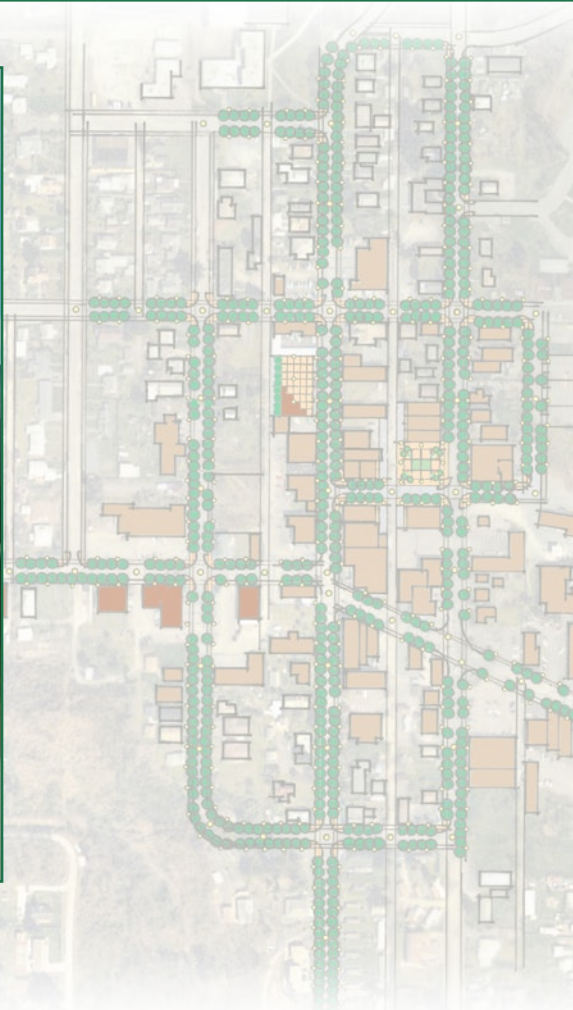
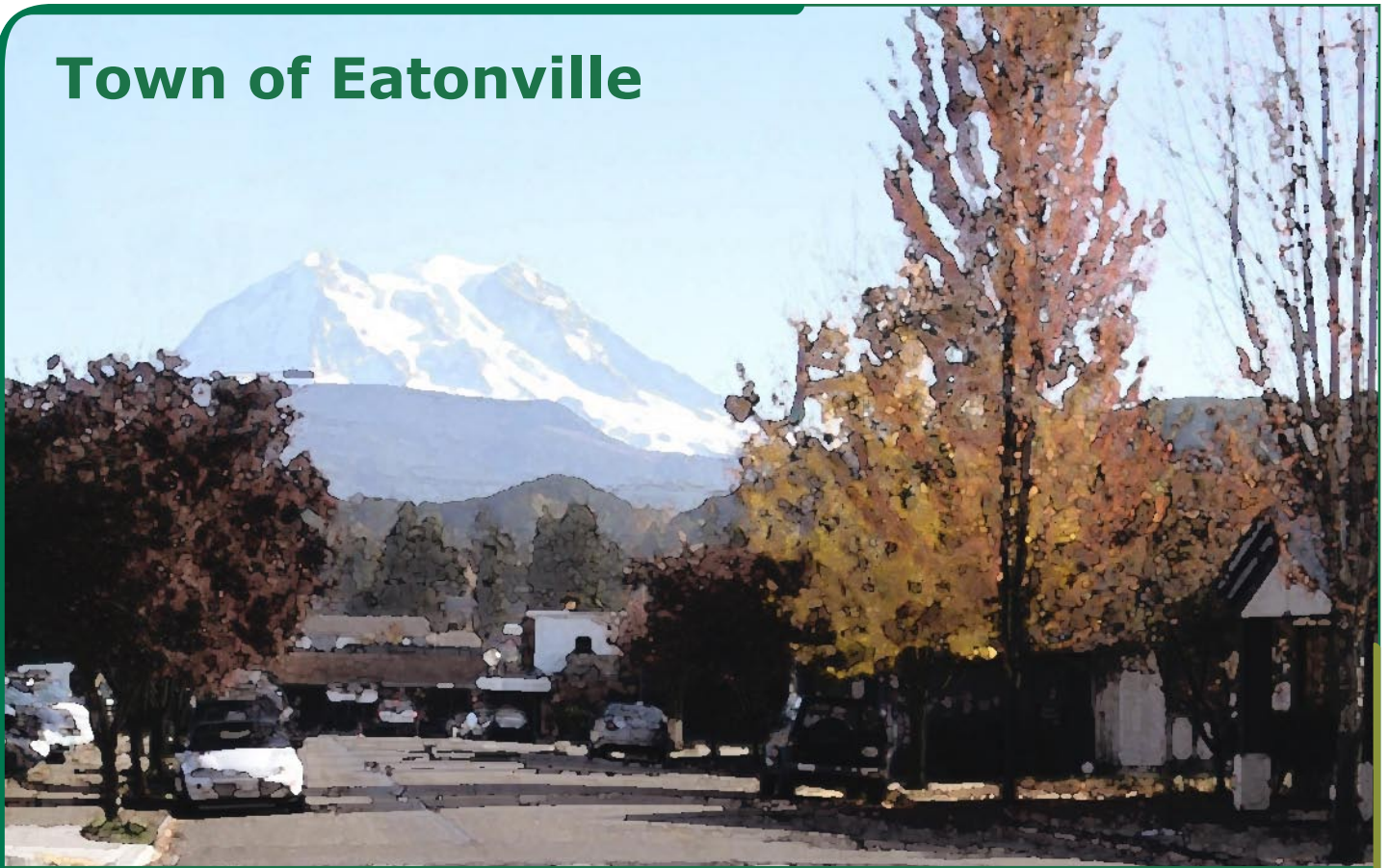


Town of Eatonville



**Town Center and
Corridor Study**
February 26th, 2007

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This list of participants reflects individuals who signed in at stakeholder meetings. Our apologies to participants who are not included on the list.

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BACKGROUND

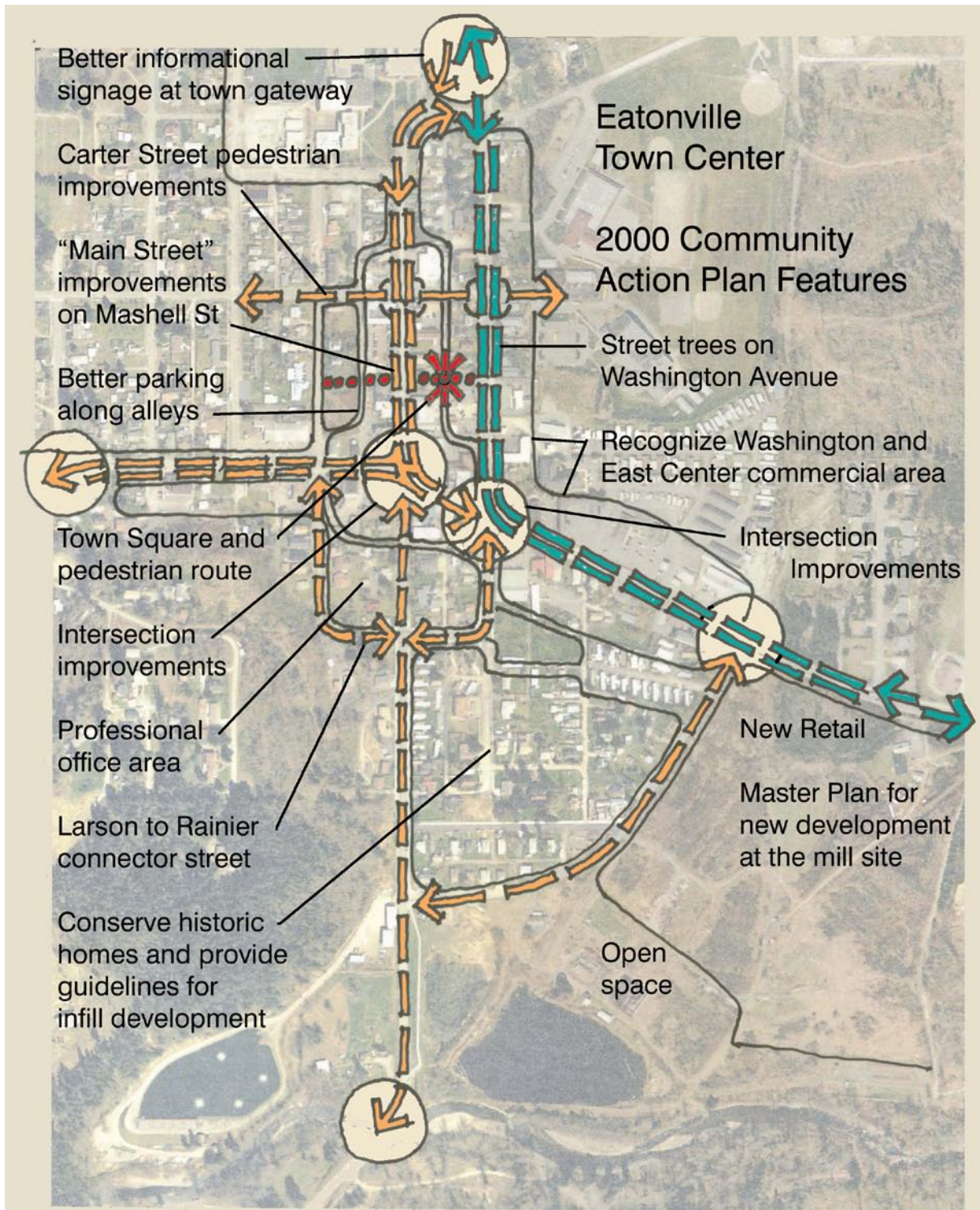
The Town of Eatonville, located in southern Pierce County, is a rural town of approximately 2,500 residents. State Highway 161 runs north south through the center of town and leads to Mount Rainier National Park. As a result, Eatonville is known as a gateway community leading to the Park. Eatonville is also surrounded by several other outdoor attractions, such as Northwest Trek, Pioneer Farm House and Pack Forest. Despite its close proximity to these regional attractions, Eatonville has struggled to capture the tourist trade from those traveling through the area.

COMMUNITY ACTION PLAN 2000

In the 1990s, the Town of Eatonville realized it had to make a choice between becoming a town with its own distinct identity or gradually evolving into a bedroom community for Tacoma and Puyallup. Therefore, in the year 2000, Eatonville citizens and the Chamber of Commerce worked with a consultant to develop a Community Action Plan (CAP) and Vision Statement to provide clear direction, as well as specific tools, for attracting and maintaining economic growth in the Town of Eatonville. The plan identified ways to increase business and tourism, planned for downtown revitalization, developed ideas for coordination of infrastructure improvements, prepared design standards, and established a town vision.

Several of the action items identified in the plan have been implemented. The diagram on the following page lists the key features of the CAP and the chart on page 3 provides the status of each feature. Although the Town has been moving forward since the 2000 plan was developed, little has happened in the downtown core to change the character of the Town.

PREFACE



2000 Community Action Plan Features

Status of Recommended Improvements

| | |
|----------------------------------------------------------------------------------------------|-----------------------|
| Install four-way stop sign at Center and Mashell | Complete |
| Install pedestrian improvements on Carter Street | In process |
| Connect Rainer and Larson | Planned |
| Conserve historic homes south of downtown core and provide guidelines for infill development | |
| Develop master plans for new development at the mill site | In process |
| Locate Town Square Plaza and pedestrian route | Included in this plan |
| Place better informational signage at town gateway | Included in this plan |
| Upgrade Mashell St. to reflect "Main Street" status | Yet to be done |
| Identify parking Improvements | Included in this plan |
| Provide informational signage in center of town | Yet to be done |
| Plant street trees on Washington Ave. | Included in this plan |
| Enhance professional office area | |
| Recognize Washington and East Center commercial area | Included in this plan |
| Improve Intersection at Center and Mashell and Washington | Included in this plan |
| Encourage retail on the southeast side of town | |

PREFACE

OTHER PLANNING EFFORTS

In addition to town driven planning efforts, Eatonville has been involved in several other planning processes. Due to the high traffic volumes of visitors through Eatonville in the summer to Rainier National Park, in 2001 the National Park Service prepared a town center and corridor transportation concept plan as a sub-element of their Nisqually Road Corridor Charette Project.

In 2004, the Washington Department of Transportation in cooperation with Pierce County Public Works Department carried out an extensive SR 161 corridor study through Eatonville, which made recommendations for improved traffic flow and pedestrian and bicycle safety on Washington Avenue.

The National Park Service, Pierce County and WSDOT have continued to be partners with the Town of Eatonville during this planning process.

RURAL TOWN CENTERS AND CORRIDORS PROGRAM

In October 2004 the Puget Sound Regional Council (PSRC) established the Rural Town Centers and Corridors Program to support the implementation of the region's long-term VISION 2020 plan, which plans for future growth, the economy and transportation in the region. The Rural Town Centers program was established to bring rural towns together with county and state transportation departments to jointly plan and implement much needed rural centers and corridor improvements throughout the region. The program provides financial incentives and assistance, and also provides technical communications and resources for innovative ideas and helps rural towns develop new approaches to coordinated planning and implementation.

As a means to move the downtown planning process to the next phase, the Town of Eatonville applied for and was awarded a Puget Sound Regional Council grant for planning through the Rural Town Centers and Corridor Program in the summer of 2005.



DOWNTOWN REVITALIZATION

As a means to jump start the PSRC planning process, the Town of Eatonville Planning Commission held a series of workshops Between June and October 2005 to discuss ideas for downtown revitalization. These workshops included planning commissioners, elected officials, local business owners, town staff, and the general public. At each of the three meetings a number of topics were discussed, including Eatonville's character, traffic flow, zoning issues, economic development, and citizens ideas for the future of Eatonville. In addition to these meetings, the high school students were surveyed to identify how revitalization efforts can meet the goals and needs of the town's youth population.

A direct result of these efforts was the creation of a downtown revitalization committee. The committee's structure was developed based on the guidelines set forth in the National Mainstreet® program. This group, the Eatonville Downtown Development Association (EDDA), played a major role in this planning process and will continue to play an important role in revitalizing downtown Eatonville.

PLAN PURPOSE

In the fall of 2006 the Town of Eatonville hired Arai Jackson Ellison Murakami to assist in the development of a Town Center and Corridor Plan. The goal of this planning process was to develop consensus for a plan to be adopted by the Town Council in the end of February 2007. It was assumed that this plan would carry forward the major conclusions of the 2000 Community Action Plan with a detailed focus on the downtown businesses and commercial area.

PREFACE

The Town of Eatonville developed a number of objectives to achieve during this planning process:

1. Create a town center plan based on the ideas developed in the CAP.
2. Create a pleasant and vibrant pedestrian environment, including a new town plaza that serves as a focal point and gives an identity to the Town.
3. Analyze existing traffic and parking conditions and prepare an auto traffic and parking plan that is integrated with and complements the Town Center Plan.
4. Create and evaluate various alternate schemes and sketches of a town center plan and a traffic and parking plan until a high degree of public consensus is reached.
5. Identify elements to implement the Town Center and Traffic and Parking Plan as well as ranges of cost for each element.
6. Prepare a financial plan that identifies various public and private funding sources to implement the plan.
7. Present all information in a final document for Town adoption

The current Town Center and Corridor Plan achieves the above objectives and sets the stage for revitalization. Members of EDDA, the mayor, town staff and the Chamber of Commerce support the ideas and the preferred alternative developed through this planning process. The plan includes the location of a new Town Center Plaza with a visitor center, provides guidelines for a consistent streetscape character, addresses traffic flow for simplified circulation, and presents ideas for additional parking. This plan is a major step forward for the town of Eatonville.





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BACKGROUND

This Town Center and Corridor Study builds upon prior planning work done in the Town of Eatonville, primarily the Community Action Plan (CAP) of 2000. Several action items that were outlined in the CAP are complete or underway. Other action items, such as the creating a new Town Center and identifying a connection from Washington to Mashell Avenues, are outlined in the CAP, but studied in more detail in the Town Center and Corridor Plan. Additional economic development ideas are currently under exploration by the Eatonville Downtown Development Association (EDDA).

GOALS AND OBJECTIVES

The goal of this current planning process was to develop consensus around a plan that could be carried forward by application for continued funding in 2007. Within this goal three broad objectives were identified: Locate a Town Center Plaza that includes a Visitors' Center, create a strong streetscape environment, and simplify traffic and circulation patterns.

PLANNING PROCESS

The AJEM Planning Team worked with the Mayor, Town planners and EDDA through a series of public meeting workshops. These meetings prioritized objectives, examined alternate solutions for each objective and engaged the participants in a series of decision-making processes. In addition, planners met with the LeMay family (prominent land owners), Eatonville Chamber of Commerce, Venture Bank, and representatives of the Eatonville School District to develop broader support for the plan. Representatives of the Puget Sound Regional Council and the Washington Department of Transportation were kept informed of the planning process as well.

EXISTING CONDITIONS

Construction of SR 161 on Washington Avenue, combined with heavy traffic movements to and from Center Street East, moved the focus of town away from its historical main street, Mashell Avenue. At the same time, business patterns have seen a movement away from Eatonville and partial abandonment of the downtown core to parking lots. No comprehensive streetscape knits the town's public spaces together. The SR 161 hill north of Welcome point provides a dramatic but poorly signed entrance to town. Two of the major intersections in town suffer from congestion and safety problems. Recent planning and

EXECUTIVE SUMMARY

development are beginning to affect the downtown. New development, such as Jebino's restaurant and a master plan for Mashell Meadows, indicate a revived interest in economic revitalization for Eatonville as a whole with a focus on the downtown core. This summer an upgrade to Carter Street will make a major improvement in the downtown infrastructure.

ALTERNATIVES ANALYSIS

The planning team conducted an alternatives analysis for each of the objectives set forth: create a strong town character, locate a new Town Center, and simplify traffic and circulation patterns.

Streetscape organization and character were studied through a broad set of visual examples that were refined during EDDA meeting discussion. The urban design framework evolved through several of the meetings to establish the approximate boundaries of the Town Center Plan at Welcome Point, Mashell / Madison, Center East / Madison and Center West / Pennsylvania.

The Town Center Plaza was considered on town owned property on Mashell, and on Mashell and on Washington Avenues on property owned by the LeMay family. A variety of plaza types were studied from a 'village green' to a pedestrian plaza to 'car court'.

Circulation proved to be a major concern of the participants. A number of alternates based on the Puget Sound Regional Council 'toolkit' were considered, including two one-way options. In addition, specific intersection improvements were studied to explore options for simplifying traffic flow, particularly at Washington Avenue and Center Street.

PREFERRED ALTERNATE

Two meetings focused on the creation of a preferred alternate. Participants decided on two types of streetscape treatments to apply in different areas. The first treatment is applicable to the heart of downtown Eatonville and includes landscape clusters, hanging baskets, doubled pedestrian lighting, and enhanced paving treatments. The second streetscape treatment includes street trees and pedestrian lighting and is applicable outside the heart of downtown.

Similarly, EDDA concluded that the preferred alternate should include two plazas, a Town Plaza with a Visitor Center located on town owned property on Mashell, and a retail plaza located on LeMay family property on Washington. The preferred alternative also includes a new street through the Lemay family property. This new street will create a connection from Washington Avenue through to Mashell Avenue and draw travellers over to Mashell by improving circulation. And, if designed properly, this street will be visually appealing and inviting to passerby's and will entice people to explore downtown. While the process of developing a private retail plaza and a new street through the LeMay property remains to be determined, the LeMay family has expressed support for this general approach.

The preferred alternate, after much discussion, for three key intersections is as follows. The north entry to town at Mashell Avenue should be realigned slightly to provide a short drop lane to create an incentive for vehicles to travel through Eatonville on Mashell Avenue. Additionally, the ingress and egress of the parking lot at the high school on Mashell Avenue is dangerous and should be addressed now while the school district is planning campus improvements. A series of signs prior to arriving at Welcome Point should be installed to encourage travellers to choose Mashell Avenue. New traffic channels and a signal at the Center and Washington intersection should be installed. Curb extensions and a new signal should be installed at the intersection of Center and Mashell. Finally, three areas for additional parking were identified: alley parking behind retail establishments, joint use of Middle School parking in the summertime, and development of a public / private parking lot near Center and Rainier.

COST ESTIMATES

Costs were developed based on current infrastructure improvements underway in similar towns in the region. These estimates show that the plan would take some \$10 million to \$15 million to fully implement, including all streetscapes, street improvements and additions, and plazas.

EXECUTIVE SUMMARY

FUNDING OPPORTUNITIES

A variety of funding sources exist to support public improvements such as those identified in the Town Center and Corridor Plan. Eatonville has already been awarded grants for pre-existing projects by some of these funding agencies (Washington State Transportation Improvement Board – TIB) which is encouraging for future funding possibilities. Other funding methods include conventional funding mechanisms such as Local Improvement Districts (LID) and Municipal Bonds, which involve a form of taxation. Finally, many of the elements of the plan (eg Retail Plaza and New Street) require public private partnerships.

NEXT STEPS

There are several key next steps required to maintain momentum on town center and corridor planning in Eatonville. The first is to incorporate this plan as one of the Town's top priorities along with other identified priorities such as improving infrastructure and seeking new living wage employers. The second is to adopt the plan into the existing town legal and planning framework (Community Action Plan, Zoning, Design Guidelines, Comprehensive Plan) so both public and private participants in the revitalization process are assured that the Town of Eatonville is committed to the planning process. And finally, the town must develop a public/private funding strategy to implement many of the ideas put forth in this plan. The Town Center and Corridor Plan outlines a ten year action plan therefore, the critical path involves taking the next steps so that the momentum is not lost.

The Planning Process

A series of interactive meetings along with a strong desire on the community's part to move forward with downtown revitalization lead to stakeholder consensus for the preferred alternative. Citizens often arrived at meetings with different ideas about how to solve "problems." As a result, meetings were lively. Despite the differences of opinion, participants worked to find shared values and to create solutions acceptable for all stakeholders.

The goals of these meetings focused on confirming the goals for the project and then building consensus around an urban design framework, streetscape treatments, the location and character of a new town plaza, and traffic improvements.

Additionally, the ideas developed during the planning process were presented to key stakeholders who did not attend the EDDA meetings.

EATONVILLE DOWNTOWN DEVELOPMENT ASSOCIATION

During the course of four months there were six meetings held in the Town of Eatonville with the Eatonville Downtown Development Association (EDDA) and its board of directors. These meetings were open to the public and participants were encouraged to share ideas, offer opinions and to work together to develop solutions palatable to the community as a whole.

The project timeline was fairly short, therefore each of the six meetings was very focused and had specific outcomes to achieve. The consultant team used a variety of methods to engage participants and build consensus:

- Prioritized goals previously established in the Community Action Plan by engaging participants in a "dot" game
- Asked people to visualize and describe their favorite street
- Showed numerous types of streetscape designs and asked people to rate levels of preference
- Presented a series of diagrams for the town center location, streetscape ideas, and traffic solutions and encouraged frank, open discussion of all the ideas presented and/or missing



EDDA meeting

THE PLANNING PROCESS



LeMay Family Property

LEMAY FAMILY

Over the past few years the LeMay family, owner of several parcels of land in the heart of downtown Eatonville, has expressed a desire to work with the Town on a public project. Based on this knowledge and the location of the LeMay family property, the preferred alternative includes a scenario that will require a public/private partnership between the LeMay family and the Town of Eatonville. Therefore, the consultant, Eatonville town planners, the mayor, and an EDDA member presented the preferred alternate to the LeMay family Board of Directors to gauge their interest in participating in a partnership with the Town. Several weeks after this initial meeting, the LeMay family followed up with the Town to express their interest in moving forward with the town and supporting the downtown revitalization efforts. "This seems to be an exciting project and important step for the Town of Eatonville and, under the right circumstances, the LeMay Family would be interested in being a part of it" stated a letter from the LeMay's.



Chamber of Commerce

EATONVILLE CHAMBER OF COMMERCE

In addition to presenting the preferred alternative to the LeMay family, the consultant presented the plan to the Eatonville Chamber of Commerce. General feedback from the Chamber was enthusiastic with particular emphasis on exploring avenues for development on the private side. EDDA and the Chamber plan to collaborate on revitalization efforts in the future. In support of the plan, the Chamber posted information and documents created during the planning process on its website.

VENTURE BANK

The consultant and Mayor met with representatives from Venture Bank because the preferred alternative includes a second new street that runs through a portion of their property. Venture Bank is planning on redeveloping their property in late 2007 and the bank and Town will continue to speak to find a strategy that meets the needs of both the citizens of Eatonville and Venture Bank.

EATONVILLE SCHOOL DISTRICT

The town recently passed a bond measurement to pay for improvements to the three existing schools in Eatonville. The design process is underway and the Town is discussing this plan with the school architects to find ways to partner to implement this plan. Installing the preferred pedestrians lights on the high school campus has already been discussed as part of the high school site plan.



Eatonville High School

Existing Conditions

This plan focuses primarily on the commercial heart of downtown Eatonville. There are three distinct areas each with different characteristics. Washington Avenue, which runs through the center of town is also State Route 161, which presents unique challenges. Mashell Avenue long considered the center of downtown Eatonville runs parallel to Washington Avenue and is considered the town main street. Center Street, which runs perpendicular to both Washington and Mashell, is defined by two distinctly different development patterns.

WASHINGTON AVENUE/SR-161

The majority of traffic that travels through Eatonville does so on Washington Avenue. Double-loaded gravel trucks traveling to and from the quarry at the east end of town create heavy through traffic on Washington year round. In the summer the highway is heavily traveled by tourists heading to Mount Rainier National Park. The street is fairly loud due to the heavy truck traffic and there are very few pedestrian amenities, such as trees or grass. Additionally, Washington Avenue was built by the state in 1970 and has not been improved since that time.

The northern end of the street is characterized primarily by single-family houses that have been converted to commercial uses and there are several vacant lots. The southern portion of the street has a mixture of commercial businesses and more vacant lots.

Eatonville's middle and elementary school are located one block east of Washington and the high school is one block west. This creates heavy pedestrian traffic between the two schools, which share the use of some athletic fields. Children also have to cross Washington if they walk home to the east side of town. There is a pedestrian crossing at Lynch Creek street to improve the children's safety.

MASHELL "MAIN STREET"

Mashell Avenue is the original main street through town. The street is anchored to the north by Eatonville High School. Just south of the school, the block is lined with older single-family houses, which gives way to downtown Eatonville at Carter Street where buildings are mostly built to the property line. Mashell Avenue feels much different than Washington and citizens consider Mashell the heart of town.



Washington Avenue



School pedestrian crossing on Washington Avenue



Mashell Avenue

EXISTING CONDITIONS



Eatonville



The commercial buildings on Mashell are primarily older, with a few exceptions, and most would benefit from some façade improvements. There are sidewalks, but again due to the lack of greenery or ample lighting, the street isn't very pedestrian friendly, especially at night when there are deep pockets of darkness. That said, Mashell Avenue is seeing some signs of progress towards revitalization. A popular local restaurant has just moved into a new home at the corner of Mashell and Carter Street. Additionally, another business on Mashell has been rehabbed and a new mixed use building is in the design and review phase. These developments illustrate a commitment by business owners in the heart of downtown to move forward in re-establishing Mashell Avenue as a thriving business district.



Mashell Avenue

CENTER STREET

Center Street East on the northeast side is characterized by commercial strip mall like development. The southeast side has several single-family homes that have been converted to commercial use. The character changes once Washington is crossed heading west into the downtown. After Center crosses Mashell the civic core of downtown Eatonville begins. On the south side of Center Street West in succession are the post office, town hall/fire station, library and community center. The north side is home to the largest private employer in town, a medical billing facility. The street is lined with trees and provides a fabulous view of Mt. Rainier.

Just beyond downtown, the area east of the intersection of Center Street and Madison Avenue is zoned mixed-use. The area is slated for a major development that will include housing and some commercial uses, which may impact downtown in terms of pedestrian and vehicular traffic.



Center Street looking west

EXISTING CONDITIONS



North entry to Town

NORTH GATEWAY TO TOWN

Vehicles enter Eatonville from the north by climbing up a gradual hill on SR 161. At the crest of the hill there is a sign indicating a slight veer to the right for the business route and an arrow pointing south labeled SR 161 “truck route.” Once a driver sees this sign it is too late for the driver to process the information, therefore most of the through traffic travels down Washington Avenue and by-passes Eatonville’s main street Mashell Avenue. Citizens in Eatonville would like to see more traffic travel down Mashell. The north entry to town is an important opportunity to be considered in the this plan.

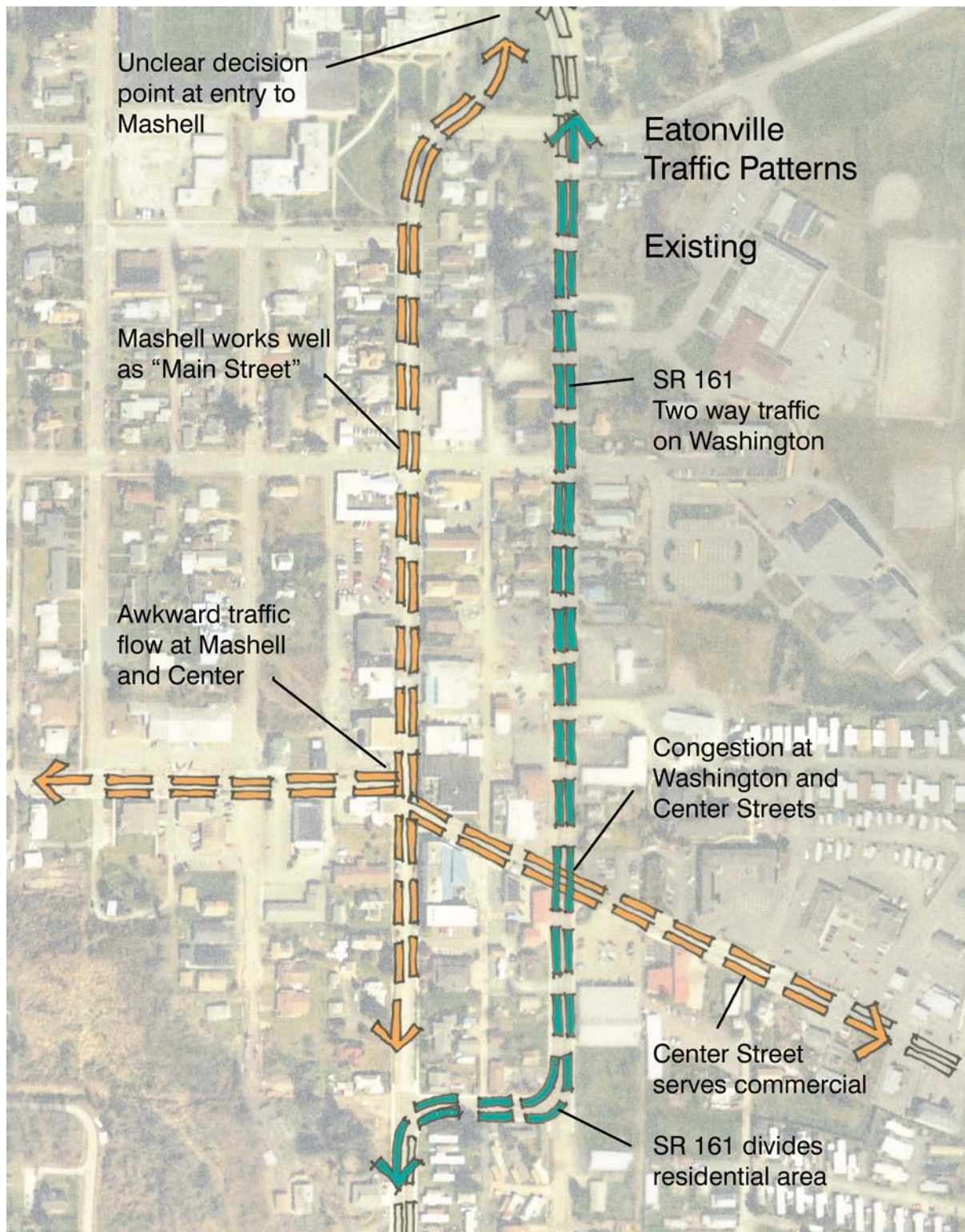
Additionally, just past Nevitt Park to the south is Eatonville’s High School. One of the school’s parking lots intersects with 161 just off Mashell and is dangerous both to vehicles entering and leaving the parking lot and to drivers entering town on Mashell due to poor sight lines. There is an opportunity to address this issue because the Town recently passed a bond measure to upgrade the high school and planning is currently underway.

CENTER STREET AND WASHINGTON AVENUE

Washington Avenue is a state highway that gets heavy truck traffic year round and added tourist traffic during the summer. Although SR 161 officially continues south toward Rainier National Park at Center Street, the majority of traffic actually turns east on to Center Street West instead of continuing south on the designated highway. Additionally, traffic moving west on Center Street West accounts for the second highest volume of turns at this intersection. These factors combined make this the busiest intersection in Eatonville. Traffic flow is currently managed with a four-way stop that has a flashing light, however in the summer, traffic backs up all the way out of town to the north. By 2011 this intersection is projected to be a “level of service” D.

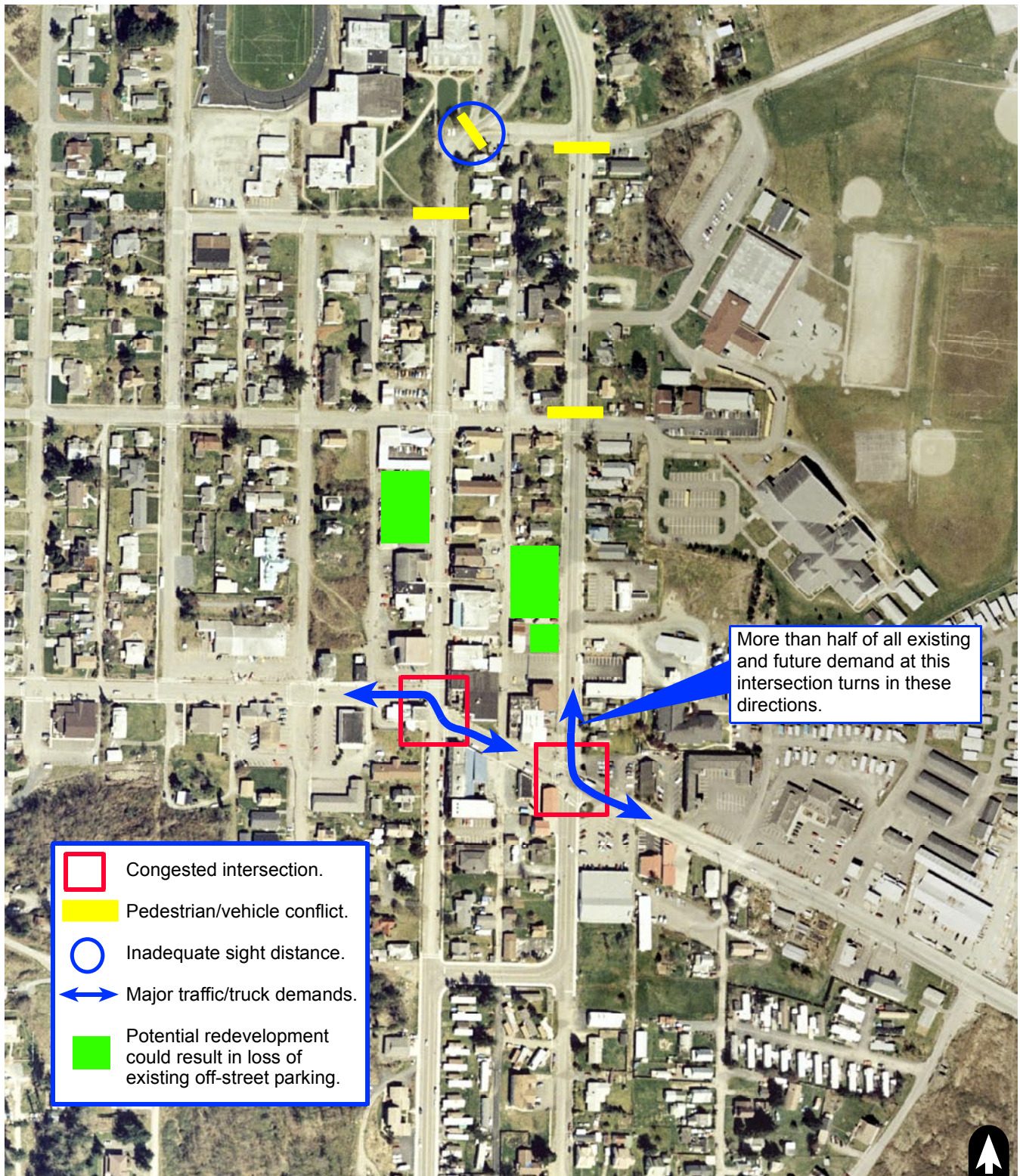


Intersection at Center Street and Washington



Existing Traffic Patterns

EXISTING CONDITIONS



Existing Traffic Conditions



Not only is this the busiest intersection in Eatonville, it is the most prominent. The intersection is the largest and the only required stop as vehicles travel through Eatonville. This intersection also serves as a gateway to Eatonville to vehicles entering Town from the south side.

Currently the intersection is surrounded on three sides with parking lots and on the southwest corner by a commercial building that it built out to the property line.

CENTER STREET AND MASHELL AVENUE

This intersection is used primarily by local vehicles making trips through town and by gravel trucks traveling east and west. The town recently installed four way stop signs here to improve safety for vehicles and pedestrians. However, because the intersection is off-set on the east side, there are poor site lines and local drivers and pedestrians find this intersection frustrating and unsafe. The level of service at this intersection is projected to be a B in 2011, however safety issues may warrant a signal.



Intersection at Center Street and Mashell Avenue

EXISTING CONDITIONS

PROJECTS UNDERWAY WASHINGTON AVENUE

Eatonville received a Community Development Block Grant to upgrade the sidewalk and lighting on the extension south on Washington Avenue and one side of Madison across from Mill Pond Park.

CARTER STREET (WASHINGTON TO ORCHARD)

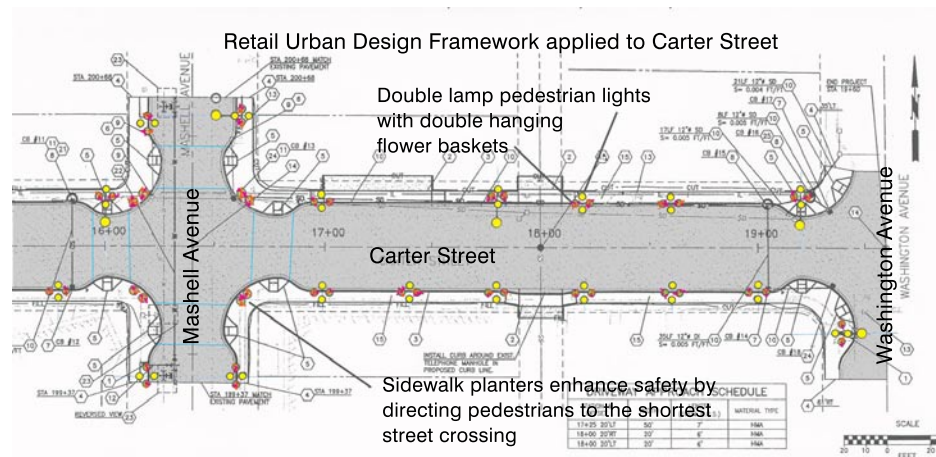
Eatonville recently received a grant from the Washington Transportation Board to upgrade Carter Street by undergrounding utilities and building a new street and sidewalks. The town is making every attempt to apply the streetscape character defined in this plan to the improvements (see diagram below).

RAINIER AVENUE (CENTER TO CARTER)

The same grant is also funding sidewalk, lighting and storm drainage improvements to Rainier Avenue.



Portion of Carter Street where new framework will be applied



PLAN OBJECTIVES

To prioritize planning objectives, Arai Jackson outlined all the objectives and sub-elements listed in the scope on large boards during one of first meetings with the Eatonville Downtown Development Association. EDDA members placed dots next to the objectives that were most important to them. These prioritized objectives became the driving force of the planning process. The top priorities identified during the “dot” exercise process are:

DEVELOP A STRONG TOWN CHARACTER

Eatonville is a small, friendly town that would not only like to stay that way, but would also like to reinforce that character. There is a strong desire to make streetscape, building and road improvements that will reflect the small town scale of Eatonville, especially on the two major streets through town – Washington and Mashell Avenues. Installing street trees, furniture and distinctive street and pedestrian lights are major EDDA goals. There is also a desire to provide architectural design guidelines for new and existing buildings in of Eatonville.

CREATE A SPECIAL PLACE IN EATONVILLE

EDDA wanted to determine the best place to locate a new Town Center Plaza with a Visitor’s Center. This new focal point for the downtown is meant to serve both the residents of Eatonville and be a tourist attraction that entices pedestrian and vehicle traffic into the heart of Eatonville. The Town can host a variety of events, such as a farmer’s market or 4th of July celebration, in this new public plaza or commons.

PROVIDE EASY CIRCULATION

Improving traffic circulation through town and providing easy access to Washington and Mashell Avenues is seen as key to capturing more tourist traffic in the summer. There are some problematic intersections that impede traffic flow, not only for tourists, but also for residents. EDDA wanted several traffic solutions analyzed as part of this planning process.

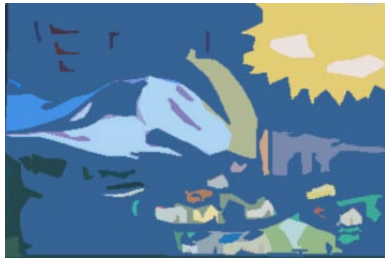
There is also a strong desire to provide off-street parking for local people in support of shopping, personal and professional services, and general recreation.



Streetscape example



Town plaza example



THE ALTERNATIVES

A number of different alternatives were developed for each sub element of the plan. The alternatives were based on established goals, public/private partnership opportunities, traffic and parking issues identified by the town, the comprehensive plan, and current scheduled street improvements. Each of these ideas were discussed in depth with the Eatonville Downtown Development Association during the planning process.

DEVELOP A STRONG TOWN CHARACTER

STREETSCAPE

EDDA members expressed a strong desire to create a pedestrian-friendly, small town atmosphere with a cohesive identity in Eatonville. Together the group explored several ideas about how to accomplish this through streetscape design, including;

- Better street lighting
- Additional pedestrian lighting
- Consistent landscaping
- Improved sidewalks and street crossings

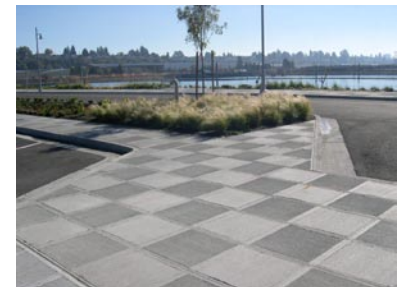
Many different types of streetscape treatments were presented for discussion including, tree, planters, hanging baskets on streetlights and sides of buildings, awnings, pavement treatments, lighting options, benches, trash cans, etc.

URBAN DESIGN FRAMEWORK

There is a desire to distinguish the heart of the downtown district as a pedestrian friendly area with unique characteristics. Therefore, there was a lot of discussion about defining the boundaries of the area and how it can be treated as a variation of the other downtown streetscape improvements.



Landscape alternative



Paving treatment alternative

THE ALTERNATIVES

CREATE A SPECIAL PLACE IN EATONVILLE

TOWN CENTER PLAZA LOCATION

The location of the plaza focused on the area between Washington and Mashell Avenues, and Center and Carter Streets. The alternatives primarily focused on the piece of property the town owns on the north end of Mashell, which is not visible from Washington and vacant property in the center of town owned by the LeMay family, which is visible from Washington Avenue to those traveling through Eatonville on SR 161. A number of alternatives were discussed and quickly narrowed to the three following options.

1. Place the town plaza on the piece of property currently owned by the town on the upper northwest side of Mashell and create a new street connecting Mashell and Washington through the LeMay property. Locate a small visitor center on the LeMay property on Washington adjacent to new street.
Pro: Town plaza property owned by Eatonville, new street provides visible connection to Mashell.
Con: Town plaza not visible from Washington, the new street runs through property currently owned by the LeMay family. Visitor Center on Washington will not draw foot traffic to Mashell Avenue.
2. Place the town plaza on Mashell and a visitor center on Washington Avenue on the LeMay property. Create green space on Eatonville owned property.
Pro: Visitor Center visible from Washington would open up onto Town Plaza on Mashell and draw more foot traffic onto Mashell Avenue.
Con: Property owned by LeMay family.
3. Place the town plaza on Washington and the visitor center on Mashell Avenue on the LeMay property. Create a plaza that could double as parking on Eatonville property.
Pro: Town plaza not visible from Washington, but visitor center would open on to Mashell and provide incentive for pedestrians to walk on Mashell.
Con: Property owned by LeMay family.

CHARACTER

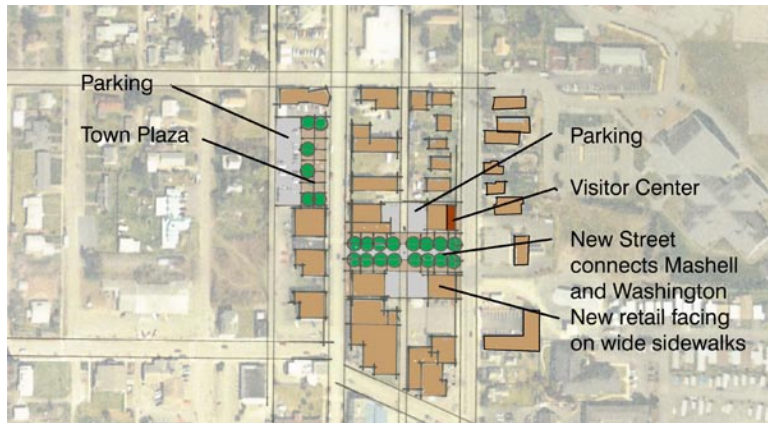
Eatonville has a number of events throughout the year that could benefit from having a town plaza. Many different types of plazas and approaches to plaza design were presented and discussed, including whether the plaza should be a hardscape or a greenscape and what types of features the community would like included, such as festival lighting, a sculpture, a water feature, etc.



Water Feature example

Town Center Plaza Location Alternatives

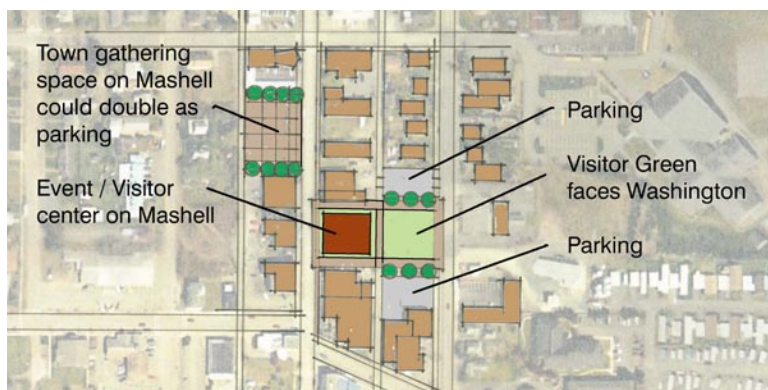
1



2



3



THE ALTERNATIVES



*Welcome Point at north entry
to town*

PROVIDE EASY CIRCULATION

TRAFFIC FLOW ALTERNATIVES

The split at the north entrance to town at Welcome Point/Nevitt Park is confusing because drivers have to make a quick decision to either continue south on Washington or to veer right and travel down Mashell. Due to the short distance a driver has to make this decision and the fact that a sign directs truck traffic straight on SR 161, most vehicles continue south on Washington, bypassing Mashell Avenue and leaving those businesses without much tourist traffic.

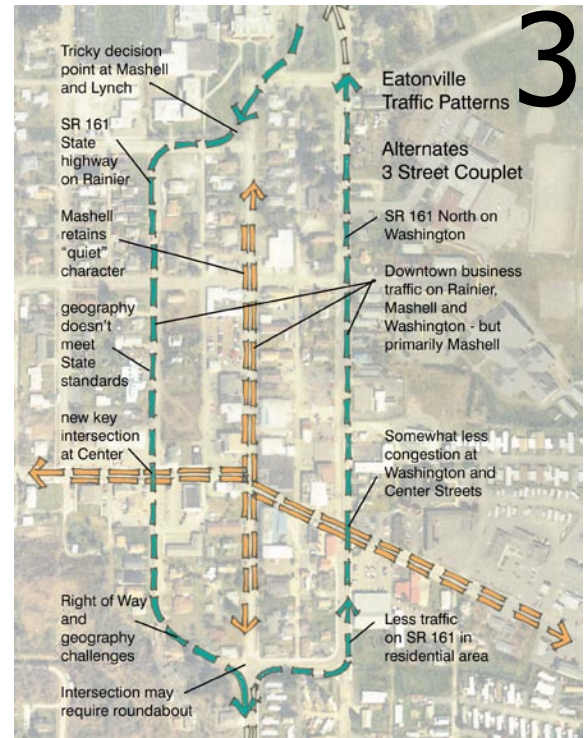
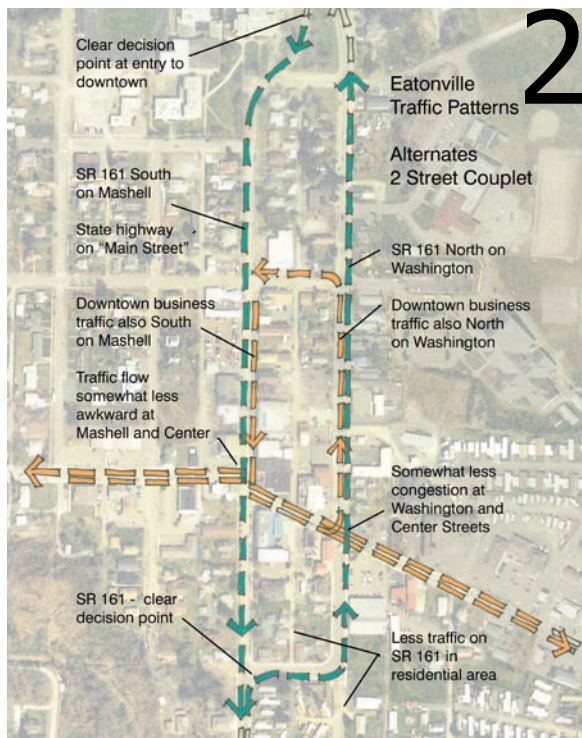
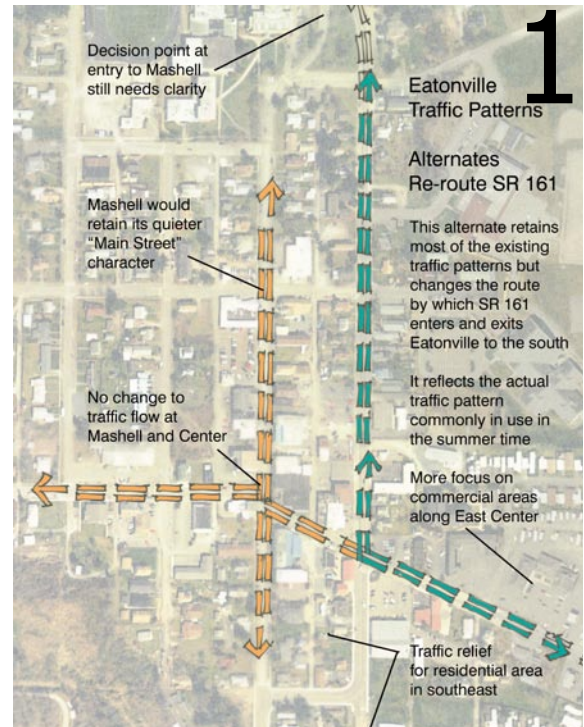
Additionally, traffic congestion on Washington Avenue in the summer does not create an environment that encourages stopping in Eatonville. People often drive through town without stopping because they want to “get through” the congestion.

Two major questions were addressed while analyzing traffic flow alternatives with EDDA: What can be done to get more traffic on Mashell Avenue, and how can the congestion problem be solved on Washington during the summer tourist season?

Several alternatives for addressing traffic flow were presented and discussed including solutions that are outlined in the Puget Sound Regional Council’s manual “Options and Innovations Toolkit: Context Sensitive Solutions for Rural Town Center and Corridors.” Alternatives analyzed include, a one-way couplet, three street couplet, bypass route, secondary route, a frontage road, and a new street. The pro’s and con’s of each of these solutions were discussed during the public process. The diagrams to the right illustrate some of the alternatives presented for discussion.

Some Circulation Alternatives

1. Re-route SR 161
2. Two street couplet
3. Three street couplet



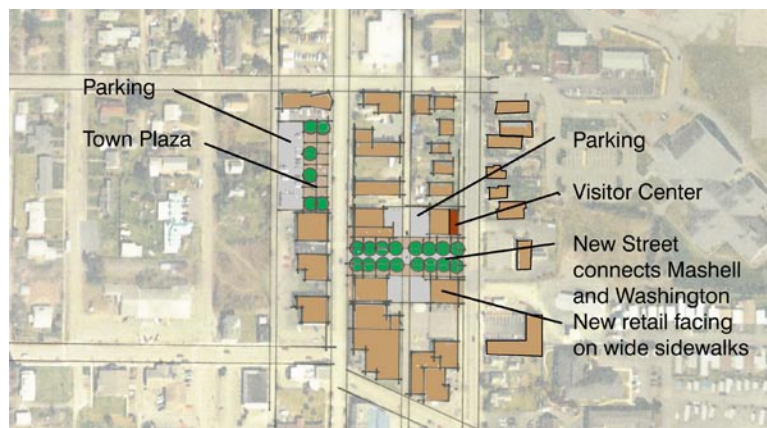
THE ALTERNATIVES

ONE-WAY COUPLET AND NEW STREET ANALYSIS

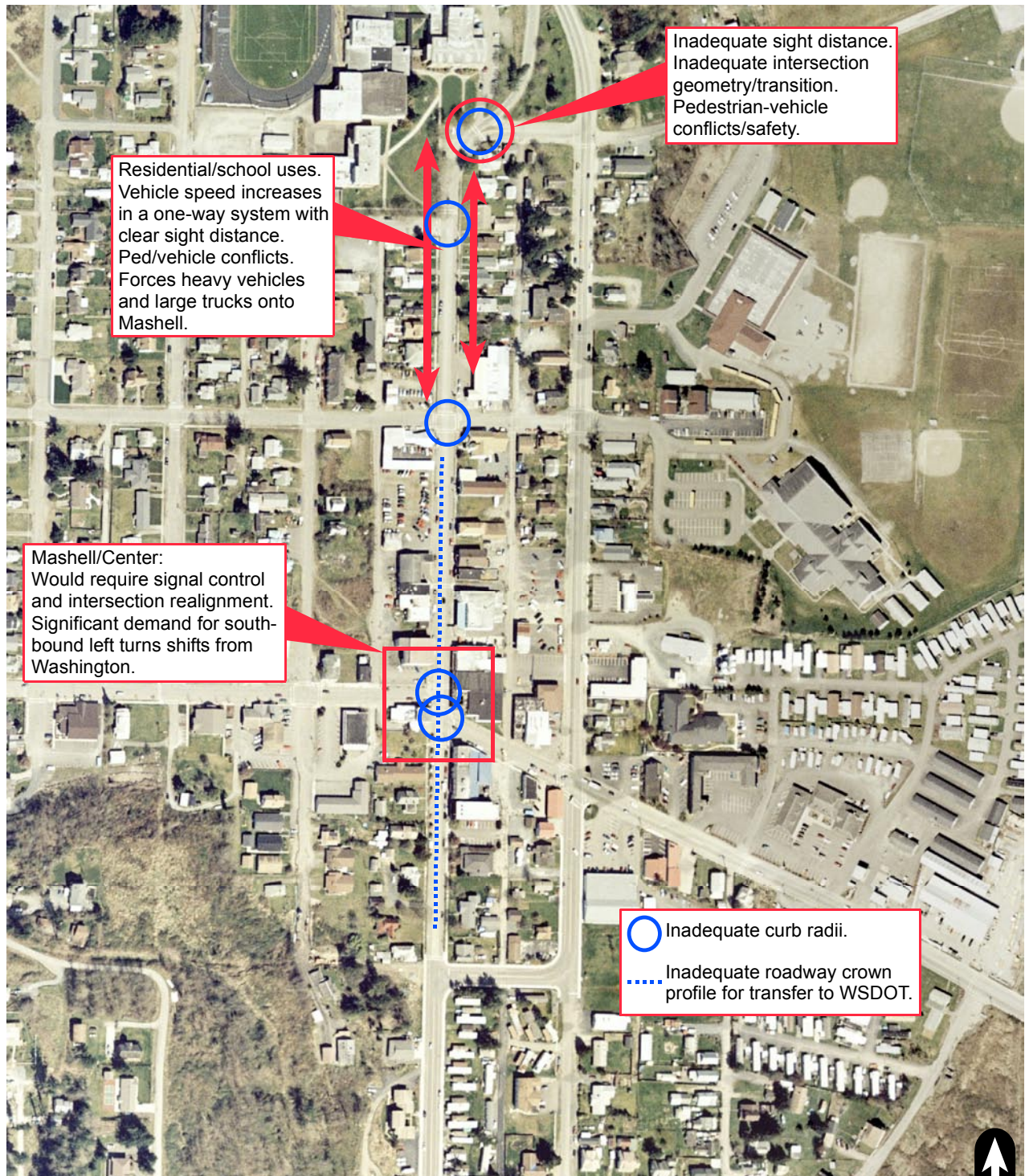
Two ideas quickly rose to the top for further consideration: a one-way couplet and a new street. A one-way couplet starting at Welcome Point at the north entrance to town would force more traffic onto Mashell Avenue. A well-designed, attractive new street connecting Mashell and Washington Avenues between Carter and Center Streets might entice more traffic on to Mashell. Both ideas were discussed at length and the pro's and con's of each option were addressed.

The one-way couplet solution was heavily debated. The notes on the facing page identify the potential difficulties associated with creating a one-way couplet. Several members of EDDA did not feel that the concept was being adequately studied and asked for more information about the implications of the idea. The consultant team followed up with the illustration on page 24 and a detailed assessment on page 25.

The block between Carter Street to the north and Center Street to the south is fairly long. Building a new street between Washington and Mashell creates better circulation. Additionally, if the street is designed well with a pedestrian focus, it can provide an attractive visual connection between Washington and Mashell. The drawback to this scheme is that the property is owned by the LeMay family and some type of public/private partnership will need to occur.



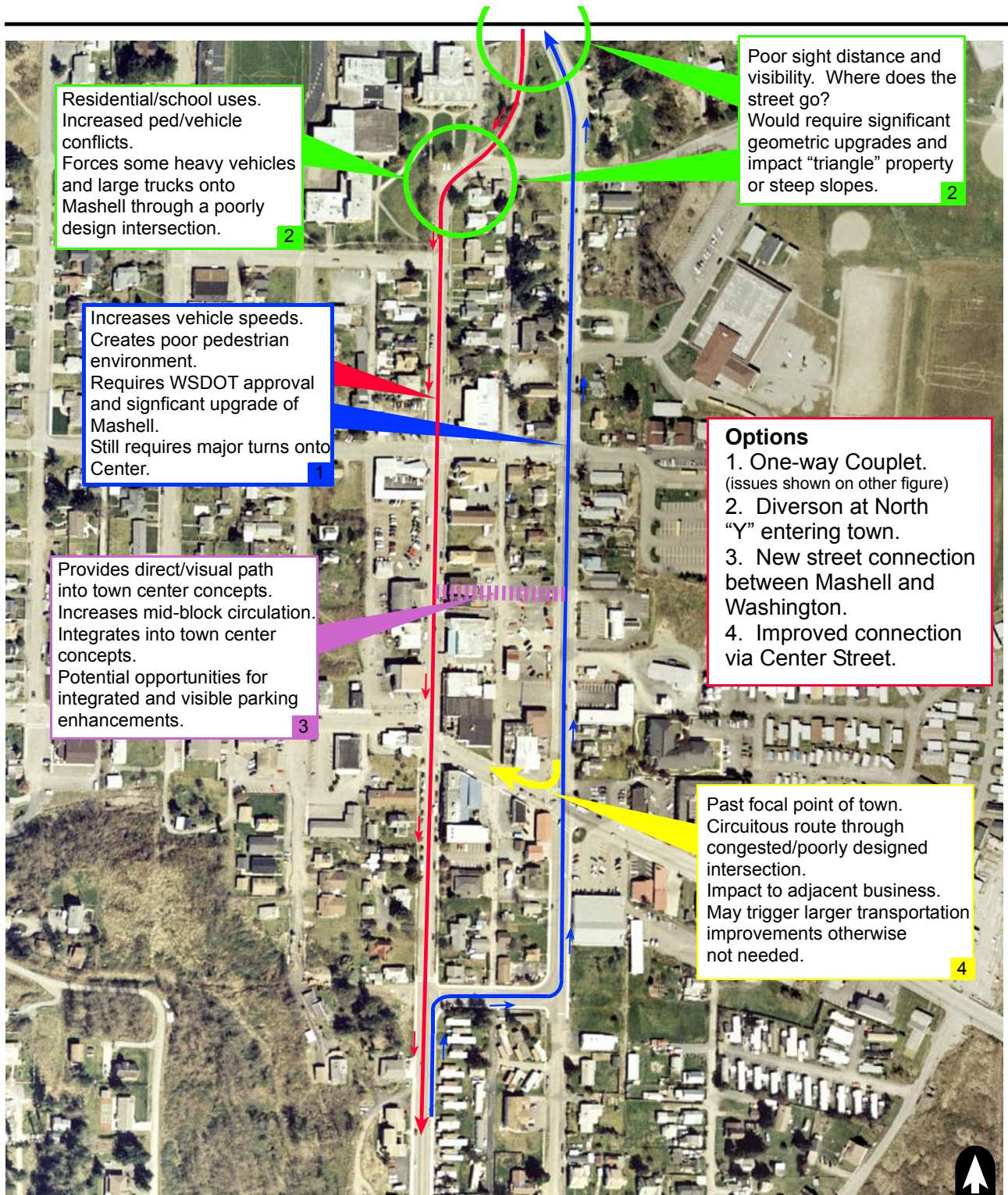
New street alternative



One-way couplet analysis

Not to Scale

THE ALTERNATIVES



Additional one-way couplet assesment



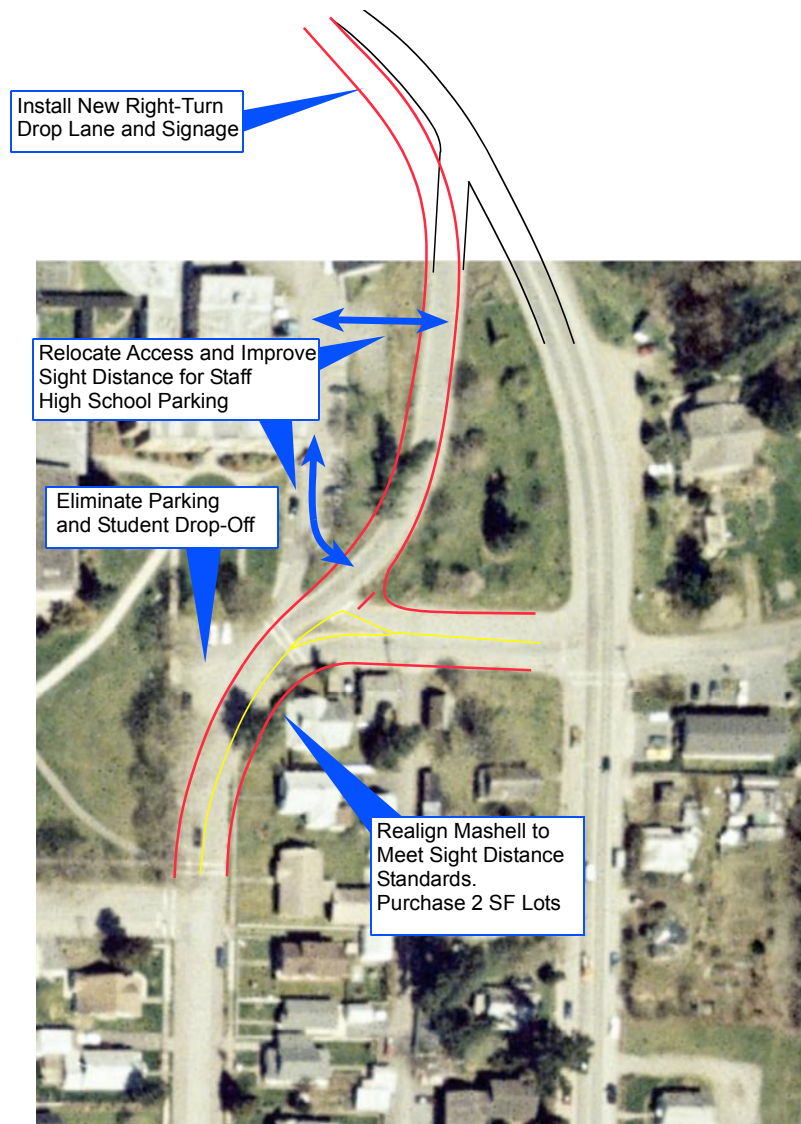
| Transportation Issue/Goal | One-Way Couplet | New East-West Connector with Spot Intersection and Pedestrian Crossing Treatments |
|------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Better Traffic Flow in General Throughout Eatonville | <p><u>Pros:</u> Would distribute traffic flows that travel through the town onto two different streets. One-way street systems are more efficient in moving traffic.</p> <p><u>Cons:</u> One-way street systems result in higher vehicle speeds (less conflict for vehicles). Larger vehicles would impact Mashell Street, which is currently a more pedestrian friendly environment. One-way system would not solve the transition/congestion from SR 161 to Center Street. One-way system would require realignment of Center at Mashell Street. Transition to WSDOT standards on Mashell would likely not be achieved.</p> | <p><u>Pros:</u> Would provide for a new connection to Mashell Street from Washington direct into the core of downtown. Would not require realignment of Mashell Street. Would correct deficiencies at key congestion points, but not at the expense of other streets and neighborhoods. Maintains larger vehicle traffic on Washington Street, which is designed to carry these vehicles.</p> <p><u>Cons:</u> Does not move traffic through town as efficiently. Does not change traffic pattern of buses or large trucks.</p> |
| Better Exposure to Eatonville Businesses (better balance between Mashell and Washington) | <p><u>Pros:</u> Would distribute traffic flows that travel through the town onto both Mashell and Washington. One-way street systems are more efficient in moving traffic.</p> <p><u>Cons:</u> One-way street systems result in higher vehicle speeds (less conflict for vehicles) and would not be conducive to attracting through travelers. Larger vehicles would impact Mashell Street, which is currently a more pedestrian friendly environment. One-way system would require realignment of Center at Mashell Street, impacting businesses. Local trips would become more circuitous in nature for distribution to local businesses.</p> | <p><u>Pros:</u> Would provide for a new connection to Mashell Street from Washington direct into the core of downtown. Would not require realignment of Mashell Street. Would provide for new retail store frontage within downtown core, increasing redevelopment potential. Does not force large trucks through Mashell Street. Does not impact businesses through Center realignment or through upgrade of Mashell for one-way couplet. Provides direct routes to downtown businesses.</p> <p><u>Cons:</u> Does not split traffic as much as a one-way couplet; an imbalance of flows would remain. Does not change traffic pattern of buses or large trucks.</p> |
| Improved Safety | <p><u>Pros:</u> Would require pedestrians to only look in one direction to cross the street. Fewer turning movement conflicts at intersections due to one-way nature of streets.</p> <p><u>Cons:</u> One-way street systems result in higher vehicle speeds (less conflict for vehicles). One-way vehicles at higher speeds, tend to increase the potential for collision with vehicles attempting parking maneuvers. Increased vehicle speeds/large vehicles on Mashell would not create a pedestrian-oriented business friendly environment.</p> | <p><u>Pros:</u> Maintains a calmer traffic flow and pattern. Improves safety at Mashell and Center without impacting businesses. Does not include any atypical improvements which could result in short-term safety issues. Address pedestrian traffic through improved crossing treatments.</p> <p><u>Cons:</u> Maintains existing crossing locations for pedestrian movements.</p> |
| Reduced Congestion | <p><u>Pros:</u> Reduces congestion for left turns at Washington and Center. Fewer turning movement conflicts at intersections due to one-way nature of streets.</p> <p><u>Cons:</u> Creates significant impact at Mashell and Center. Increases congestion at Washington and Center on Eastbound Center approach.</p> | <p><u>Pros:</u> Addresses congestion through intersection improvements at Washington and Mashell at Center. Does not increase congestion significantly on Mashell near school/businesses. Does not force heavy vehicles onto Mashell. Maintains 2-way circulation through town, minimizing circuitous routing and focused turning movements. Provides for east-west relief between Washington and Mashell.</p> <p><u>Cons:</u> Does not create a bypass for large vehicles through town.</p> |

Detailed pro/con one-way couplet assesment

THE ALTERNATIVES

NORTH ENTRY ALTERNATIVES

In addition to the one-way couplet and new street, several other alternatives were discussed to address traffic flow. These alternatives focus on improvements at the north entry to town: clearer signage prior to the split, a new “drop lane” on SR 161 just prior to the split, and a realignment of Mashell and some change to ingress and egress at the high school. Clearer signage is fairly simple, however, the drop lane is a complex design problem. As with the one-way couplet and new street alternatives, these alternatives strive to direct more traffic down Mashell Avenue.



Drop Lane alternative



Figure 1
Eatonville
North Entry

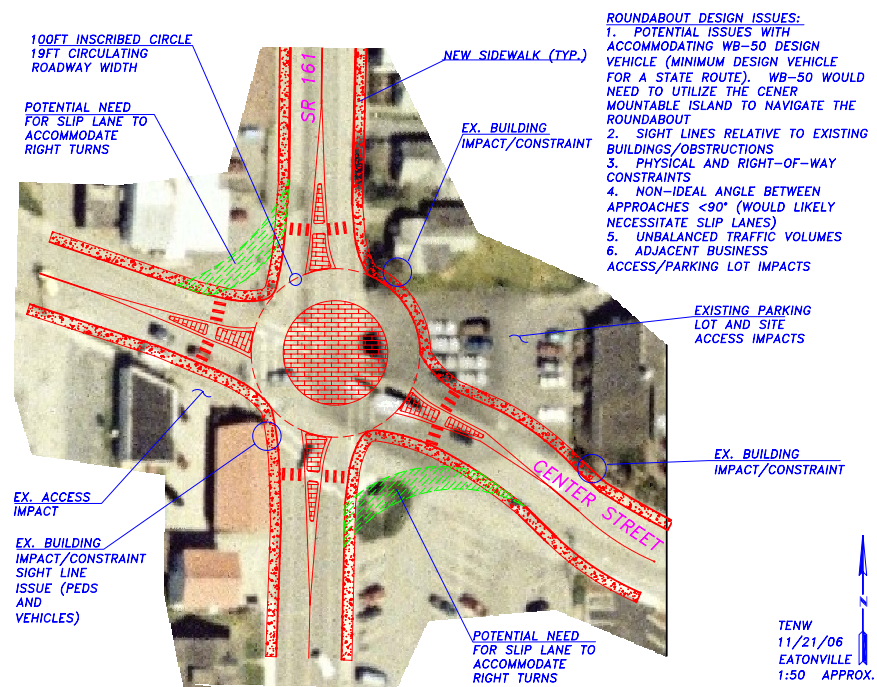
Drop lane alternative engineering

THE ALTERNATIVES

WASHINGTON AND CENTER ALTERNATIVES

As noted in the existing conditions, this intersection is congested, especially in the summer tourist season. Traffic moving through this intersection generally makes two types of turning movements: traffic traveling south on Washington turns east onto Center Street and traffic heading west on Center Street turns north on Washington.

Citizens were very interested in determining whether a roundabout or signalization and channelization are feasible and which option will best improve traffic flow. The traffic consultant analyzed both options. The roundabout option is assessed below and an intersection improvement is analyzed on the following page.



Round about alternative at intersectoin of Center and Washington



Center and Washington alternative analysis

THE ALTERNATIVES

MASHELL AND CENTER ALTERNATIVES

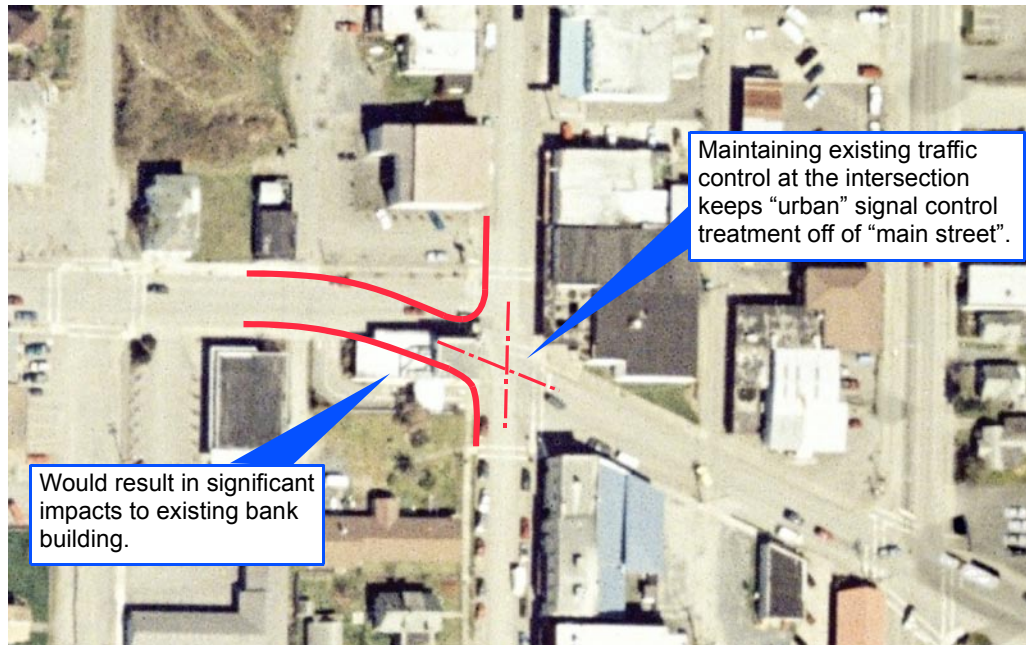
The intersection at Mashell and Center is off-set and creates safety concerns for vehicles and pedestrians. Two alternatives were analyzed and discussed as solutions to the problem. First, the Key Bank building, which is a historical landmark, that sits on the southwest corner could be moved to the vacant lot adjacent on the south side and the intersection could be realigned. This option is the most effective, however it is expensive, complex and involves Eatonville's most historic building. This alternative could only be considered after detailed analysis with the community. Second, a signal could be installed and the curbs realigned. Both alternatives are explained on the following page.

PARKING

Citizens expressed concern for a lack of parking options during the summer. One way to address this issue is to create/encourage alley parking. Additionally, downtown business owners could ask employees to park on the fringe of downtown instead of in customer spaces. Both of these changes would free up parking for customers.

Another way to provide parking for tourist traffic, and in particular larger vehicles such as RV's, is to encourage parking in the middle school parking lot just west of Washington at Carter Street. Since the parking shortage only occurs during the summer, there is no need to building a huge parking lot that would sit empty for nine months out of the year. This idea was originally put forth in Community Action Plan. Development of a public/private parking lot on Rainier Avenue north of Center Street West would provide a similar solution for the west side of the downtown core.

OPTION 1 - CENTER REALIGNMENT WEST OF MASHELL MAINTAIN ALL-WAY STOP CONTROL



OPTION 2 - SIGNALIZE EXISTING OFF-SET INTERSECTION



Not to Scale



THE PREFERRED ALTERNATIVE

After discussing all the alternatives with EDDA, the group decided upon this Preferred Alternative, which includes both public and private components. Public components include a framework of streetscape improvements, traffic revisions and a town plaza with a Visitors Center. Private components include a potential new street, retail plaza, storefront improvements, new retail and/or mixed-use buildings. Thus, revitalization activities are aimed at drawing both new businesses and new customers into Eatonville.

A STRONG TOWN CHARACTER

STREETSCAPE/URBAN DESIGN FRAMEWORK

There are two preferred streetscape approaches. The first approach should be applied to the “heart” of downtown. This treatment includes, concrete sidewalks with edging, street lights, double pedestrian lights, informal landscaping, hanging flower baskets, and functional art such as decorative trash cans.

The second streetscape approach is still pedestrian-friendly, but has a slightly different character. Street trees will serve as the focal point instead of flowers and pedestrian lighting will be single instead of double. Concrete sidewalks and street lights will be similar in both areas. The details for these two streetscapes are outlined on pages 34 - 37.

The boundaries for the application of these streetscape treatments are as follows: (diagram on page 43.)

- North – Welcome Point at Mashell and Washington
- South – Alder/Madison at Mashell entrance to Mill Pond Park
- East – Madison at Center East
- West – Center at Pennsylvania (Civic Buildings Area)

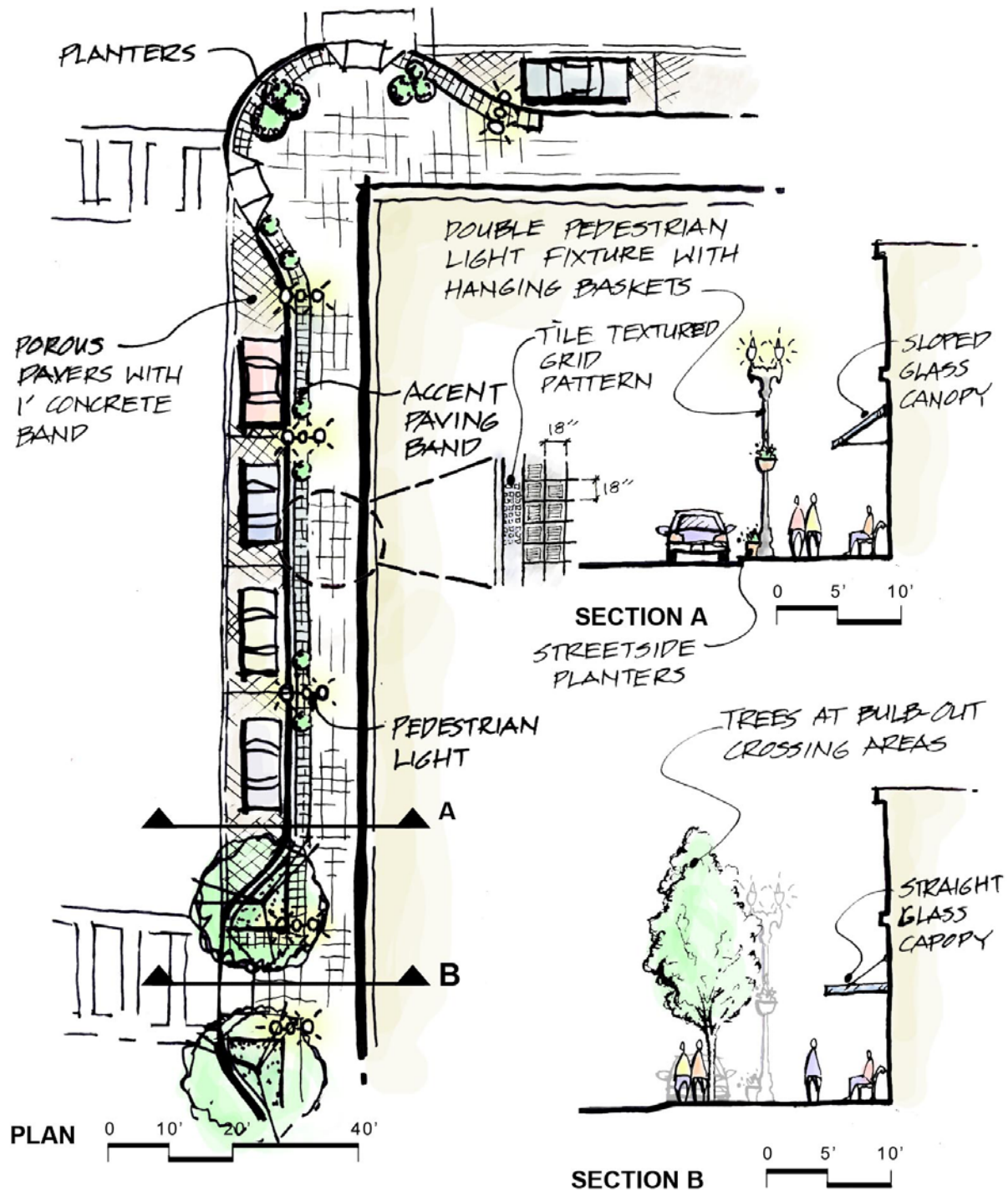
FACADE IMPROVEMENTS

In addition to the public streetscape improvements that may be made through grants, public financing or other means, there is also the opportunity for individual businesses to make facade improvements to their property which could greatly enhance the character of Eatonville. The Community Action Plan developed in 2000 includes design guidelines for the heart of downtown. Although these guidelines were not fully implemented, until new or revised guidelines are developed, they can be used as reference source to those seeking ideas for redevelopment and new development.



PREFERRED ALTERNATIVE

Streetscape Treatment 1



Planting

Plant species mix and design should be visually consistent.

- Tree planting pit-Treatment 1:
 - Planting pits at bulb-out crosswalk areas should be minimum 25 square feet.
 - Minimum 3 feet depth of planting soil.
 - Trees should be medium size deciduous tree species, different than tree species in treatment 2 areas.
 - Root barriers should be provided along planting pit edges.
 - Provision for electrical receptacles should be provided.
- Tree planting pit-Treatment 2:
 - Streetside tree planting pits should be a 4'x6', though a minimum of 3'x5' should be acceptable in limited space areas.
 - Minimum 3 feet depth of planting soil.
 - Trees should be medium size deciduous tree species, with open canopies, different than tree species in treatment 1 areas.
 - Root barriers should be provided along planting pit edges.
 - Provision for electrical receptacles should be provided.
- Planters-Treatment 1:
 - Planters should be approximately 3' diameter and minimum 18" high.
 - Planter design should coordinate in style with lighting fixtures.
 - Planting should consist of seasonal annuals with bright color, each planter should have the same mix of plants to ensure a consistent character throughout the streetscape.
- Hanging Baskets-Treatment 1:
 - Planting should consist of seasonal annuals with bright color, each basket should have the same mix of plants to ensure a consistent character throughout the streetscape.

Site Furnishings

- Canopy: Building canopies should be designed to let light through and to provide weather protection.
- Merchant Signs: Signs should express individual character and be displayed perpendicular to storefronts along pedestrian oriented streets.
- Street Signs: Street signs could be mounted on poles in same style as lighting fixture, or at a minimum the poles should have a black finish.
- Seating: Seating along the street should consist of wood benches with black accent material in a style coordinated with the pedestrian lighting.
- Trash Receptacles: Trash receptacles should incorporate public art

RETAIL CORE STREETScape

DESIGN ELEMENTS

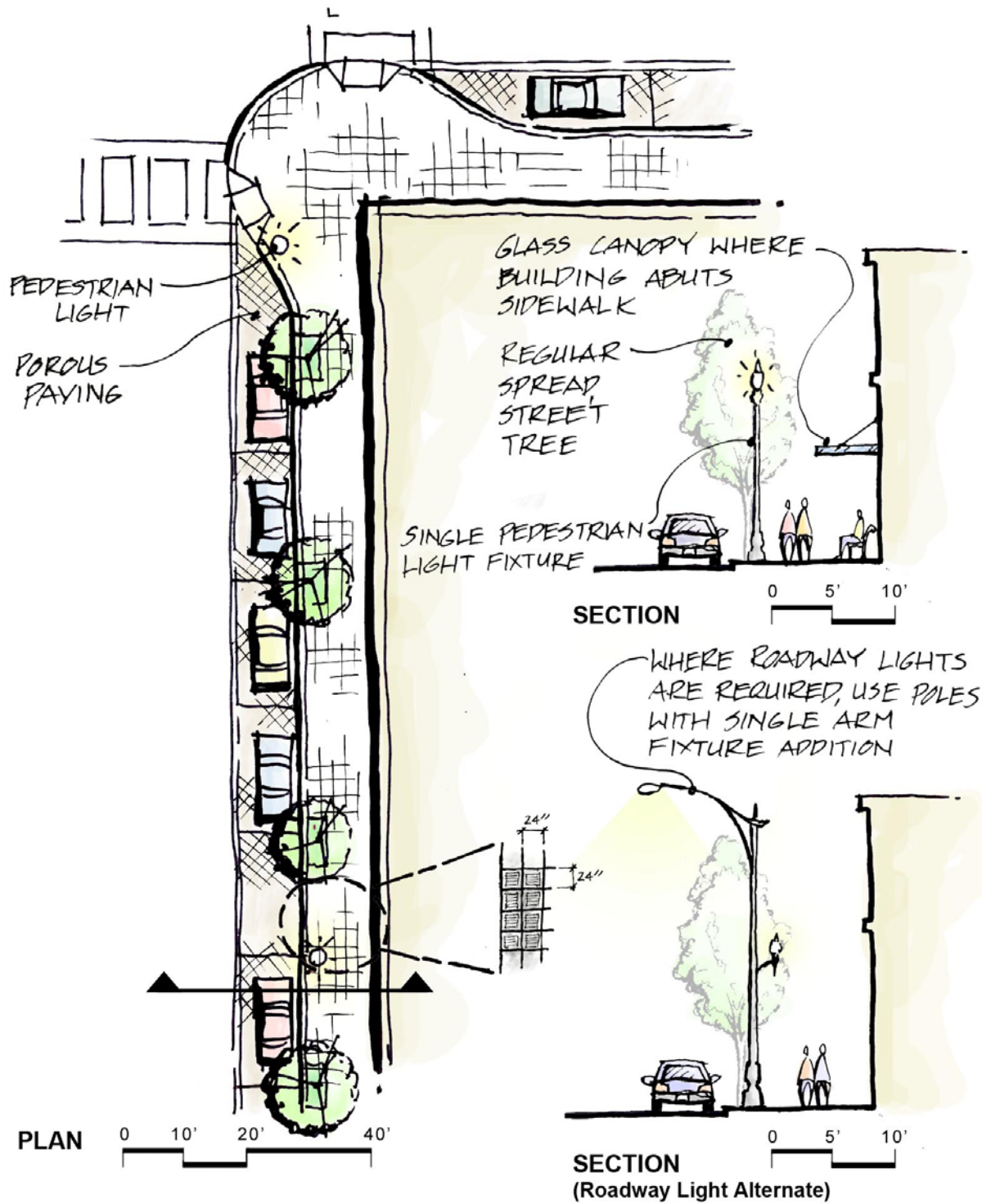
Community Comments:

- cluster street trees
- define the edge of sidewalk
- keep sidewalk walking surface smooth
- planters & hanging baskets with seasonal displays
- historical lighting (like park)
- add sustainable elements (options)
- provisions for festival lighting



PREFERRED ALTERNATIVE

Streetscape Treatment 2



Paving

Keep sidewalks simple, smooth, and clean. Differentiate vehicle, parking, and sidewalk areas.

- Concrete color: medium grey consistent throughout city limits.
- Grid score pattern: 18" square or 24" square with 1" trowel edge; medium broom finish, sweep direction 90° perpendicular to curb.
- Sidewalk accent band for treatment 1: 2' wide concrete band with 4" square grid stamped texture.
- All sidewalk expansion joints to be at approximately 20' increments and should align with grid score pattern.
- On-street parking consists of unit paver surface (can be permeable paving system where possible) and min 18" concrete band separating parking from travel lanes.

Lighting

Lighting to match lighting at Alder Street and Park. All poles and arms to be black finish.

- Pedestrian Lighting-Treatment 1:
 - Shakespeare Composite Structures™ Washington Series pole, 12' mounting height.
 - Twin-fixture arms with acorn fixtures and metal-halide lamps.
 - Poles to have two arm brackets for two hanging baskets.
- Pedestrian Lighting- Treatment 2:
 - Shakespeare Composite Structures™ Washington Series pole, 12' mounting height.
 - Single-fixture arms with acorn fixtures and metal-halide lamps.
 - Poles to have provision for two, future arm brackets.
- Roadway Lighting:
 - Shakespeare Composite Structures™ Washington Series pole with 8' decorative overhead arm
 - Poles to have single decorative side bracket for single pedestrian light and acorn fixture.



TOWN-WIDE STREETSCAPE DESIGN ELEMENTS

Community Comments:

- regular street trees
- keep sidewalk walking surface smooth
- historical lighting (like park)
- add sustainable elements (options)
- provisions for festival lighting



A SPECIAL PLACE IN EATONVILLE

TOWN CENTER PLAZA LOCATION

The Eatonville Downtown Development Association developed consensus around the plan that evolved to include two plazas: one town plaza with a Visitors Center and one retail plaza. This preferred alternative places the town plaza on the land currently owned by the Town on the north end of Mashell Avenue and a retail plaza located on Washington on the property owned by the LeMay family.

EDDA members feel that locating the town plaza on the piece of property the town owns is more appropriate than planning a town plaza on a piece of property that may or may not get developed for that purpose. Additionally, because Mashell Avenue is considered the “Main Street” of Eatonville, citizens want a gathering place on this street as opposed to the Washington Avenue, which is a loud, busy state highway. Also, if a town plaza with Visitor Center is located on Mashell Avenue, tourists will have a good reason to travel down Mashell.

This Visitor Center would provide information for tourists traveling in the area. A Mount Rainier National Park representative said that the Park is open to partnerships with towns surrounding the Park. Funding is not available to build a Visitor Center, but using the Parks logo for trained staff is a possibility.

The drawback to locating the town plaza on Mashell Avenue is that the plaza will not be visible to traffic travelling down Washington Avenue. One way to address this is through traffic flow improvements and good signage at the north entry to town, which is detailed later in this chapter.

Another way to address the visibility concern is to connect Washington and Mashell Avenues with a new street. Currently the two streets function quite differently and Mashell is hidden from view to vehicles traveling through Eatonville. This new street would physically and visually begin to connect the main street Mashell to Washington Avenue. This new street should be a well designed, visually attractive, pedestrian focused street. If the street is developed based on the function of vehicle traffic and not pedestrian traffic, an opportunity to create a special street that pedestrians will want to explore will be lost.

The preferred alternative includes this new street that is flanked by new retail development, including a retail plaza. New retail development could open up to the plaza and have outdoor cafe seating and area for variety of activities. This retail plaza could attract visitors travelling down Washington Avenue and entice them to stop for a bit to eat or for a little shopping.

The drawback to this approach is that the new street and retail plaza are proposed on property owned by the LeMay family. However, a new street lined by new LeMay family retail development could prove to be economically beneficial for the LeMay's. This idea was discussed with the LeMay family Board of Directors and they are generally supportive of the plan. So although this portion of the preferred alternative is primarily in private hands, there is a possibility of creating a public/private partnership that can be mutually beneficial for the LeMay's and the Town of Eatonville.



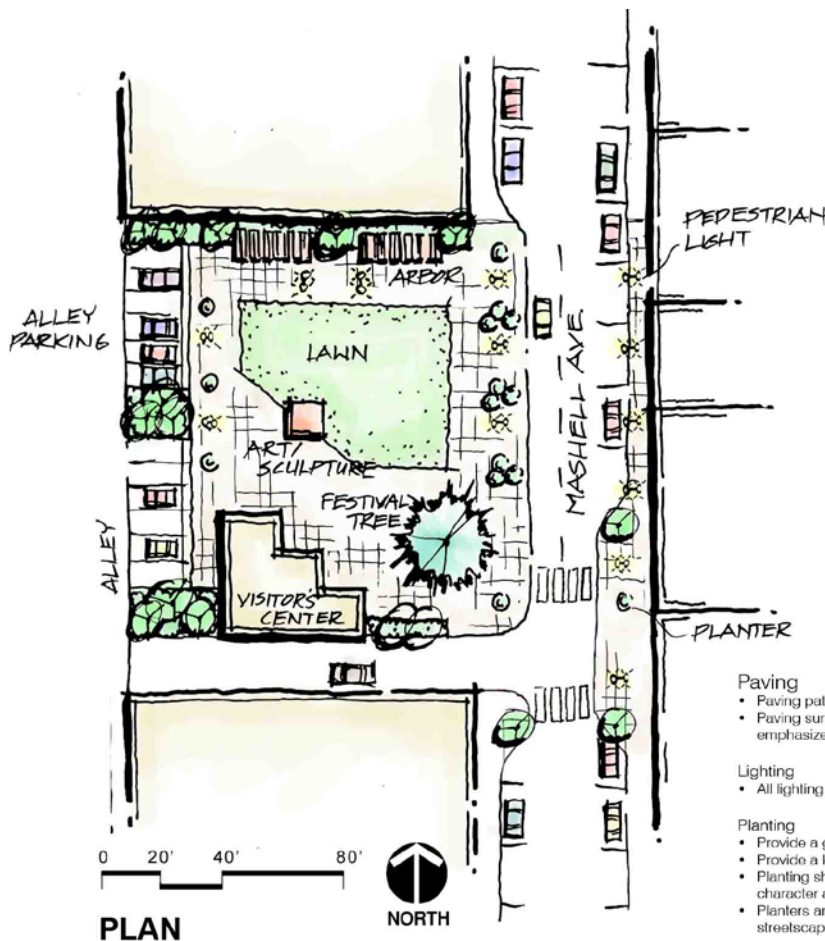
Bird's eye view of the heart of downtown Eatonville showing a new street and two town plazas.

PREFERRED ALTERNATIVE

Town Center Plaza Character

Determining the character of the Town Center Plaza on the town-owned property was a fairly clear-cut process. EDDA members readily agreed that the new plaza character should:

- Be an open, flexible space appropriate for multiple uses
- Include some paved area and some lawn area
- Contain some arbor for sheltered seating and activities
- Integrate artwork
- Include a "Festival Tree" or some other physical focal point
- Provide a Visitor Center with public rest rooms



Paving

- Paving pattern to be the same as streetscape pattern and material.
- Paving surface where "street" is adjacent to town square should be flush to emphasize pedestrian use, with travel lanes differentiated with accent band.

Lighting

- All lighting to coordinate with lighting for streetscape treatment 1.

Planting

- Provide a grass area for informal gathering and picnicking.
- Provide a location for an evergreen festival tree.
- Planting should occur in larger drifts and should reflect northwest native plant character and drought-tolerant species.
- Planters and hanging baskets to be coordinate with planters and baskets for streetscape treatment 1.

Site Furnishings

- Wooden arbor with bench seating underneath, vines to grow on arbor structure.
- Art/sculpture: provide a piece that refers to Eatonville's history but is interactive.
- Trash Receptacles: trash receptacles should incorporate public art.
- Allow moveable tables and chairs to occupy space in front of storefront adjacent to town square.
- Water element should be traditional in style and allow some interaction with the water.

TOWN CENTER CONCEPT DESIGN ELEMENTS

Community Comments: (December 12, 2006)

- flexible green open space
- trellis/arbor with seating underneath
- performance area/stage/movie screen
- festival lighting
- traditional fountain (some interaction)
- art integrated into infrastructure
- historical lighting
- traditional benches



Conceptual design for the town plaza and visitor's center



PREFERRED ALTERNATIVE

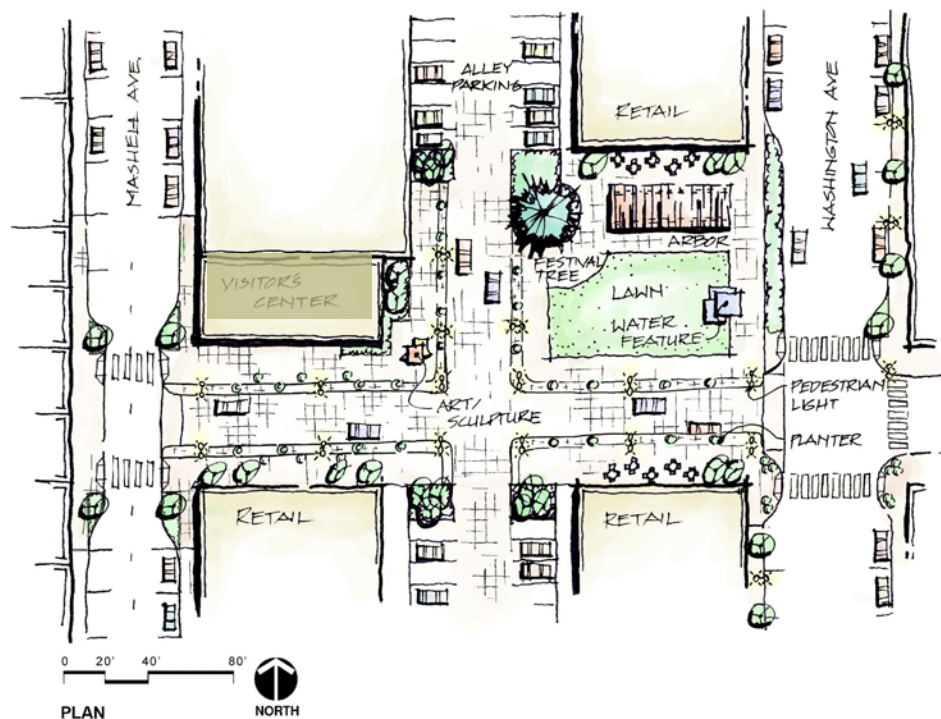
Retail Plaza Character

Determining the character of the Retail Plaza on the town owned property will require further discussion with the LeMay family. EDDA members readily agreed that the new plaza character should be similar to the Town Plaza. A design concept is illustrated below.

RETAIL PLAZA DESIGN ELEMENTS

Community Comments: (December 12, 2006)

- flexible green open space
- trellis/arbor with seating underneath
- performance area/stage/movie screen
- festival lighting
- traditional fountain (some interaction)
- art integrated into infrastructure
- historical lighting
- traditional benches





Conceptual design for the "new" street and retail plaza



PREFERRED ALTERNATIVE

EASY CIRCULATION

Animated opinions surrounded all the discussion of traffic alternatives. A one-way couplet street system and a variety of intersection improvement studies were vigorously debated. The group concluded that the preferred alternatives at this stage of the planning study should focus on solutions that are practical and can be easily implemented:

TRAFFIC FLOW

Due to the impacts heavy truck traffic would have on the character of Mashell Avenue, a one-way couplet is not the preferred alternative at this time. However, in the future if truck traffic can be diverted with an alternative route, the way-one couplet concept could be further explored. A number of other solutions are identified, including locating the town plaza and Visitor Center on Mashell Avenue, to get more traffic on Mashell and improve circulation.

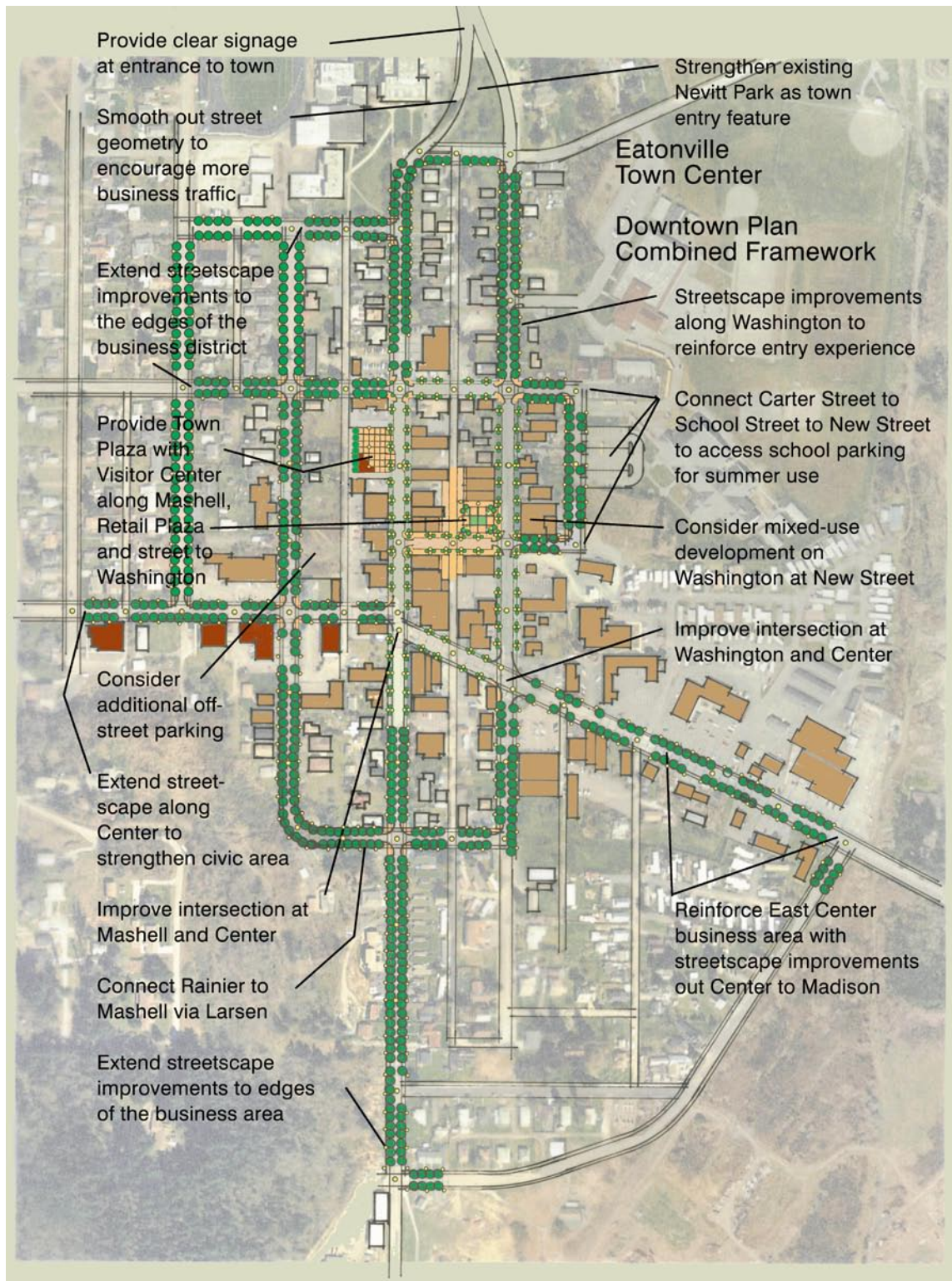
In addition to the new street connection through the LeMay property, an extension of the new street is proposed to continue east on the south side of the Venture Bank property. This new connection would then turn north and run next to the middle school parking lot providing easy access to the parking lot during the summer when traffic is heaviest and the parking lot is not in use. Even if the new street connection does not happen new signage indicating available parking should be installed.

NORTH ENTRY TO TOWN

Realign Mashell Avenue at Welcome Point/Nevitt Park, but in a way that does not impact the Park and Welcome Point to a large degree or require residential property acquisition. Work with the School District to realign parking lot ingress and egress to the faculty parking area to improve safety.

Install new signs further north on SR 161 before the split at Welcome Point/Nevitt Park to encourage more traffic to go down Mashell Avenue. A committee is already working on the design of the new signs and is analyzing the best places to locate them on the way into town. Additionally, EDDA is working on redesigning Nevitt Park to create a more welcoming gateway to Eatonville.

THE PREFERRED ALTERNATIVE



PREFERRED ALTERNATIVE

WASHINGTON AND CENTER

The main goal at this intersection is to free up flow from north Washington to Center Street East to meet the demands of over half of all the movements through the intersection. After consideration, EDDA decided that the roundabout option would take too much private property and be challenging for pedestrians therefore, the preferred option is a signal and turn lanes at Washington and Center.

The possibility of shifting the State Highway designation onto Center Street at Washington was discussed due to the fact that traffic already uses this route and not the designated route. There may be an opportunity to make this improvement in the future by continuing to work with the Washington Department of Transportation.

MASHELL AND CENTER

The concern at this intersection is lack of safety, caused primarily by difficult sight lines created by the eccentric geometry of the streets. Major realignment of the intersection is heavily constrained by the existing location of the Key Bank building. Therefore, the preferred solution at this intersection is to install a signal and realign the curbs, particularly on the southeast corner.

The Town also currently has plans to connect Larson Street through to Rainier Avenue just south of this intersection, which will provide an alternative route and cut down on traffic at this intersection.

PARKING

Three main ideas were discussed and agreed upon as the preferred parking alternative. Parking on either side of the alley between Washington and Mashell should be organized and encouraged (citizens already use the alley west of Mashell) by applying streetscape improvements to the alley when possible. Second, joint use of the middle school parking should be developed for summer-time overflow parking. A third possibility, creating a public / private parking lot on Rainier north of Center, requires further exploration.

COST ESTIMATES

Planning level cost estimates have been included to provide a basis for carrying elements of the Town Center and Corridor Plan forward through design and construction. The costs describe broad elements and should be used in that sense. More specific line items have been shown in the Appendix. Since no actual designs have yet been done, the assumptions and quantities shown are purposefully broad. The goal is to provide sufficiently accurate information to support application for funding for design and construction. These costs also help to give a sense of reality to the process of prioritizing the many competing needs encompassed in the Town Center Plan.

It is important to understand that these are February 2007 Construction Cost Estimates, based on recently completed infrastructure and street construction. As such they provide a reliable basis; but they need to be increased to include appropriate Town of Eatonville administrative costs as well as an allowance for escalation. Escalation has been a major factor in construction costs for the past five years. In Eatonville, the current Carter Street improvements were identified in the 2000 Community Action Plan but are only now about to go into construction. Cost escalation over that 7 year period has severely constrained the scope and quality of the final project.

The second caution about these estimates is that they do not include utilities. The age, service level and installation of the utilities infrastructure varies from one project area to another. In addition, some areas, such as Center Street East, will be impacted by projects such as Mashell Meadows. This will both impact utilities and infrastructure and also provide a source of funding. Each project area will need to be separately evaluated in terms of its infrastructure needs.

It will be important, as the various projects go forward, to build early scope and cost models that include strategies for success. Phasing, public/private partnerships, and collaborative planning all help to maintain control of costs. Please see the following page for the cost overview and the appendix for cost details.

COST ESTIMATES

PROJECT COST

1. New Street, Mashell to Washington..... \$ 750,000
2. Rainier to Mashell Connector via Larson\$ 2,500,000
3. Streetscape Improvements, Citywide \$ 1,600 / LF
(excludes Retail Core)
4. Streetscape Improvements, Retail Core..... \$ 2,000 / LF
(includes remedial construction, east side of Mashell)
5. North Town Entry\$ 2,400,000
6. Middle School Connector - School Street \$ 560,000
7. Intersection Improvements – Washington and Center \$ 500,000
8. Intersection Improvements – Mashell and Center..... \$ 250,000
9. Parking Lot \$ 600,000
10. Town Plaza.....\$ 1,100,000
11. Retail Plaza \$ 800,000

Assumptions:

1. Private utilities (electric, phone, natural gas) will be relocated by others, if required.
2. Taxes have been included in the unit bid prices.
3. Proposed ROW is assumed 60-feet wide. NO ROW costs have been included.
4. Assume no significant improvements beyond ROW (i.e. retaining walls, building impacts, etc)
5. Assume no environmental impacts (i.e. brownfield cleanup, etc)
6. No water, recycled water, power or sewer costs have been included in the project.

FUNDING OPPORTUNITIES

There are a number of different funding sources available to the Town of Eatonville. This chapter provides a brief outline of these resources and includes resources that Eatonville has already had success in acquiring. More detailed information about each funding source is outlined in the appendix including, websites, contact names, and deadlines (Funding Resources). All the information is quoted directly from the source.

LOCAL IMPROVEMENT DISTRICTS

LIDs and RIDs are special assessment districts in which improvements will specially benefit primarily the property owners in the district. They are created under the sponsorship of a municipal government and are not self-governing special purpose districts. To the extent and in the manner noted in the enabling statutes, they must be approved by both the local government and benefited property owners.

MUNICIPAL BOND FINANCING

Municipal bonds are a debt security issued by a state, municipality, or county, in order to finance its capital expenditures. Municipal bonds are exempt from federal taxes and from most state and local taxes.

FUNDING OPPORTUNITIES

LEAD AGENCY: Washington State Transportation Improvement Board

FUNDING TYPE: Streetscape Improvements

PROGRAM: Small City Arterial Program

The Small City Arterial Program was formally established by the Legislature in 1995. Before its creation, small city projects were funded with a portion of the revenue distributed to the Urban Arterial Program and Urban Corridor Program. Projects preserve and improve the arterial roadway system consistent with local needs in cities with a population less than 5,000. An arterial must meet at least one of the following conditions to be eligible for TIB funding:

1. Serves as a logical extension of a county arterial or state highway into the corporate limits
2. Serves as a route connecting local generators such as schools, medical facilities, social centers, recreational areas, commercial centers or industrial sites
3. Acts as a bypass or truck route to relieve the central core area

PROGRAM: Small City Preservation

The program provides funding for chip seal and overlay of existing pavement and associated sidewalk maintenance in incorporated cities with populations less than 5,000.

PROGRAM: Small City Sidewalk

The Sidewalk Program was established by the Legislature in 1995 to provide funding for pedestrian projects. The program is available to both small city and urban agencies. Urban and small city projects compete separately.

PROGRAM: Newstreets

Newstreets is TIB's approach to assisting small cities in "getting ahead of the curve" with street maintenance and community revitalization. The Newstreets Program envisions creating partnerships, taking advantage of paving opportunities and making economy of scale work in favor of small cities. New street funding is awarded in conjunction with planned WSDOT paving projects.

- Candidate cities must have newer or very well maintained subsurface utilities.
- Partnership opportunities should exist with other grant projects, WSDOT paving projects and/or county overlay programs.
- TIB will add funding to the partnership to pave up to 100% of arterial miles within city limits.
- No match will be required; however, a minimum of 5% match is recommended and will be used to pave local streets at the lower unit costs.

PROGRAM: Federal Match

Since 1996, the TIB has set aside over \$9.0 million in Small City Arterial Program (SCAP) funds to provide the local match for federal Surface Transportation Program (STP) projects authorized under ISTEA (Intermodal Surface Transportation Efficiency Act) and TEA-21 (Transportation Equity Act for the 21st Century). The matching funds are typically 13.5% of the total project cost. The set-asides were provided from funding that would have otherwise been dedicated to the Small City Arterial Program. To date, over 160 ISTEA/TEA-21 projects have been approved for SCAP matching funds, leveraging more than \$83.7 million in federal funds.

FUNDING OPPORTUNITIES

LEAD AGENCY: Puget Sound Regional Council

FUNDING TYPE: Transportation Enhancements

PROGRAM: Rural Town Centers and Corridor Program

Details for the next round of funding have not been issued by the PSRC, however, based on the last round of funding through this program there are three levels of funding available. Eatonville received a planning grant, which was the first step. The second funding opportunity will relate to streetscape design and development and the third will likely be for construction.

LEAD AGENCY: Washington Department Of
Transportation Through The Puget Sound
Regional Council

FUNDING TYPE: Transportation Enhancements

80% of the federal funds available through this program in 2005 were awarded for Regional Transportation Priorities administered and applied for by PSRC. 20% of funds were awarded for statewide projects.

ELIGIBILITY:

1. Pedestrian and bicycle facilities

Sidewalks, walkways or curb ramps; bike lane striping, wide paved shoulders, bike parking and bus racks; off-road trails; bike and pedestrian bridges and under-passes.

2. Safety and educational activities for pedestrians and bicyclists

Campaigns promoting safety awareness; safety training activities and classes; training materials.

3. Acquisition of scenic easements and scenic or historic sites

Acquisition of scenic lands or easements; purchase of historic properties or buildings in historic districts, including historic battlefields.

4. Scenic or historic highway programs

Construction of turnouts and overlooks; visitor centers and viewing areas; designation signs and markers.

5. Landscaping or other scenic beautification

Improvements such as street furniture, lighting, public art and landscaping along travel corridors.

6. Historic preservation

Preservation of buildings and facades in historic districts; restoration of historic buildings for transportation-related purposes; access improvements to historic sites.

7. Rehabilitation/operation of historic transportation buildings, structures, or facilities.

Restoration of railroad depots, bus stations and lighthouses; rehabilitation of rail trestles, tunnels, bridges and canals.

8. Preservation of abandoned railway corridors

Acquisition of railroad rights-of-way; planning, design and construction of multi-use trails and rail-with-trail projects.

9. Control and removal of outdoor advertising

Billboard inventories and removal of illegal and nonconforming billboards. Inventory control may include, but not be limited to, data collection, acquisition and maintenance of digital aerial photography, video logging, scanning and imaging of data, developing and maintaining an inventory and control database, and hiring of outside legal counsel.

10. Archaeological planning and research

Research, preservation planning and interpretation; developing interpretive signs, exhibits and guides; inventories and surveys.

11. Environmental mitigation

Runoff pollution studies; soil erosion controls; detention and sediment basins; river clean-ups; wildlife underpasses.

12. Establishment of transportation museums

Conversion of railroad stations or historic properties into museums with transportation themes; construction of new museums; purchase of exhibit materials.

FUNDING OPPORTUNITIES

LEAD AGENCY: Washington Department Of Transportation

FUNDING TYPE: Pedestrian, Bicycle and Safe Schools

In 2005, the Washington State Legislature included \$74 million over 16 years to support pedestrian and bicycle safety projects such as pedestrian and bicycle paths, sidewalks, safe routes to school and transit. The Pedestrian & Bicycle Safety program was initiated to reduce the nearly 400 statewide fatal and injury collisions involving pedestrians and bicycles each year.

The purpose of the Pedestrian and Bicycle Safety program is to aid public agencies in funding cost-effective projects that improve pedestrian and bicycle safety through engineering, education and enforcement. Eligible projects may include engineering improvements, education programs and enforcement efforts.

PROGRAM: Safe Route to Schools

The Safe Routes to School program is supported by both the Federal Government and Washington State Legislature through recent legislation. The Federal Transportation Act (Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)) includes a new federal funding program for the Safe Routes to School program. The Engrossed Substitute Senate Bill 6091, also includes a state funding commitment to support pedestrian and bicycle safety projects such as safe routes to school, transit and pedestrian and bicycle paths.

The purpose of the Safe Routes to Schools program is to provide children a safe, healthy alternative to riding the bus or being driven to school. Eligible projects include engineering improvements, education projects, and enforcement efforts within two-miles of primary and middle schools (K-8).

LEAD AGENCY: Washington Traffic Safety Commission

FUNDING TYPE: Pedestrian, Bicycle and Safe Schools

**PROGRAM: School Zone Safety
Pedestrian and Bicycle Safety**

The Washington Traffic Safety Commission was started in 1967 to promote traffic safety through educational campaigns, law enforcement support and roadway engineering solutions. The Commission is a small state agency with 19 employees and a yearly budget of \$15 million. Most of the funding is provided by the United States Department of Transportation through the National Highway Traffic Safety Administration (NHTSA). This funding is largely dispensed in the form of grants to law enforcement, other state and local government agencies, and non-profits who partner with the Commission to promote traffic safety through education, enforcement, and engineering solutions.

The goal of the Washington Traffic Safety Commission is to prevent fatal and serious injury collisions on Washington roadways. To achieve this goal, the Commission conducts and supports impaired driving programs such as the Drive Hammered-Get Nailed campaign, occupant protection programs such as Click It or Ticket, speed reduction programs, and pedestrian, bicycle, and motorcycle programs.

FUNDING OPPORTUNITIES

| | |
|---------------|-------------------|
| LEAD AGENCY: | Pierce County |
| FUNDING TYPE: | Tourism Promotion |

Activities, which will be considered for funding, include, but are not limited to, those that increase tourism in the county’s area of interest. The expected outcome of such activities would be to increase economic activity in the affected areas during the funding year and subsequent years by increasing the number of guests lodged in the area, by providing additional meals and sales of souvenirs and gifts, and by increasing the availability and accessibility of tourism related facilities.

- advertising, publicizing and distributing information for the purpose of attracting and welcoming tourists;
- developing strategies to expand tourism in the area of interest;
- operate tourism promotional agencies in the area of interest;
- fund and market events and festivals in the area of interest;
- and/or construct/renovate tourism related facilities in which Pierce County retains an interest.



LEAD AGENCY: USDA Rural Development Program

FUNDING TYPE: Rural Development Business Grants

PROGRAM: Rural Business Opportunity Grants (RBOG)

Rural Business Opportunity Grants (RBOG) are used to promote sustainable economic development in rural communities with exceptional needs. This is accomplished by making grants to pay costs of providing economic planning for rural communities, technical assistance for rural businesses, or training for rural entrepreneurs or economic development officials.

FUNDING TYPE: Housing and Community Facilities

PROGRAM: Multi-family Housing and Community Facilities

Rural Rental Housing - Loans are made to finance building construction and site development of multi-family living quarters for people with low, very low and moderate incomes. Some units are reserved for people aged 62 and over.

Community Facilities Programs

USDA Rural Development helps rural communities build or expand vital community facilities, such as libraries, police stations, day-care centers and town halls, to name a few. USDA Rural Development provides direct and guaranteed loans as well as grants to help communities acquire needed community facilities. These facilities not only improve the basic quality of life, but also increase the competitiveness of rural communities in attracting and retaining businesses.

FUNDING TYPE: Rural Utilities Programs

Water & Waste Disposal Programs - USDA Rural Development provides loans, grants and loan guarantees for drinking water, sanitary sewer, solid waste and storm drainage facilities in rural areas and cities and towns of 10,000 or less. Public bodies, non-profit organizations and recognized Indian tribes may qualify for assistance. USDA also makes grants to nonprofit organizations to provide technical assistance and training to assist rural communities with their water, wastewater, and solid waste problems.

OTHER RESOURCES (LOANS, TECHNICAL RESOURCES, INFORMATION)

LEAD AGENCY: State Of Washington Department Of
Community, Trade And Economic
Development (CERB)

Community Economic Revitalization Board

The goal of the CERB program is to spur on creation and retention of higher wage jobs through financing publicly-owned economic development infrastructure in areas where growth is desired. CERB can invest in public infrastructure required by business and industry, and helps communities with site-specific economic development planning.

Program: Local Infrastructure Financing Tool Competitive Program Guidelines (LIFT)

The 2006 Legislature passed Engrossed Second Substitute House Bill to create the Local Infrastructure Financing Tool (LIFT) Competitive Program. On a limited basis, LIFT provides a new public infrastructure financing mechanism for selected local governments: three selected by the Legislature and others competitively selected by CERB. The program allows each selected local government to take advantage of tax revenue generated by private investment in a revenue development area (RDA) to help finance the cost of public infrastructure improvements that encourage economic development and redevelopment in that area.

Program: Growth Management Services

Growth Management Services offers financial and technical assistance to local governments for planning under the Growth Management Act (GMA). This includes planning for downtown vitality, sprawl reduction, transportation, open space and parks, housing, urban design, historic preservation, and other topics.

Program: Business and Project Development

Business and Project Development works to help attract, retain, and expand businesses in Washington. This includes financial and technical assistance to both a business and community in site selection, retention and expansion. BPD also maintains the www.choosewashington.com website.

Program: Tourism Development

The Tourism Office utilizes advertising to increase awareness of the state as a travel destination and to encourage potential visitors to visit our state's tourism website: www.experiencewashington.com. Community-based tourism organizations have online access to add or change information on the website in order to attract visitors. The Tourism Office also provides updated consumer research, visitor profiles, and economic impact data to help communities better strategize their own marketing approaches. Research information is available at www.experiencewashington.com/industry.

FUNDING OPPORTUNITIES

LEAD AGENCY: Washington Department Of Community,
Trade & Economic Development

PROGRAM: Rural Washington Loan Fund

The Washington State Rural Washington Loan Fund (RWLF) provides gap financing to businesses that will create new jobs or retain existing jobs, particularly for lower-income persons. Only businesses in non-entitlement areas of the state are eligible for these loans. "Gap" is defined as that portion of a project which cannot be financed through other sources, but which is the last portion needed before the overall investment can occur. Priority is given to timber-dependent and distressed area projects.

PROGRAM: Washington State Main Street Program

This state program uses the Main Street structure developed by the National Trust for Historic Preservation as its foundation for assistance. Services are offered through a tiered system. The program helps communities to preserve and revitalize the economy, appearance, and image of their traditional business districts using a range of services and assistance to meet the needs of communities interest in revitalization. These services focus on organization, promotion, design and economic restructuring.

PROGRAM: Main Street Tax Credit Incentive Program

This incentive program provides a Business and Occupation (B&O) tax credit or Public Utility Tax (PUT) credit for private contributions given to eligible downtown or neighborhood commercial district revitalization organizations or to the Department of Community, Trade and Economic Development's Main Street Trust Fund for downtown and neighborhood commercial district revitalization efforts. After receiving approval from the Department of Revenue, a business may receive a credit for 75% of the value of a contribution made to an eligible downtown or neighborhood commercial district revitalization program or 50% of the value of the contribution made to CTED's Main Street Trust Fund. Businesses may take advantage of the tax credit up to \$250,000 per calendar year. An individual downtown and neighborhood commercial district can receive tax credit contributions up to \$100,000 per calendar year. A total of \$1.5 million in credits may be used per calendar year on a statewide basis.

LEAD AGENCY: Pierce County

PROGRAM: One Percent for Art

Pierce County's One Percent for Art ordinance directs publicly-funded construction projects, with costs exceeding \$100,000, to allocate one percent of the project costs to be set aside for public art. This program leaves a lasting legacy of history, culture and art.

ORGANIZATIONS PROVIDING INFORMATION ABOUT COMPACT DEVELOPMENT OPTIONS

SMART GROWTH

In communities across the nation, there is a growing concern that current development patterns -- dominated by what some call "sprawl" -- are no longer in the long-term interest of our cities, existing suburbs, small towns, rural communities, or wilderness areas. Though supportive of growth, communities are questioning the economic costs of abandoning infrastructure in the city, only to rebuild it further out.

Spurring the smart growth movement are demographic shifts, a strong environmental ethic, increased fiscal concerns, and more nuanced views of growth. The result is both a new demand and a new opportunity for smart growth. The features that distinguish smart growth in a community vary from place to place. In general, smart growth invests time, attention, and resources in restoring community and vitality to center cities and older suburbs. New smart growth is more town-centered, is transit and pedestrian oriented, and has a greater mix of housing, commercial and retail uses. It also preserves open space and many other environmental amenities. www.smartgrowth.org

ACTIVE LIVING BY DESIGN

Active Living by Design is a national program of The Robert Wood Johnson Foundation® designed to establish and evaluate innovative approaches that support active living. Active Living by Design is based at the UNC School of Public Health in Chapel Hill, North Carolina. The purpose of Active Living by Design is to promote changes in local community design, transportation and architecture that make it easy for people to be physically active. www.activelivingbydesign.org



NEXT STEPS

The ultimate goal of the Eatonville Town Center and Corridor Plan is to enable the town and the citizens to take the next steps towards an enhanced and revitalized downtown. Some of these steps are process oriented; others are directly project related.

PROCESS ORIENTED STEPS

Continue to include Revitalization as one of the Top 5 Priorities in the Eatonville 12-Goal Plan.

- Parks
- **Revitalization**
- Medical and Senior Housing
- Development of an Industrial Area
- Fire and Aid Response

Update the Community Action Plan to reflect the current Town Center and Corridor Plan. Most of the elements of the CAP are still valid. Some have been accomplished or are under way. The current Town Center Plan builds on the CAP and reflects much of its structure. Key elements to update include:

- "New Street", a vehicle and pedestrian street that connects Mashell Avenue to Washington Avenue and then continues to "School Street" and the Middle School parking area. This expands on the ideas initially laid out in the CAP.
- Carter Street enhancements include the new Town Center Plan streetscape elements. This helps jump start the streetscape installation and creates anticipation for the larger plan.
- Mill Pond Park has been built, including a new skatepark.
- Mashell Meadows is in the final planning stages.
- The CAP goals were expanded in the Town Center Plan to focus on simplifying the traffic flow, providing a strong streetscape and locating the Town Center Plaza.

NEXT STEPS

- A two-part streetscape approach was agreed to.
- Consensus for the plan was generated through workshops with town officials and planners and the Eatonville Downtown Development Association.

Update the Phasing of Proposed Actions. Many of the items are still part of the town's overall plan, but the timing of their implementation has moved forward or been adjusted in relation to other elements.

Update the Chart of Plan Actions. A chart of Town Center and Corridor Plan actions has been included (page 66) that can be combined with the previous chart to produce a comprehensive picture.

Update the Eatonville Design Guidelines. Many of the guidelines from the CAP are still valid; but some have not been accepted. As a result, these guidelines have not been implemented; and there is not yet consensus about how to proceed. Some issues have raised concerns and need to be adjusted prior to implementation

- Requirements for building setbacks could be made optional.
- Requirements for building facades on Mashell could be relaxed. The buildings on Mashell represent many periods. They need not be compressed into an "historic" framework to be successful. The Town Center planners suggested using principles as opposed to guidelines in some of these sensitive areas:
 - ◇ Provide weather protection
 - ◇ Provide good daylighting with translucent canopies
 - ◇ Open up retail facades for good in/out visibility
 - ◇ Improve upper stories in the character in which they were built
 - ◇ Use durable materials that can become timeless as they age
 - ◇ Develop a signage ordinance that encourages character

Update the Eatonville Comprehensive Plan. As with Eatonville's other documents, most of the Comprehensive Plan provides a solid framework for the future. Elements of the Town Center and Corridor Plan would help add specificity and timeliness to the plan's general outlines. For example, the urban design "framework" identified in the Town Center Plan could be used to focus Town Center Land Use policies in section 10.7.3.

PROJECT RELATED STEPS

To permit logical continuation of the Community Action Plan, the following Town Center and Corridor Plan actions have been formatted to follow the Community Action Plan. Where relevant the number of the original CAP Action has been noted.

Many of the needed improvements are identified for the town of Eatonville in both current and past planning. Funding is limited for this type of public facility construction. The various projects in Eatonville will therefore be competing both with projects in other towns and against each other in terms of available time, energy and money. To create an effective funding strategy it is important that the town prioritize these projects and create compelling applications for funding the ones at the top of the list. A tentative numbered prioritization, 1-5, is included in the upper left corner of each box as part of the description of the projects below. Some projects have been given the same number to indicate that they should proceed in similar time-frames.

The Plan actions are grouped to correspond to the broad goals identified during the Eatonville Downtown Development Association meetings:

- Develop a strong town character
- Create a special place in Eatonville
- Provide easy circulation

NEXT STEPS

DEVELOP A STRONG TOWN CHARACTER

| OVERALL FRAMEWORK | | |
|--------------------------------------------------------------------------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Add the framework to the Community Action Plan | 2007 | Add an item to the LU (Land Use and Town Character Actions) section of the CAP. |
| 1. Reflect the framework in the Design Guidelines LU-7 | 2007 | The boundary of the framework may not require a design guideline. Consideration should be given to creating gateways or signage recognition points at the key entrances to the framework area. |
| 1. Note the framework in the Comprehensive Plan | 2007 | Include the framework by reference in Chapter 16, Capital Facilities Plan of the Comprehensive Plan |
| STREETSCAPE | | |
| 1. Retail Core Streetscape Adoption C3, C10 Modify C6 Modify C-10 | February 2007 | Have Town Council adopt the Retail Core Streetscape for the Carter / Washington / Center / Mashell block. |
| 1. Enhancement to Carter Street C-2 | February 2007 | Add the Streetscape features to the current Carter Street upgrade in the block from Washington to Mashell, including the Carter/Mashell intersection |
| 3. Partnership | 2007 | Encourage the use of the streetscape features in any development open to the public on the current LeMay Family land. |

| STREETSCAPE CONTINUED | | |
|-----------------------------------------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. General Town-Wide Streetscape Adoption | February 2007 | Have the Town Council adopt the General Commercial Streetscape for the area outside the Retail Core to the frame-work boundaries - north – Welcome Point; - south – Alder / Madison at Mashell; - east – Madison at Center; - west – Pennsylvania at Center |
| 1. Enhancement to Carter Street | February 2007 | Add the Streetscape features (street trees, paving texture and single globe pedestrian lights) to the Current Carter Street / Rainier Street upgrade from just west of Mashell Avenue to Center Street. |
| 1. Enhancement to High School | February 2007 | Work with the current High School designers to incorporate streetscape elements in the school site planning. |
| 3. Planning | 2007 | Identify other street improvement projects and include the general commercial streetscape elements in those projects (eg Carter Street / Rainier Avenue and Rainier / Larson to Mashell) |

NEXT STEPS

CREATE A SPECIAL PLACE IN EATONVILLE

| TOWN CENTER PLAZA | | |
|-----------------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2. Funding LU-2 | 2007 | Determine a funding strategy for design and construction of the plaza. Work with the Eatonville Downtown Development Association and Chamber of Commerce to develop an activities and operations plan for use, management and maintenance of the plaza |
| Design | 2007 - 2008 | Hire a design team to develop plans and put them out to bid by spring 2008 Plan a Centennial Celebration for 2009 |
| Construction | 2008 – 2009 | Build the Town Plaza and Visitors' Center Hold Centennial Celebration |
| RETAIL PLAZA | | |
| 3. Negotiations | 2007 | Work with the LeMay Family to determine an acceptable manner for a New Street across what is now their property. Ideally this would involve a donation or sale so that the street would become public property and part of the town infrastructure. Investigate with the LeMay Family benefits to them of building a Retail Plaza on their property and ways that the Town, Chamber of Commerce or Development Association could assist in making this happen. |
| Collaboration | 2008 | Work with the LeMay Family to develop the New Street in conjunction with any Retail Plaza or open space that they elect to include. (See New Street under Streets and Traffic) |

PROVIDE EASY CIRCULATION

| STREETS AND TRAFFIC | | |
|------------------------------------------------------------------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Mashell Avenue Entrance from SR 161 C-15 | | |
| Negotiation | 2007 | Work with the School Board to develop a design for an improved intersection at Mashell Avenue and Lynch Creek Road. |
| 2. Signage C-4 | 2007 | Develop and add signage along SR 161 that alerts drivers coming south that the entrance to Mashell Avenue is approaching and welcoming them to historic Eatonville. |
| 4. Welcome Point | 2007 | Work with the Nevitt Park and Welcome Point improvement committees to develop a street alignment that smoothes out the roadway geometry entering Mashell Avenue. |
| Funding | 2008 | Identify and Apply for funding |
| Design | 2009 | Hire a design team and design town entry roadway improvements in conjunction with WSDOT SR 161 improvements Identify funding for construction |
| Construction | 2010 | Hire a contractor to build the roadwork |

NEXT STEPS

PROVIDE EASY CIRCULATION CONTINUED

| STREETS AND TRAFFIC CONTINUED | | |
|----------------------------------------------------------------------------------------------------------------|-------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Larson / Rainier Extension To Mashell C-14 Design Funding Construction | 2007 2007 2008 | The Larson / Rainier Extension was one of the primary recommendations of the Community Action Plan. The design is nearly complete. The design needs to be modified to incorporate the Framework Streetscape design elements Funding needs to be identified for construction. Construction could occur next year. |
| 2. Center / Washington Intersection C-7 Design/ Funding Construction | 2007 2008 2009 | Apply for funding to continue design to add signalization and slip lane modifications Develop design and documents Work with the developers of the Mashell Meadows project to mitigate traffic impacts, which may be a potential partial funding source. Apply for funding for construction. Bid and construct Center Street / Washington Avenue intersection congestion reduction improvements |
| 2. Mashell Street Upgrade C-3 Funding Design Funding Construction | 2007 2008 2008 2009-2010 | Mashell Street has not had serious attention since SR 161 was shifted to Washington. As a key part of the core of the Town Center Plan the block of Mashell between Carter and Center in particular needs upgrading. This would automatically benefit the Retail Core Streetscape plan as well. Apply for funding to continue design Develop design and documents Apply for funding for construction Bid and construct Mashell Avenue Reconstruction |

STREETS AND TRAFFIC CONTINUED

| | | |
|--------------------------------------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3. New Street C-9 SA-12 | | |
| Negotiation | 2007 | Work with the LeMay Family to determine an acceptable manner for a New Street across what is now their property. Ideally this would involve a donation or sale so that the street becomes public property and part of the town's infrastructure. |
| Negotiation | 2007 | Work with Venture Bank and Associated Petroleum to continue New Street on the east side of Washington to meet new School Street. |
| Funding | 2007 | If there is agreement to implement new streets, apply for funding to support the design and construction of this street |
| Design | 2008 | If funding is successful, hire consultant team and design New Street |
| Construction | 2009 | If funding is successful hire contractor and construct New Street. |
| Celebration | | Create Centennial celebration related to the opening of New Street – Thanksgiving 2009 |
| 5. School Street SA-12 | | |
| Negotiation | 2007 | Work with the School Board to upgrade the driveway that serves the Middle School parking to become a full street. Work with Venture Bank to extend this street across their land to New Street. |
| Funding | 2007 | If there is agreement to implement new streets, apply for funding to support the design and construction of this streets |
| Design | 2007 | If funding is successful, hire consultant team and design School Street |
| Construction | 2009 | If funding is successful hire contractor and construct School Street. |
| Celebration | | Create Centennial celebration related to the opening of School Street – Thanksgiving 2009. |

NEXT STEPS

STREETS AND TRAFFIC CONTINUED

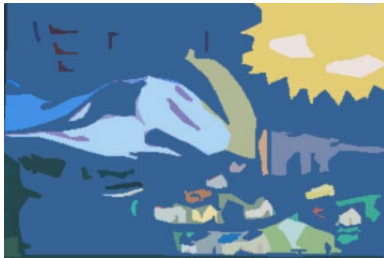
| | | |
|---------------------------------------------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3. Center / Mashell Intersection C-1 | 2009 | Add signalization and curb modifications for safety as an initial step. Look at alternate possibilities for relocating the Key Bank building to another site – possibly the proposed Town Center Plaza – in order to simplify the intersection geometry. Apply for funding to continue design Continue conversations with Key Bank about purchasing the property and moving the building. |
| Design | 2008 | Develop design and documents |
| Funding | | Apply for funding for construction |
| Construction | 2009 | Bid and construct Center Street / Mashell Avenue intersection safety improvements |

PARKING

Parking is a key ingredient of a successful, revitalized commercial downtown. Currently Eatonville provides only on-street parking with off-street parking being provided by individual businesses and town facilities. Individual businesses and periodic surges of traffic (summer tourism) put pressure on available parking. It would benefit the town to have at least some additional off-street parking available. Several possibilities were discussed as part of the Town Center Planning process.

| | | |
|---------------------------------------------------------------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Middle School Tourist Parking C-5 SA-9 | | The Eatonville Middle School parking area is just a half block from Washington Avenue and is generally not heavily used during the summer when school is not in session. |
| Negotiation | 2007 | Meet with school officials and discuss joint use of the parking during the summer. |
| Implementation | 2008 | Implement parking management |

| PARKING CONTINUED | | |
|---------------------------------------------------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4. Center / Rainier Town Parking C-5 | 2007 | Currently vacant land east of Rainier Street to the alley and north of Center Street would provide an idea location for off street parking to support the Retail Core of town. |
| Negotiation | 2007 | Engage in discussions with current land owners to see if purchase or lease of the land is possible |
| Funding | 2007 | If landowners are willing, seek funding for design and construction of parking lot. |
| Operations | | Work with the local businesses, the Chamber of Commerce and the Development Association to determine how off-street parking should be managed, what rates should be charged, etc. |
| Design Construction | 2008 | Design and build parking lot Coordinate with town streetscape standards |
| 4. Alley Parking C-5 | | Both the CAP and this Town Center Plan identify "alley parking" or off-street parking reached from alleys as a useful and efficient way to increase parking without negatively impacting the character of the retail area. Alleys provide a built-in driveway that makes alley parking a particularly efficient use of valuable downtown land. Alley parking is on private property but the alleys themselves are owned by the town. |
| Strategy | 2007 | Convene a task force from the Chamber of Commerce and the Development Association to discuss the pros and cons of alley parking and how it can be best accomplished. |
| Design / Zoning | 2008 | Develop design standards and zoning language for implementation and operations |
| Case Study | 2009 | Use the Town Plaza or work with an appropriate private land owner to develop a plan for implementation on a trial basis |
| Evaluation and Implementation | 2009 | Evaluate the Case Study and implement Alley Parking as a zoning overlay |



APPENDIX

APPENDIX

EATONVILLE Town Center

Project **Plazas**

| Town Plaza | unit | basic \$/unit | quality \$/unit | quantity | Total |
|----------------------------------|-------------|---------------|---------------------------|----------|--------------------|
| Accent Paving Band | square foot | | | | |
| Art Sculpture Piece | each | \$80,000 | \$89,600 | 1 | \$89,600 |
| Bench | each | \$1,150 | \$1,288 | 20 | \$25,760 |
| Double Pedestrian Lights on Pole | each | \$3,130 | \$3,510 | 8 | \$28,080 |
| Drinking Fountain | each | \$2,500 | \$2,800 | 1 | \$2,800 |
| Landscape Irrigation | square foot | \$2 | \$3 | 700 | \$1,890 |
| Ornamental Landscape | square foot | \$5 | \$5 | 200 | \$1,030 |
| Pair of Hanging Baskets + Arms | pair | \$500 | \$520 | 8 | \$4,160 |
| Planters on Sidewalks | each | \$1,404 | \$1,572 | 8 | \$12,576 |
| Sidewalks with 2x2 textured grid | square foot | \$5 | \$6 | 7000 | \$42,000 |
| Sod Lawn | square yard | \$14 | \$16 | 50 | \$785 |
| Soil Preparation | square yard | \$80 | \$90 | 50 | \$4,500 |
| Trash Receptacle | each | \$1,800 | \$2,016 | 4 | \$8,064 |
| Visitors' Center + Rest Rooms | square foot | \$200 | \$220 | 1000 | \$220,000 |
| Water Display Fountain | each | \$120,000 | \$140,000 | 1 | \$140,000 |
| Wooden Arbor | square foot | \$140 | \$157 | 1000 | \$157,000 |
| Total | | | SUBTOTAL | | \$738,245 |
| | | | Design 15% | | \$110,737 |
| | | | Construction Services 10% | | \$73,825 |
| | | | Agency Administration 5% | | \$36,912 |
| | | | SUBTOTAL | | \$959,719 |
| | | | Contingency 15% | | \$143,958 |
| | | | TOTAL PROJECT COST | | \$1,103,676 |

EATONVILLE Town Center

Project **Plazas**

| Retail Plaza | unit | basic \$/unit | quality \$/unit | quantity | Total |
|----------------------------------|-------------|---------------|---------------------------|----------|------------------|
| Accent Paving Band | square foot | | | | |
| Art Sculpture Piece | each | \$80,000 | \$89,600 | 1 | \$89,600 |
| Bench | each | \$1,500 | \$1,680 | 20 | \$33,600 |
| Double Pedestrian Lights on Pole | each | \$3,130 | \$3,510 | 8 | \$28,080 |
| Drinking Fountain | each | \$2,500 | \$2,800 | 1 | \$2,800 |
| Landscape Irrigation | square foot | \$2 | \$3 | 700 | \$1,890 |
| Ornamental Landscape | square foot | \$5 | \$5 | 200 | \$1,030 |
| Pair of Hanging Baskets + Arms | pair | \$500 | \$520 | 8 | \$4,160 |
| Planters on Sidewalks | each | \$1,404 | \$1,572 | 8 | \$12,576 |
| Sidewalks with 2x2 textured grid | square foot | \$5 | \$6 | 8000 | \$48,000 |
| Sod Lawn | square yard | \$14 | \$16 | 50 | \$785 |
| Soil Preparation | square yard | \$80 | \$90 | 50 | \$4,500 |
| Trash Receptacle | each | \$1,800 | \$2,016 | 4 | \$8,064 |
| Water Display Fountain | each | \$120,000 | \$140,000 | 1 | \$140,000 |
| Wooden Arbor | square foot | \$140 | \$157 | 1000 | \$157,000 |
| Total | | | SUBTOTAL | | \$532,085 |
| | | | Design 15% | | \$79,813 |
| | | | Construction Services 10% | | \$53,209 |
| | | | Agency Administration 5% | | \$26,604 |
| | | | SUBTOTAL | | \$691,711 |
| | | | Contingency 15% | | \$103,757 |
| | | | TOTAL PROJECT COST | | \$795,467 |

Assumptions:

1. Private utilities (electric, phone, natural gas) will be relocated by others, if required.
2. Taxes have been included in the unit bid prices.
3. Assume no environmental impacts (i.e. brownfield cleanup, etc)
4. No water, recycled water, power or sewer costs have been included in the project.
If additional utilities are required, assume that utility will pay for those costs and will not be grant funded.

APPENDIX

EATONVILLE Town Center

Project: **New Street, Mashell to Washington**

| ITEM NO. | SPEC # | DESCRIPTION OF ITEM | QTY | UNIT | UNIT PRICE | TOTAL |
|----------|--------|----------------------------------------------------------|-------|------|------------|----------|
| 1 | 1-09 | Mobilization (10% of total project) | 1 | LS | \$45,410 | \$45,410 |
| 2 | 1-04 | Minor Changes | EST | EST | \$20,000 | \$20,000 |
| 3 | 1-05 | Construction Surveying | 1 | LS | \$5,000 | \$5,000 |
| 4 | 1-10 | Project Traffic Control (at Mashell and Washington) | 1 | LS | \$30,000 | \$30,000 |
| 5 | 2-01 | Clearing and Grubbing | 1 | LS | \$10,000 | \$10,000 |
| 6 | 2-02 | Asphalt Concrete Pavement Removal | 750 | SY | \$12 | \$9,000 |
| 7 | 2-02 | Removal of Structures and Obstructions | 1 | LS | \$20,000 | \$20,000 |
| 8 | 2-02 | Adjust Utilities | 10 | EA | \$600 | \$6,000 |
| 9 | 2-03 | Roadway Excavation, Incl. Haul | 700 | CY | \$30 | \$21,000 |
| 10 | 2-03 | Unsuitable Foundation Excavation, Incl. Haul | 70 | CY | \$50 | \$3,500 |
| 11 | 2-09 | Shoring or Extra Excavation | 1 | LS | \$3,000 | \$3,000 |
| 12 | 4-04 | Crushed Surfacing Base/Top Course | 1,400 | TON | \$30 | \$42,000 |
| 13 | 5-04 | Hot Mix Asphalt | 400 | TON | \$120 | \$48,000 |
| 14 | 7-04 | Storm Drainage (8- 12" concrete pipe, standard CB sys) | 400 | LF | \$135 | \$54,000 |
| 15 | 8-01 | Water Pollution/Erosion Control (4% of unit price items) | 1 | LS | \$15,200 | \$15,200 |
| 16 | 8-02 | Topsoil Type A | 35 | CY | \$50 | \$1,750 |
| 17 | 8-02 | Tree Plantings (40' O.C.) | 9 | EA | \$500 | \$4,250 |
| 18 | 8-02 | Roadside Restoration and Cleanup | 1 | LS | \$4,000 | \$4,000 |
| 19 | 8-04 | Cement Concrete Traffic Curb and Gutter | 800 | LF | \$25 | \$20,000 |
| 20 | 8-06 | Cement Concrete Driveway Entrance | 40 | SY | \$60 | \$2,400 |
| 21 | 8-14 | Cement Concrete Sidewalks | 900 | SY | \$45 | \$40,500 |
| 22 | 8-14 | Cement Conc. Wheelchair Ramps | 8 | EA | \$1,500 | \$12,000 |
| 23 | 8-20 | Illumination - pedestrian | 16 | LS | \$4,000 | \$64,000 |
| 24 | 8-20 | Illumination - roadway at alley | 1 | EA | \$10,000 | \$10,000 |
| 25 | 8-21 | Signage | 1 | LS | \$3,000 | \$3,000 |
| 26 | 8-22 | Channelization (based on length of project) | 275 | LF | \$20 | \$5,500 |

SUBTOTAL \$499,510

Design 15% \$74,927

Construction Services 10% \$49,951

Agency Administration 5% \$24,976

SUBTOTAL \$649,363

Contingency 15% \$97,404

TOTAL PROJECT COST \$746,767

Street Length
250

Cost / LF
\$2,987

Assumptions:

1. Private utilities (electric, phone, natural gas) will be relocated by others, if required.
2. Taxes have been included in the unit bid prices.
3. Proposed ROW is assumed 60-feet wide. **NO ROW costs have been included.**
4. Assume no significant improvements beyond ROW (i.e. retaining walls, building impacts, etc)
5. Turn radius from Washington assumed to meet WSDOT standard = 50-feet.
Turn radius from Mashell assumed to meet Town standard = 30-feet.
6. Reconstruction of roadway intersections included in cost estimate.
7. Assume no environmental impacts (i.e. brownfield cleanup, etc)
8. No water, recycled water, power or sewer costs have been included in the project.
If additional utilities are required, assume that utility will pay for those costs and will not be grant funded.

EATONVILLE Town Center

Project: Streetscape Improvements, Mashell Avenue

| ITEM NO. | SPEC # | DESCRIPTION OF ITEM | QTY | UNIT | UNIT PRICE | TOTAL |
|----------|--------|-----------------------------------------------------|-------|-----------------------|------------------------------------------|------------------|
| 1 | 1-09 | Mobilization (10% of total project) | 1 | LS | \$53,960 | \$53,960 |
| 2 | 1-04 | Minor Changes | EST | EST | \$10,000 | \$10,000 |
| 3 | 1-05 | Construction Surveying | 1 | LS | \$3,000 | \$3,000 |
| 4 | 1-10 | Project Traffic Control (per 500 LF, 2 sides of str | 1 | LS | \$30,000 | \$30,000 |
| 5 | 2-01 | Clearing and Grubbing | 1 | LS | \$3,000 | \$3,000 |
| 6 | 2-02 | Asphalt Concrete Pavement Removal | 1,200 | SY | \$12 | \$14,400 |
| 7 | 2-02 | Removal of Structures and Obstructions | 1 | LS | \$10,000 | \$10,000 |
| 8 | 2-02 | Removal of Existing Sidewalks/Curbs/Gutters | 560 | SY | \$15 | \$8,400 |
| 9 | 2-02 | Adjust Utilities | 10 | EA | \$600 | \$6,000 |
| 10 | 2-03 | Roadway Excavation, Incl. Haul | 300 | CY | \$30 | \$9,000 |
| 11 | 2-03 | Unsuitable Foundation Excavation, Incl. Haul | 30 | CY | \$50 | \$1,500 |
| 12 | 2-09 | Shoring or Extra Excavation | 1 | LS | \$3,000 | \$3,000 |
| 13 | 4-04 | Crushed Surfacing Base/Top Course | 500 | TON | \$30 | \$15,000 |
| 14 | 5-04 | Hot Mix Asphalt | 260 | TON | \$120 | \$31,200 |
| 15 | 6-11 | Concrete Retaining Wall (3- high, east side) | 1,500 | SF | \$50 | \$75,000 |
| 16 | 7-04 | Storm Drainage (8- 12" concrete pipe, standard C | 100 | LF | \$135 | \$13,500 |
| 17 | 8-01 | Water Pollution/Erosion Control (2% of unit price | 1 | LS | \$10,600 | \$10,600 |
| 18 | 8-02 | Topsoil Type A | 75 | CY | \$50 | \$3,750 |
| 19 | 8-02 | Tree Plantings (40' O.C.) | 25 | EA | \$500 | \$12,500 |
| 20 | 8-02 | Roadside Restoration and Cleanup | 1 | LS | \$4,000 | \$4,000 |
| 21 | 8-04 | Cement Concrete Traffic Curb and Gutter | 1,000 | LF | \$25 | \$25,000 |
| 22 | 8-06 | Cement Concrete Driveway Entrance | 450 | SY | \$60 | \$27,000 |
| 23 | 8-14 | Cement Concrete Sidewalks | 1,150 | SY | \$45 | \$51,750 |
| 24 | 8-14 | Cement Conc. Wheelchair Ramps | 8 | EA | \$1,500 | \$12,000 |
| 25 | 8-20 | Illumination (pedestrian lighting only) | 1 | LS | \$150,000 | \$150,000 |
| 26 | 8-21 | Signage | 1 | LS | \$5,000 | \$5,000 |
| 27 | 8-22 | Channelization (based on length of project) | 500 | LF | \$10 | \$5,000 |
| | | | | | SUBTOTAL | \$593,560 |
| | | | | Design | 15% | \$89,034 |
| | | | | Construction Services | 10% | \$59,356 |
| | | | | Agency Administration | 5% | \$29,678 |
| | | | | | SUBTOTAL | \$771,628 |
| | | | | Contingency | 20% | \$154,326 |
| | | | | | TOTAL PROJECT COST (assume 500LF) | \$925,954 |
| | | | | | Cost per Linear Foot (Citywide) | \$1,860 |

Assumptions:

1. Private utilities (electric, phone, natural gas) will be relocated by others, if required.
2. Taxes have been included in the unit bid prices.
3. Existing ROW is approximately 60-feet wide. **NO ROW costs have been included.**
4. Assume no environmental impacts.
5. No water or sewer costs have been included in the project. If additional utilities are required, assume that utility will pay for those costs and will not be grant funded.
6. East half of Mashell will be regraded during any roadway improvements.
7. Concrete retaining wall used to address roadway cross-slope along east half of Mashell.
No elevations available at this time, therefore this is a cost place-holder only.
8. All sidewalks 10-feet wide.

APPENDIX

EATONVILLE Town Center

Project: Streetscape Improvements, Citywide

| ITEM NO. | SPEC # | DESCRIPTION OF ITEM | QTY | UNIT | UNIT PRICE | TOTAL |
|----------|--------|---------------------------------------------------------|-------|-----------------------|------------------------------------------|------------------|
| | | | | | | |
| 1 | 1-09 | Mobilization (10% of total project) | 1 | LS | \$42,940 | \$42,940 |
| 2 | 1-04 | Minor Changes | EST | EST | \$10,000 | \$10,000 |
| 3 | 1-05 | Construction Surveying | 1 | LS | \$3,000 | \$3,000 |
| 4 | 1-10 | Project Traffic Control (per 500 LF, 2 sides of street) | 1 | LS | \$30,000 | \$30,000 |
| 5 | 2-01 | Clearing and Grubbing | 1 | LS | \$3,000 | \$3,000 |
| 6 | 2-02 | Asphalt Concrete Pavement Removal | 450 | SY | \$12 | \$5,400 |
| 7 | 2-02 | Removal of Structures and Obstructions | 1 | LS | \$10,000 | \$10,000 |
| 8 | 2-02 | Removal of Existing Sidewalks/Curbs/Gutters | 560 | SY | \$15 | \$8,400 |
| 9 | 2-02 | Adjust Utilities | 10 | EA | \$600 | \$6,000 |
| 10 | 2-03 | Roadway Excavation, Incl. Haul | 300 | CY | \$30 | \$9,000 |
| 11 | 2-03 | Unsuitable Foundation Excavation, Incl. Haul | 30 | CY | \$50 | \$1,500 |
| 12 | 2-09 | Shoring or Extra Excavation | 1 | LS | \$3,000 | \$3,000 |
| 13 | 4-04 | Crushed Surfacing Base/Top Course | 500 | TON | \$30 | \$15,000 |
| 14 | 5-04 | Hot Mix Asphalt | 60 | TON | \$120 | \$7,200 |
| 15 | 7-04 | Storm Drainage (8- 12" concrete pipe, standard C | 100 | LF | \$135 | \$13,500 |
| 16 | 8-01 | Water Pollution/Erosion Control (2% of unit price if | 1 | LS | \$8,400 | \$8,400 |
| 17 | 8-02 | Topsoil Type A | 75 | CY | \$50 | \$3,750 |
| 18 | 8-02 | Tree Plantings (40' O.C.) | 25 | EA | \$500 | \$12,500 |
| 19 | 8-02 | Roadside Restoration and Cleanup | 1 | LS | \$4,000 | \$4,000 |
| 20 | 8-04 | Cement Concrete Traffic Curb and Gutter | 1,000 | LF | \$25 | \$25,000 |
| 21 | 8-06 | Cement Concrete Driveway Entrance | 450 | SY | \$60 | \$27,000 |
| 22 | 8-14 | Cement Concrete Sidewalks | 1,150 | SY | \$45 | \$51,750 |
| 23 | 8-14 | Cement Conc. Wheelchair Ramps | 8 | EA | \$1,500 | \$12,000 |
| 24 | 8-20 | Illumination (pedestrian lighting only) | 1 | LS | \$150,000 | \$150,000 |
| 25 | 8-21 | Signage | 1 | LS | \$5,000 | \$5,000 |
| 26 | 8-22 | Channelization (based on length of project) | 500 | LF | \$10 | \$5,000 |
| | | | | | SUBTOTAL | \$472,340 |
| | | | | Design | 15% | \$70,851 |
| | | | | Construction Services | 10% | \$47,234 |
| | | | | Agency Administration | 5% | \$23,617 |
| | | | | | SUBTOTAL | \$614,042 |
| | | | | Contingency | 15% | \$92,106 |
| | | | | | TOTAL PROJECT COST (assume 500LF) | \$706,148 |
| | | | | | Cost per Linear Foot (Citywide) | \$1,420 |

Assumptions:

1. Private utilities (electric, phone, natural gas) will be relocated by others, if required.
2. Taxes have been included in the unit bid prices.
3. Existing ROW is approximately 60-feet wide. **NO ROW costs have been included.**
4. Assume no significant improvements beyond ROW (i.e. retaining walls, building impacts, etc)
5. Assume no environmental impacts.
6. No water or sewer costs have been included in the project. If additional utilities are required, assume that utility will pay for those costs and will not be grant funded.
7. All existing sidewalks/curb/gutter to be removed (assume 5-feet wide sidewalks).
8. No significant re-build or additional asphalt paving of street included. Additional drainage requirements only minor.
9. All sidewalks 10-feet wide.

EATONVILLE Town Center

Project: **Ranier to Mashell Connector via Larson**

| DESCRIPTION OF ITEM | QTY | UNIT | UNIT PRICE | TOTAL |
|--------------------------------------------------------|-----|------|------------|--------------------|
| "New Street- Mashell to Washington" | | | | |
| cost estimate, total cost per linear foot is | | | | |
| \$748,000 / 250' = \$2,987/LF. Let's say \$3,000 / LF. | 250 | LF | \$3,000 | \$750,000 |
| "Rainier to Mashell Connector" | | | | |
| approximately 850 LF, therefore | 850 | LF | \$3,000 | \$2,550,000 |

Assumptions:

1. Private utilities (electric, phone, natural gas) will be relocated by others, if required.
 2. Taxes have been included in the unit bid prices.
 3. Proposed ROW is assumed 60-feet wide. **NO ROW costs have been included.**
 4. Assume no significant improvements beyond ROW (i.e. retaining walls, building impacts, etc)
 5. Turn radius from Washington assumed to meet WSDOT standard = 50-feet.
Turn radius from Mashell assumed to meet Town standard = 30-feet.
 6. Reconstruction of roadway intersections included in cost estimate.
 7. Assume no environmental impacts (i.e. brownfield cleanup, etc)
 8. No water, recycled water, power or sewer costs have been included in the project.
- If additional utilities are required, assume that utility will pay for those costs and will not be grant funded.

APPENDIX

EATONVILLE Town Center

Project: North Town Entry

| ITEM NO. | SPEC # | DESCRIPTION OF ITEM | QTY | UNIT | UNIT PRICE | TOTAL |
|----------|--------|----------------------------------------------------------|-------|------|------------|-----------|
| 1 | 1-09 | Mobilization (10% of total project) | 1 | LS | \$129,105 | \$129,105 |
| 2 | 1-04 | Minor Changes | EST | EST | \$40,000 | \$40,000 |
| 3 | 1-05 | Construction Surveying | 1 | LS | \$10,000 | \$10,000 |
| 4 | 1-10 | Project Traffic Control | 1 | LS | \$50,000 | \$50,000 |
| 5 | 2-01 | Clearing and Grubbing | 1 | LS | \$20,000 | \$20,000 |
| 6 | 2-02 | Asphalt Concrete Pavement Removal | 1,800 | SY | \$12 | \$21,600 |
| 7 | 2-02 | Removal of Structures and Obstructions | 1 | LS | \$30,000 | \$30,000 |
| 8 | 2-02 | Removal of Existing Sidewalks/Curbs/Gutters | 350 | SY | \$15 | \$5,250 |
| 9 | 2-02 | Adjust Utilities | 1 | LS | \$20,000 | \$20,000 |
| 10 | 2-03 | Roadway Excavation, Incl. Haul | 800 | CY | \$30 | \$24,000 |
| 11 | 2-03 | Unsuitable Foundation Excavation, Incl. Haul | 80 | CY | \$50 | \$4,000 |
| 12 | 2-09 | Shoring or Extra Excavation | 1 | LS | \$5,000 | \$5,000 |
| 13 | 4-04 | Crushed Surfacing Base/Top Course | 3,000 | TON | \$30 | \$90,000 |
| 14 | 5-04 | Hot Mix Asphalt | 1,000 | TON | \$120 | \$120,000 |
| 15 | 6-16 | Soldier Pile Wall (average 15-feet high) | 6,375 | SF | \$80 | \$510,000 |
| 16 | 7-04 | Storm Drainage (8- 12" concrete pipe, standard CB sys) | 500 | LF | \$135 | \$67,500 |
| 17 | 8-01 | Water Pollution/Erosion Control (1% of unit price items) | 1 | LS | \$12,700 | \$12,700 |
| 18 | 8-02 | Topsoil Type A | 75 | CY | \$50 | \$3,750 |
| 19 | 8-02 | Tree Plantings (40' O.C.) | 25 | EA | \$500 | \$12,500 |
| 20 | 8-02 | Roadside Restoration and Cleanup | 1 | LS | \$10,000 | \$10,000 |
| 21 | 8-04 | Cement Concrete Traffic Curb and Gutter | 1,000 | LF | \$25 | \$25,000 |
| 22 | 8-06 | Cement Concrete Driveway Entrance | 50 | SY | \$60 | \$3,000 |
| 23 | 8-14 | Cement Concrete Sidewalks | 650 | SY | \$45 | \$29,250 |
| 24 | 8-14 | Cement Conc. Wheelchair Ramps | 5 | EA | \$1,500 | \$7,500 |
| 25 | 8-20 | Roadway Lighting | 1 | LS | \$150,000 | \$150,000 |
| 26 | 8-21 | Signage | 1 | LS | \$10,000 | \$10,000 |
| 27 | 8-22 | Channelization (based on length of project) | 500 | LF | \$20 | \$10,000 |

SUBTOTAL \$1,420,155

Design 15% \$213,023

Construction Services 10% \$142,016

Agency Administration 5% \$71,008

SUBTOTAL \$1,846,202

Contingency 25% \$461,550

TOTAL PROJECT COST \$2,307,752

Assumptions:

1. Private utilities (electric, phone, natural gas) will be relocated by others, if required.
2. Taxes have been included in the unit bid prices.
3. Proposed ROW is assumed 60-feet wide. **NO ROW costs have been included.**
4. Assume no significant improvements beyond ROW (i.e. building impacts, etc)
5. Pocket lengths based on initial review of WSDOT design manual requirements for deceleration lane.
6. Turn radius based on 25-mph requirements. Appears to meet minimum radius requirements for stopping site distance. Existing turn radiuses in town are considered acceptable.
7. Soldier pile retaining wall required if new radius or lane requirements impact steep slopes.
Without elevation information, average height of retaining wall based on field observations.
8. No water, recycled water, power or sewer costs have been included in the project.
If additional utilities are required, assume that utility will pay for those costs and will not be grant funded.

EATONVILLE Town Center

Project: Middle School Connector

| ITEM NO. | SPEC # | DESCRIPTION OF ITEM | QTY | UNIT | UNIT PRICE | TOTAL |
|----------|--------|----------------------------------------------------|-------|-----------------------|---------------------------|------------------|
| 1 | 1-09 | Mobilization (10% of total project) | 1 | LS | \$34,100 | \$34,100 |
| 2 | 1-04 | Minor Changes | EST | EST | \$10,000 | \$10,000 |
| 3 | 1-05 | Construction Surveying | 1 | LS | \$4,000 | \$4,000 |
| 4 | 1-10 | Project Traffic Control | 1 | LS | \$10,000 | \$10,000 |
| 5 | 2-01 | Clearing and Grubbing | 1 | LS | \$10,000 | \$10,000 |
| 6 | 2-02 | Asphalt Concrete Pavement Removal | 200 | SY | \$12 | \$2,400 |
| 7 | 2-02 | Removal of Structures and Obstructions | 1 | LS | \$10,000 | \$10,000 |
| 8 | 2-02 | Adjust Utilities | 5 | EA | \$600 | \$3,000 |
| 9 | 2-03 | Roadway Excavation, Incl. Haul | 1,000 | CY | \$30 | \$30,000 |
| 10 | 2-03 | Unsuitable Foundation Excavation, Incl. Haul | 200 | CY | \$50 | \$10,000 |
| 11 | 2-09 | Shoring or Extra Excavation | 1 | LS | \$3,000 | \$3,000 |
| 12 | 4-04 | Crushed Surfacing Base/Top Course | 500 | TON | \$30 | \$15,000 |
| 13 | 5-04 | Hot Mix Asphalt | 250 | TON | \$120 | \$30,000 |
| 14 | 7-04 | Storm Drainage (8- 12" concrete pipe, standard | 300 | LF | \$135 | \$40,500 |
| 15 | 8-01 | Water Pollution/Erosion Control (3% of unit price) | 1 | LS | \$8,700 | \$8,700 |
| 16 | 8-02 | Topsoil Type A | 60 | CY | \$50 | \$3,000 |
| 17 | 8-02 | Tree Plantings (40' O.C.) | 20 | EA | \$500 | \$10,000 |
| 18 | 8-02 | Roadside Restoration and Cleanup | 1 | LS | \$5,000 | \$5,000 |
| 19 | 8-04 | Cement Concrete Traffic Curb and Gutter | 800 | LF | \$25 | \$20,000 |
| 20 | 8-06 | Cement Concrete Driveway Entrance | 40 | SY | \$60 | \$2,400 |
| 21 | 8-14 | Cement Concrete Sidewalks | 600 | SY | \$45 | \$27,000 |
| 22 | 8-14 | Cement Conc. Wheelchair Ramps | 4 | EA | \$1,500 | \$6,000 |
| 23 | 8-20 | Illumination (pedestrian lighting only) | 1 | LS | \$75,000 | \$75,000 |
| 24 | 8-21 | Signage | 1 | LS | \$2,000 | \$2,000 |
| 25 | 8-22 | Channelization (based on length of project) | 400 | LF | \$10 | \$4,000 |
| | | | | | SUBTOTAL | \$375,100 |
| | | | | Design | 15% | \$56,265 |
| | | | | Construction Services | 10% | \$37,510 |
| | | | | Agency Administration | 5% | \$18,755 |
| | | | | | SUBTOTAL | \$487,630 |
| | | | | Contingency | 15% | \$73,145 |
| | | | | | TOTAL PROJECT COST | \$560,775 |

APPENDIX

EATONVILLE Town Center

Project: **Parking Lot**

| ITEM NO. | SPEC # | DESCRIPTION OF ITEM | QTY | UNIT | UNIT PRICE | TOTAL |
|----------|--------|----------------------------------------------------------|-------|------|------------|----------|
| 1 | 1-09 | Mobilization (8% of total project) | 1 | LS | \$32,188 | \$32,188 |
| 2 | 1-04 | Minor Changes | EST | EST | \$10,000 | \$10,000 |
| 3 | 1-05 | Construction Surveying | 1 | LS | \$4,000 | \$4,000 |
| 4 | 1-10 | Project Traffic Control | 1 | LS | \$8,000 | \$8,000 |
| 5 | 2-01 | Clearing and Grubbing | 1 | LS | \$10,000 | \$10,000 |
| 6 | 2-02 | Asphalt Concrete Pavement Removal | 50 | SY | \$12 | \$600 |
| 7 | 2-02 | Removal of Structures and Obstructions | 1 | LS | \$10,000 | \$10,000 |
| 8 | 2-02 | Adjust Utilities | 1 | LS | \$10,000 | \$10,000 |
| 9 | 2-03 | Roadway Excavation, Incl. Haul | 4,000 | CY | \$15 | \$60,000 |
| 10 | 2-03 | Unsuitable Foundation Excavation, Incl. Haul | 400 | CY | \$40 | \$16,000 |
| 11 | 2-09 | Shoring or Extra Excavation | 1 | LS | \$20,000 | \$20,000 |
| 12 | 4-04 | Crushed Surfacing Base/Top Course | 700 | TON | \$30 | \$21,000 |
| 13 | 5-04 | Hot Mix Asphalt | 500 | TON | \$120 | \$60,000 |
| 14 | 6-16 | Retaining Wall (Avg. wall height = 7.5') | 900 | SF | \$50 | \$45,000 |
| 15 | 7-04 | Storm Drainage (8- 12" concrete pipe, standard CB sys) | 250 | LF | \$135 | \$33,750 |
| 16 | 8-01 | Water Pollution/Erosion Control (2% of unit price items) | 1 | LS | \$6,300 | \$6,300 |
| 17 | 8-02 | Topsoil Type A | 24 | CY | \$50 | \$1,200 |
| 18 | 8-02 | Tree Plantings (40' O.C.) | 8 | EA | \$500 | \$4,000 |
| 19 | 8-02 | Roadside Restoration and Cleanup | 1 | LS | \$5,000 | \$5,000 |
| 20 | 8-04 | Cement Concrete Traffic Curb and Gutter | 150 | LF | \$25 | \$3,750 |
| 21 | 8-06 | Cement Concrete Driveway Entrance | 100 | SY | \$60 | \$6,000 |
| 22 | 8-14 | Cement Concrete Sidewalks | 150 | SY | \$45 | \$6,750 |
| 23 | 8-14 | Cement Conc. Wheelchair Ramps | 2 | EA | \$1,500 | \$3,000 |
| 24 | 8-20 | Illumination | 1 | LS | \$50,000 | \$50,000 |
| 25 | 8-21 | Signage | 1 | LS | \$2,000 | \$2,000 |
| 26 | 8-22 | Channelization (based on length of project) | 1 | LS | \$6,000 | \$6,000 |

SUBTOTAL \$434,538

Design 10% \$43,454

Construction Services 8% \$34,763

Agency Administration 5% \$21,727

SUBTOTAL \$534,482

Contingency 10% \$53,448

TOTAL PROJECT COST \$587,930

Assumptions:

1. Private utilities (electric, phone, natural gas) will be relocated by others, if required.
2. Taxes have been included in the unit bid prices.
3. Proposed ROW is assumed 60-feet wide. **NO ROW costs have been included.**
4. Assume no significant improvements beyond ROW (i.e. retaining walls, building impacts, etc)
5. Turn radius from Washington assumed to meet WSDOT standard = 50-feet.
Turn radius from Mashell assumed to meet Town standard = 30-feet.
6. Reconstruction of roadway intersections included in cost estimate.
7. Assume no environmental impacts (i.e. brownfield cleanup, etc)
8. No water, recycled water, power or sewer costs have been included in the project.
If additional utilities are required, assume that utility will pay for those costs and will not be grant funded.

LEAD AGENCY: WASHINGTON STATE TRANSPORTATION IMPROVEMENT BOARD
FUNDING TYPE: Streetscape Improvements
PROGRAM: See Below For Various Programs
CONTACT: Greg Armstrong at (360) 586-1142 or e-mail at GregA@TIB.WA.GOV.

<http://www.tib.wa.gov/SmallCity/SmallCity.htm>

DEADLINE: See specific program below for deadlines

ELIGIBILITY:

- An eligible agency is a city or town with a population less than five thousand.
- Project selection criteria include safety, pavement condition and local support.

DISTRIBUTION:

Funds are distributed across three regions based on small city populations

- Local match requirements:
Under 500 population – no match
500 and over – 5% local match

PROGRAM: Small City Arterial Program

FUNDS AWARDED: The Small City Arterial Program has annual awards ranging from \$5 million to \$8 million using a competitive project selection process.

DEADLINE: Applications are due at the end of August and projects selected by the Board in November.

PROGRAM: Small City Preservation

Deadline: No deadlines set for FY 2008, FY 2007 deadline was January 4, 2006

PROGRAM: Small City Sidewalk

ELIGIBILITY:

- The intent of the project must be transportation and not recreation.
- The project must be on or related to a TIB Small City Arterial.

Projects improve safety, access, connectivity, and address system continuity. Completed projects must be consistent with the Americans with Disabilities Act (ADA). Selection criteria include safety, pedestrian generators, pedestrian access, and local support.

FUNDS AWARDED: The small city Sidewalk Program has annual awards ranging from \$1 million to \$1.5 million using a competitive project selection process.

DEADLINE: Applications are due at the end of August and projects are selected by the Board in November.

PROGRAM: Newstreets

TIB selected eight cities for Newstreets projects. The most successful example of the WSDOT partnering was completed in May 2005 when about seven blocks of city streets in Chelan was added to an SR 97A project. In addition to benefiting from high quality asphalt, the ADA facilities in the project area were also upgraded.

In order to partner with WSDOT, NewStreets projects need to be identified 12-15 months in advance of the anticipated construction. TIB and WSDOT have entered into a Master Agreement to facilitate

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this early cooperation. Task Orders are developed for each project, so that the bidding documents include the small city work.

TIB is also open to partnering opportunities when small cities and county road departments identify paving and chip seal projects that can be extended into the small city street system.

DEADLINE: Open continuously to take advantage of unique financial opportunities.

PROGRAM: Federal Match

By all accounts the Federal Match program has been very successful. TIB benefits by completing projects for 13.5% that otherwise would be funded for 95% to 100% of the total project cost. Small cities benefit by not having to divert maintenance money to secure a federal grant.

The Transportation Enhancements program funding is a competitive process managed by the Puget Sound Regional Council.

ELIGIBILITY: Agency is a city or town with a population less than 5,000 that has a federally funded project from one of the following programs:

- Regional and Statewide Competitive STP Program
- Hazard Elimination Program
- Enhancement Program (projects must meet the threshold eligibility requirements of the Small City Arterial Program or Small City Sidewalk Program)

DEADLINE: Open continuously to take advantage of unique financial opportunities. Applications are processed in a "rolling call for projects" every 60 days, rather than on a random schedule as applications are submitted or federal funding authorized.

LEAD AGENCY: PUGET SOUND REGIONAL COUNCIL
FUNDING TYPE: Streetscape Improvements

PROGRAM: Rural Town Centers and Corridor Program
 CONTACT:
 DEADLINE: March 2007
 ELIGIBILITY:
 DISTRIBUTION:

LEAD AGENCY: WASHINGTON DEPARTMENT OF TRANSPORTATION through
 the Puget Sound Regional Council
FUNDING TYPE: Transportation Enhancements

PROGRAM: Transportation Enhancements
 CONTACT: Kelly McGourty, kmcgourty@psrc.org, 206-464-7892
 Karen Richter, krichter@psrc.org, 206-464-6343
 WEBSITE: <http://www.wsdot.wa.gov/TA/ProgMgt/Grants/Enhance.htm>
 DEADLINE: Likely August 2007
 FUNDS AWARDED: \$25,000 – \$1 Million

LEAD AGENCY: WASHINGTON DEPARTMENT OF TRANSPORTATION
FUNDING TYPE: Pedestrian, Bicycle and Safe Schools

PROGRAM: Pedestrian & Bicycle Safety
 CONTACT: Contact Paula Reeves at 360-705-7258
 WEBSITE: http://www.wsdot.wa.gov/bike/Ped_Bike_Program.htm
 DEADLINE: Tentatively Fall 2008
 FUNDS AWARDED: \$100,000 to over \$1 Million

PROGRAM: Safe Route to Schools
 CONTACT: Contact Charlotte Claybrooke, at 360-705-7302
 WEBSITE: http://www.wsdot.wa.gov/bike/Safe_Routes_Program.htm
 DEADLINE: Tentatively Fall 2008
 FUNDS AWARDED: \$100,000 to over \$1 Million

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LEAD AGENCY: WASHINGTON TRAFFIC SAFETY COMMISSION
FUNDING TYPE: Pedestrian, Bicycle and Safe Schools
PROGRAM: School Zone Safety
Pedestrian and Bicycle Safety
CONTACT: Lynn Drake, Program Manager
360-586-3484
ldrake@wtsc.wa.gov
WEBSITE: <http://www.wtsc.wa.gov/business/grants.htm>
DEADLINE: Apply March 30 to May 14, 2007. Funds available October 1, 2007
FUNDS AWARDED: Project Grants
For any traffic safety project. This includes police equipment costing more than \$10,000. There is program and a program for which Eatonville may be eligible for some funding.

LEAD AGENCY: PIERCE COUTNY
FUNDING TYPE: Public Art (possibly for Town Center or Welcome Point?)
DIVISION: Community Services
Arts & Culture
PROGRAM: One Percent for Art
CONTACT: Marlette Buchanan, Acting Community Services & Arts Manager
Kathy Benson, Arts Assistant
Phone: (253) 798-6902 Fax: (253) 798-6604
3602 Pacific Avenue, Suite 200, Tacoma WA 98418
e-mail: [Percent for Arthttp://www.co.pierce.wa.us/pc/services/arts/publicart.htm](mailto:PercentforArthttp://www.co.pierce.wa.us/pc/services/arts/publicart.htm)
DEADLINE: See specific program below for deadlines

FUNDING TYPE: Tourism Promotion
DIVISION: Community Development Division
PROGRAM: Tourism Promotion
CONTACT: Phone (253) 798-7205
WEBSITE: <http://www.co.pierce.wa.us/pc/abtus/ourorg/comsvcs/cd/tourism.htm#eligibility>
DEADLINE: Applications are due March 31, 2007. Workshops will be offered March 7th and 8th. Workshops are mandatory for first time applicants and strongly encouraged for all applicants. Selected applicants will be requested to provide an oral presentation to the LTAC. Committee recommendations will be completed and submitted to the County Executive and County Council by July 1. Recommendations are incorporated in the County Budget, which is approved by the County Council in November.

FUNDS AWARDED:
2006 Awards include funds for:
Renaissance Fantasy Faire \$10,000
Gig Harbor-Ken Pen Welcome Center \$28,500
Ashford Performing Arts Center \$400,000
CVB Sales and Marketing \$91,200

White River Visitor Center \$15,650

*NOTE: Pierce County must have 'ownership interest' in any facility before it can allocate lodging tax funds to the construction and/or renovation of that facility.

OTHER RESOURCES (Loans, Technical resources, information)

LEAD AGENCY: STATE OF WASHINGTON DEPARTMENT OF COMMUNITY, TRADE AND ECONOMIC DEVELOPMENT (CERB)

Community Economic Revitalization Board

WEBSITE: www.cted.wa.gov/cerb.

CERB supports the following business sectors: manufacturing, production, food processing, assembly, warehousing, industrial distribution, advanced technology and research and development, recycling facilities, or businesses that substantially support the trading of goods and services outside of the state's borders. In rural counties, CERB can support tourism development projects that meet the program's primary goal of supporting business growth and job creation.

Eligible public facilities include: bridges, roads, domestic and industrial water, sanitary sewer, storm sewer, railroad spurs, telecommunications, electricity, natural gas, general purpose industrial buildings and port facilities. CERB funds may not support a project that facilitates or promotes gambling as a primary purpose, retail development, or the purchase of land or existing facilities. Feasibility and pre-development studies are opportunities in designated rural areas of the state.

CERB makes low-interest loans (and grants in unique circumstances) to applicants that can demonstrate financial need and have a funding gap that cannot reasonably be filled by another source. CERB contracts with local governments and federally recognized Indian tribes; CERB funds do not go to private business.

2007 MEETINGS

January 18, 2007

March 15, 2007

May 17, 2007

APPLICATION DEADLINE

December 4, 2006

January 29, 2007

April 2, 2007

June 30, 2007 is the end of the 2005-2007 Biennium

July 19, 2007

September 20, 2007

November 15, 2007

June 4, 2007

August 6, 2007

October 1, 2007

CERB Program: Local Infrastructure Financing Tool Competitive Program Guidelines (LIFT)

WEBSITE: <http://www.cted.wa.gov/site/64/default.aspx>

CERB is responsible for approving use of the LIFT Program to both legislatively and competitively

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selected projects. CERB receives management support from the Washington State Department of Community, Trade and Economic Development (CTED) and collaborates with CTED and the Department of Revenue (DOR) to meet the requirements of the program application, evaluation and reporting processes.

CERB Program: Growth Management Services

WEBSITE: <http://cted.wa.gov/site/375/default.aspx>

The Planning Short Course provides evening or day training for planning commissioners, local officials, and citizens about land use planning and growth management in Washington. This can be scheduled in local communities as either a "Basic 101"- type training or a customized training to meet local priorities.

GMS also produces "About Growth", a free quarterly newsletter on growth management planning in Washington. To be put on a mailing list for "About Growth", or for a list of other available publications, call 360-725-3000 or visit their website at www.cted.wa.gov/growth.

CERB Program: Business and Project Development

WEBSITE: <http://cted.wa.gov/site/97/default.aspx>

LEAD AGENCY: WA DEPT. OF COMMUNITY, TRADE & ECONOMIC DEVELOPMENT

PROGRAM: Rural Washington Loan Fund

Contact: Chris Greenlee 360.725.4040

Steve Saylor 360.725.4046 stevesa@cted.wa.gov

WEBSITE: http://www.cted.wa.gov/portal/alias__CTED/lang__en/tabID__87/DesktopDefault.aspx

Priority Projects

- Manufacturing or other industrial production
- Agricultural development or food processing
- Aquaculture development or seafood processing
- Development or improved utilization of natural resources
- Tourism facilities
- Transportation or freight facilities
- Other activities which represent new technology or a type of economic enterprise needed to diversify the economic base of an area
- Retail or service enterprises that will expand the community's economic base rather than primarily redistribute the existing customer base.

Ineligible Projects

- RWLF will not finance a business with a negative net worth or when funds would be used for the reduction of an existing lender's risk position or to replace owner's equity.
- Under statute, the program may not finance projects, which directly or indirectly assist in the development of a shopping mall.

Funds Available

- Loan amount is determined by the "gap" and competitive factors, and cannot exceed one-third of the total project costs.
- Loans up to \$700,000 with Director's approval.

Funds can be lent for the acquisition, engineering, improvement, rehabilitation, construction, operation,

or maintenance of any property, real or personal, that is used or is suitable for use by an economic enterprise. Working capital term loans are eligible costs.

PROGRAM: Washington State Main Street Program

CONTACT: 128 10th Avenue SW, P.O. Box 42525
Olympia, Washington 98504-2525
360-725-4056, susank@cted.wa.gov
360-725-4112, sheris@cted.wa.gov
www.downtown.wa.gov
<http://www.cted.wa.gov/site/52/default.aspx>

If your community is just beginning to explore downtown revitalization, does not wish to become a Start-Up or designated Main Street community, or wishes to use the Main Street Approach™ in a non-traditional commercial setting, there is the **AFFILIATE** level. For communities that are exploring the possibility of future Main Street designation, there is the **START-UP** level. And, for communities that have a population less than 100,000, or for neighborhood commercial districts, with a high degree of commitment and readiness towards using the Main Street Approach in a traditional downtown setting, there is the **MAIN STREET™** designation level.

PROGRAM: Main Street Tax Credit Incentive Program
ORGANIZATIONS PROVIDING INFORMATION ABOUT COMPACT DEVELOPMENT OPTIONS

SMART GROWTH

<http://www.smartgrowth.org/about/default.asp>

ACTIVE LIVING BY DESIGN

<http://www.activelivingbydesign.org/index.php?id=4>

