STANDARD & AVERAGE DAILY TRAFFIC VOLUME

Average weekday traffic on two-lane streets without turn lanes at the intersections		Average weekday traffic on two-lane streets with turn lanes at the intersections	
LOS	Average Daily Traffic Volume	LOS	Average Daily Traffic Volume
A	0 – 4,000	A	0 – 9,000
B	4,001 – 8,000	B	9,001 – 13,000
C	7,001 – 9,000	C	13,001 – 14,000
D	9,001 – 11,000	D	14,001 – 15,000
E	11,0001 – 13,000	E	15,001 – 16,000
F	13,001 and above	F	16,001 and above

Source: Airway Heights Transportation Element, 2006 Comprehensive Plan (referencing WSDOT data)

Where an unacceptable LOS occurs, a range of improvements may be considered, including such measures as channelization, lane use controls, sight distance improvements, or all-way stop control. The construction of adjacent parallel streets can also alter the distribution of traffic to reduce minor street LOS problems.

If LOS at any intersection drops below adopted LOS standards, a signal warrant analysis should be performed to address the need for signalization. Minimum volume warrants for signal installation are specified in the Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration, 2009 Edition.

Transportation demand management methods can also reduce the impacts of development and help maintain LOS standards. Techniques that have been successful in alleviating some traffic congestion include carpooling for longer distance trips and improving bicycle and pedestrian facilities for shorter trips.

These options should be considered first, before roadway widening, to provide additional capacity for current or projected travel demand, because the widening improvements often have the most impacts to the adjacent lands and cost the most.

If demand for additional capacity cannot be met using any of the methods described above, the City has two options: 1) it can stop additional development which calls for more capacity, or 2) it can lower its LOS standards.

Current Levels of Service

As part of the planning process, the current operating conditions for the transportation system were evaluated to identify deficiencies. This evaluation focused primarily on street system operating conditions since the automobile is the dominant mode of transportation

in Colville. In the City of Colville, the highways and the truck route carry the highest traffic volumes. The Average Daily Traffic Volumes (ADTs) are measured by WSDOT annually for Main Street (US 395) and 3rd Avenue (SR 20) only.

Figure T-5 compares traffic pattern changes. The ADTs for 2008 and 2018 are shown with the corresponding percentage of increase/decrease.

FIGURE T-5. CHANGE IN ADT, CITY OF COLVILLE, 2008-2018

	2008	2018	Percent Change
Population	5,040	4,831	(4%)
US 395 / Main Street	Traffic Volume		
South of SR 20	7,100	8,100	14%
SR 20 to 8th Ave	8,400	8,500	1%
8th Avenue to Williams Lake Rd	11,950	12,000	0.4%
North of Williams Lake Road	7,900	9,000	14%
State Route 20 / 3rd Avenue	Traffic Volume		
Main St to Oak Street	5,200	5,400	4%
Oak Street to Aladdin Road	5,100	5,200	2%
East of Aladdin Road	4,000	4,300	8%

Source: WSDOT, 2018; Welch Comer 2020

Truck Traffic

Trucks are a major component of the highway traffic through Colville; it continues to be the primary north-south mode of freight mobility within the region. Based on data from the U.S. 395 Corridor Study - Spokane to Canada, truck percentages in 1995 were about 13

percent on US 395 just south of Colville and 9 percent on SR 20 two miles east of Colville. Within Colville itself, truck percentages are estimated to range between 10 and 15 percent on US 395 and 7 to 10 percent on SR 20.

Colville's truckroute has been very successful in diverting traffic from Main Street/US 395. The movement of trucks to the truck route has allowed Colville to "take back" their downtown from a commerce and pedestrian standpoint. Colville values the truck route tremendously and places a high value on maintaining its integrity.

Accident Analysis

Data obtained from WSDOT for accidents within the Colville city limits was examined for 2017, 2018, and 2019 (Table 5.9). Most of the accidents were property damage only (no injuries). Also, no fatalities were reported.

The accident report also shows 6 intersections within the city that had five or more accidents during the three-year period. All of these intersections have some type of traffic control, using either a traffic signal or stop signs.

FIGURE T-6. VEHICLE ACCIDENTS REPORTED IN 2017 - 2019

	2017	2018	2019
Number of Incidents	53	69	59
Total Vehicles	100	127	118
Number of Injuries	11	26	29
Number of Fatalities	0	0	0
Property Damage Only	42	43	30

Source: WSDOT Collision Report, 2020

FIGURE T-7. INCIDENTS AT KEY INTERSECTIONS, 2017-2019

Intersection	2017	2018	2019	Control Type
Hawthorne & Hwy 395	2	4	5	Roundabout
Hwy 395 & Canning Dr.	0	5	2	Two-Way stop
Hwy 395 & Railroad St.	3	1	1	Roundabout
Oak St. & Hwy 20	3	1	1	Two-Way stop
Birch & Hwy 20	3	2	0	Two-Way stop
1st & Hwy 395	2	0	3	Two-Way stop

Source: WSDOT Collision Reports

Future Transportation Conditions

Based on land use and population projections and more recently historic traffic growth, traffic within Colville is expected to grow at a minor rate, consistent with expected population growth. The Washington DOT expects traffic on their highways (US395 and SR 20) to grow at a rate of 2% per year, which is reflected in Table T-8.

FIGURE T-8. LOS PROJECTIONS, STATE HIGHWAYS IN CITY OF COLVILLE, 2040

Highway	2008 Volume	2008 LOS	2018 Volume	2018 LOS	*2040 Volume	2040 LOS
US 395						
South of SR 20	7,100	A	8,100	A	12,500	B
SR 20 to 8th Ave	8,400	A	8,500	A	13,000	B
8th Avenue to Williams Lk Rd	11,950	B	12,000	B	18,500	F
N. of Williams Lk Rd	7,900	A	9,000	A	13,900	C
SR 20 / 3rd Ave						
Main St to Oak Street	5,200	B	5,400	B	8,300	B
Oak Street to Aladdin Rd	5,100	B	5,200	B	8,000	B
East of Aladdin Rd	4,000	B	4,300	B	6,600	B

Source: WSDOT, 2020; Welch Comer, 2020

Transportation Improvement Plan (TIP)

In the near future, Colville will focus on maintaining their existing transportation network infrastructure. Without significant population and traffic growth, the City will reduce or eliminate roadway expansion for vehicles. However, in accordance with the Pedestrian, Bicycle & Trails Plan, the City will seek to expand non-motorized facilities.

Also, in accordance with the City's Downtown Revitalization Plan update, efforts will be made to improve safety and mobility to all users in the downtown area.

Implementation

Implementation of transportation maintenance & improvements will occur by: adopting policies, programs, and ordinances; securing financing for improvements; obtaining permits and environmental clearances; and designing and building transportation projects. Through this process, the transportation improvement program serves as a guiding framework for capital expenditures during each six-year period.

The GMA formalizes the relationships between the adopted land use plan, the transportation improvement plan, environmental compatibility, and financial feasibility. This section reviews various implementation considerations and their conformance with the provisions of the GMA.

Improvement Priorities

With respect to maintenance and reconstruction of the existing roadway network, the City seeks to develop a formalized Pavement Management system, which will assist in tracking, estimating and prioritizing needed transportation improvements.

Comprehensive Plan Consistency

The GMA requires that the transportation plan be consistent with other elements of the Comprehensive Plan, including the Land Use and Capital Facilities Elements. The Transportation Element must be capable of supporting the land use plan at a specified level of service. The planning process must demonstrate that capital facilities can be financed with projected revenues. Otherwise, the land use plan or the LOS standards must be adjusted to be internally consistent.

The LOS analysis for future conditions demonstrates that the future cumulative development can be accommodated with the proposed program of transportation infrastructure improvements. Financing these future improvements will depend on continued state support for improvements to US 395 and SR 20 and on new developments contributing to transportation projects within Colville.

Concurrency Management and Development Review

Concurrency refers to the on-going process of coordinating infrastructure needs with community development. This concept was formalized in the GMA to ensure that adequate public facilities are provided in concert with population and employment growth. For transportation facilities, the GMA requirement is fulfilled if roadway LOS standards are met concurrent with the additional travel demand generated by each succeeding development action.

Concurrency determinations for the roadway network are closely linked with development review decisions. Currently, the City performs this function under its SEPA authority. Projects that produce adverse traffic impacts are required to fund or implement mitigation

measures that reduce the impact below a level of significance. Impacts and mitigation measures for large projects are typically studied in a traffic impact analysis prepared during the SEPA review.

The concurrency requirement will revise this process by formalizing the adoption of LOS standards and guidelines for the preparation of traffic impact studies and by providing for tracking or monitoring of actual transportation capacity.

In the development review process, there may be instances when a transportation improvement is required to mitigate a project-related impact in advance of its programming through the TIP. Concurrency will require that the spot improvement be completed as a permit condition or the project can be denied. If the required improvement is consistent with the transportation plan, it may be possible to credit the investment in the spot improvement against the amount to be collected in impact fees, or as a credit to the City's share of a grant-funded project.

Monitoring concurrency can be accomplished by tracking traffic counts along US 395 and SR 20 and reviewing actual population and employment growth on a periodic basis. This periodic tracking of the traffic and actual growth rates can provide the City of Colville, Stevens County, and WSDOT with good information for keeping the transportation improvement program updated.

Intergovernmental Coordination

Implementation actions for transportation projects often involve several agencies, each with different responsibilities and controls. A major focus of the GMA is to establish coordination among the responsible agencies and to increase the effectiveness of intergovernmental planning efforts.

It will be important for the City of Colville to coordinate future transportation projects and planning efforts with both Stevens County and WSDOT. This coordination is very important for transportation improvements for the sections of US 395 and SR 20 in and near the city. State highway improvements in the Colville area, such as the addition of bike lanes and sidewalks, are more likely to be funded if there is broad community and inter-agency support. Likewise, Stevens County and WSDOT need to be kept informed of new development proposals in Colville that may impact the highway or county roads.

The Transportation Element will require revisions during the next 20 years because of changes in growth rates and growth patterns. Revisions may also be required because of changes in goals and policies of Colville and the region. The transportation planning process is a dynamic one, and changes in the assumptions that have been made in this study will also lead to the need for plan revisions.

The transportation plan element should be reviewed on a periodic basis. The schedule for reviews should be dictated by GMA planning and funding mandates. For instance, the six-year Transportation Improvement Program (TIP) must be updated every year. The six-year TIP is dependent on annual revenues and expenditures for improvement projects in Colville and any grant moneys received for specific projects. Traffic volumes should be monitored at key intersections along the highway. In this way, individual intersection improvements can be programmed in the six-year TIP even in advance of major transportation improvements.

Traffic volumes should be monitored at key intersections along the highway. In this way, individual intersection improvements can be programmed in the six-year TIP even in advance of major transportation improvements.

Goals and Policies

Goal T1. The City's existing transportation facilities are well-maintained.

- T - 1.1. Develop and regularly update a Citywide transportation improvement plan (TIP) in addition to the annual 6-year Street Plan.
- T - 1.2. Future transportation planning and design projects will include consideration and coordination of related infrastructure (water, sewer, storm, dry utilities).
- T - 1.3. Develop and budget for an ongoing rotational plan of routine Citywide roadway maintenance.

Goal T2. The transportation system is safe and accessible for all users, including motorists, transit vehicles and riders, bicyclists, and pedestrians.

- T - 2.1. Promote the use of alternative modes of transportation (walking, bicycling, and transit) through improved access, safety, and service.
- T - 2.2. Enhance safety and access for pedestrians and bicycles, especially in the Downtown area.
- T - 2.3. Focus on tangible and pragmatic safety/accessibility improvements. Improvements need to be affordable and attainable.

- T - 2.4. Include annual repair and upkeep of existing City-maintained sidewalk system.
- T - 2.5. Promote the use of transit.

Goal T3. Neighborhoods, Downtown and other activity centers are connected.

- T - 3.1. Coordinate with local, regional, and state agencies to plan for public transit service.
- T - 3.2. Implement the 2019 Pedestrian, Bicycle Trails Plan as a guide for future development and sidewalk & bike lane/path connectivity.
- T - 3.3. Promote and support the Kettle to Colville Trail regional project. Actively assist in facilitating necessary agreements amongst jurisdictions/groups for ownership and maintenance.

Goal T4. The Colville airport is an asset to the City.

- T - 4.1. Continue with ongoing maintenance of existing facility.
- T - 4.2. Discourage incompatible development adjacent

to the airport by giving priority to large open space, resource, and recreational lands with the Airport Accident Safety Zone.

- T - 4.3. Work to provide a facility that allows larger/faster aircraft understanding that doing so requires airport relocation.
- T - 4.4. Provide a facility that enhances ability to combat forest fires.

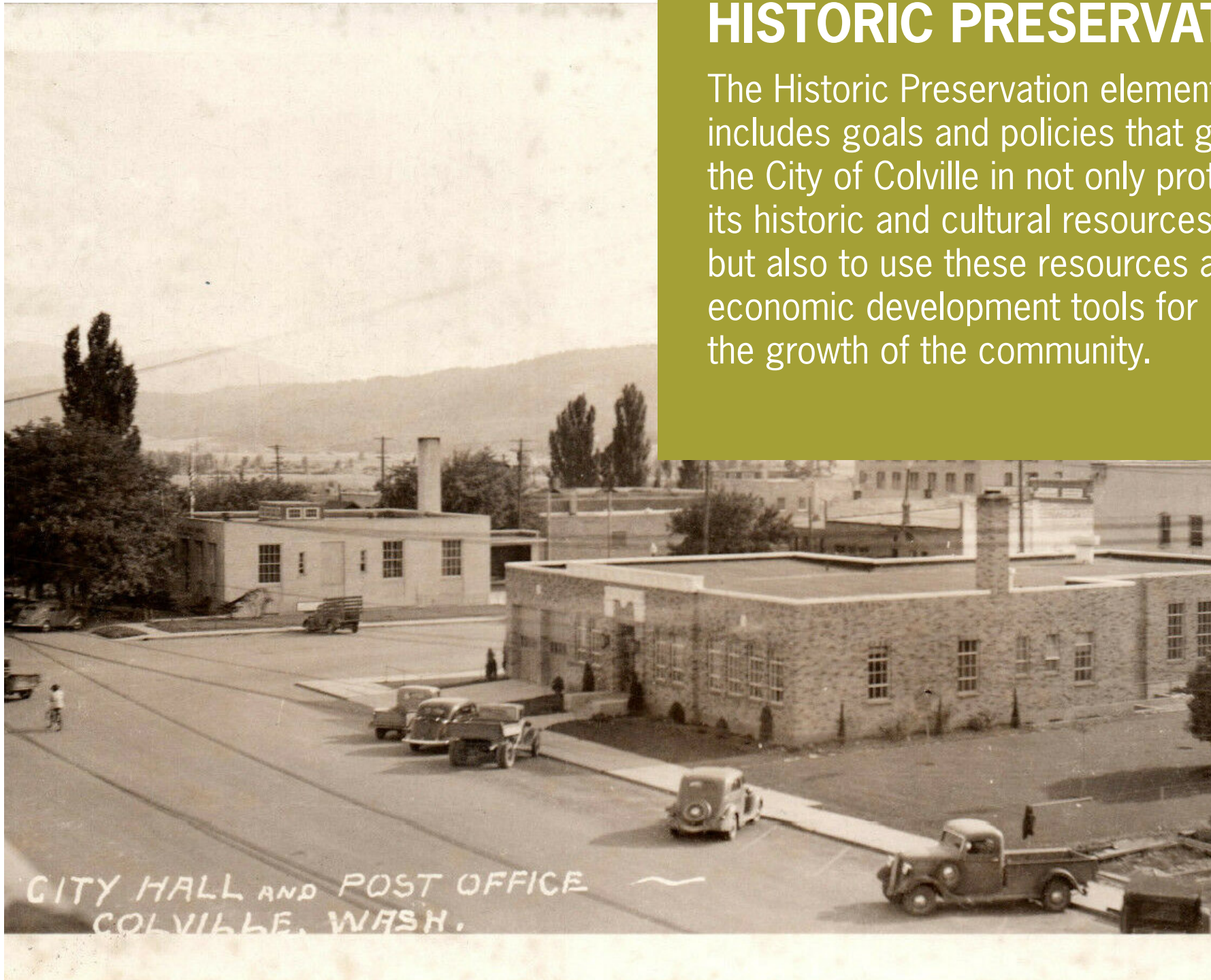
Goal T5. Colville's Transportation policies are consistent with other plans including, city, county, statewide and regional transportation plans, and the Growth Management Act.

- T - 5.1. Maintain consistency with the following:
 - › Colville Pedestrian, Bicycle & Trails Plan
 - › Northeast Washington Regional Transportation Plan
 - › NEWRTPO Coordinated Public Transit – Human Services Transportation Plan

Blank.

HISTORIC PRESERVATION

The Historic Preservation element includes goals and policies that guide the City of Colville in not only protecting its historic and cultural resources, but also to use these resources as economic development tools for the growth of the community.



“ Colville is a thriving small town that is committed to its people, places and prosperity. ”

A Vision for Historic Preservation

Places are defined by their character, which is a reflection of their history. Colville’s historic buildings are essential for maintaining its small-town character and nurturing its cherished places.

To this end, the City of Colville’s Historic Preservation Commission (HPC) has embraced a mission to “Safeguard our historic resources through advocacy, education, and collaboration.” This statement encourages public participation, collaboration with other organizations, and maintenance of the City’s status as a Certified Local Government in order to take advantage of incentives and assistance from state and federal agencies. This ensures that Colville is characterized by places that allow people to thrive.

“a thriving small town...”

Colville has a great collection of historic buildings and sites that add cultural character and architectural diversity to the community. Among the most important historic resources are those contained in the downtown commercial district, and the civic district located at the intersection of Astor Avenue and Oak Street with City Hall, the Colville Public Library, Stevens County Courthouse, and the U.S.

Post Office. These buildings were all constructed between 1932 and 1938, in the Art Deco/Moderne architectural style prevalent at the time and are a rarity for most cities of Colville’s size. They help define Colville’s character and preserve its small-town charm.

“people, places and prosperity...”

Historic preservation is an economic development tool, particularly in downtown commercial cores. This will play a significant role in the success of not only downtown Colville, but the city as a whole. Maintaining the City’s character through preservation of its historic building stock contributes to the prosperity of Colville’s people and places.

Implications for Policy

The vision requires Historic Preservation goals that:

- Maintain and enhance Colville’s character; and
- Support economic development opportunities, particularly by contributing to downtown vitality.

Background and Key Considerations

Colville has a significant collection of historic buildings and sites that add cultural character and architectural diversity to the community. These resources represent our strong heritage from early Native American tribes, through early pioneers, and a variety of industries throughout the decades. Among the most important historic resources are those contained in the downtown commercial district, and the civic district located at the intersection of Astor Avenue and Oak Street.

Historic preservation is regularly used to generate economic development, particularly in downtown commercial cores. With the recent development of Colville Together, the City's downtown revitalization organization, historic preservation will play a significant role in the success of not only Colville Together, but the City as a whole. Adaptive reuse of vacant buildings, the redevelopment of vacant lots, and the rehabilitation of buildings which are currently underutilized, particularly on upper floors, will have a significant impact on the community's economic vitality. One of the greatest threats to the community's historic and architectural character and a more robust local economy is the continued vacancy of historic buildings or entire floors of historic buildings, particularly in the downtown core.

More than twenty years ago the City of Colville formed a Historic Preservation Commission (HPC). The Commission has developed their own vision statement - to "Safeguard our historic resources through advocacy, education, and collaboration." HPC encourages public participation in their activities by providing information about historic resources and holding regular meetings that are open to the public. They also work to build collaborative efforts with other city

commissions, the chamber of commerce, other history and preservation organizations, and the Tri-County Economic Development District.

The City is an official Certified Local Government (CLG), a national program that is administered through the Washington Department of Archaeology and Historic Preservation (DAHP). As a result of this certification, the city is eligible for a variety of opportunities, including grants to help with historic preservation activities. The HPC has a key role in many different aspects of historic preservation throughout the community, including but not limited to:

- maintaining an inventory of historic resources,
- listing historic properties on the Colville Register of Historic Places,
- reviewing proposals that impact historic properties,
- educating Colville's residents on the benefits of historic preservation,
- serving as the local review board for preservation projects seeking tax benefits as a result of rehabilitation work, and
- recognizing excellence in the rehabilitation of historic buildings and new construction in historic districts.

As part of the Comprehensive Plan update, and in response to the City's role as a CLG, the Historic Preservation Commission and City staff received two days of training related to recognizing significant

historic resources and evaluating them for listing on the Colville Register of Historic Places. The training included a walking tour of the downtown commercial district and select other historic facilities; meeting with various property owners about potential incentives and regulations associated with local designation; and reviewing numerous scenarios for adaptive reuse or historic rehabilitations and appropriate architectural styles, periods, and materials for Colville. Key findings included the following:

- Historic resources exist far beyond the downtown core, so there is a need for an updated survey of historic resources Citywide;
- There is a need for additional technical assistance or readily available information on appropriate rehabilitation of historic buildings;
- There is a lack of understanding in the community about the positive economic impacts of historic preservation; and,
- There is a perception that vacant upper floors of historic buildings are not suitable or too expensive to use for housing.

Historic Resources

Over the last 30 years historic resources have been identified as being significant to the cultural and architectural heritage of Colville. These properties are listed on one of three official registers at the national, state or local level.

- The **National Register of Historic Places** is the highest honor for a historic resource but doesn't provide any protection for that resource, unless federal funds are to be used for that building or site.

- The **Washington Heritage Register** also does not provide any level of protection for historic resources, but provides a level of recognition that is helpful in developing heritage tourism opportunities.
- The **Colville Register of Historic Places** is the primary mechanism not only to provide a level of protection for significant historic resources, but also to provide a number of incentives to help property owners with the rehabilitation, maintenance, and stewardship of historic buildings and sites. Buildings in Colville which have received plaques from the City in the past may be considered to be on the Colville Register.

A survey and inventory of historic resources was done many years ago, and that serves as a basis for identifying what is significant in the community, as well as what may have been lost over the years. This inventory, given in **Figure HP-1**, is critical to maintain and regularly update; without it the HPC cannot make informed decisions about which historic resources are most important to the community. It is a snapshot in time, and it is expected that the inventory will change regularly with the addition of more historic resources that have been researched and identified as significant to Colville's history. Consult City of Colville staff and the Historic Preservation Commission for an updated list.

FIGURE HP1. INVENTORY OF HISTORIC RESOURCES, CITY OF COLVILLE, 2020

Description	Address	Year Built	National Register	WA Register	Colville Register
Stevens County Courthouse	215 S. Oak St.	1938			X
Colville Public Library	195 S. Oak St.	1932			X
Colville City Hall	170 S. Oak St.	1937			X
United States Post Office	204 S. Oak St.	1938	X	X	X
Rickey Block / Barman's	230 S. Main St.	1892	X	X	X
Acorn Saloon	262 S. Main St.	1903			X
Douglas / Skidmore Building	226 S. Main St.	1903			X
Collins Building	200 S. Main St.	1937	X	X	X
Bank of Colville / Hallmark	173 S. Main St.	1907			X
Wolff / Bair Building	115 S. Main St.	1885 / 1922			X
Alpine Theater	112 N. Main St.	1936			X
IOOF Lodge / Opera House	151 W. 1st Ave.	1911	X	X	X
Colville Flour Mills	466 W. 1st Ave.	1905	X	X	X
Keller House/Museum	700 N. Wynne St.	1910	X	X	X
American Legion, Frank Starr Post 47	103 E. 6th Ave.	1934			X
W. Diffenbacher House	145 E. 6th Ave.	1907			X
Charles Mantz House	408 N. Main St.	1899			X
Robert E. Lee House	357 N. Elm St.	1890			X
O.F. Vinson House	510 N. Maple St.	1918			X
Lon Johnson House	462 N. Maple St.	1928			X
E.M. Heifner House	459 N. Maple St.	1890			X
M.A. Rodman House	404 N. Maple St.	1900			X
Earl Strong House	443 E. 4th Ave.	1916			X
M.R. Strong House	449 E. 4th Ave.	1904			X
Boyd House	512 E. 2nd Ave.	1900			X
Colburn T. Winslow House	458 E. 2nd Ave.	1906	X	X	X

Description	Address	Year Built	National Register	WA Register	Colville Register
James Stitzel House	416 E. 1st Ave.	1899			X
Warren B. Lane House	453 E. Astor Ave.	1914			X
W.H. Bronson House	615 S. Cedar St.	1910			X
Dupuis House	300 E. Birch Ave.	1897			X
Rusch Bros. Brickyard	Golf Course 9th Tee	1893			X
Rickey Building / Wingham's Market	126 S. Main St.	1888 / 1913			X
Safeway Store	320 N. Main St.	1941			X
J.U. Hofstetter House	407 E. Birch Ave.	1882			X
Smith Motel	369 S. Main St.	1952			X
J.M. Stevens House	355 N. Maple St.	1890			X

Clearly the Civic Center and the downtown commercial core are very important historic areas and should ultimately be considered as historic districts. Early city leaders established what is often considered the first “Civic Center” in the state by surrounding the intersection of Astor and Oak with four significant public buildings; City Hall, Colville Public Library, Stevens County Courthouse, and the U.S. Post Office. These four buildings were all constructed between 1932 and 1938, in the Art Deco/Moderne architectural style prevalent at the time. It's critical to maintain these buildings and to make changes or additions to them in an appropriate manner so as to retain their historic significance. Each of these buildings has architectural details or artwork handcrafted by local artists that is also worthy of preservation.

The downtown commercial core is comprised primarily of historic buildings, each with amazing stories of the people and businesses that occupied them. Many of them have changed significantly over time and those changes are an important part of their stories as well. But most importantly, these buildings serve as a primary economic engine for Colville; the rehabilitation of them and the adaptive

reuse of their vacant areas not only will preserve their history but contribute significantly to the economic well-being of the community. The HPC can and should work in conjunction with Colville Together to use historic preservation as a tool to improve the opportunities in the downtown commercial core.

Goals and Policies

Goal HP1. Colville's Historic Preservation Commission maintains a readily available inventory of historic resources and educational information.

HP - 1.1. Seek and obtain CLG grants for the completion of, and periodic updates to, a Citywide survey and inventory of historic resources; make the inventory available online and through various other sources.

HP - 1.2. Provide, through the City's website, social media, and other avenues, a contact list of resources for City residents and building owners to use in researching historical data for their properties; update the list regularly.

HP - 1.3. Provide online links or specific brochures and other educational information on historic resources and the appropriate methods to maintain and rehabilitate them; update regularly.

HP - 1.4. Provide opportunities for the HPC and staff to get regular training related to historic preservation through the CLG program or the annual RevitalizeWA conferences sponsored by DAHP and the Washington Trust for Historic Preservation.

HP - 1.5. Recognize successful rehabilitation projects or other preservation efforts, potentially through the establishment of an annual awards program that provides positive feedback for good work.

Goal HP2. Colville has a variety of officially designated historic buildings and districts.

HP - 2.1. Preserve the Civic Center at the intersection of Oak Street and Astor Avenue through designation as a local and national historic district and through ongoing encouragement for existing institutions to maintain their presence there.

a. Designate the downtown commercial core as a local and national historic district. Work with Colville Together and refer to the Colville Downtown Vitalization Plan when developing this designation.

HP - 2.2. Encourage local designation of those individual historic buildings and sites that have been identified as potentially historic.

HP - 2.3. Review land use and building permit applications relating to recognized sites and enforce historic property maintenance and construction standards, per the Secretary of the Interior's "Standards for the Treatment of Historic Properties." Issue certificates of appropriateness as warranted or provide a response outlining reasons for denial.

HP - 2.4. Regularly record properties located on the Colville Register of Historic Places with the Stevens County Assessor so that the designation runs with the property over time.

HP - 2.5. Identify properties in the City's inventory of historic resources with the symbol "HI" (historic inventory) on applicable official zoning records.

Goal HP3. The City of Colville promotes the use of historic preservation as a method for economic development and tourism.

- HP - 3.1. Provide support for other regional organizations involved in historic preservation, recognizing that Colville is a part of a broader realm of historical relevance.
- HP - 3.2. Provide public awareness and education relating to the functions of the HPC through participation in local events.
- HP - 3.3. Promote the use of incentives including special tax valuation and federal historic rehabilitation tax credits in the adaptive reuse of historic buildings.
- HP - 3.4. Promote the restoration of all historic structures within the community whenever possible, discouraging demolition.
- HP - 3.5. Develop local incentives for rehabilitation of historic buildings, such as façade grants, particularly in the downtown core.
- HP - 3.6. Provide the HPC an opportunity to comment on all City decisions that impact historic resources.

The City of Colville 2020 Comprehensive Plan:

GETTING IT DONE

In this section...

- Proposed regulatory changes
- Compendium of potential action items
- Annual Progress Report template

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Implementation and Tracking

Proposed Regulatory Changes

It is not anticipated that the 2020 periodic update of the City of Colville's Comprehensive Plan will require a significant number of regulatory changes. All possible changes are described in brief, below.

- **Add zoning and development regulations to support the implementation of the Industrial Mixed Use (IMU) land use category.** It is anticipated that this change will create a new zoning designation that is adapted from the current Light Industrial (LI) designation. Adaptations may include:
 - › Allow multifamily
 - › Limit permitted uses
 - › Add site development standards to limit building scale
 - › Add site development standards that are consistent with “live-work” development types
 - › Note: retail and single family residential uses are already allowed in LI as accessory uses
- **Add zoning and development regulations to support the implementation of the Neighborhood Mixed Use (NMU) land use category.** The intent is to:

- › Allow a broad range of residential uses, including multifamily.
- › Allow appropriate neighborhood-serving commercial uses.
- › Maintain a context-sensitive pedestrian scale.
- Consider adoption of design guidelines in the downtown area. Draft guidelines would not affect development capacity in the underlying zones.

Potential Action Items

The Plan includes a compendium of potential action items. These are tactical interventions that could, if appropriate, support the implementation of the goals and policies. However, potential action items are **non-binding** and simply offer a **menu of options** for City staff to evaluate and present to the public and elected officials.

Each potential action item is numbered, and corresponding color-coded bubbles represent each item's relationship to each of the Elements of the Plan.

The Annual Progress Report template asks City staff to identify completed actions and prospective action items each year, drawing on the compendium herein. Blank spaces on page 137 are intended for new, staff-initiated action items.

	ED	LU	H	DCC	PR	CFU	T	HP	Relevant Goals
PA1. Commission an investment prospectus for the development of additional lodging in Colville, particularly for unique lodging types, such as hostels and guesthouses.									ED1; LU-1.3; LU-4.2; DCC-3.3
PA2. Complete a formal branding process for the City of Colville.									ED-6.1; ED-6.3
PA3. Develop unique marketing materials for significant places or districts within Colville, such as for downtown or an emerging craft industrial or “maker” district.									ED2; ED6; DCC-3.1
PA4. Identify and pursue partnerships to shuttle regional trail users to and from Colville and nearby trailheads.									ED1; PR-4.3
PA5. Complete a Housing Action Plan in 2021									H1; H4
PA6. Designate a camping area for bike tourists on cross-country routes that pass through Colville.									ED1; PR4
PA7. Complete a Parks, Recreation and Open Space (PROS) Plan that specifically identifies opportunities for Colville to capitalize on regional recreation tourism.									PR1 - PR5
PA8. Commission feasibility studies for new community and recreation facilities.									PR-5.1; PR-5.2
PA9. Draft development regulations for IMU and NMU land use designations.									LU2; LU4
PA10. Secure funding for the acquisition of land for a permanent, publicly accessible trailhead at Colville Mountain.									PR-3.2
PA11. Design and install branded wayfinding signage for downtown, City parks, the civic core, Colville Mountain and other City assets.									ED-6.2

	ED	LU	H	DCC	PR	CFU	T	HP	Relevant Goals
PA12. Assess the feasibility of adopting a parks impact fee to increase available revenues for the Parks and Recreation Department.									PR-2.4; CFU2
PA13. Designate a parking area near downtown for RVs and trailers.									ED1; DCC-2.7
PA14. Release a Request for Proposals for the redevelopment of City-owned property in the downtown area, with a focus on mixed-use residential projects.									DCC-2.5
PA15. Conduct a formal evaluation of the financial impact of statutorily-enabled housing development incentives, such as MFTE, to determine the potential for positive impact in Colville.									H-2.2
PA16. Pursue a public-private partnership to develop innovative housing types or housing projects that use innovative and cost-effective materials, potentially including cross-laminated timber (CLT).									ED-2.2; H-3.2
PA17. Draft and adopt downtown design guidelines.									DCC-3.4
PA18. Redesign welcome signs at the City's north and south entrances, consistent with branding concepts.									ED-6.2
PA19. Obtain a CLG grant to complete an inventory of the City's historic resources.									HP-1.1
PA20. Designate downtown as a local and national historic district.									HP-2.1a
PA21. Evaluate the feasibility of providing facade improvement and rehabilitation grants or low/no-interest loans for commercial and residential projects.									HP-3.5

Annual Progress Reports

Intent

The progress report templates contained in this Plan are designed to help City staff and elected officials with the following:

- Evaluate the **effectiveness** of City efforts relative to identified performance metrics;
- Look back at and recognize each department's **successes**;
- Reevaluate the relative importance of the City's **strategic priorities**;
- Plan the **upcoming year's efforts** and coordinate those actions with the allocation of City resources.

Ultimately, completing these reports on a regular basis will focus staff efforts on the goals and policies of the Comprehensive Plan, ensuring that the Plan continues to guide City efforts for the foreseeable future.

How to Use the Reports

The following are critical to approaching the annual reporting:

Determine a schedule and format for review. The annual review should be completed collaboratively, potentially engaging department heads, the Mayor, City Council, TRC and other, as necessary. The review should occur on at least an annual basis, though it could be adapted to be completed more often, if desirable. If possible, it may be beneficial to complete the review immediately prior to the City's budgeting process, so that changes in prioritization of goals, policies and actions may be reflected in budget allocations.

Complete due diligence in advance. Certain departments or individual staff may be assigned to update the data used in measuring success, and should communicate the updated data to all individuals or departments participating in the review. Each participant or department representative should re-familiarize themselves with the goals, policies and potential actions of the Element(s) they are more directly involved with, and should note their department's accomplishments and completed action items on the review template.

Collaborate openly in the review meeting. Transparent discussions are critical to determine next year's priorities and align efforts toward implementation of selected actions. Most critically, participants in the review meeting must 1) agree on the relative importance of the City's strategic priorities, and 2) identify critical actions to undertake in the coming year.

As actions identified in the Comp. Plan are completed, or as the City's goals and ambitions change, write-in spaces are provided for new strategic priorities and actions. Strategic priorities are likely to be multiyear initiatives, while actions are more discrete and should not take more than a year to complete.

Communicate the outcomes. At least one participant in the review should present the progress report to City Council and Planning Commission, and results should also be shared widely through all City departments and with the public at-large.

Baseline Metrics

The Appendices contain a guide to updating the required data, including formulas for calculation and sources for data.

Comprehensive Plan Annual Progress Report

2021

Year in Review: Measures of Success

	2020	2021	Change
Housing Units	2,260	2,272	0.5%
Building Permits Issued	68	79	16.0%
Median Household Income	\$37,970	\$38,025	0.1%
Total Employment	2,012	2,098	4.3%
Taxable Retail Sales per Capita	\$48,272	\$50,006	3.6%
Park Acres per 1,000 Residents	8.14	8.19	0.6%
Lodging Tax Receipts	\$55,200	\$59,600	8.0%

Note: some metrics may not increase year-over-year. For year 2020 data, the most recent available is used.

Action Items Completed in 2020

✗ Action PA5 : Complete a Housing Action Plan (HAP)

□ Action ____ : _____

2020 Notable Accomplishments

Building and Planning completed HAP; revised zoning

City Clerk _____

City Treasurer _____

Fire Department _____

Library _____

Parks and Recreation _____

Police Department _____

Public Works _____

□ Action ____ : _____

□ Action ____ : _____

□ Action ____ : _____

2021 Priorities

Provide Housing for All of Colville	★★★★★
Leverage Assets for Economic Growth	★★★☆☆
Create a Strong Downtown	★★★★☆
Enhance Colville's Fiscal Sustainability	★★☆☆☆
Other: _____	☆☆☆☆☆

2021 Action Items

□ Action PA7 : Complete a PROS Plan

□ Action PA15 : Formal Evaluation of Housing Incentives

□ Action ____ : _____

□ Action ____ : _____

□ Action ____ : _____

Comprehensive Plan Annual Progress Report

2021

Year in Review: Measures of Success

	2020	2021	Change
Housing Units			
Building Permits Issued			
Median Household Income			
Total Employment			
Taxable Retail Sales per Capita			
Park Acreage per Capita			
Lodging Tax Receipts			

Note: some metrics may not increase year-over-year. For year 2020 data, the most recent available is used.

Action Items Completed in 2020

- Action ____ : _____
- Action ____ : _____

2020 Notable Accomplishments

Building and Planning _____

City Clerk _____

City Treasurer _____

Fire Department _____

Library _____

Parks and Recreation _____

Police Department _____

Public Works _____

- Action ____ : _____
- Action ____ : _____
- Action ____ : _____

2021 Priorities

Provide Housing for All of Colville	★ ★ ★ ★ ★
Leverage Assets for Economic Growth	★ ★ ★ ★ ★
Create a Strong Downtown	★ ★ ★ ★ ★
Enhance Colville's Fiscal Sustainability	★ ★ ★ ★ ★
Other: _____	★ ★ ★ ★ ★

2021 Action Items

- Action ____ : _____
- Action ____ : _____
- Action ____ : _____
- Action ____ : _____
- Action ____ : _____

Comprehensive Plan Annual Progress Report

2022

Year in Review: Measures of Success

	2021	2022	Change
Housing Units			
Building Permits Issued			
Median Household Income			
Total Employment			
Taxable Retail Sales per Capita			
Park Acreage per Capita			
Lodging Tax Receipts			

Note: some metrics may not increase year-over-year. For year 2020 data, the most recent available is used.

Action Items Completed in 2021

- Action ____ : _____
- Action ____ : _____

2021 Notable Accomplishments

Building and Planning _____

City Clerk _____

City Treasurer _____

Fire Department _____

Library _____

Parks and Recreation _____

Police Department _____

Public Works _____

- Action ____ : _____
- Action ____ : _____
- Action ____ : _____

2022 Priorities

Provide Housing for All of Colville	★ ★ ★ ★ ★
Leverage Assets for Economic Growth	★ ★ ★ ★ ★
Create a Strong Downtown	★ ★ ★ ★ ★
Enhance Colville's Fiscal Sustainability	★ ★ ★ ★ ★
Other: _____	★ ★ ★ ★ ★

2022 Action Items

- Action ____ : _____
- Action ____ : _____
- Action ____ : _____
- Action ____ : _____
- Action ____ : _____

Comprehensive Plan Annual Progress Report

2023

Year in Review: Measures of Success

	2022	2023	Change
Housing Units			
Building Permits Issued			
Median Household Income			
Total Employment			
Taxable Retail Sales per Capita			
Park Acreage per Capita			
Lodging Tax Receipts			

Note: some metrics may not increase year-over-year. For year 2020 data, the most recent available is used.

Action Items Completed in 2022

- Action ____ : _____
- Action ____ : _____

2022 Notable Accomplishments

Building and Planning _____

City Clerk _____

City Treasurer _____

Fire Department _____

Library _____

Parks and Recreation _____

Police Department _____

Public Works _____

- Action ____ : _____
- Action ____ : _____
- Action ____ : _____

2023 Priorities

Provide Housing for All of Colville	★ ★ ★ ★ ★
Leverage Assets for Economic Growth	★ ★ ★ ★ ★
Create a Strong Downtown	★ ★ ★ ★ ★
Enhance Colville's Fiscal Sustainability	★ ★ ★ ★ ★
Other: _____	★ ★ ★ ★ ★

2023 Action Items

- Action ____ : _____
- Action ____ : _____
- Action ____ : _____
- Action ____ : _____
- Action ____ : _____

Comprehensive Plan Annual Progress Report

2024

Year in Review: Measures of Success

	2023	2024	Change
Housing Units			
Building Permits Issued			
Median Household Income			
Total Employment			
Taxable Retail Sales per Capita			
Park Acreage per Capita			
Lodging Tax Receipts			

Note: some metrics may not increase year-over-year. For year 2020 data, the most recent available is used.

Action Items Completed in 2023

- ☐ Action ____ : _____
- ☐ Action ____ : _____

2023 Notable Accomplishments

- Building and Planning _____
- City Clerk _____
- City Treasurer _____
- Fire Department _____
- Library _____
- Parks and Recreation _____
- Police Department _____
- Public Works _____

- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____

2024 Priorities

Provide Housing for All of Colville	★ ★ ★ ★ ★
Leverage Assets for Economic Growth	★ ★ ★ ★ ★
Create a Strong Downtown	★ ★ ★ ★ ★
Enhance Colville's Fiscal Sustainability	★ ★ ★ ★ ★
Other: _____	★ ★ ★ ★ ★

2024 Action Items

- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____

Comprehensive Plan Annual Progress Report

2025

Year in Review: Measures of Success

	2024	2025	Change
Housing Units			
Building Permits Issued			
Median Household Income			
Total Employment			
Taxable Retail Sales per Capita			
Park Acreage per Capita			
Lodging Tax Receipts			

Note: some metrics may not increase year-over-year. For year 2020 data, the most recent available is used.

Action Items Completed in 2024

- ☐ Action ____ : _____
- ☐ Action ____ : _____

2024 Notable Accomplishments

- Building and Planning _____
- City Clerk _____
- City Treasurer _____
- Fire Department _____
- Library _____
- Parks and Recreation _____
- Police Department _____
- Public Works _____

- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____

2025 Priorities

Provide Housing for All of Colville	★ ★ ★ ★ ★
Leverage Assets for Economic Growth	★ ★ ★ ★ ★
Create a Strong Downtown	★ ★ ★ ★ ★
Enhance Colville's Fiscal Sustainability	★ ★ ★ ★ ★
Other: _____	★ ★ ★ ★ ★

2025 Action Items

- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____

Comprehensive Plan Annual Progress Report

2026

Year in Review: Measures of Success

	2025	2026	Change
Housing Units			
Building Permits Issued			
Median Household Income			
Total Employment			
Taxable Retail Sales per Capita			
Park Acreage per Capita			
Lodging Tax Receipts			

Note: some metrics may not increase year-over-year. For year 2020 data, the most recent available is used.

Action Items Completed in 2025

- ☐ Action ____ : _____
- ☐ Action ____ : _____

2025 Notable Accomplishments

- Building and Planning _____
- City Clerk _____
- City Treasurer _____
- Fire Department _____
- Library _____
- Parks and Recreation _____
- Police Department _____
- Public Works _____

- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____

2026 Priorities

Other: _____

★ ★ ★ ★ ★

Other: _____

★ ★ ★ ★ ★

Other: _____

★ ★ ★ ★ ★

Other: _____

★ ★ ★ ★ ★

Other: _____

★ ★ ★ ★ ★

2026 Action Items

- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____

Comprehensive Plan Annual Progress Report

2027

Year in Review: Measures of Success

	2026	2027	Change
Housing Units			
Building Permits Issued			
Median Household Income			
Total Employment			
Taxable Retail Sales per Capita			
Park Acreage per Capita			
Lodging Tax Receipts			

Note: some metrics may not increase year-over-year. For year 2020 data, the most recent available is used.

Action Items Completed in 2026

- ☐ Action ____ : _____
- ☐ Action ____ : _____

2026 Notable Accomplishments

- Building and Planning _____
- City Clerk _____
- City Treasurer _____
- Fire Department _____
- Library _____
- Parks and Recreation _____
- Police Department _____
- Public Works _____

- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____

2027 Priorities

Other: _____ ★ ★ ★ ★ ★

Other: _____ ★ ★ ★ ★ ★

Other: _____ ★ ★ ★ ★ ★

Other: _____ ★ ★ ★ ★ ★

Other: _____ ★ ★ ★ ★ ★

2027 Action Items

- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____

Comprehensive Plan Annual Progress Report

2028

Year in Review: Measures of Success

	2027	2028	Change
Housing Units			
Building Permits Issued			
Median Household Income			
Total Employment			
Taxable Retail Sales per Capita			
Park Acreage per Capita			
Lodging Tax Receipts			

Note: some metrics may not increase year-over-year. For year 2020 data, the most recent available is used.

Action Items Completed in 2027

- ☐ Action ____ : _____
- ☐ Action ____ : _____

2027 Notable Accomplishments

- Building and Planning _____
- City Clerk _____
- City Treasurer _____
- Fire Department _____
- Library _____
- Parks and Recreation _____
- Police Department _____
- Public Works _____

- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____

2028 Priorities

Other: _____

★ ★ ★ ★ ★

Other: _____

★ ★ ★ ★ ★

Other: _____

★ ★ ★ ★ ★

Other: _____

★ ★ ★ ★ ★

Other: _____

★ ★ ★ ★ ★

2028 Action Items

- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____

Comprehensive Plan Annual Progress Report

2029

Year in Review: Measures of Success

	2028	2029	Change
Housing Units			
Building Permits Issued			
Median Household Income			
Total Employment			
Taxable Retail Sales per Capita			
Park Acreage per Capita			
Lodging Tax Receipts			

Note: some metrics may not increase year-over-year. For year 2020 data, the most recent available is used.

Action Items Completed in 2028

- ☐ Action ____ : _____
- ☐ Action ____ : _____

2028 Notable Accomplishments

- Building and Planning _____
- City Clerk _____
- City Treasurer _____
- Fire Department _____
- Library _____
- Parks and Recreation _____
- Police Department _____
- Public Works _____

- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____

2029 Priorities

Other: _____

★ ★ ★ ★ ★

Other: _____

★ ★ ★ ★ ★

Other: _____

★ ★ ★ ★ ★

Other: _____

★ ★ ★ ★ ★

Other: _____

★ ★ ★ ★ ★

2029 Action Items

- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____

Comprehensive Plan Annual Progress Report

2030

Year in Review: Measures of Success

	2029	2030	Change
Housing Units			
Building Permits Issued			
Median Household Income			
Total Employment			
Taxable Retail Sales per Capita			
Park Acreage per Capita			
Lodging Tax Receipts			

Note: some metrics may not increase year-over-year. For year 2020 data, the most recent available is used.

Action Items Completed in 2029

- ☐ Action ____ : _____
- ☐ Action ____ : _____

2029 Notable Accomplishments

- Building and Planning _____
- City Clerk _____
- City Treasurer _____
- Fire Department _____
- Library _____
- Parks and Recreation _____
- Police Department _____
- Public Works _____

- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____

2030 Priorities

Other: _____ ★ ★ ★ ★ ★

Other: _____ ★ ★ ★ ★ ★

Other: _____ ★ ★ ★ ★ ★

Other: _____ ★ ★ ★ ★ ★

Other: _____ ★ ★ ★ ★ ★

2030 Action Items

- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____
- ☐ Action ____ : _____

Blank.

The City of Colville 2020 Comprehensive Plan:

APPENDICES

In this section...

- Stevens County Countywide Planning Policies
- GMA Checklist for Periodic Updates
- Inspiration Index: data, case studies and more
- Public Engagement Plan

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Stevens County Countywide Planning Policies (CWPPs)

PREAMBLE TO THE STEVENS COUNTY COUNTY-WIDE PLANNING POLICIES

These County-wide Planning Policies establish a framework from which the comprehensive plans of Stevens County (County), cities, and towns within the county are developed and adopted, pursuant to RCW 36.70A, The Growth Management Act.

These policies are adopted to ensure consistency and coordination among the comprehensive plans of the County, cities and towns.

Nothing in these policies shall be construed to alter the land use powers of the towns, cities, or the County.

These policies are adopted to also ensure that the values and goals identified by the Citizens of Stevens County are implemented into the comprehensive plans. The following goals are not listed in order of priority and shall be used exclusively for the purpose of guiding the development of the comprehensive plans and development regulations:

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

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

3. Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with the comprehensive plans of Stevens County, the cities of Colville, Chewelah, and Kettle Falls, and the towns of Northport, Springdale and Marcus, and the Washington State Department of Transportation (WSDOT).

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

5. Economic development. Encourage economic development throughout the county that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this county, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the county's natural resources, public services, and public facilities.

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

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

8. Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agriculture, and fisheries industries. Encourage the conservation of productive forest lands and productive agriculture lands, and discourage incompatible uses.

9. Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreational facilities.

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

11. Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

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

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

14. Shoreline management. Protect and enhance the shorelines of the state through coordinated planning efforts between the state, the County, and the cities and towns within the County, in order to protect the public interest associated with the shorelines of the state while recognizing and protecting private property rights consistent with the public interest.

POLICY #I - ESTABLISHMENT OF URBAN GROWTH AREAS.

POLICIES TO IMPLEMENT RCW 36.70A.110 RELATING TO THE ESTABLISHMENT OF URBAN GROWTH AREAS

BACKGROUND - REQUIREMENTS

The Washington State Growth Management Act identifies the encouragement of development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner [RCW 36.70A.020(1)], the reduction of sprawl (i.e., the inappropriate or premature conversion of undeveloped land into low-density development) [RCW 36.70A.020(2)], and the provision of adequate public facilities and services necessary to support urban development at the time the development is available for occupancy and use (without decreasing current levels of service below locally established minimum standards) [RCW 36.70A.020(12)] as planning goals to guide the development and adoption of comprehensive plans and development regulations.

The Growth Management Act further requires (1) that the County designate an "urban growth area" or areas within which urban growth shall be encouraged and outside of which growth shall occur only if it is not "urban" in character; (2) that each municipality in the County

be included within an urban growth area; (3) that an urban growth area include territory outside of existing municipal boundaries only if such territory is characterized by urban growth or is adjacent to territory that is already characterized by urban growth. [RCW 36, 70.1.110(1); for definition of “urban growth” see RCW 36.70A.030 (21).]

The designated county and municipal urban growth areas shall be of adequate size and appropriate densities to accommodate the urban growth that is projected by the State Office of Financial Management to occur in the County for the succeeding 20-year period.

The Growth Management Act Amendments expressly require that county-wide planning policies address the implementation of urban growth area designations [RCW 36.70A, 210(3) (a)].

POLICY

- I. Each city and town within Stevens County is included within a designated urban growth area.
- II. Designated urban growth areas (UGAs) should include an amount of undeveloped area to adequately accommodate forecasted growth and development for the next 20 years. The size of the UGA should reflect the Comprehensive Plans of each city or town, which identifies the amount of land needed to accommodate community and essential public facilities, housing, commercial and industrial activities, and enough land to prevent inflation of land costs due to market fluctuations and limited land supplies. Further, the size of UGAs should consider the provision of open space, locations for parks and recreation, and protection of Critical Areas as well as natural barriers to development.
- III. Designated urban growth areas should include those portions of our communities already characterized by urban

growth that have existing public facilities, existing public infrastructure, and service capacities to serve such developments (such as utility service areas of each city or town) as well as those areas projected to accommodate future growth. Urban uses shall be concentrated in and adjacent to existing urban services, or where they are shown on a Capital Improvement Plan to be available within six years.

IV. The formal designation of urban growth areas and any additions or subtractions to the land area within the UGA should be accomplished as a part of the comprehensive planning process. In addition to the criteria for size listed in item II above, the size of the designated urban growth areas should be based on projected population, existing land use, the adequacy of existing and future utility and transportation systems, the impact of second home demand, variable economic development strategies and sufficient fiscal capacity within the capital facilities plan to adequately fund the appropriate infrastructure necessitated by growth and development. Consideration should also be given to regularize grossly irregular corporate boundaries during the process of designating urban growth area boundaries.

V. Communities should consider the development and use of twenty year population forecasts to assist in the process of preparing plans for growth management. Such forecasts provide substantial benefit in the preparation of utility and transportation plans and for the capital improvement plans to implement the same.

VI. Community comprehensive plans should address annexation and/or incorporation. Areas for potential annexation or potential incorporation should be designated in portions of urban growth areas outside of cities and towns.

VII. Town, city and county planning efforts will be coordinated within urban growth areas. Urban uses shall be concentrated in and adjacent to existing urban services, or where they are shown on a Capital Improvement Plan to be available within six years.

VIII. Adjacent jurisdictions will coordinate current development applications for review and comment prior to public hearings to ensure consideration with adopted development standards.

IX. Each jurisdiction shall consider the implications of utilizing innovative land use management techniques in fulfilling the planning goals enumerated in the Growth Management Act including, but not limited to, planned unit development, transfer of development rights and designating receiving zones for those transfer of development rights, cluster development density bonus, and the purchase of development rights.

X. Each jurisdiction shall base their urban capital facilities element (e. g. their urban growth area) on a proportion of the population projection numbers for Stevens County from the Washington State Office of Financial Management. The combined population figures for each municipality and the County must total the State's population forecast for Stevens County. Therefore, the County, cities, and towns shall work together when plans are periodically updated to form an agreement as to the methodology to determine the proportions allocated to each town, city and the County of the total population figure allocated to the County for the next 20 years.

XI. Whenever possible, the extension of a UGA into an area of existing commercial agriculture should be avoided, and the addition of lands without existing commercial agriculture shall be prioritized.

POLICY #2 - PROMOTING CONTIGUOUS AND ORDERLY DEVELOPMENT

POLICIES FOR PROMOTING CONTIGUOUS AND ORDERLY DEVELOPMENT AND THE PROVISION OF URBAN GOVERNMENTAL SERVICES TO SUCH DEVELOPMENT

BACKGROUND - REQUIREMENTS

The Growth Management Act Amendments expressly require that the county-wide planning policies address the promotion of contiguous and orderly development [RCW 36. 70A.210 (3) (b)], and the coordination of joint county and municipal planning within urban growth areas [RCW 36. 70. A.210 (3)(f)]. Urban growth shall occur first in areas already characterized by urban growth that have existing public facility and service capacities to service such development, second in areas already characterized by urban growth that will be served by a combination of both public facilities and services and any additional needed public facilities and services that are provided by either public or private sources (RCW 36. 70A. 110(3)). Urban governmental services shall be provided primarily by cities and towns, and should not be provided in rural areas

POLICY

I. For proposed developments which are within the urban growth boundary, but beyond municipal boundaries, the following policies shall apply:

A. Improvement standards and policies for new and existing developments proposed within urban growth areas shall be jointly developed by the county and the

appropriate city or town. Standards should address such improvements as street alignment and grade, public road access, right-of-way, street improvements (which may include street width, curbs, gutters, and sidewalks, etc.), water lines, sanitary sewer, storm water improvements, and park and recreation facilities. Standards may also address building requirements, subdivision and platting requirements including provisions of land for parks and open space, and mobile / manufactured home regulations.

B. All projects will be reviewed to ensure compatibility with urban density projections of the urban comprehensive plan.

C. The availability of the full range of urban governmental services will be subject to the annexation policy of the adjacent municipality.

D. The timing of utility extensions into the urban growth area shall be consistent with the adopted capital facilities plan of the utility purveyor.

II. Policies and procedures for establishing and monitoring level of service standards.

A. Existing and proposed levels of service standards may differ between service areas within a given jurisdiction.

B. Level of service standards should be coordinated at the interface between adjacent jurisdictions.

C. Annual review of current levels of service and capital facilities will be made by jurisdictions.

III. The County may enter into agreements with each municipality to establish policies for joint planning within the individual municipality's designated urban growth boundary to ensure levels of service are maintained. Joint planning areas are not limited only to designated urban growth areas. Cities and towns may also petition the County to establish joint planning agreements for areas outside of their UGAs.

A. Jurisdictional land use differences should be worked out at the earliest possible stage in the joint planning process.

POLICY #3 - SITING PUBLIC CAPITAL FACILITIES

POLICIES FOR SITING PUBLIC CAPITAL FACILITIES THAT ARE OF A COUNTY-WIDE OR STATE-WIDE NATURE AS DEFINED IN RCW 47.06.140(1).

BACKGROUND - REQUIREMENTS

The Growth Management Act requires that the comprehensive plan of the County and of each municipality in the County include a process for identifying and siting essential public facilities [RCW 36.70A.200(1)]. "Essential" public facilities include, but are not limited to, those facilities that are typically difficult to site, such as airports, state educational facilities, solid waste handling facilities, and in-patient facilities, including substance abuse facilities, mental health facilities and group homes [RCW 36.70A.200(1)]. The State Office of Financial Management is required to maintain a list of essential state public facilities that are required or likely to be built within the next six (6) years. Facilities may be added to the list at any time. The Growth management Act further mandates that no local comprehensive plan

or development regulation may preclude the siting of essential public facilities [RCW 36.70A.200(5)]

POLICY

I. Essential public facilities which are identified by the county, by regional agreement, or by the Office of Financial Management shall be subject to the following siting process.

When essential public facilities are proposed, the local government(s) shall:

A. Appoint an advisory County-Wide Project Analysis and Site Evaluation Committee composed of citizen members selected to represent a broad range of interest groups. It shall be this committee's responsibility to develop specific siting criteria for the proposed project and to identify, analyze, and rank potential project sites. In addition, the committee shall establish a reasonable time frame for completion of the task.

B. Ensure public involvement through the use of timely press releases, newspaper notices, public information meetings and public hearings.

C. Notify adjacent jurisdictions of the proposed project and solicit review and comment on the recommendations made by the Advisory Project Analysis and Site Evaluation Committee.

II. No local comprehensive plan or development regulation shall preclude the siting of essential public facilities, but standards may be generated to ensure that reasonable compatibility with other land uses can be achieved.

III. In determining a local government's fair share of siting of public facilities, the Advisory County-Wide Project Analysis and Site Evaluation Committee shall consider at least the following:

A. Existing Public Facilities and their effect on the community.

B. The relative potential for reshaping the economy, the environment and the community character resulting from the siting of the facility.

IV. Essential public facilities should not locate in Resource Lands or Critical Areas.

V. Essential public facilities that require urban levels of public services (e.g, public sewer) or generate urban levels of traffic and employment should be located in UGAs consistent with the comprehensive plan.

POLICY #4 - TRANSPORTATION FACILITIES AND STRATEGIES

POLICIES FOR COUNTY- WIDE TRANSPORTATION FACILITIES AND STRATEGIES.

BACKGROUND - REQUIREMENTS

The Washington Growth Management Act identifies transportation facilities planning, and specifically, encouraging efficient multi-modal transportation systems based on regional priorities and coordinated with local comprehensive plans to guide the development and adoption of comprehensive plans and development regulations (RCW 36.70A.020(3)). In addition, it identifies a transportation element as

a mandatory element of a county, city, or town comprehensive plan (RCW 36.70A.070(6)). The transportation element must include: (a) land use assumptions used in estimating travel, (b) estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities, (c) facilities and service needs; (d) finance; (e) intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions, (f) demand management strategies, and (g) a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. The Growth Management Act expressly requires a County-Wide Planning Policy on transportation facilities and strategies (RCW 36.70A.210(3)(d)).

DEFINITIONS

Functional Classification System - The system used to group streets, roads and highways according to the character of service they are intended to provide.

POLICY

I. Maintain active county-city-town participation in the Northeast Washington Regional Transportation Planning Organization (NEW RTP) in order to facilitate city, town, county, and state coordination in planning regional transportation facilities and infrastructure improvements to serve essential public facilities.

II. For the purposes of this Policy, the following transportation facilities should be deemed County-wide in nature:

- A. State and Federal highways;
- B. Major/Minor Collectors;
- C. Airports; and
- D. Rail facilities.

III. The following facilities and system components should be included in the multimodal network:

- A. All highways and all city-town-County Major/Minor Collectors;
- B. Pedestrian and bicycle facilities;
- C. Airports; and
- D. Rail.

IV. Transportation plans developed pursuant to the Growth Management Act shall be consistent with the land use elements of the comprehensive plans developed for the jurisdictions within the transportation planning area (RCW 36.70A.070(6)).

V. The County and each city or town in the County shall address compatibility between land use and transportation facilities by:

- A. Requiring new transportation facilities and services in areas in which new growth is appropriate or desirable to be phased within a twenty year time frame and consistent with the six year transportation improvement program;

B. Restrict the upgrading of roads from gravel to pavement, and restrict the extension of new transportation facilities into areas not planned for new growth (e. g. , outside urban growth areas);

C. Using development regulations to ensure that development does not create demands exceeding the capacity of the transportation system; and by

i. Setting density limits in areas outside of urban growth areas;

ii. Integrating pedestrian and bicycle networks where appropriate; and

iii. Requiring pedestrian oriented design and mixed use development in the urban growth area.

D. Approving transportation facilities in conjunction with land use approvals.

VI. The County and each city or town in the County should reflect the high priority of preservation and maintenance of existing facilities in their transportation elements to avoid costly replacements of those facilities.

VII. The County and each city or town in the County shall address concurrency by providing transportation improvements which are identified in the transportation element of the Comprehensive Plan within six years of development approval. Concurrent with development means that improvements are in place at the time of development, or that a financial commitment is in place to complete the improvements within six years [RCW 36.70A.070(6)(b)].

VIII. The County and each city or town in the County, should consider financing measures to pay for transportation improvements, including but not limited to:

A. General Funds;

B. Local Vehicle License Fee;

C. Rural/Local Improvement District;

D. Real-Estate Excise Tax;

E. Dedication of right-of-way;

F. State/Federal grants;

G. Bonding;

H. Others, as appropriate.

IX. The County, cities and towns shall develop and adopt a simple, consistent methodology for all jurisdictions in Stevens County to use in evaluating the impact of development proposals and to use in identifying related transportation improvements.

X. The County and each city or town in the County shall address substandard levels of service for all existing roads by:

A. Identifying funding sources and mechanisms within each jurisdiction; and

B. Prioritizing projects needed to correct existing deficiencies in a long range Capital Improvement Program and the Six Year Transportation Improvement Program.

XI. In the County and in each city or town in the County, the adopted level of service (LOS) for streets/roads may be:

- A. Set at different LOS in different zones;
- B. Set at different LOS based on the Functional Classification of the street/road.

XII. The County and each city or town in the County, shall coordinate service levels between jurisdictions (RCW 36.70A.100) including the Washington State Department of Transportation (WSDOT) by:

- A. Adopting WSDOT levels of service and methodology for rating intersections on state highways.
- B. Understanding that the adopted LOS will affect not only the quality of the transportation system, but also the amount of public investment required.
- C. Entering into interlocal agreements where necessary to establish uniform, coordinated service levels between jurisdictions.

XIII. The County and each city or town in the County shall review the Functional Classification System to check for consistency among the County, cities, and towns.

XIV. The County, and each city or town should adopt road and street standards to match the adopted Functional Classification System.

XV. Each city or town shall develop and adopt a set of road and street standards unique to each municipality which the county shall apply to new development in the UGA. The standards should include but are not limited to the following;

- A. Street and road right-of-way width;
- B. Street and road width;
- C. Curb and storm water conveyance system;
- D. Sidewalks and bicycle facilities;
- E. Road Construction Standards;
- F. Road Maintenance Standards;
- G. Guidelines for utilities' uses of the right-of-way.
- H. Street/road naming scheme; and
- I. Access standards.

XVI. The County and each city or town shall (where appropriate) enter into interlocal agreements to enable the County to apply city/town road/street standards to new development occurring inside the UGA.

XVII. The County and each city or town in the County shall identify future needed transportation corridors inside the UGA and apply a Functional Classification System (and road/street standard) designation to the corridor.

XVIII. The following jurisdictions will be responsible for the correction of existing transportation deficiencies in the UGA:

- A. The County in unincorporated areas, where the UGA is not part of an existing incorporated city or town;
- B. The individual city or town in the corresponding incorporated areas;

C. Joint County-city or County-town coordination, when the area is part of a UGA.

XIX. The County and each city and town in the County should include a discussion in the transportation element of the importance of specific state highways in the local economy along with:

A. A description of the freight and goods moved across the highway and generalized tonnage figures; and

XX. In relation to rail, each city and town, as applicable, and the County should:

A. Describe the importance of rail service to the local economy;

B. Adopt policies/strategies to protect existing rail facilities from abandonment; and

C. Adopt policies and strategies to preserve the railroad right-of-way in case of abandonment.

XXI. The County and each city or town should adopt parking regulatory codes for park/ride facilities when applicable.

XXII. The County and each city or town in the County shall address environmental impacts of the transportation policies through locating and constructing transportation improvements so as to discourage adverse impacts on water quality and other environmentally sensitive features.

XXIII. The County and each city or town in the County should address energy consumption and conservation by:

A. Designing transportation improvements to encourage alternatives to automobile travel; and

B. Locating and designing new development to encourage pedestrian and bicycle facilities.

POLICY #5 - AFFORDABLE HOUSING

POLICIES ADDRESSING THE NEED FOR AFFORDABLE HOUSING FOR ALL ECONOMIC SEGMENTS OF THE POPULATION AND THE ADOPTION OF PARAMETERS FOR ITS DISTRIBUTION.

BACKGROUND - REQUIREMENTS

The Washington Growth Management Act identifies as a planning goal to guide the development and adoption of comprehensive plan and development regulations that counties, cities, and towns encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of available housing stock (RCW 36.70A.020(4)). The term “affordable housing” is not defined, but the context in which it appears suggests that its meaning was intended to be broadly construed to refer to housing of varying costs, since the reference is to all economic segments of the community. At a minimum, a housing element must include the following (RCW 36.70A.210(3)(e)):

a) An inventory and analysis of existing and projected housing needs;

b) A statement of goals, policies and objectives for the preservation, improvement and development of housing;

c) Identification of sufficient land for housing, including, but not limited to, government-assisted housing, housing for low

income families, manufactured housing, multi-family housing, group homes and foster care facilities; and

d) Adequate provisions for existing and projected housing needs of all economic segments of the community.

POLICY

I. The housing element of each comprehensive plan shall:

A. Assess current price structure and availability of housing options.

B. Address income statistics of the population to assess financial accessibility to existing housing inventory including owner and renter occupied.

C. Assess the need for additional units based upon population projections including owned, rented and shelter units and including an assessment of second home ownership.

D. Address the manner and the extent that demand from all segments of the housing market will be met.

E. Assess the ability to provide sufficient land, infrastructure and services to each housing segment including, but not limited to, government-assisted housing for low income families, manufactured housing, multi-family housing, migrant agricultural worker housing, and group homes. All segments of the housing market must be accommodated in appropriate numbers on a County-wide basis.

II. Individual plans should encourage regeneration of existing housing inventories with methods such as:

A. Permitting accessory housing or the division of existing structures in single family neighborhoods.

B. Consider implementing methods of protecting the inventory of manufactured home parks and the provision for the siting of manufactured homes on single family lots.

C. Participating in sponsoring housing rehabilitation programs offered by state and federal governments.

III. To the extent possible each plan should promote the construction of affordable housing, particularly for low and moderate income segments of the population.

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

V. Comprehensive plans shall consider the effects of public improvement development costs on housing, projects which enhance housing for low and moderate income households should be considered.

VI. Each community is encouraged to provide its fair share of housing affordable to low and moderate income households by promoting a balanced mix of diverse housing types.

VII. Communities should evaluate densities permitted within Urban Growth Areas (UGA) to reduce the overall costs of development.

VIII. Consideration should be given to implementing innovative regulatory strategies which provide incentives for developers to provide affordable housing to low and moderate income households in order to avoid socioeconomic segregation.

IX. Local governments should consider supporting the development of a County-Wide public housing authority with a broad base of public financial support.

X. Public entities own undeveloped land in various quantities. Some consideration should be given to assembling larger parcels suitable for affordable housing development through the use of land exchanges, the establishment of land trusts/banks or other suitable vehicles, such parcels could then be sold to a public housing agency, at less than market rates, for the development of low income housing.

Comprehensive plans shall consider the effects of public improvement development costs on housing, including impact fees.

POLICY #6 - ECONOMIC DEVELOPMENT AND EMPLOYMENT

POLICIES FOR COUNTY-WIDE ECONOMIC DEVELOPMENT AND EMPLOYMENT.

BACKGROUND - REQUIREMENTS

The Washington Growth Management Act identifies as a planning goal that cities, towns and counties encourage economic development throughout the state that is consistent with adopted comprehensive plans, promotes economic opportunity for all citizens of

the state, especially for unemployed and disadvantaged persons, and encourages growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities [RCW 36.70A.020(5)]. Additionally, the Growth Management Act expressly requires that the County adopt a planning policy on county-wide economic development and employment [RCW 36.70A.210(3)].

POLICY

I. Each community is required to include an Economic Development element in the Comprehensive plan based upon a needs assessment, which evaluates the following factors within the community:

A. An inventory of available lands suitable for commercial development and industrial use.

B. The availability of infrastructure including transportation (air, rail, roads) and utilities.

C. An analysis which evaluates the commercial and industrial sectors which are not adequately represented in the community based upon the state average and factoring in community desires.

II. Encourage coordination and cooperation at the local and regional level to ensure consistency on economic growth considerations.

III. Consideration should be given to diversification of the economic base to provide opportunities for economic growth in all communities on a county-wide basis to ensure a healthy, stable, economic base.

IV. Economic development should be one of the considerations in the process of land use planning, transportation planning, infrastructure planning, and the determination of urban growth areas.

V. The provision of utilities and other supporting urban governmental services to commercial and industrial areas should be coordinated and assigned a high priority by such purveyors and providers.

POLICY #7 - ANALYSIS OF FISCAL IMPACT

AN ANALYSIS OF FISCAL IMPACT

BACKGROUND - REQUIREMENTS

The Washington Growth Management Act requires that County-wide Planning Policies address the analyses of fiscal impact [RCW 36.70A.210(3)(h)] but does not define the scope of the required fiscal impact analyses. Therefore, a fiscal impact analyses is required for government decisions affecting jurisdictional responsibilities and/or boundaries and significant public and private development projects.

POLICY

I. Each jurisdiction's Capital Facilities Plan should provide:

A. A plan for cooperation between public and private sectors to ensure coordination of capital improvements with emphasis on the efficient provision of service at adopted levels concurrent with the demand for such service.

B. An inventory of existing capital facilities including locations and capacities of capital facilities.

C. An assessment of future needs for such capital facilities including:

i. The proposed locations, capacities and costs of expanded or new facilities;

ii. At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and

iii. A requirement to reassess the land use element if probable funding falls short of meeting existing needs to ensure consistency between the land use plan, the capital facilities plan and the financing plan within the capital facilities plan.

II. Communities should consider the use of innovative financing strategies for capital improvements which minimize the financial cost to taxpayers and provide for the equitable assignment of costs between existing and new development.

III. Communities should encourage new development to pay its fair share of the cost of improvements necessitated by growth and contribute to the overall financing of capital improvements. If communities consider the imposition of impact fees, the fees should be established on the basis of identifiable development impacts.

IV. On a case by case basis, to minimize the potential economic impact of annexation activities on local government entities, inter-jurisdictional analysis and development agreements should be used.

V. Within the Urban Growth Areas, capital facilities planning should encourage shared responsibilities for financing projects among and between local governments, utility purveyors, special purpose districts and the private sector.

VI. Capital Improvement Plans and Land Use Plans should include fiscal analyses which identify cost-effective uses of regional and local public services.

VII. Communities should support the development of public schools in areas where utilities are present or can be extended, is financially supportable at urban densities, where the extension of public infrastructure will protect health and safety, and the school locations are consistent with the analysis recommended in WAC 365-196-425(3)(b).

POLICY #8 - CITIZEN PARTICIPATION

POLICIES RELATING TO CITIZEN PARTICIPATION

BACKGROUND - REQUIREMENTS

The Growth Management Act expressly states that the towns, cities and the County shall establish procedures to provide for early and continual citizen participation in the development and amendment of comprehensive plans and development regulations. The procedures shall provide for broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, provision for open discussion, consideration of and response to public comments [RCW 36.70A.140].

POLICY

I. All jurisdictions shall establish procedures to ensure early and continuous participation by the public and the de-

velopment and amendment of plans and implementation programs. The Citizen Participation Plan should consider:

- A. Broad dissemination of proposals and alternatives.
- B. Opportunity for written comments.
- C. Public meetings after effective notice.
- D. Provisions for open discussion.
- E. Communication programs.
- F. Information services.
- G. Consideration of and response to public comments.

II. Each jurisdiction's citizen participation process should provide opportunity to include media dissemination throughout the planning process.

III. On a County-Wide basis, Citizen Advisory Committees should include representation from landowners; agricultural, forestry, mining and business interests, environmental groups, private community groups; tribal governments; special districts, and other governmental agencies.

POLICY #9 - OPEN SPACES AND RECREATIONAL OPPORTUNITIES

POLICIES RELATING TO THE LONG RANGE DEVELOPMENT OF OPEN SPACE AND RECREATIONAL OPPORTUNITIES

BACKGROUND - REQUIREMENTS

The Growth Management Act does not expressly require a coun-

ty-wide planning policy on open space and recreation opportunities. However, maintaining the rural beauty of Stevens County is of primary importance. Therefore, the following policies have been developed to ensure the natural beauty of the area is maintained.

POLICY

- I. All jurisdictions must include a recreation and open space element in their plan to address:
 - A. Parks.
 - B. Trails.
 - C. Recreational opportunities such as: walking, hiking, and community events.
 - D. Coordination with local school districts and other state, federal and local government agencies.
 - E. Policies for the preservation of recreation areas and open spaces.
 - F. Policies for the acquisition, development, and maintenance of parks and other outdoor recreational uses
- II. The recreation and open space element shall address the needs of all segments of the population including the physically and mentally challenged.
- III. The recreation and open space element shall include a parks and open space inventory (unless incorporated into the capital facilities inventory) and needs assessment for each jurisdiction.
- IV. Each city and the County should consider establishing

Recreational Districts to jointly meet the needs of city and county residents within geographically adjacent areas.

- V. Stevens County should address parks and open space planning issues on a regional basis.

POLICY #10 - AMENDING COUNTY-WIDE PLANNING POLICIES

POLICIES RELATING TO MONITORING, REVIEWING, AND AMENDMENT OF COUNTY-WIDE PLANNING POLICIES

BACKGROUND - REQUIREMENTS

The Growth Management Act does not specify policies for amending County-Wide Planning Policies, nor does it expressly require the policies be amended once adopted. However, it is recognized that revisions may be necessary from time to time. The following policies give general guidelines for the revision process.

POLICY

- I. Amendments to these policies may be necessary from time to time. Actions to amend this document shall require approval of both Stevens County and representatives of at least four of the six incorporated communities within Stevens County.
- II. Urban Growth Area boundaries should be established by the towns, cities and County in consultation.
 - A. An amendment to Urban Growth Area boundaries may be initiated by the County or any municipality.
 - B. A proposed amendment to Urban Growth Area boundaries shall be prepared by the proponent and include:

- i. A map indicating the existing urban growth area boundary and proposed boundary modification.
- ii. A statement indicating the factors, data or analyses that have changed since the designation of the initial Urban Growth Area boundary.

GMA Checklist for Periodic Updates

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Notes
g. Identification of open space corridors within and between urban growth areas , including lands useful for recreation, wildlife habitat, trails, and connection of critical areas. RCW 36.70A.160 and WAC 365-196-335	☐ Yes ☐ No Location(s) <i>Pg. 43-46</i>	☐ Yes ☐ No	
h. If there is an airport within or adjacent to the city: policies, land use designations (and zoning) to discourage the siting of incompatible uses adjacent to general aviation airports. [RCW 36.70A.510 , RCW 36.70.547 , New in 1996]] <i>Note: The plan (and associated regulations) must be filed with the Aviation Division of WSDOT. WAC 365-196-455</i>	☐ Yes ☐ No Location(s) <i>Pg. 43, 55</i>	☐ Yes ☐ No	
i. If there is a Military Base within or adjacent to the jurisdiction employing 100 or more personnel: policies, land use designations, (and consistent zoning) to discourage the siting of incompatible uses adjacent to military bases. RCW 36.70A.530(3) , New in 2004. See WAC 365-196-475	☐ Yes ☐ No Location(s) <i>N/A</i>	☐ Yes ☐ No	
j. Where applicable, a review of drainage, flooding, and stormwater run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state. RCW 36.70A.70(1) and WAC 365-196-405(2)(c) <i>Note: RCW 90.56.010(26) defines waters of the state.</i>	☐ Yes ☐ No Location(s) <i>Pg. 43-45</i>	☐ Yes ☐ No	
k. Policies to designate and protect critical areas including wetlands, fish and wildlife habitat protection areas, frequently flooded areas, critical aquifer recharge areas, and geologically hazardous areas. In developing these policies, the city must have included the best available science (BAS) to protect the functions and values of critical areas, and give "special consideration" to conservation or protection measures necessary to preserve or enhance anadromous fisheries. RCW 36.70A.030(5) , RCW 36.70A.172 , BAS added in 1995. See WAC 365-195-900 through -925 , WAC 365-190-080 <i>Note: A voluntary stewardship program was created in 2011 as an alternative for protecting critical areas in areas used for agricultural activities. Counties had the opportunity to opt into this voluntary program before January 22, 2012. See requirements of the voluntary stewardship program. RCW 36.70A.700 through .904.</i>	☐ Yes ☐ No Location(s) <i>Pg. 43-45, 55</i>	☐ Yes ☐ No	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Notes
1. If forest or agricultural lands of long-term commercial significance are designated inside city: a program authorizing Transfer (or Purchase) of Development Rights. RCW 36.70A.060(4), Amended in 2005	☐ Yes ☐ No Location(s) N/A	☐ Yes ☐ No	
2. A Housing Element to ensure the vitality and character of established residential neighborhoods and is consistent with relevant CWPPs, and RCW 36.70A.070(2).			
a. Goals, policies, and objectives for the preservation, improvement, and development of housing. RCW 36.70A.070(2)(b) and WAC 365-196-410(2)(a)	☐ Yes ☐ No Location(s) Pg. 62-63	☐ Yes ☐ No	
b. An inventory and analysis of existing and projected housing needs over the planning period. RCW 36.70A.070(2)(a) and WAC 365-196-410(2)(b) and (c)	☐ Yes ☐ No Location(s) Pg. 59-61	☐ Yes ☐ No	
c. Identification of sufficient land for housing , including but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities. RCW 36.70A.070(2)(c)	☐ Yes ☐ No Location(s) Pg. 61	☐ Yes ☐ No	
d. Adequate provisions for existing and projected housing needs for all economic segments of the community. RCW 36.70A.070(2)(d) and WAC 365-196-410	☐ Yes ☐ No Location(s) Pg. 61, 62 (H3)	☐ Yes ☐ No	
e. If enacting or expanding an affordable housing program under RCW 36.70A.540: identification of land use designations within a geographic area where increased residential development will assist in achieving local growth management and housing policies. RCW 36.70A.540, New in 2006. WAC 365-196-870	☐ Yes ☐ No Location(s) N/A	☐ Yes ☐ No	
f. Policies so that manufactured housing is not regulated differently than site-built housing. RCW 35.21.684, 35.63.160, 35A.21.312, and 36.01.225, Amended in 2004	☐ Yes ☐ No Location(s) Pg. 63 (H-3.6)	☐ Yes ☐ No	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Notes
g. <i>If the city has a population of over 20,000: provisions for accessory dwelling units (ADUs) to be allowed in single-family residential areas.</i> RCW 36.70A.400, RCW 43.63A.215(3)	☐ Yes ☐ No Location(s) N/A	☐ Yes ☐ No	
3. A Capital Facilities Plan (CFP) Element to serve as a check on the practicality of achieving other elements of the plan, covering all capital facilities planned, provided, and paid for by public entities including local government and special districts, etc.; including water systems, sanitary sewer systems, storm water facilities, schools, parks and recreational facilities, police and fire protection facilities. Capital expenditures from Park and Recreation elements, if separate, should be included in the CFP Element. The CFP Element must be consistent with CWPPs, and RCW 36.70A.070(3), and include:			
a. Policies or procedures to ensure capital budget decisions are in conformity with the comprehensive plan. RCW 36.70A.120	☐ Yes ☐ No Location(s) Pg. 98-99	☐ Yes ☐ No	
b. An inventory of existing capital facilities owned by public entities. RCW 36.70A.070(3)(a) and WAC 365-196-415(2)(a)	☐ Yes ☐ No Location(s) Pg. 83-97	☐ Yes ☐ No	
c. A forecast of needed capital facilities. RCW 36.70A.070(3)(b) and WAC 365-196-415 (b) Note: The forecast of future need should be based on projected population and adopted levels of service (LOS) over the planning period.	☐ Yes ☐ No Location(s) Pg. 84 (table) and pg. 83-97	☐ Yes ☐ No	
d. Proposed locations and capacities of expanded or new capital facilities. RCW 36.70A.070(3)(c) and WAC 365-196-415 (3)(C)	☐ Yes ☐ No Location(s) N/A – no proposed expansions	☐ Yes ☐ No	
e. A six-year plan (at least) identifying sources of public money to finance planned capital facilities. RCW 36.70A.070(3)(d) and RCW 36.70A.120 WAC 365-196-415	☐ Yes ☐ No Location(s) Pg. 83-97 (Financial Information section provided for each facility)	☐ Yes ☐ No	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Notes
f. A policy or procedure to reassess the Land Use Element if probable funding falls short of meeting existing needs. RCW 36.70A.070(3)(e) WAC 365-196-415(2)(d)	☐ Yes ☐ No Location(s) Pg. 99 (CFU-2.8)	☐ Yes ☐ No	
g. If impact fees are collected: identification of public facilities on which money is to be spent. RCW 82.02.050(4) and WAC 365-196-850	☐ Yes ☐ No Location(s) N/A – <u>no</u> adopted impact fees	☐ Yes ☐ No	
4. A Utilities Element which is consistent with relevant CWPPs and RCW 36.70A.070(4) and includes:			
a. The general location, proposed location and capacity of all existing and proposed utilities. RCW 36.70A.070(4) and WAC 365-196-420	☐ Yes ☐ No Location(s) Pg. 83-97	☐ Yes ☐ No	
5. A Transportation Element which is consistent with relevant CWPPs and RCW 36.70A.070(6) and includes:			
a. An inventory of air, water, and ground transportation facilities and services, including transit alignments, state-owned transportation facilities, and general aviation airports. RCW 36.70A.070(6)(a)(iii)(A) and WAC 365-196-430(2)(c).	☐ Yes ☐ No Location(s) Pg. 115-121	☐ Yes ☐ No	
b. Adopted levels of service (LOS) standards for all arterials, transit routes and highways. RCW 36.70A.070(6)(a)(iii)(B), New in 1997. WAC 365-196-430	☐ Yes ☐ No Location(s) Pg. 121-125	☐ Yes ☐ No	
c. Identification of specific actions to bring locally-owned transportation facilities and services to established LOS. RCW 36.70A.070(6)(a)(iii)(D), Amended in 2005. WAC 365-196-430	☐ Yes ☐ No Location(s) Pg. 123, 125, 126	☐ Yes ☐ No	
d. A forecast of traffic for at least 10 years, including land use assumptions used in estimating travel. RCW 36.70A.070(6)(a)(i), RCW 36.70A.070(6)(a)(iii)(E) WAC 365-196-430(2)(f).	☐ Yes ☐ No Location(s) Pg. 125	☐ Yes ☐ No	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Notes
e. A projection of state and local system needs to meet current and future demand. RCW 36.70A.070(6)(a)(iii)(F) and WAC 365-196-430(2)(f)	☐ Yes ☐ No Location(s) Pg. 123, 125, 126	☐ Yes ☐ No	
f. A pedestrian and bicycle component. RCW 36.70A.070(6)(a)(vii), Amended 2005 WAC 365-196-430(2)(j)	☐ Yes ☐ No Location(s) Pg. 119	☐ Yes ☐ No	
g. A description of any existing and planned transportation demand management (TDM) strategies, such as HOV lanes or subsidy programs, parking policies, etc. RCW 36.70A.070(6)(a)(vi) and WAC 365-196-430(2)(i)	☐ Yes ☐ No Location(s) Pg. 123, <u>none additional planned</u>	☐ Yes ☐ No	
h. An analysis of future funding capability to judge needs against probable funding resources. RCW 36.70A.070(6)(a)(iv)(A) and WAC 365-196-430(2)(k)(iv)	☐ Yes ☐ No Location(s) Pg. 126-127; 108-109	☐ Yes ☐ No	
i. A multiyear financing plan based on needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the 6-year street, road or transit program. RCW 36.70A.070(6)(a)(iv)(B) and RCW 35.77.010 WAC 365-196-430(2)(k)(ii)	☐ Yes ☐ No Location(s) Pg. 108-109	☐ Yes ☐ No	
j. If probable funding falls short of meeting identified needs: a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met. RCW 36.70A.070(6)(a)(iv)(C) and WAC 365-196-430(2)(l)(iii)	☐ Yes ☐ No Location(s) Pg. 128 (T1), 99 (CFU-2.8)	☐ Yes ☐ No	
k. A description of intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan. RCW 36.70A.070(6)(a)(v); WAC 365-196-430(2)(a)(iv)	☐ Yes ☐ No Location(s) Pg. 127, 129 (T5)	☐ Yes ☐ No	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Notes
6. Provisions for siting essential public facilities (EPFs), consistent with CWPPs and RCW 36.70A.200. This section can be included in the Capital Facilities Element, Land Use Element, or in its own element. Sometimes the identification and siting process for EPFs is part of the CWPPs.			
a. A process or criteria for identifying and siting essential public facilities (EPFs). [RCW 36.70A.200, Amended in 1997 and 2001] <i>Notes: EPFs are defined in RCW 71.09.020(14). Cities should consider OFM's list of EPFs that are required or likely to be built within the next six years. Regional Transit Authority facilities are included in the list of essential public facilities RCW 36.70A.200, amended 2010. WAC 365-196-550(d)</i>	☐ Yes ☐ No Location(s) <i>Pg. 55-56 (LU6)</i>	☐ Yes ☐ No	
b. Policies or procedures that ensure the comprehensive plan does not preclude the siting of EPFs. RCW 36.70A.200(5) <i>Note: If the EPF siting process is in the CWPPs, this policy may be contained in the comprehensive plan as well. WAC 365-196-550(3)</i>	☐ Yes ☐ No Location(s) <i>Stevens County CWPPs Policy #3</i>	☐ Yes ☐ No	
7. Consistency is required by the GMA.			
a. All plan elements must be consistent with relevant county-wide planning policies (CWPPs) and, where applicable, Multicounty Planning Policies (MPPs), and the GMA. RCW 36.70A.100 and 210 WAC 365-196-400(2)(c), 305 and 520	☐ Yes ☐ No Location(s) <i>CWPPs located as Appendix; consistency and coordination is referenced in goals and policies in LU, CFU and T Elements</i>	☐ Yes ☐ No	
b. All plan elements must be consistent with each other. RCW 36.70A.070 (preamble), and WAC 365-197-400(2)(f)	☐ Yes ☐ No Location(s)	☐ Yes ☐ No	
c. The plan must be coordinated with the plans of adjacent jurisdictions. RCW 36.70A.100 and WAC 365-196-520	☐ Yes ☐ No Location(s)	☐ Yes ☐ No	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Notes
a. Shoreline Provisions			
Comprehensive plan acknowledges that for shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 are added as one of the goals of this chapter as set forth in RCW 36.70A.020 without creating an order of priority among the fourteen goals. The goals and policies of the shoreline master program approved under RCW 90.58 shall be considered an element of the comprehensive plan. RCW 36.70A.480 , WAC 365-196-580	☐ Yes ☐ No Location(s)	☐ Yes ☐ No	
b. Public participation, plan amendments and monitoring. Note: House Bill 2834, passed in 2012, eliminates the requirement for cities planning under the GMA to report every 5 years on its progress in implementing its comprehensive plans.			
a. A process to ensure public participation in the comprehensive planning process. RCW 36.70A.020(11) , .035 , and .140 ; WAC 365-196-600(3) The process should address annual amendments (if the jurisdiction allows for them) [RCW 36.70A.130(2) , Amended in 2006], emergency amendments [RCW 36.70A.130(2)(b)], and may include a specialized periodic update process. Plan amendment processes may be coordinated among cities within a county [RCW 36.70A.130(2)(a)] and should be well publicized.	☐ Yes ☐ No Location(s) <i>Pg. 11-13</i>	☐ Yes ☐ No	
b. A process to assure that proposed regulatory or administrative actions do not result in an unconstitutional taking of private property. See <i>Attorney General's Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property</i> for guidance. RCW 36.70A.370	☐ Yes ☐ No Location(s)	☐ Yes ☐ No	

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Inspiration Index

Peer Communities

This section provides data on 39 peer communities. The intent of this section is to provide staff with a database of communities that may be facing challenges and opportunities similar to Colville, and that Colville may be able to look to for inspiration. In this way, City staff may be able to source relevant project ideas long after the potential action items listed in this Plan have been completed.

Communities in this section range in population from about 600 to about 19,000. They are generally small, rural communities. Many had or still have traditional resource-related or extractive economies, and some are actively transitioning to economies based more heavily on visitation.

Case Studies

This section also includes several brief case studies of programs, organizations and other initiatives relevant to the goals and policies contained in this Plan. Colville may take inspiration from some of these programs to further its own ambitions.

Mini-Plans

This Plan includes one tactical mini-plan focused on potential immediate next steps for a single strategic focus. The mini-plan included herein focuses on branding Colville to support a broad range of economic development efforts.

	POPULATION				EMPLOYMENT				
	2012 Pop.	2017 Pop.	% of Colville	% Change 2012-2017	2012 Emp.	2017 Emp.	% of Colville	% Change 2012-2017	2012 Medi- an HH Inc.
Boone, North Carolina	17,261	18,493	393.7%	1.4%	7,551	7,326	377.4%	-0.6%	\$16,447
Red Wing, Minnesota	16,444	16,334	347.8%	-0.1%	8,047	7,595	391.3%	-1.1%	\$51,290
Traverse City, Michigan	14,702	15,550	331.1%	1.1%	7,686	8,173	421.1%	1.2%	\$44,542
Fruita, Colorado	12,444	13,039	277.6%	0.9%	6,244	5,800	298.8%	-1.5%	\$61,024
Spearfish, South Dakota	10,470	11,300	240.6%	1.5%	5,685	6,125	315.6%	1.5%	\$37,500
Craig, Colorado	9,301	8,903	189.5%	-0.9%	4,436	4,387	226.0%	-0.2%	\$49,058
Sandpoint, Idaho	7,397	7,918	168.6%	1.4%	3,419	3,506	180.6%	0.5%	\$38,519
Houghton, Michigan	7,692	7,882	167.8%	0.5%	3,124	3,245	167.2%	0.8%	\$23,912
Brevard, North Carolina	7,566	7,759	165.2%	0.5%	3,003	3,020	155.6%	0.1%	\$35,625
Lander, Wyoming	7,495	7,683	163.6%	0.5%	3,606	3,680	189.6%	0.4%	\$50,914
Gunnison, Colorado	5,892	6,250	133.1%	1.2%	3,366	3,888	200.3%	2.9%	\$39,181
Chadron, Nebraska	5,846	5,704	121.4%	-0.5%	3,268	3,105	160.0%	-1.0%	\$30,573
Moab, Utah	5,031	5,232	111.4%	0.8%	2,597	2,473	127.4%	-1.0%	\$38,820
Colville, Washington	4,696	4,697	100.0%	0.0%	1,866	1,941	100.0%	0.8%	\$34,075
Hamilton, Montana	4,393	4,570	97.3%	0.8%	1,671	2,170	111.8%	5.4%	\$25,167
Ely, Nevada	4,236	4,124	87.8%	-0.5%	1,860	1,676	86.3%	-2.1%	\$42,760
Bishop, California	3,851	3,802	80.9%	-0.3%	2,033	1,726	88.9%	-3.2%	\$29,568
Galena, Illinois	3,469	3,597	76.6%	0.7%	2,001	1,829	94.2%	-1.8%	\$47,974
Weaverville, California	3,328	3,303	70.3%	-0.2%	1,538	1,191	61.4%	-5.0%	\$39,000
Buena Vista, Colorado	2,606	2,720	57.9%	0.9%	1,390	1,376	70.9%	-0.2%	\$41,235
Palisade, Colorado	2,670	2,663	56.7%	-0.1%	1,374	1,216	62.6%	-2.4%	\$42,099
Ellijay, Georgia	1,900	2,542	54.1%	6.0%	743	1,093	56.3%	8.0%	\$25,383
Sisters, Oregon	2,115	2,452	52.2%	3.0%	980	1,199	61.8%	4.1%	\$49,306
Hayward, Wisconsin	2,283	2,436	51.9%	1.3%	1,010	1,164	60.0%	2.9%	\$25,565
Gold Beach, Oregon	2,563	2,363	50.3%	-1.6%	1,072	1,118	57.6%	0.8%	\$50,958
Victor, Idaho	2,088	2,355	50.1%	2.4%	1,039	1,267	65.3%	4.0%	\$61,509

INCOME			SELECTED INDUSTRY SECTORS (% of TOTAL)					HOUSING			
<i>2017 Median HH Inc.</i>	<i>% of Colville</i>	<i>% Change 2012-2017</i>	<i>Resource Related</i>	<i>Retail</i>	<i>MFG. / Industry</i>	<i>Prof. Services</i>	<i>Arts, Ent., Recreation</i>	<i>Median HH Price</i>	<i>Cost Burdened</i>	<i>% Multifamily</i>	<i>% Rents</i>
\$17,424	46.5%	1.2%	0.4%	16.1%	4.1%	8.3%	28.5%	268,200	16.7%	78.3%	76.4%
\$50,746	135.5%	-0.2%	2.6%	6.3%	29.6%	13.1%	10.7%	163,200	23.8%	34.8%	48.1%
\$53,237	142.1%	3.6%	0.8%	14.1%	14.6%	19.7%	13.5%	216,800	29.4%	36.7%	42.0%
\$55,286	147.6%	-2.0%	6.4%	10.1%	18.5%	14.3%	10.7%	207,000	33.7%	29.7%	51.9%
\$43,692	116.6%	3.1%	5.9%	10.5%	9.2%	12.1%	16.4%	206,100	28.8%	49.3%	42.6%
\$49,831	133.0%	0.3%	9.2%	14.5%	14.6%	9.1%	14.4%	161,600	21.4%	34.8%	46.3%
\$36,706	98.0%	-1.0%	3.3%	12.0%	18.7%	10.8%	12.4%	196,400	49.1%	51.9%	58.3%
\$28,418	75.9%	3.5%	0.9%	7.3%	9.4%	7.6%	16.3%	141,900	18.2%	59.0%	65.6%
\$40,232	107.4%	2.5%	0.6%	8.1%	15.1%	16.5%	18.0%	208,300	26.8%	38.6%	45.7%
\$53,438	142.6%	1.0%	3.6%	13.2%	5.5%	7.4%	9.2%	201,800	22.2%	33.5%	37.7%
\$41,510	110.8%	1.2%	0.6%	21.4%	5.5%	9.0%	19.7%	199,400	33.5%	62.0%	58.1%
\$44,773	119.5%	7.9%	5.5%	14.5%	6.1%	8.9%	15.6%	117,500	9.9%	48.4%	43.0%
\$48,448	129.3%	4.5%	2.8%	14.0%	12.9%	9.6%	30.5%	220,100	32.3%	35.9%	36.0%
\$37,462	100.0%	1.9%	3.3%	22.5%	20.1%	11.8%	8.0%	156,500	29.1%	44.3%	54.9%
\$29,799	79.5%	3.4%	7.4%	20.3%	11.1%	13.8%	9.9%	171,200	28.6%	59.1%	53.8%
\$56,813	151.7%	5.8%	20.8%	5.1%	9.8%	4.2%	16.8%	126,300	21.8%	29.9%	35.9%
\$41,489	110.7%	7.0%	9.8%	14.0%	9.8%	2.0%	10.4%	258,700	34.2%	62.0%	56.4%
\$51,964	138.7%	1.6%	0.0%	9.3%	20.9%	21.9%	27.7%	151,100	33.3%	32.3%	24.1%
\$40,116	107.1%	0.6%	5.0%	7.1%	9.7%	11.6%	14.0%	280,500	58.6%	40.2%	61.4%
\$46,643	124.5%	2.5%	0.5%	18.8%	5.6%	7.7%	14.2%	221,800	33.8%	23.7%	52.8%
\$38,092	101.7%	-2.0%	9.4%	12.3%	14.0%	7.2%	17.8%	182,800	21.3%	48.5%	48.2%
\$42,333	113.0%	10.8%	0.5%	6.1%	19.6%	3.0%	19.3%	167,700	33.6%	67.6%	39.1%
\$56,809	151.6%	2.9%	5.1%	13.3%	10.4%	24.6%	15.7%	282,900	38.0%	40.7%	37.6%
\$32,824	87.6%	5.1%	4.7%	12.0%	20.0%	8.6%	16.7%	128,600	24.8%	53.2%	46.7%
\$38,125	101.8%	-5.6%	5.2%	5.6%	8.6%	8.0%	20.9%	195,100	47.3%	35.9%	64.1%
\$57,279	152.9%	-1.4%	1.7%	15.5%	11.8%	11.8%	18.9%	213,600	25.5%	42.6%	45.4%

	POPULATION				EMPLOYMENT				
	2012 Pop.	2017 Pop.	% of Colville	% Change 2012-2017	2012 Emp.	2017 Emp.	% of Colville	% Change 2012-2017	2012 Median HH Inc.
Red Lodge, Montana	2,353	2,349	50.0%	0.0%	1,287	1,284	66.2%	0.0%	\$54,583
Eureka Springs, Arkansas	2,238	2,173	46.3%	-0.6%	1,007	1,025	52.8%	0.4%	\$28,207
North Conway, N.H.	2,286	2,141	45.6%	-1.3%	1,467	1,422	73.3%	-0.6%	\$35,840
Bryson City, North Carolina	1,701	1,519	32.3%	-2.2%	693	536	27.6%	-5.0%	\$42,125
Tieton, Washington	1,136	1,471	31.3%	5.3%	480	644	33.2%	6.1%	\$33,026
Darrington, Washington	1,538	1,405	29.9%	-1.8%	470	530	27.3%	2.4%	\$31,591
Grand Marais, Minnesota	1,176	1,191	25.4%	0.3%	589	606	31.2%	0.6%	\$42,000
Twisp, Washington	979	1,129	24.0%	2.9%	439	540	27.8%	4.2%	\$27,444
Ridgway, Colorado	905	1,064	22.7%	3.3%	533	604	31.1%	2.5%	\$69,926
Joseph, Oregon	1,000	1,064	22.7%	1.2%	402	505	26.0%	4.7%	\$37,824
Lanesboro, Minnesota	775	701	14.9%	-2.0%	365	354	18.2%	-0.6%	\$40,375
Davis, West Virginia	596	700	14.9%	3.3%	264	320	16.5%	3.9%	\$28,125
Cascade, Idaho	1,237	622	13.2%	-12.8%	503	240	12.4%	-13.8%	\$38,095

Population

High Growth: Ellijay, Georgia (6.0%), Tieton, Washington (5.3%), Ridgway, Colorado (3.3%), and Davis, West Virginia (3.3%) had the highest average annual population growth rate from 2012-2017.

Low Growth: Cascade, Idaho (-12.8%), Bryson City, North Carolina (-2.2%) and Laneboro, Minnesota (-2.0%) had the lowest average annual growth rate from 2012-2017.

Similar to Colville: Red Lodge, Montana and Palisade, Colorado grew at the most similar rates to Colville. Hamilton, Montana, Moab, Utah, Ely, Nevada, Bishop, California, and Chadron, Nebraska are the most similar to Colville in terms of current population.

Employment and Industry

High Growth: Ellijay, Georgia (8.0%), Tieton, Washington (6.1%), and Hamilton, Montana (5.4%) had the highest average annual employment growth rate from 2012-2017.

Low Growth: Cascade, Idaho (-13.8%), Bryson City, North Carolina (-5.0%) and Weaverville, California (-5.0%) had the lowest average annual employment growth rate from 2012-2017.

Similar to Colville: Houghton, Michigan (0.8%) and Gold Beach, Oregon (0.8%) had the same average annual employment growth rate as Colville from 2012-2017. Galena, Illinois, Hamilton, Montana and Bishop, California are most similar to Colville in terms of current total employment.

INCOME			SELECTED INDUSTRY SECTORS (% of TOTAL)					HOUSING			
<i>2017 Median HH Inc.</i>	<i>% of Colville</i>	<i>% Change 2012-2017</i>	<i>Resource Related</i>	<i>Retail</i>	<i>MFG. / Industry</i>	<i>Prof. Services</i>	<i>Arts, Ent., Recreation</i>	<i>Median HH Price</i>	<i>Cost Burdened</i>	<i>% Multifamily</i>	<i>% Rents</i>
\$46,786	124.9%	-3.0%	5.5%	8.2%	4.2%	15.8%	20.1%	224,700	26.5%	31.6%	45.7%
\$33,427	89.2%	3.5%	0.4%	19.4%	10.0%	9.4%	22.2%	152,800	38.0%	36.2%	52.8%
\$59,289	158.3%	10.6%	0.0%	16.8%	5.0%	12.4%	38.0%	233,600	37.5%	41.7%	40.8%
\$31,750	84.8%	-5.5%	0.2%	7.1%	14.6%	12.9%	20.0%	113,300	37.3%	50.5%	55.5%
\$48,295	128.9%	7.9%	26.4%	5.7%	39.9%	4.0%	1.9%	115,200	40.7%	32.1%	17.5%
\$42,422	113.2%	6.1%	4.7%	20.8%	39.8%	5.1%	6.6%	149,300	33.8%	38.7%	52.0%
\$40,063	106.9%	-0.9%	3.3%	25.2%	4.8%	5.0%	18.8%	198,700	27.2%	48.4%	29.9%
\$36,250	96.8%	5.7%	0.2%	16.7%	8.0%	5.2%	38.0%	179,300	26.4%	44.4%	23.3%
\$43,438	116.0%	-9.1%	5.0%	4.6%	4.3%	17.2%	35.3%	372,200	58.9%	44.0%	66.3%
\$46,417	123.9%	4.2%	6.9%	11.9%	9.5%	10.9%	11.5%	218,800	52.2%	35.4%	45.3%
\$48,125	128.5%	3.6%	3.4%	7.9%	22.3%	6.8%	11.0%	139,600	26.0%	23.5%	42.1%
\$39,615	105.7%	7.1%	11.6%	10.0%	13.8%	7.5%	21.9%	106,800	23.2%	26.5%	50.0%
\$43,047	114.9%	2.5%	5.4%	24.6%	3.8%	12.9%	24.2%	137,500	55.3%	21.1%	61.1%

Income

High Growth: Ellijay, Georgia (10.8%), North Conway, New Hampshire (10.6%), Chadron, Nebraska (7.9%) and Tieton, Washington (7.9%) had the highest average annual income growth rate from 2012-2017.

Low Growth: Ridgway, Colorado (-9.1%), Gold Beach, Oregon (-5.6%) and Bryson City, North Carolina (-5.5%) had the lowest average annual income growth rate from 2012-2017.

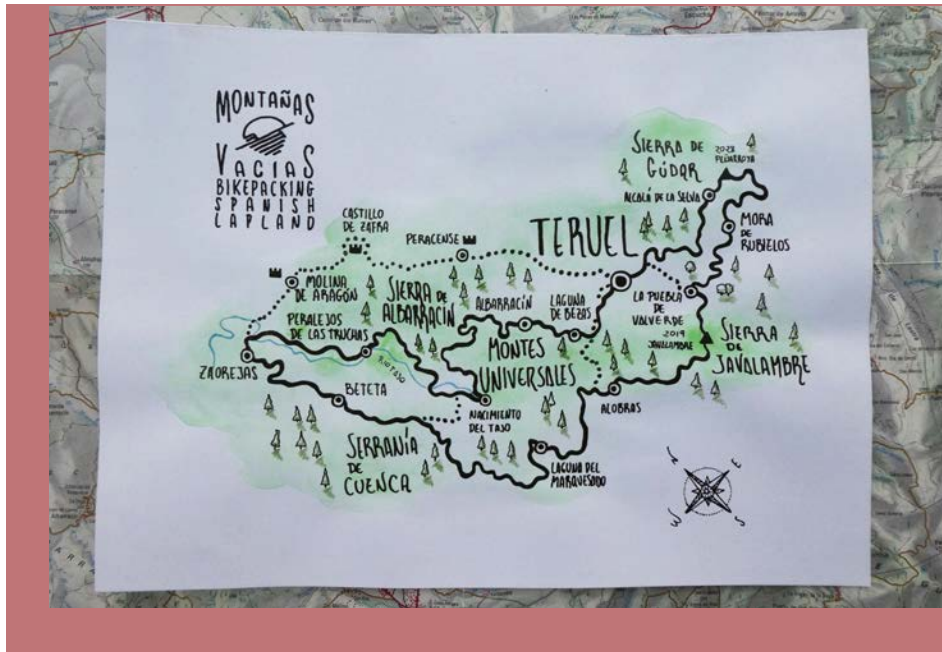
Similar to Colville: Galena, Illinois (1.6%) had the most similar average annual income growth rate to Colville from 2012-2017. Palisade, Colorado, Sandpoint, Idaho, Gold Beach, Oregon and Twisp, Washington had the most similar median household income to Colville.

Housing

Similar Median Price: Eureka Springs, Arkansas (\$152,800), Craig, Colorado (\$161,600), and Galena, Illinois (\$151,100) have median home prices most similar to Colville.

Low Cost Burden Rate: Chadron, Nebraska (9.9%), Boone, North Carolina (16.7%) and Houghton, Michigan (18.2%) had the lowest rates of housing cost burden.

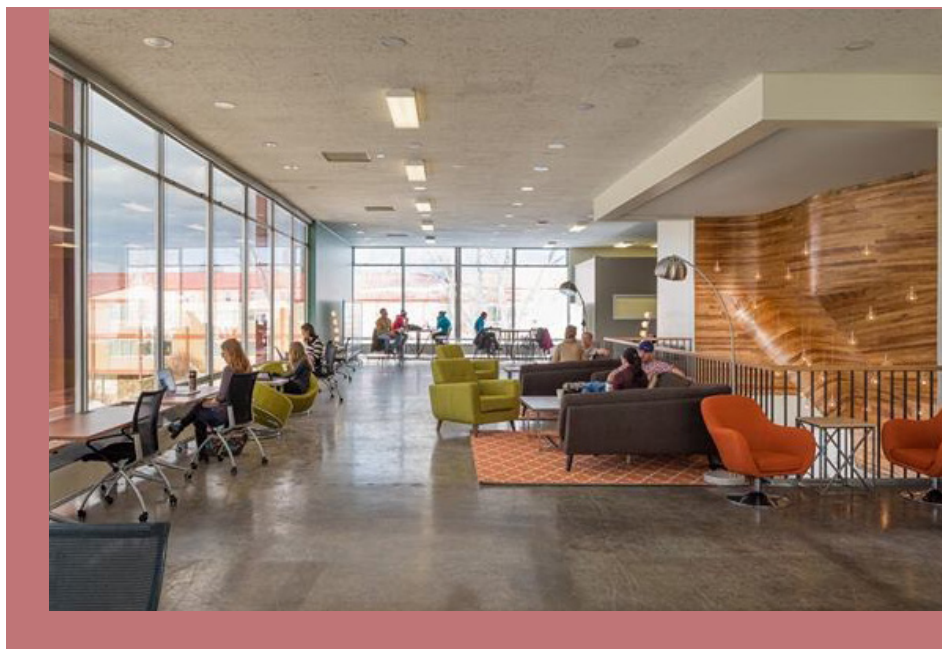
High Cost Burden Rate: Ridgway, Colorado (58.9%), Weaverville, California (58.6%) and Cascade, Idaho (55.3%) had the highest rates of housing cost burden.



Montañas Vacías

Teruel, Spain

The Montañas Vacías is a bikepacking route in an extremely rural portion of Spain. The route offers up to 430 miles of off-road riding, with shortcuts to create more accessible loops. The intent is to introduce people to the pristine mountains surrounding the city of Teruel, and to embrace concepts of adventure, friendship, travel, long distance, culture and gastronomy. For Colville, which is surrounded by hundreds of miles of gravel and forest roads and trails, Montañas Vacías is a case study in marketing. The Spanish route features handdrawn maps by a local artist, memorabilia, a professional website, guides and resources, and a consistent brand and aesthetic throughout. The route won a 2019 award for best new route from Bikepacking.com. More information is available at <https://montanasvacias.com/>



ICELab

Gunnison, Colorado

ICELab is a community organization with a keen interest in mountain town sustainability and economic diversity in rural Western Colorado. As an entrepreneurial hub, we support new and growing businesses with cowork space, affordable office space, professional development, and a diverse network of mentors, programs, and opportunities. We offer accelerator and incubator programs for start-ups. With generous assistance from local and regional experts, we promote lectures, presentations and panels pertinent to academics, entrepreneurs and business leaders alike. Thanks to the infusion of spirit and brainpower from Western students and faculty, the Lab fosters cutting edge business models like conscious capitalism and environmental business management.



Hankin-Evelyn Backcountry Ski Rec. Area

Smithers, British Columbia

The Hankin-Evelyn Backcountry Recreation area is a new approach to backcountry skiing. This Recreation Area creates significant new below-tree-line skiing and ensures access roads are maintained throughout the winter. It began in 2008 when Brian Hall and the Bulkley Valley Backpackers Society had the vision and secured funding to make it a reality. Through 2009-2010 runs and trails were cut, a cabin was upgraded and a warming-shelter constructed. In late 2010 the Bulkley Backcountry Ski Society also threw its support into the project and joined Recreation Sites and Trails BC in taking the lead role in managing the Recreation Area. Recreationalists and volunteers are the lifeblood of this project—keep those skin tracks set and chain-saws sharp!



Methow Housing Trust

Methow Valley, Washington

The Methow Housing Trust develops and preserves affordable, quality housing for residents of the Methow Valley. For many Methow Valley residents, the stability and benefits of home-ownership are forever out of reach. As the Valley grows and changes, living wages cannot keep pace with dramatically increasing real estate values, leaving more and more Valley households in unsustainable living situations. The MHT Homeownership program aims to help bridge the gap between the rising cost of Methow Valley homes and the modest wages many local residents live on. Our community land trust model of homeownership allows for eligible, local residents to afford the purchase of one of our homes.



GUNNISON COUNTY SUSTAINABLE TOURISM & OUTDOOR RECREATION
SEPTEMBER 19, 2019

Gunnison Valley Sustainable Outdoor Recreation Committee (STORC)

Crested Butte, Colorado

STORC was formed when residents noted the vast numbers of people camping in the upper Gunnison Valley that were not in formal campgrounds—trash, human waste and other signs of heavy use were found. Trailheads and parking areas were overcrowded. STORC represents a collaborative and action-oriented approach to managing tourism and outdoor recreation. STORC aims to complete projects, and implement programs and strategies which will result in a sustainable tourism and outdoor recreation economy that also sustains the natural resources and aligns with the community's values.



Mighty Tieton

Tieton, Washington

Mighty Tieton is an artisan business incubator located in the small town of Tieton, outside Yakima, Washington. Mighty Tieton's goal is to establish successful, distinctive businesses by connecting creative entrepreneurs with local resources. This activity helps to improve the local economy by generating jobs, revitalizing buildings, and instilling a sense of hope, unusual possibilities, and dynamic connections with artisan businesses throughout the region and beyond. Products produced in Tieton, in affiliation with Mighty Tieton, are sold in stores throughout Washington State.



Dirty Kanza (DK)

Emporia, Kansas

DK is bicycle race, formally known as Dirty Kanza, held annually in the Flint Hills surrounding Emporia, Kansas. The 200-mile race is one of the world's premier "gravel grinders" - races on gravel or mixed surfaces that have grown exponentially since the earliest such events were founded in the mid-2000s. DK brings thousands of participants to Emporia each year and had a \$5.5 million economic impact in 2019.

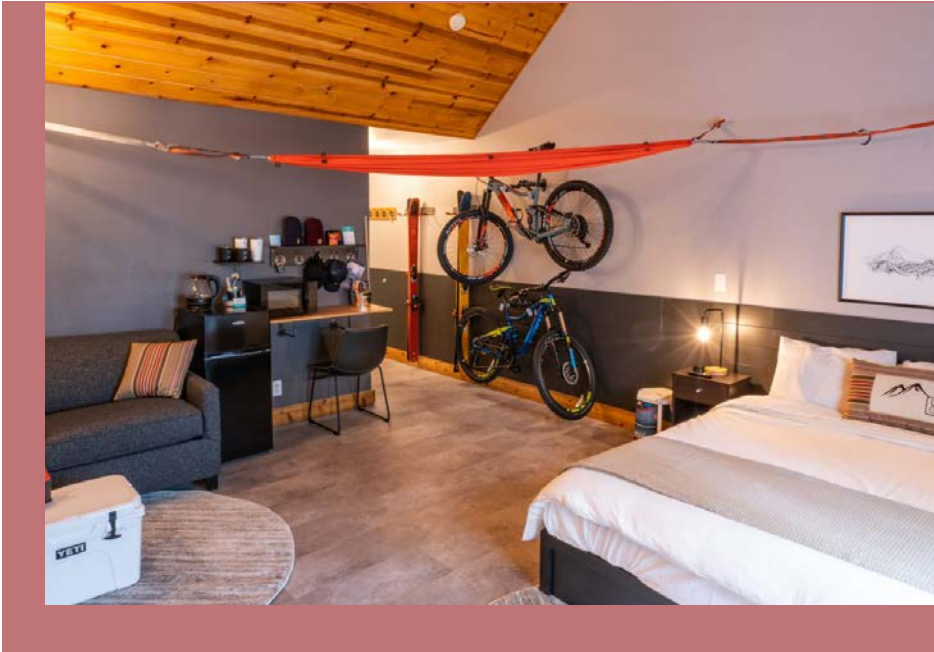
Gravel race events have proliferated in recent years. Leading events, such as the Barry Roubaix in Michigan, attract more than 3,500 participants annually. The Kettle Mettle, in Penticton, British Columbia, is one of the events located near Colville.



Twisp Works

Twisp, Washington

TwispWorks is a collaborative community where opportunities thrive and whose mission is to increase the economic and cultural vitality in the Methow Valley. TwispWorks welcomes businesses, non-profit organizations, artists, craftspeople and the community at-large to a 6.4 acre campus to share, collaborate and celebrate the vibrant culture that makes the Methow Valley a special place to live, work and visit.



LOGE Camps

Various

LOGE Camps is a boutique hotel brand focused on connecting guests with outdoor recreation opportunities. LOGE acquires and invests in forgotten motels near recreation-focused towns and trails, bringing them back to life with a variety of ways to stay like hotel rooms, hostel bunks, and campsites. Amenities include on-site gear rentals, gear storage, fire pits and free live music.

LOGE maintains relationships with sponsorship partners that include The Surfrider Foundation, Northwest Avalanche Association, Evergreen Mountain Bike Alliance, and Central Oregon Trail Association. They have two locations in Washington - in Westport and Leavenworth, and one location each in California, Oregon and Colorado.

Mini-Plan: A Colville Brand

This mini-plan identifies key points of departure and potential next steps for a City of Colville branding effort. The contents of this mini-plan are stakeholder-driven and result from multiple workshops with City staff and others involved in communicating Colville's assets to outside audiences.

City Values

The City of Colville's values are reflected in its vision statement. The statement references a thriving small town and Colville's people, places and prosperity. Residents wish to maintain Colville's small town character while increasing economic opportunity for future generations.

Brand Strategy

A strong city brand communicates the city's identity and offerings to residents and visitors alike. It must be tailored to resonate with the most important audiences. Identifying these groups is critical to any branding process.

Existing Performance

As part of this branding effort, stakeholders reviewed data related to travel and tourism in Stevens County. Key findings from the data, from Dean Runyan and Associates' annual travel impacts report for the State of Washington, include the following:

- Travel impacts accounted for 5.3% of Stevens County employment in 2017, and visitors accounted for 8.6% of all taxable retail sales.

- Just 6.6% of visitors to Stevens County in 2018 stayed overnight; only 4.9% of overnight visitors stayed in a hotel, motel or private vacation rental.
- Total visitor spending in Stevens County decreased by 2.3% from 2017 to 2018; visitor spending statewide increased by 5.1% during the same time period.
- Overnight visitors who stayed in a hotel, motel or private vacation rental stayed for shorter periods of time (1.6 nights on average) compared to visitors who stayed elsewhere (2.3 nights on average) in 2018. However, visitors who stayed in a hotel, motel or private vacation rental spent considerably more money per night (\$143 per person per night across all spending categories) when compared to the average spending per night across all visitors (\$41).
- Food service and food stores are the largest visitor spending categories in Stevens County, accounting for 48.8% of all visitor spending. Accommodations is the smallest spending category at 9.8%.

Target Audience

Stakeholders identified the following target audiences:

- **Existing traffic.** The City can do more to capture spending from traffic on the major highway corridors that already pass through Colville.
- **Regional travelers.** Colville should be more assertive to position itself as the hub for northeast Washington.

- **Major metros.** Colville could be a convenient weekend escape for residents of Spokane, Seattle or Boise.
- **National recreationalists.** The hiking, biking, fishing, hunting, camping and other recreation activities are of sufficient quality to lure niche groups from across the country. National hiking trails and bike routes already pass through or near Colville.

Communication Goals

The following are the primary messages that Colville's brand seeks to communicate.

- Colville is **central** to northeast Washington. The City is a **hub** and the **heart** of the region. It functions as a **basecamp** for all of the region's recreational assets, such as the Colville National Forest, the upper Columbia River, and the Kettle Crest trail.
- Colville is **accessible**. It lies at the **crossroads** of Highway 20 and Highway 395. Access from Spokane International Airport is direct and relatively quick, and travelers between Spokane and Canada must pass through Colville. Multiple long distance trails and routes travel through or near Colville, including the Northern Tier cycling route and the 1,200-mile Pacific Northwest National Scenic Trail.
- Colville is **welcoming**. It features **friendly** people and a **small-town charm** that sets it apart from other destinations. Conveying the message that Colville is **safe** is particularly important given the current public health considerations and will

remain important as tourism regains traction and destinations reopen.

- Colville is **equipped**. The town's local businesses offer all of the equipment and **supplies** anyone could need for their adventures in the region. It has more **shopping, dining and lodging** than any other town in the area. Colville is an **outfitter** for visitors to northeast Washington.

Identified Needs

Stakeholders assessed Colville's branding efforts to-date and evaluated current needs. The needs identified include:

- Formalize and strengthen the City's brand and umbrella message.
- Provide cohesive messaging, marketing, and imagery across City and partner efforts.
- Identify or create a dedicated tourism authority.
- Allocate resources to the promotion of Colville.

City Image and Identity

The following are existing brands, logos and imagery associated with the City, region and other relevant organizations.

City of Colville

The City of Colville uses its City Seal on official City documents and on the City website. The Seal features an image of Colville Mountain and uses blue and green as its primary colors. The City also uses a wordmark, based on metal signage on the southern end of the City, on its website.

Colville Chamber of Commerce

The Chamber uses “Discover our good nature” as an official slogan. The logo is blue and green and evokes a treed landscape with a river flowing in the foreground.

Colville Together

Colville Together is a non-profit organization founded in 2017 and focused on the maintenance and preservation of downtown Colville. The organization operates Colville’s Main Street Program and works to create and maintain a safe and inviting physical environment. Colville Together’s slogan is “Today, Tomorrow, Together.” Its logo is a blue silhouette of Colville Mountain with black and green text.

Tricounty Economic Development District (TEDD)

TEDD is a regional economic development organization that represents Stevens, Pend Oreille and Ferry Counties. TEDD operates

the Itsreal.life website and associated regional branding effort. The site refers to Stevens County as “the perfect home base for any of your adventures” and provides a link to the Colville Chamber.

Other Cities and Counties

Chewelah

Chewelah, Colville’s neighbor to the south, uses “A Place for All Seasons” as a slogan.

Kettle Falls

Kettle Falls, Colville’s neighbor to the north, bills itself as “The Town that Moves!” It also uses blue and green as primary colors in its logo.

Ferry County

The Ferry County Sunrise site includes business resources and promotes Ferry County business opportunities. The site uses the slogan: “Authentic. Classic. Welcoming.”

Stevens County

Stevens County recently updated its website. The County now employs new fonts, imagery and colors. Various blues are used the County logo evokes a mountainous landscape.



Branding Concepts

A Brand Vocabulary

The following words resonated with stakeholders as potential anchors for a City of Colville brand.

- Adventure
- Basecamp
- Core
- Crossroads
- Discovery
- Heart
- Hub
- Outfitter

Stakeholders further suggested “heart of your next adventure”, “adventurous at heart”, and “heart of northeast Washington” as building blocks for a slogan.

Colors

Logos and imagery used by cities and partner organizations in the region tend to use blues and greens consistently.

The color palette at right builds on the blues and greens used in other regional logos.

Action Plan

The following are actions for further consideration by City of Colville staff, public officials and other stakeholders.

- Draft experiential vignettes to communicate Colville’s message and highlight local assets and businesses. These “day in the life” segments could function to help organizations like TEDD hone their messaging on Colville’s behalf, or could inform potential visitors directly through use on the City or Chamber’s website. For example:
 - › John Doe arrived, rented a bike from **Adventure Peddler**, took the scenic drive to **Sherman Pass**, rode a section of the **Kettle Crest Trail** amid blooming wildflowers, and on return to Colville enjoyed a cold beer at **Fired Up** and a tasty burger at **Pour House** before retiring to **Benny’s Colville Inn**.

These vignettes may be more powerful if written by locals about their own favorite activities, rather than as a hypothetical. For example, the owner of a local bike shop may draft a brief narrative of an ideal day, mentioning local trails and other highlights; a renowned local chef may describe her favorite three meals in Colville. These stories help potential visitors imagine an itinerary worth coming to Colville for.



CMYK:
73 / 26 / 100 / 10

RGB:
80 / 135 / 57



CMYK:
31 / 100 / 100 / 45

RGB:
115 / 0 / 0



CMYK:
100 / 82 / 42 / 37

RGB:
10 / 48 / 82



CMYK:
75 / 21 / 100 / 6

RGB:
74 / 145 / 56



CMYK:
100 / 80 / 30 / 15

RGB:
21 / 67 / 114



CMYK:
72 / 49 / 32 / 6

RGB:
84 / 115 / 140

- Build a dedicated tourism website for Colville. An example from the region is from Rossland, British Columbia: <http://tourismrossland.com/>.
- Retain a marketing consultant to build a comprehensive brand guide for Colville. This effort would build on material in the mini-plan and go further to define Colville's brand and design marketing collateral. Some branding campaigns define permissible variations on City logos, specify fonts and colors for all written City materials, provide City staff e-mail signatures, design uniforms for public employees, etc. Examples of these comprehensive branding efforts include the following:
 - › Galveston, Texas: <https://pressroom.galveston.com/branding-guidelines.asp>
 - › San Marcos, California: <http://www.san-marcos.net/home/showdocument?id=20401>
 - › San Diego, California: <https://www.sandiego.gov/sites/default/files/visual-style-guide.pdf>
 - › Provo, Utah: <https://www.provo.org/Home/Show-Document?id=16712>
- Retain a graphic designer to produce a media kit that highlights Colville's assets and makes the case for Colville as the regional hub. Include contact information for an individual or group responsible for economic development and knowledgeable of Colville's brand ambitions.
- Clearly designate ample parking for trailers and RVs. Install wayfinding signage as appropriate to ensure that visitors can find parking easily and that it allows them to access local businesses after parking.
- Work with local businesses to create gifts, souvenirs or other memorabilia that reflect Colville's brand priorities. As an example, "scout" patches reflect the themes of adventure and Colville's position as a basecamp. Incorporate other important motifs such as a heart.
- Better leverage social media, particularly Instagram, to provide visual material that supports Colville's brand concepts. Consider hiring an Instagram influencer to access regional markets.



COLVILLE, the **HEART** of Northeast Washington

The above are examples of potential patches. Other patches could be added to capture ORV, hunting, snowmobiling, skiing and other recreation activities in the area, creating a collectible set that is unique to Colville.

- Recruit hospitality companies that have strong and complementary brands. As an example, [LOGE Camps](#) repurposes old motels as adventure basecamps. They have five locations, with three in the Pacific Northwest (Westport and Leavenworth, Washington and Bend, Oregon). McMenamins offers another example of unique, multifunctional lodging that focuses on adaptive reuse of existing buildings.
- Provide an online, branded guide to cycling in Colville. Leverage efforts by local stakeholders to curate local routes, add detailed route descriptions, and identify relevant amenities and road-side stops.
- Streamline and simplify welcome signage at Colville's north entrance. Ensure that new signage reflects Colville's brand.

City of Colville

2020 Comprehensive Plan Update Public Participation Program

INTRODUCTION

The City of Colville is undertaking an update of the Colville Comprehensive Plan as required by the Washington Growth Management Act (GMA). The GMA requires communities to develop a Public Participation Program that provides information on how the public can contribute to plan alternatives. To develop the 2020 update for the Comprehensive Plan, the City allocated City funds, and applied successfully for a Community Development Block Grant (CDBG) grant and a grant from the Washington Department of Archaeology and Historic Preservation. This plan describes how the City and its consultants will engage the public in the Comprehensive Plan update. This public engagement plan may be refined, as needed.

IN-PERSON MEETINGS

The project includes four in-person meetings of two-day duration each. The consultant team will plan, prepare and execute these meetings in coordination with the City. The City may undertake additional stakeholder and public engagement activities.

In addition to the four in-person meetings described above, the project includes six hours of in-person training in historic preservation and three stakeholder meetings focused on the update of the Capital Facilities and Utilities Element. These additional meetings may occur concurrently with the four scoped in-person meetings; the Capital Facilities and Utilities meetings may be conducted by phone.

Materials

The consultant team is responsible for preparing meeting materials. The City may support the consultant team efforts toward materials preparation. The consultant team is responsible for printing necessary materials (unless determined otherwise in advance). The consultant team will provide electronic copies for the City to distribute or post on City-hosted web pages.

Notification Methods

The City is responsible for notifying the public and other participants of relevant meetings and events. CAI is available to support the City through review of draft outreach materials. Some or all of the following methods may be used for notification:

- City website
- Email
- Public Access TV
- Public or commercial radio
- Postings to community boards
- Utility notices and other City communications

Schedule

The following schedule presents engagement activities, participants, and an anticipated timeline for the four in-person meetings.

	Task	Participants	Anticipated Timeline
Meeting 1: Orientation and Kickoff: Visioning	- Kickoff meeting - City tour - Four (4) orientation interviews - Public workshop: <i>priorities for update process and visioning discussion</i> - Initial meetings with Council/Planning Commission: <i>priorities for update process and visioning discussion</i>	Public City Staff City Planning Commission / City Council Identified stakeholders (for interviews) Consultants: CAI, BDS	January 28-29, 2020
	Task	Participants	Anticipated Timeline
Meeting 2: Roundtables and Policy Development	- Public workshop: <i>goal and policy roundtables</i> - Focus groups: <i>thematic stakeholder groups to inform element updates (4-6 groups anticipated, facilitated by consultants, organized collaboratively between CAI and Client)</i> - Historic Preservation instruction (J. Todd Scott: six hours over two days) - Required Capital Facilities and Utilities meeting no. 1 (Welch Comer) - Meeting with Council/Planning Commission: <i>project updates and goal/policy development</i>	Public City Staff City Planning Commission / City Council Identified stakeholders (for focus groups) Consultants: CAI, BDS, Welch Comer, Todd Scott	February 2020 (<i>tent. 2/19-20</i>)
Meeting 3: Goals and Policies Review	- Public workshop: <i>review and revise goals and policies</i> - Meeting with Council/Planning Commission: <i>project updates and goal/policy development</i>	Public City Staff City Planning Commission / City Council Consultants: CAI, BDS	March/April 2020
Meeting 4: Pre-Adoption or Adoption Support	Presentation of recommended draft to City Council	City Staff City Planning Commission / City Council Consultants: CAI	May 2020

The remaining Capital Facilities and Utilities Element update meetings (2 and 3) are anticipated by teleconference.

OTHER INPUT

Prior Engagement

Since the 2011 Plan was adopted, several community planning efforts have been conducted, all relying on extensive public input. These plans will provide an essential foundation for this 2020 Comprehensive Plan Update.

Below is a list of local plans and reports, including relevant documents from Stevens County and interlocal agreements that will provide input into the plan (or be adopted by reference):

- Annexation Resolution (Res 2-88) and MOU (2002)
- City of Colville Comprehensive Plan, 2011
- Downtown Vitalization Plan, May 2018
- Land Use Economic Analysis, 2019
- Pedestrian, Bicycles, & Trails Plan (2019)
- Stevens County Land Capacity Analysis report, updated July 18, 2020
- Stevens County Comprehensive Plan, updated 2014
- Stormwater Plan
- Strategic Plan, Vision 2020
- Wastewater Facilities Plan, 2001
- Wastewater System Plan
- Water System Plan
- Water System Plan, 2017 Amendment to 2015 Plan, 2017
- Other City planning documents

Informal Comments

The consultant team will document public and stakeholder comments provided in formal settings. Comments outside of formal engagement activities should be addressed to City staff, and forwarded to the consultants to include in project documents.

COMPREHENSIVE PLAN ADOPTION

The community and Planning Commission will contribute to the City of Colville 2020 Comprehensive Plan Update. In May 2020, the Planning Commission will consider a final draft of the Plan and recommend to the City Council that they Approve, Approve with changes, or Deny the draft Plan. Public comment will be taken as a part of the hearing. The meetings will focus on the goals, policies, and implementation recommendations needed to implement the community vision.

Upon receipt of the Planning Commission's recommendation, the City Council will hold a public hearing on the proposed Final Comprehensive Plan. The Council will consider any comments received on the Recommended Draft Comprehensive Plan prior to adopting, by ordinance, a Final Comprehensive Plan.