COMPREHENSIVE

GROWTH MANAGEMENT PLAN

for the

CITY OF KETTLE FALLS

Adopted 1997
Amended 2012
Amended 2014

FACT SHEET

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Proponents:	City of Kettle Falls
Lead Agency:	City of Kettle Falls
Responsible Official:	Ms Dorothy Slagle, Mayor City of Kettle Falls P.O. Box 457 Kettle Falls, Washington 99141
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Executive Summary

This is an update of the 1997 Kettle Falls Comprehensive Plan. Fourteen years have gone by since the original Plan was adopted. Many issues with land use have changed while some issues have remained the same. This update should reflect those changes and the future of Kettle Falls for the next 20 years.

Kettle Falls is a very small city with limited resources. Nonetheless, the community has worked to maintain and improve public facilities and encourage appropriate development, especially economic development that will support population growth. Because it is located in a beautiful, scenic area adjacent to the Colville River and Lake Roosevelt, with a park that is managed by the National Park Service, the area around Kettle Falls has experienced a lot of residential development. Most of the new residents are retirees, or are employed elsewhere in the county.

When Stevens County began to experience a growth boom in the early 1990s, the six incorporated cities joined together to urge the County to participate in growth management planning because the piecemeal rural development was threatening to overwhelm government's ability to provide basic services. The six cities joined together to form the Small Cities Consortium of Stevens County to develop new comprehensive plans and implementing ordinances to meet all the requirements of the Washington Growth Management Act of 1990 (GMA), as amended. This Comprehensive Plan is the result of that effort.

The Kettle Falls Plan includes information on the history of the city and a description of existing conditions vis-à-vis land use, public facilities and services, housing, shorelines, and natural resources. The focus of the plan, however, is the goals, policies, standards, and plan maps that will guide the city government's actions over the next twenty years. A brief description of the components of the plan follows.

Summary of the Plan

The Kettle Falls Comprehensive Growth Management Plan contains an introduction, five elements addressing the specific topics required by GMA, and a series of appendices. The purpose and contents of the plan are summarized below.

Kettle Falls has taken advantage of recent changes in state law and has integrated the evaluation of potential environmental impacts of growth into the Comprehensive Plan, so that mitigation measures are designed into the plan also. Chapter 1, the introduction to the plan and planning process, describes the development of growth forecasts and evaluation of alternative ways to accommodate expected growth.

Chapter 2, the **Land Use Element,** describes existing development patterns and what land uses should go where in the future. Kettle Falls still has many historic homes, but the city is expected to grow to more than twice its current size over the

next twenty years. That will mean substantial changes in the appearance and functioning of the city.

As required by state law, the Land Use Element also describes the sensitive natural resources and shoreline areas in the city. Sensitive resources that have been designated as Critical Areas include steep slopes, known habitat for threatened and endangered species, flood hazard areas, and wetlands. Policies to protect these resources are included in the Land Use Element.

The shoreline of the Colville River is both a major natural resource and a major recreational resource for the community. Kettle Falls would like to see a trail developed along the river in the gorge to enhance public access and enjoyment of the river. The shoreline management policies included in the Land Use element are intended to ensure that development on the bluff overlooking the river will enhance the overall attractiveness of the area and economic viability of the city.

The third chapter, the **Capital Facilities and Utilities Element**, describes existing public and private infrastructure and services (water, sewer, library, general government, police, schools and fire) that are currently available and will need to expand to serve expected growth. For those facilities and services that the City provides (water, police, fire, parks and general government) the element sets standards for the level of service that the community will seek to maintain, and estimates the costs of needed improvements to meet them as the city grows. For those improvements that will be needed within the next six years, the plan includes a plan for financing improvements.

The fourth chapter, the **Housing Element**, describes the characteristics of the existing population (age, income, household size) and how that affects housing need. The element also identifies how these factors are likely to change over the next twenty years, and what the resulting changes in housing need and demand are likely to be. Kettle Falls expects to see an increasing population of retirees, and possibly some younger households as tourist-related businesses are established. As a result, there is likely to be a need for smaller and more affordable units, as well as housing designed for households with disabilities.

Kettle Falls expects to grow to 2,206 people (919 households) by the year 2030. The majority of the new housing will be single family homes, in keeping with trends of the past few years. Most of the new houses will be conventional stick-built housing, but some households are expected to live in manufactured housing. Kettle Falls housing is still affordable, but the prices have been increasing and are expected to continue to increase over the foreseeable future. The element contains policies to assist lower income households to find affordable housing in the community.

The fourth chapter in the body of the plan is the **Transportation Element**, which describes the existing transportation systems serving Kettle Falls and identifies improvements that will be needed to support growth. The element also contains a

plan for financing improvements as they are needed. Washington State Route 395 (SR 395) runs through the northern part of the city, connecting it to other urban areas and the region. There is limited bus service and no air, rail, or water transportation, so most residents rely on the private automobile. This state of affairs is expected to continue for the foreseeable future, because the expected growth is not large enough to support alternative transportation.

Because traffic is so light, there have been few problems with vehicles, pedestrians, and bicycles sharing the same roadways. However, the city has identified a need for sidewalks and bicycle lanes along SR 395, Meyers Street, and other arterials in order to enhance tourism in city. In addition, several improvements will be needed at the intersection of key roads with SR 395, as traffic increases. The city will work with Washington State Department of Transportation (WSDOT) to design and schedule the needed improvements. Most remaining improvements will be constructed as a part of new development, or will be resurfacing existing city streets.

The final chapter addresses annexation and management of development in the joint planning area around Kettle Falls. The city will work with Stevens County to ensure that urban development occurs in the city, and surrounding areas are devoted primarily to resource industries and rural development. The city will ensure that annexation occurs when appropriate and necessary to accommodate urban development.

Kettle Falls hopes to maintain the quality of life and historic character of the community as growth occurs, and to encourage new businesses to locate in the city so that young people do not have to move away to make a living.

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I. INTRODUCTION

Kettle Falls has updated its comprehensive plan because the economic base of the city is changing and land use, housing and infrastructure requirements need to be reassessed in light of the shift from a resource based economy to a service based economy. The City of Kettle Falls intends to provide a planning program that emphasizes a responsive rather than directive governmental system, allowing actions to improve the community to be initiated by city residents. This comprehensive plan is intended to provide a viable, consistent platform from which decisions about day-to-day operations and new ideas and issues can be evaluated.

A. Community History

Kettle Falls is located on the western edge of Stevens County, in the Columbia River valley, 2.5 miles east of Lake Roosevelt. It was founded in 1825 around the original site of Fort Colville on the banks of the Columbia River. The fort was an outpost of the Hudson's Bay Company, and a center of the fur trade in the inland northwest. When the boundary of the northwest was drawn at the 49th parallel in 1846, and the territory of Washington was established in 1853, the Hudson's Bay Company withdrew. A US Army military post was built to replace the Hudson's Bay Company and protect trade and settlement in the region, but not in the same location.

In 1889 forty acres were platted for the original town site. The City of Old Kettle Falls, incorporated in 1892, was the largest town in Stevens County, with a population well over 1,000. It was a center of mining, timber and agriculture. Electricity, sidewalks, a school house and a large hotel were in place at the time of its incorporation. In 1903, the town's New York financial backers withdrew their support for the major mining and timber ventures, and in turn the railroad, which had planned a center in Kettle Falls, built in Marcus. Kettle Falls began to decline in importance. By 1930, only 276 people remained in the City.

The original town site for Kettle Falls was flooded upon the completion of Grand Coulee Dam and filling of Lake Roosevelt. Between 1939 and 1941, many of the buildings in Old Kettle Falls were moved to the community known as Meyer's Falls. After much discussion, the City was renamed Kettle Falls.

The economy of the city has continued to be primarily based on resource extraction--mining, agriculture, and timber. At one time, the city had two lumber mills within the city limits. As these industries have declined, recreation and service industries (restaurants, gas stations, equipment rental) serving the tourist trade have grown. Kettle Falls has also seen an increase in the number of people retiring to the city.

B. Population, Household, and Employment Trends

Since Kettle Falls moved to its present location, the population has grown at a slow but steady rate. Since 1970, the growth rate has increased, largely driven by retirees and some spill-over from Colville then stabilizing after the 2008 recession. Table I-1 shows the population growth since 1970, and population projections through the year 2030. Projections are based on the previous 40-year average percentage rates.

Table I-1
Population Trends

Year	Population	% Change
1970	893	- -
1980	1,087	21.7%
1990	1,275	17.3%
2000	1,527	19.8%
2010	1,640	7.4%
2020	1,902 (est.)	16%
2030	2,206 (est.)	16%

The number of households has increased more rapidly than the population, because the trend has been to a smaller average household size. (A household is everyone living in a housing unit, whether they are related or not.) In 2010, the average household size in Kettle Falls was 2.41 people.

While population has held steady or increased over the years, employment has fluctuated--tied largely to the fortunes of resource-based industries such as farming, timber, and mining. Today the major employers in the region are Federal Government, Health Care/Hospital, Boise Cascade and Kettle Falls School District. Table I-2 shows past and projected labor force figures in Kettle Falls.

The City of Kettle Falls has determined that its best opportunity for stabilizing and enhancing its economic base is to capitalize on its scenic location adjacent to Lake Roosevelt, and encourage development of tourism-related businesses. Kettle Falls, as the nearest town of any size, is well-situated to capture some of the tourist dollars. The City expects most of its employment growth to be in this industry, and has developed policies and programs to assist and encourage this.

Table I-2
Labor Force Trends

Year	Employment	% Change
1970	300	---
1980	400	33.3%
1990	440	10.0%
2000	664	33.7%
2010	665	.01%
2020 (est.)	791	19%

Source: US Census

C. The Planning Process

In 1992, the Kettle Falls Area Planning Commission and other interested agencies began to update the Comprehensive Plan by conducting a survey of area residents to determine their opinions on key issues and establish a vision of what the community should be in the future. Information from this effort has provided policy direction for the development of this plan.

In 1994, Kettle Falls joined with the five other incorporated cities in Stevens County to create the Small Cities Consortium of Stevens County and hired consultants to assist with the development of comprehensive plans that would meet all the requirements of the Washington Growth Management Act of 1990, as amended. Public input and involvement in developing the plan was sought throughout the process as described below.

In 1996, the Small Cities Consortium received a grant from the State Planning and Environmental Review Fund to permit the integration of the environmental analysis required under the State Environmental Policy Act (SEPA) into the planning process. Therefore, this document includes both the elements of the Comprehensive Plan required under the Growth Management Act and implementing regulations, and a programmatic Environmental Impact Statement meeting the requirements of SEPA, including the analysis of potential impacts and identification of appropriate mitigation measures.

In 2008 – 2010, the Kettle Falls Area Planning Commission reviewed the goals and policies of the Comprehensive Land Use Plan as part of Growth Management Act update process. This plan reflects those updates.

1. Public Involvement

Goal 11 of the Washington Growth Management Act is “Encourage involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.” Kettle Falls has worked diligently to achieve this goal.

The Small Cities Consortium with representatives from each community, held monthly meetings over the course of more than three years. These meetings were open to the public and each step of the GMA planning process was addressed and cooperative decisions where made that were acceptable to all six cities. Kettle Falls residents and property owners were also invited to be involved in the process. A series of public meetings were held to actively encourage public participation early on during the land use planning process.

Kettle Falls held a public open house to review the inventory of existing information, discuss issues, and answer questions related to the preparation of the Comprehensive Growth Management Plan. Inventory information included maps of existing land use, transportation, utilities, and natural resources in and around the city; criteria developed by Stevens County for the protection of sensitive natural resources; a draft Interim Critical Areas Ordinance and Environmental Ordinance for the city, draft County-Wide Planning Policies, growth projections for the city and the county; minimum level of service standards for public services and facilities; the planning process and planning schedule. Handouts of this information were provided and questionnaires were distributed to elicit detailed feedback.

A public workshop for all six communities was held to develop land use alternatives for evaluation. Population and employment projections, existing conditions maps, and a worksheet were provided to calculate how much land would be needed to accommodate anticipated population growth. Participants from each community worked through the steps together, arriving at land acreage totals needed to provide residential, commercial, industrial, and public facilities for projected growth. Once the worksheet calculations were complete, participants went to the maps and developed two or three land use alternatives. These alternatives were considered by the Planning Commission and City Council, and a preferred alternative was selected as the Interim urban Growth Area (IUGA).

Kettle Falls held another public open house to review and discuss the land use alternatives developed. Input at this session focused on addressing the decision of how much growth the city really expects over the next 20 years, and where that growth should occur. The existing land plan use and two alternatives were presented for comparison and feedback. Again handouts and questionnaires were used to get public input.

Kettle Falls then proposed one of the alternatives as its IUGA The Stevens County Commissioners held a public hearing to review and consider adoption of proposed IUGAs for each of the six cities. The propose IUGAs were well received and no revisions were requested by the county.

Beginning in May 1996, *The Small Cities Consortium, Status Report on Growth Management Planning* was published monthly in the newspaper to update the

public on the status of the planning while drafting the plan and ordinances progressed. The monthly status report was also used to give early notice of upcoming meetings and opportunities to participate.

In June 1997, a public workshop with Kettle Falls' City Council and Planning Commission was held to review completed drafts of the comprehensive plan and unified development ordinance. The workshop's focus was to ensure that the documents reflect the policy direction of the city and make sense for community.

The Draft Comprehensive Growth Management Plan and Unified Development Code was released for public review in late June.

2. Alternatives Considered

In developing the comprehensive plan, Kettle Falls reviewed historic development trends for the community and consulted the staff of Tri-County Economic Development District, local realtors, and state forecasting experts. Three population and employment projections were developed: the initial growth rate forecast for the region, an increased growth rate as experienced from 1990 to 1995, and finally, a growth rate matching that of Spokane County to the south. In 1996, OFM revised its forecast to show a high growth scenario similar to the high growth rate used by Kettle Falls. The three population and employment projections are shown in Table I-3.

Table I-3
Populations and Employment Projections

Year/Scenario	Population	Households	Employment
Low Growth			
1990	1273	484	440
2000	1465	586	488
2010	1615	646	540
2020	1800	720	600
Moderate Growth			
1990	1273	484	440
2000	1535	614	610
2010	2280	748	750
2020	3450	912	910
High Growth Rate			
1990	1273	484	440
2000	1770	708	590
2010	2470	988	825
2020	3450	1380	1150

Source: David Evans and Associates, Inc., 1996

The "low" employment forecast assumed that the cities would continue to accommodate roughly the same ratio of population to jobs that they do now (roughly three people for each non-agricultural job located in the community). This ratio (or even slightly higher) is typical of rural areas. The Washington

Office of Financial Management (OFM) projection prepared in 1992 for Stevens County which was used as the basis of the low-growth rate scenario, was obviously inadequate. The county grew more in the three years between 1992 and 1995, than it was expected to grow in fourteen years. This alternative was deemed to be unrealistically low.

The moderate growth estimate was based on the Housing Needs Assessment forecast. It works out to roughly a 2% annual growth rate (again straight-line), which is similar to that used by utility (telephone and natural gas) companies in their forecasting. The ratio of population to jobs was assumed to be 2.5 people to each non-manufacturing job, which is typical of larger towns or more suburban areas.

The highest growth scenario was initially prepared by applying the average Spokane County growth rate to Stevens County cities in a straight-line projection. This is an average of 3% annually. However, in 1996 OFM prepared revised forecasts that showed a high growth rate averaging 3.5% per year for Stevens County. The City forecast was revised to reflect the higher rate. Employment estimates are based on a ratio of 2 people per nonagricultural job, which is typical of urban and suburban areas in western Washington and Oregon.

Kettle Falls held an open house in April, 1995, to present the information on the GMA planning process and projected growth, and ask for citizen input on the amount of growth and where it should be located. Information from these meetings was used to select a population and employment forecast, and help in understanding where growth is likely to occur.

One goal of the GMA is that development to accommodate expected growth should occur in urban areas, where services are available to support it most efficiently. In order to meet this goal, the City of Kettle Falls adopted the higher population growth projection, but moderate employment growth forecast. The City planned to accommodate a total population of 3450 (or 1380 households) and 1150 jobs in the year 2015. *However, the recession of 2008 slowed growth and the 2010 population was 1,640, or about a 1.6% increase each year.*

Historically, urban areas (including unincorporated communities such as Loon Lake and Clayton) have captured a decreasing share of growth in Stevens County. In 1960, approximately two-thirds of the county's population lived in these urban areas. In 1970, this had declined to just over half (51%), and by 1990, approximately 60% of the county's population lived in rural, not urban, areas. Implementation of growth management is intended to reverse this trend, in order to protect valuable agricultural and timber industries and natural resources. When the total growth projected for all incorporated cities in 2020 is considered, it would represent approximately 32% of the projected population of the County. If other unincorporated communities grow at a similar rate, urban areas will again house just over 50% of the county's population in 2020. Stevens

County Commissioners approved the population and employment forecasts when they approved Interim Urban Growth Areas for each city.

Identification of an interim urban growth area (IUGA) began by preparing an inventory of existing land uses within the city limits and in areas adjacent to the city, including the identification of vacant land. To this was added information on water and sewer availability and information identifying land with constraints to development (critical areas) and resource lands (agriculture, forest and mining) as defined by GMA.

The Planning Commission then met with the consultant staff in a workshop session in May, 1995, to identify an interim urban growth area. The planning group identified two alternatives for accommodating the projected growth in the Kettle Falls area. They were developed using maps of existing land use on which vacant land was identified, and critical areas were mapped, and considering the location of existing infrastructure (streets, water, and sewer service), and described on Table I-4.

Table I-4
Land Use Acreage Calculations for Alternatives A and B

Land Use	Existing	Needed	Total Needed	Alternative A (Preferred)	Alternative B
Single Family Residential	206.4	130.3	336.7	550.7	753.2
Multi-family Residential	6.8	8.8	15.6	17.7	13.3
Commercial	79.1	75.4	154.5	149.7	143.0
Industrial	34.9	53.2	88.1	82.4	87.9
Public Facilities	93.1	88.6	181.7	111.8	172.5
Vacant	152.6	--	--	--	19.5
Open Space	-	--	--	--	79.5
Total	**572.9**	**356.3**	**776.6**	**912.3**	**1,268.9**

Both alternatives would involve annexation of land to accommodate growth, because the 152.6 acres of vacant land within the city limits is not expected to be sufficient to accommodate all the expected growth. Alternative A would see less annexation, because less land would be needed for residential development, since single-family residential development would have smaller lots and there would be a higher percentage of multi-family development. Additional commercial development would occur north of the existing city limits, and industrial area would be added in the north, southwest, and northeastern areas. Land is also designated for a community center, fire station and park.

Alternative B includes a larger annexation area which extends further east and south than Alternative A. With a larger UGA, more area is provided for residential development and public facilities. A public park would be developed

along the river and to the northeast of the city. Residential development would have lower average densities than in Alternative A.

Since Alternative B would involve the conversion of prime agricultural land to urban uses, the City has chosen to make more efficient use of existing vacant land, and this plan is based on Alternative A.

3. Coordination with other Agencies

Development of this plan could not have occurred without the cooperation and assistance of a variety of local, regional, state and federal agencies. Key contributors and their roles are listed below. In addition, a notice of the intent to prepare a joint Growth Management Plan/SEPA EIS was sent to the list of agencies and interested groups (Appendix A) in July, 1996, seeking their input on the scope of the issues to be addressed and information to be included.

Trico Economic Development District provided information on employment and economic development trends in the region, and reviewed population and employment projections. The feasibility study on a destination resort on Lake Roosevelt was also reviewed.

Rural Resources of Stevens County provided information on housing and social services needs of the population and the programs available to meet them.

Stevens County provided information on the definition of critical areas (particularly critical aquifer recharge areas) and resource lands, and coordination in planning for unincorporated areas around the city.

Washington Water Power provided information on their growth projections for the area, and the services that they supply to city residents.

Washington Department of Transportation provided information on traffic using State Routes 395 and SR 20, and consultation and comments on the transportation element of the plan.

Washington Department of Ecology provided information on wetlands and shorelines protection programs available to the city and reviewed the draft document.

Washington Department of Fish and Wildlife provided information on sensitive, threatened, and endangered species (both plants and animals) living in the area, and critical habitat areas which should be protected by the plan. They also reviewed the draft document.

Washington Department of Community, Trade, and Economic Development provided information on approaches used by other cities to meeting the requirements of growth management, assistance locating information, and review of draft documents.

Natural Resources Conservation Service provided information on agricultural land, trends in the agriculture industry, and location of wetlands around the city.

US Forest Service provided assistance with mapping of critical areas and resource lands around the cities in the Small Cities Consortium, and a grant to assist with the inclusion of economic development planning in the growth management plans.

Business people provided expertise in assessing the feasibility of commercial development and economic base alternatives.

D. Relationship to State and Federal Laws

This Comprehensive Plan was developed and is primarily intended to guide the growth and development of the City of Kettle Falls over the next twenty years. The planning has been completed in the context of recent changes in state law related to land use planning and development regulation. The key laws which have shaped the content and format of the plan are briefly described below. (Copies are available at City Hall for those who want more detail.)

1. Growth Management Act

The Growth Management Act of 1990 (GMA) was enacted to "reduce the inappropriate conversion of land to sprawling, low-density development." The protection of finite resources such as land, air, potable water, fisheries, and sensitive natural resources was mandated by this legislation. The law was amended in 1991 to require the designation of interim and final urban growth areas around each city. The key features of GMA reflected in this plan are:

- A "bottom up" planning process--that is, extensive public involvement in developing a vision for the community and the tools to achieve it;
- Designation and protection of critical natural resource areas within each city and resource lands (prime farm and forest land, mineral resource lands, etc.) in rural areas;
- Development of regionally consistent plans to accommodate the growth projected by the Office of Financial Management over the next 20 years. GMA mandates that most growth occur in urban areas where infrastructure to serve it is already in place.
- Development of zoning regulations that are consistent with and implement the comprehensive plan. Under GMA, the comprehensive plan takes

precedence over zoning in determining how land may be used and developed.

- Programs to ensure concurrent provision of infrastructure and public services at an adequate level of service as development occurs.

2. Shoreline Management Act

The Shoreline Management Act (SMA) was adopted in 1971 to protect "shorelines of the state" from inappropriate development. The SMA applies to approximately 230 cities and counties having shorelines of the state within their jurisdiction. The Columbia River and the Colville River are shorelines of the state. The Kettle Falls urban growth area does not extend to the Columbia River SMA planning area (land within 200 feet of the ordinary high water mark). However, the Colville River is immediately south of the city, within the urban growth area. This plan contains inventory information and goals and policies for the development and use of the Colville River shoreline area. It is intended to serve as the policy direction for the Shoreline Management Program (SMP) for the Colville River shoreline area that is within the urban growth area of the City of Kettle Falls.

3. Regulatory Reform Act (ESHB 1724)

The Regulatory Reform Act of 1995 (ESHB 1724) requires local governments planning under the Growth Management Act to make environmental review a key component of the land use planning, and encourages combining regulatory review under SEPA, SMA, and plans adopted under the GMA into one streamlined process. The GMA plan should serve as the integrating framework for all other land-use related laws. GMA provides a means to effectively combine certainty for development decisions, reasonable environmental protection, long range planning for cost-effective infrastructure, and orderly growth and development.

Regulatory reform will primarily effect the procedures used in development review and approval, but this plan contains policies and guidelines to ensure effective integration of planning and zoning and subdivision review in Kettle Falls.

4. State Environmental Policy Act

The State Environmental Policy Act of 1971 (SEPA) is Washington's fundamental environmental law. SEPA requires local jurisdictions to analyze the potential environmental consequences of proposed actions prior to making a decision. SEPA does not directly affect government decisions, it simply ensures that environmental issues are considered in making the decision.

Because many of the issues addressed in SEPA are also the subject of the GMA, it makes sense to combine the analysis required under the two laws into one document, as has been done in this plan.

The following table evaluates and compares the impacts of the two alternatives, as described on page I-5. The project proponent, the Town of Kettle Falls, prefers Alternative A, because sufficient additional land is provided for needed development from growth, while Alternative B encompasses a larger land area providing acreage for development in excess of growth projections. Both alternatives include sufficient mitigation, where required, to reduce impacts to acceptable levels.

There are no unmitigated significant impacts. Unavoidable impacts include the replacement of currently vacant land with development; this is not a significant impact since the project allows for planned growth to occur and complies with the Growth Management Act.

II. LAND USE ELEMENT

The land use element of the Comprehensive Plan defines how the land in the Kettle Falls urban growth area will be used to accommodate the projected growth in population and employment over the next twenty years. The land use map describes which uses will occur (for example, residential, commercial or industrial), and where they will occur. The policies in this element define the density, intensity, and character of these land uses. Coordination between the land use and capital facilities element will be essential to ensure that the city meets its economic development and land use goals.

A. Introduction and Background

Kettle Falls is a small town with independent and friendly residents. In developing the land use plan, the community intends to retain its small town character. The preservation of this atmosphere is important to residents. The land use element is intended to meet the community's needs for all types of land uses. The types of land uses and their specific locations were determined by considering the natural suitability of the land and the capacity of its resources, as well as historic development patterns and availability of infrastructure.

1. Vision

The Kettle Falls Area Planning Commission surveyed residents to develop the vision statement that will govern planning decisions for the next twenty years. The theme that emerged from this process can be stated in one over arching goal: Maintain the friendly, small town atmosphere and high quality of life that characterize Kettle Falls.

Six goals were identified as essential to maintaining a satisfactory quality of life for Kettle Falls. These goals will guide implementation of the land use element. If changing conditions call for changes in the element, these goals will provide direction for the revision.

- Provide effective stewardship of the environment to protect critical areas and conserve land, air, water and energy resources.
- Encourage changes that promote livability, pedestrian orientation, high quality design, as well as limit stress factors, such as noise pollution and traffic congestion.
- Use local resources whenever possible to encourage local involvement in community actions and to enhance community pride. This should include continued encouragement of public and private involvement in community traditions (Town & Country Days, Christmas Tree Lighting, Parades, etc.). The city should also identify responsibilities of public and private agents at the local and regional level for providing emergency and social services.
- Encourage the local economy by providing a predictable development atmosphere, emphasizing a diversity of goods and services, and ensuring that as

the economy changes, employment opportunities are balanced with a range of housing opportunities.
- Enhance the opportunities for enjoyment of a range of recreational and cultural activities for all ages.
- Work with the county and other regional agencies to coordinate and resolve regional issues.

2. Relationship to other Elements

The land use plan / Urban Growth Area (UGA) map identifies which land uses will occur and where. This information is essential to plan for extension of streets, water and sewer service, and utilities (telephone, electricity, etc.) The policies setting density and intensity guidelines for development are needed by public service providers (schools, fire and police services, etc.) in planning for their services. The land use element provides the basis for development of the transportation and capital facilities and utilities elements.

3. Relationship of City to the Urban Growth Area and Joint Planning Areas

Kettle Falls considered the goals of the Washington Growth Management Act when developing this land use element:

- **Urban Growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- **Reduce Sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling low-density development.

B. Physical Setting

1. Topography

Nestled in a peaceful valley at 1652 feet above sea level, Kettle Falls is virtually surrounded by timbered slopes. It is sheltered from northerly winds by Gold Hill, which rises 1000 feet above the north city limits. The 4,700 foot Mingo Mountain is located south of Kettle Falls, and the Kettle Range is west of town, across Lake Roosevelt. Highway 20 cuts through Sherman Pass which, at 5,575 feet, is the highest pass in the State of Washington that is open year round. Lake Roosevelt is west of Kettle Falls, between the city and Sherman Pass in the Kettle Range.

The City of Kettle Falls is located on the valley floor, north of the Colville River. The valley floor is generally flat, but slopes as it nears Lake Roosevelt. Land in the city center is essentially flat. Land to the south and west of town, near the river, has steeper slopes and riparian areas along the river. The Colville River has cut a sharp gorge in the valley floor that is approximately 40 feet deep near the city, with nearly

vertical sides, deepening to almost 300 feet on its way to Lake Roosevelt. Picturesque Meyers Falls is located just south of the city.

2. Soils

The soils of mountain slopes surrounding the Kettle Falls region are generally thin, rocky and steeply sloping. Soils in the valley floor are deeper and richer, and the topography is mostly flat to rolling west of the city. East of the city, to the Greenwood Bridge, are good agricultural soils. Soils in the region do not represent a constraint to urban development.

3. Rivers, Streams, and Lakes and their Shoreline Area

The Columbia River or Lake Roosevelt and the Colville River are the major water bodies in or near Kettle Falls. In addition, there are several small creeks or drainages that cross the community. Lake Roosevelt is a major recreational resource, attracting thousands of visitors each year. Land immediately adjacent to the lake is under the jurisdiction of the National Park Service. Currently, campgrounds and a boat ramp provide a focus of activity. Kettle Falls supports development of tourist and recreation-related facilities on and near the lake, as well as within the city.

As described above, the Colville River has cut a steep-sided gorge in the valley floor. The riparian area and the floodplain for the river are confined within the gorge. The Colville River is scenic and provides valuable wildlife habitat, but access constraints limit its recreational value currently.

C. Critical Areas

The GMA requires local government to identify and protect “critical areas”, including wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife conservation areas, frequently flooded areas, and geologically hazardous areas. This section describes the critical areas located in or near Kettle Falls, and defines policies to protect them.

1. Wetlands

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

street, or highway. Wetlands may include those artificial wetlands intentionally created from nonwetland areas created to mitigate conversion of wetlands. *RCW 36.70A.030(21)*

Most of the wetlands near Kettle Falls are associated with streams and rivers crossing the area. Wetlands perform several extremely useful functions in the natural world, including:

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

The area on the floor of the gorge of the Colville River and tributary drainages is wet during the spring and early summer runoff seasons. The gorge effectively contains and defines the river's floodplain and the area providing flood storage functions. The Colville River bottom supports a diversity of plant species, and provides a corridor for wildlife migrating from the hills to the north and west to Lake Roosevelt.

Some smaller drainages have been disturbed by adjacent development and agriculture, so that there is no longer continuous plant cover and the habitat value has been compromised.

The City adopts the Washington State Wetland Rating System for Eastern Washington as published by the Washington State Department of Ecology. Wetlands are to be delineated using the Washington State Department of Ecology Wetland Delineation Manual.

2. Critical Aquifer Recharge Areas

The GMA requires local governments to identify and protect areas where water is absorbed to recharge the groundwater aquifer from which they draw water for consumption by residents. Prevention of contamination is less expensive than attempting to clean up pollution or develop alternative water supplies.

Stevens County completed the *Stevens County Aquifer Recharge Study* (D. Allen, 1993) using previous studies of the area, and existing soils and surficial geology information from the Department of Natural Resources and U.S. Natural Resources Conservation Service. Soils in the Kettle Falls area vary widely in composition and permeability. There are both well drained terrace deposits, and less well-drained alluvial silts and clays. Kettle Falls draws its water from a relatively deep aquifer, and the depth of the shallowest well is 157 feet. As a result, unless there is quite a bit of intervening soil between surface land uses and the aquifer, passing through these layers will filter or clean water on the way to the aquifer. Nonetheless the aquifer is considered to have a moderate to high risk of contamination from historic activities on the surface, (most notably, a landfill). This risk is one reason that the City has pursued a well head protection plan.

The wellhead protection study resulted in identification of areas where certain land uses should be restricted in order to avoid contaminating the City water supply. Restrictions may include limitation on the use of pesticides and fertilizers or prohibition of industrial uses that involve the use of hazardous chemicals. The Unified Development Ordinance includes a process for reviewing development proposed in these areas to ensure that groundwater is protected.

3. Sensitive Habitats

The area around Kettle Falls has been settled for over 100 years, and the land has been converted to urban uses. No state-designated habitat conservation areas or federally designated critical habitat areas for sensitive, threatened or endangered species are located within the urban growth area. Nonetheless, the city recognizes that the Colville River gorge provides a wildlife corridor and habitat for a variety of native plants and animals. Policies in this element will ensure that future development protects this resource.

4. Geological Hazards

There are no earthquake faults or historic landslides within the Kettle Falls urban area. Although the Pacific Northwest has many active volcanoes, none are located near Kettle Falls. The only potentially geologically hazardous areas are the steep slopes along the Colville River south of town and Gold Hill north of town. City policies buffer and protect this area.

5. Frequently Flooded Areas

The floodplain for the Colville River is defined by the gorge. As a result, flooding is not a significant hazard for the City of Kettle Falls.

6. Historic/Cultural Resources

The valleys in Stevens County have long been inhabited, and archaeological and historical sites and resources abound. Many of the historic structures from Old Kettle Falls and some from Old Marcus were moved to the city between 1939 and 1941, in preparation for the filling of Lake Roosevelt. The city has prepared a brochure describing local historic resources that is available for visitors to the area. In addition, the Stevens County Historical Museum in Colville maintains a reference library and sells a variety of books, maps and pamphlets that describe the history of the area and historic resources open to the public.

During the visioning process, residents identified restoration of the historic downtown as a goal, in order to increase tourist businesses. However, they were opposed to developing a “theme town” (like Winthrop) or requiring new development to fit a specific theme. Instead, they prefer an attractive downtown with compatible, but not necessarily historic buildings.

In 2005, the City adopted Historic Preservation Ordinance and a Local Register of Historic places. The City Planning Commission also serves as the Historic Preservation Commission and as of 2007 is a Certified Local Government (CLG).

D. Resource Lands

The inventory of existing land use within the Kettle Falls planning area showed some land used for agriculture. Information from the Natural Resources Conservation Service and the County Extension Office indicates that approximately 111.6 acres within the UGA boundary is considered "prime" agricultural land. Figure II-2 shows the location of this land. However, since urban services are available, the land is expected to convert to urban uses over the life of this plan.

Stevens County has long been a hub of the timber and mining industries. At one time, Kettle Falls had two active lumber mills within its city limits. However, there are no woodlots within the city limits. For the past decade, concerns about threatened and endangered species have reduced the volume of timber available from national forests, and most of the private forest land in the Kettle Falls area has been cut. As a result, the timber industry is expected to play a less significant role in the future.

Mining also played a significant role in the settlement of Stevens County. The discovery of gold and silver in northern Idaho and northeastern Washington brought many people to the area at the turn of the century. This boom was responsible for rapid growth in the late 1800s. There are no active or historic mines within the city limits or urban growth area.

E. Existing Development Patterns

Meyers Falls (now Kettle Falls) developed adjacent to the main north-south route (now SR 395), and the major east-west route (SR 20) and crossing of the Columbia. Access and proximity to the recreational resources of Lake Roosevelt continue to define the town. The commercial core of Kettle Falls is located along SR 395, and around the historic downtown on Meyers Street, as shown on Figure II-9. Industrial uses are located adjacent to SR 395.

Residential uses are located primarily south of SR 395, and multi-family complexes and mobile homes are dispersed throughout the residential area. Schools and public facilities are located in the downtown or adjacent residential areas. Table II-1 summarizes the distribution of existing land uses.

Table II-1
Existing Land Uses

Land Use Type	Acreage	% of City
SFR - Single Family Residential - Developed	435.19	61.25%
HI - Heavy Industrial	93.71	13.19%
I - Industrial	81.51	11.47%
C2 - Commercial	43.37	6.10%
MH - Manufactured Home	19.17	2.69%
C1 - Commercial	15.60	2.19%
SR - Suburban Residential	10.59	1.49%
MFR - Multi-Family Residential	10.29	1.44%
RD – Residential Duplex	.99	.13%
City Limits	**710.42**	

Staff Survey 3/1/2011

1. Density and Intensity of Development

Residential lot sizes in the historic core of the community are 4,200 square feet in area. In newer areas, or subdivisions in the more hilly area west of town, lots are less likely to be rectangular, and the average lot size is 7,000 square feet. Commercial lots in the historic core are also approximately 4,200 square feet. Commercial development along the highway is oriented to travelers, and provides ample parking, typically between the street and the building.

In the visioning process, Kettle Falls residents indicated that they would like to maintain the low-profile, small town character of the community. Downtown development (along Meyers Street) would continue to use the land intensively, but not be more than two or three stories in height. Development along the highway would continue to be auto-oriented, but perhaps with better access control, sidewalks, parallel parking and landscaping.

2. Vacant, Buildable Lands Analysis

Vacant parcels were evaluated to identify those with physical characteristics which would delay or prevent development, or result in development at lower densities than might otherwise be expected. Areas with steep slopes (over 20%), flood hazard, or wetlands or riparian areas were determined to be unlikely to develop, and subtracted from the total acreage available for development. The remaining vacant land within the city, or within the water service area and adjacent to the city, was determined to be buildable.

As of March 2011 there are 37 empty parcels in Kettle Falls. Three parcels in particular are 48.98 acres, 31.73 acres and 9.48 acres. These larger parcels could be further divided into 88 one acre parcels.

F. Growth Projections and Development Assumptions

In developing its growth projections, Kettle Falls reviewed historic development trends for the community and consulted the county, local realtors, and state forecasting experts. The population and employment projections and the rationale for selection of the adopted twenty-year forecast are described in the introduction to this comprehensive plan.

Table II-2
Population Projections

Year	Population	% Change
1970	893	- -
1980	1,087	21.7%
1990	1,275	17.3%
2000	1,527	19.8%
2010	1,640	7.4%
2015	1,771 (est.)	8%
2020	1,912 (est.)	8%
2025	2,065 (est.)	8%

In determining how much land would be needed to accommodate the expected population and employment growth, the Kettle Falls Planning Commission made the following assumptions:

- All of the platted lots in the town center would develop at the zoned density, not higher or lower.
- New subdivisions would have an average lot size of 10,000 square feet.
- New multi-family development will achieve the densities of recent apartments.
- Provision of roads, utilities, and other infrastructure would reduce the amount of vacant land actually used for housing or businesses by 35%.
- Commercial development will have 8 employees per acre, on average.
- Industrial development will have 4 employees per acre, on average, based on existing development patterns.

G. Urban Growth Areas

Although the City does not manage lands within the Urban Growth Area (UGA), the City will work with the County to determine the proper size of the UGA based on population projects and expected land use. Based on year 2020 population projections, the size of the Kettle Falls UGA should be approximately 398 acres. Of those 398 acres, 59.3 new acres are available for residential development. 4.5 new acres are available for business development. Zero new acres are available for industrial and open space. This factor assumes that 17% will be used for roads and a building density of 4 units per acre with 2.44 persons per household. The remaining acres are lands already developed or unsuitable for development based on critical areas. The UGA should be reviewed with the County every 10 years utilizing County-Wide Planning Policies.

Table II-3
UGA Land Distribution

	Residential	Business	Industrial	Open Space	Total
Total Ac.	**263**	**38**	**47**	**50**	**398**
Public/Community	.5				.5
Streets, hwy & RR	26	12	17		55
Critical Areas	32	6	9	45	92
Unlikely to Redevelop	133	15	21	5	174
Available to Develop	**71.5**	**5**	**0**	**0**	**76.5**
17% Future Roads	12.2	.5			12.7
Available Land	**59.3**	**4.5**	**0**	**0**	**63.8**

H. Physical Activity Component

Recognizing the growing need for physical activity among citizens, the Washington Legislature enhanced the GMA guidelines for multimodal transportation in 2005. This law amends the GMA and requires that communities:

- Consider urban planning approaches that promote physical activity.
- Include a bicycle and pedestrian component in the Transportation Element of a comprehensive plan.

I. Goals, Policies, and Objectives

The City of Kettle Falls intends to accomplish the following goals by implementing the policies listed below.

- Protect and maintain the friendly, small town atmosphere and high quality of life of the City of Kettle Falls.
- Encourage urban development in such a way that expansion of urban services can be accomplished in a fiscally sound manner while providing the required city services on an equitable basis to all city residents.
- Avoid incompatibility of adjoining land uses and protect commercial and industrial development from residential intrusions.
- Provide effective stewardship for the sensitive natural areas and historical sites in the region and protect them from encroachment and destruction.

Through careful implementation and application of this plan, the City of Kettle Falls hopes to ensure that the character and location of land uses optimizes the combined potentials for economic benefit and the enjoyment and protection of the natural resources of the area. At the same time, governing agencies will endeavor to minimize

the threat to health, safety, and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

1. Critical Areas

The Kettle Falls Municipal Code has been amended to include a process to review development adjacent to designated critical areas to ensure they are protected.

Policy 1.1 The City discourages development in or near wetlands and riparian areas which would adversely affect the size or functioning of the resource area. Development of property containing designated critical areas should:

- avoid impacts to the critical area if at all possible;
- mitigate for unavoidable impacts on site and near the affected resource;
- mitigate for unavoidable impacts off-site only as a last resort.

Policy 1.2 In order to maximize the functional value of wetlands and riparian habitat for wildlife, the City encourages protection of larger, continuous areas rather than isolated pockets of habitat.

Policy 1.3 Avoid development in flood hazard areas. Development proposed in or adjacent to designated flood hazard areas shall demonstrate that the lives and property of residents of the proposed development and upstream and downstream properties will not be adversely affected by the development.

Policy 1.4 Protect the aquifer underlying the city from contamination in order to assure a safe public water supply.

Policy 1.5 Minimize and control storm water runoff to avoid causing flooding, erosion, safety hazards, or contamination of wetlands and streams.

Policy 1.6 Avoid development on steep slopes and geologically hazardous areas. Development proposed for steep slopes shall demonstrate that the lives and property of residents or users of the development will be adequately protected.

Policy 1.7 Critical area reports and decisions to alter critical areas shall rely on the best available science to protect the functions and values of critical areas and must give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fish and their habitat. Best available science is that scientific information applicable to the critical area prepared by local, state or federal natural resource agencies, a qualified scientific professional or team of qualified scientific professionals that is consistent with criteria established in WAC 365-

195-900 through 365-195-925. The City of Kettle Falls adopts the following publications and references as field guides to assist in establishing best available science: *Washington State Wetlands Rating System for Eastern Washington (2004), Wetlands in Washington State Vols. 1 & 2 (2005), Wetland Mitigation in Washington State, Parts 1 and 2 (2006), Priority Habitats & Species, Washington Department of Fish & Wildlife Management Recommendations for habitat and species for Kettle Falls and Stevens County, Selecting Wetland Mitigation Sites Using a Watershed Approach (2009), Department of Natural Resources Water Typing System for Fish Habitat in the Colville River (WAC 222-16-030), and Department of Natural Resources Interim Watery Types (WAC 222-16-031).*

2. Resource Lands

Ultimately, all land within the Kettle Falls urban growth area is expected to develop with urban uses. No resource lands have been designated within the urban growth area. However, the City recognizes the role that resource industries have played as the historic base of the economy.

Policy 2.1: Agricultural and timber uses are encouraged to continue within the urban growth area until the land is needed for urban uses. The City will protect these uses from conflicts with adjacent urban uses.

Policy 2.2: Mining uses are not considered compatible with urban development. Mining uses are encouraged to locate in the rural area, outside the Kettle Falls urban growth area. Mining uses which locate within the urban growth area shall prepare a plan for reclamation of the site so that it can ultimately be developed with urban uses.

3. Residential Areas

Policy 3.1: Residential areas are reserved for housing, which shall be developed at urban densities compatible with existing land uses.

Policy 3.2: Kettle Falls supports development of a range of housing types to meet the needs of all economic segments of the community.

Policy 3.3 Provide a variety of lot sizes within the urban area and encourage annexation of all lots within the UGA that receive City services.

Policy 3.4: Improve enforcement of City ordinances and apply them fairly to all residents. Encourage maintenance and improvement of homes and residential areas.

Policy 3.5: Protect new and established residential neighborhoods from incompatible uses on adjoining lots. Develop and enforce screening and buffering requirements for areas where differing land uses meet.

Policy 3.6: Ensure that new residential development provides the public facilities (public walkways, open space, and other neighborhood improvements) necessary to integrate them into the fabric of the community.

Policy 3.7: Promote development of retirement communities that appeal to active, involved seniors.

4. Commercial Center

The economy of Kettle Falls is in transition from a primarily resource industry base to one focused on tourism and related businesses. The City intends to encourage and assist in the transition to ensure the continued economic health of Kettle Falls.

Policy 4.1: Encourage maintenance and improvement of the downtown business district. Provide public improvements to support private investment, including signs on the highway to encourage visitors to stop and shop in Kettle Falls.

Policy 4.2: Protect the historic character of the downtown area, and ensure that new development in the area is compatible with it, without developing an artificial “theme park” look. New development should be compatible in size, scale, and placement on the lot.

Policy 4.2: Encourage maintenance and improvement of commercial areas along Highway 395. Improved access control, landscaping, and signs could enhance the appearance and functioning of the area.

Policy 4.3: Encourage development of tourist accommodations and facilities which take advantage of the recreational opportunities of Lake Roosevelt.

5. Industrial Development

Policy 5.1: Encourage industries that pay wages sufficient to support a family to locate in Kettle Falls. Industries that produce recreation or tourism related products should be encouraged to locate in Kettle Falls.

Policy 5.2: Encourage and support reuse or redevelopment of existing underutilized industrial sites.

Policy 5.3: Develop zoning standards that ensure industrial uses are seen as "good neighbors" by other adjoining uses.

6. Public Facilities

Policy 6.1: Cooperate with Stevens County, state and federal agencies to ensure that essential public facilities are appropriately located near the population they serve, considering environmental and infrastructure constraints.

Essential public facilities of a county-wide or state-wide nature, i.e., hazardous waste facilities, must meet existing state laws and regulations governing siting and permitting requirements.

Policy 6.2: Provide parks and recreation facilities throughout the city for the use of residents and visitors.

Policy 6.3: Work with businesses, land owners and other government agencies to develop hiking, biking, and cross-country skiing trails from Lake Roosevelt to Kettle Falls.

Policy 6.4: Ensure that adequate public services and utilities will be available at the time that new development is occupied.

7. Historic and Cultural Resources

Policy 7.1: Protect and preserve historic and cultural resources.

Policy 7.2: Work with property owners, the Stevens County Historical Society, and government agencies to identify, document, restore and preserve historic resources.

Policy 7.3 Retain the historic appearance of the existing downtown area buildings, and encourage businesses to take pride in their own and the city's history.

8. Shoreline Management Area

Policy 8.1: Protect public access to the shorelines. Review of all private and public developments should consider and provide for access to the water. The public should be provided access as close to the water as possible, consistent with protection of environmental resources and water quality.

Policy 8.2: Protect and enhance public views of the shoreline area from adjacent upland areas, consistent with the need to protect environmental resources (including vegetation).

Policy 8.3: Preserve the natural character of the shoreline. Ensure that public and private development, including public access and recreational development, minimizes disturbance of environmental resources and shoreline ecosystems.

Policy 8.4: Encourage the use of native plant materials in restoration of shoreline areas or landscaping development within the shoreline area. Protect areas of native vegetation.

Policy 8.5: Encourage the design and use of naturally regenerating systems of erosion control and water quality treatment in shoreline areas.

Policy 8.6: All shoreline uses should be located, designed, constructed and maintained to minimize adverse impacts to water quality and fish and wildlife resources.

Policy 8.7: Encourage development of trails linking the Colville River gorge with Lake Roosevelt and Kettle Falls. All trails should be designed to protect environmental resources and minimize adverse effects to water quality.

Policy 8.8: Locate more intensive recreational development on Lake Roosevelt, not the Colville River.

9. Physical Activity

Policy 9.1: Use design guidelines to foster human-scale, pedestrian-friendly building facades with shelter from the elements, and attractive windows to provide pedestrian interest. Include street trees, benches, and other amenities to provide a pleasant and human-scaled environment.

Policy 9.2: Designate mixed-use community centers that provide for daily needs such as grocery stores, coffee shops and public facilities within walking distance of residences. Consider reduced parking requirements and careful site design to encourage walking and bicycling.

J. Land Use Districts and Standards

Figure II-11 shows the land use districts established for the City of Kettle Falls and its urban growth area. The following sections describe the land uses, and density and intensity standards permitted in each.

I. Permitted Land Uses, Density, and Intensity Standards

1. Residential

Residential areas should be preserved for housing. Accessory uses and home occupations should clearly be secondary to the primary, residential use. Two residential use categories have been designated in order to provide a range of housing opportunities, and protect the natural and historic resources of the area.

Low density residential areas are areas that have environmental or infrastructure constraints which make lower densities desirable. Creative subdivision design should be used in these areas to develop attractive residential areas, preserve existing vegetation and avoid impacts to sensitive resources. The average density should be four (4) units per acre, but lot sizes may vary from 6000 square feet to one acre, if justified by natural or infrastructure constraints.

High density residential areas are located in and around the historic core of the community. These areas are served by adequate infrastructure to support higher density development. The maximum density permitted in high density residential areas is twenty (20) units per acre for multi-family housing, and six (6) units per acre for single-family housing.

SFR – Single Family Residential is the primary zone for Kettle Falls comprised of approximately 53.3% of all land use including streets, sidewalks, government and parks. The Historic Kettle Falls (Blocks 1 through 49) of the original Meyers Falls Plat has a minimum lot size of 4,200 square feet. All other SFR areas have a minimum lot size of 7,000 square feet.

RD – Residential Duplex has a minimum lot size of 7,500 square feet.

MH – Manufactured Home zone has a minimum lot size of 4,200 square feet in historic Kettle Falls (Blocks 1 through 49) of the original Meyers Falls Plat. There is a 7,000 square feet minimum in all other areas for MH.

MFR – Multi Family Residential has a 7,000 square foot minimum lot.

SR – Suburban Residential has a minimum lot size of 1 acre (43,590).

2. Commercial

Two commercial land uses have been designated in recognition of the different commercial districts that currently exist in the city and the different functions that they serve.

The C1 - Central Commercial Area is located along and adjacent to State Route 395 through the City of Kettle Falls. Uses in this area should serve travelers and tourists or require more land because of the type of goods they sell (Grocery Store and Strip Mall type development).

The C2 - Downtown Commercial Area is applied to the historic downtown of the community. Office, retail, and service uses are encouraged to locate in this area. Development in the downtown commercial area is encouraged to fit in with the historic character of the area.

3. Industrial and Heavy Industrial

Land designated for I - Industrial and HI - Heavy Industrial development is located along the highway or railroad in areas where adequate sewer and water service is available. All types of industrial uses are permitted, so long as noise, odors, dust, and traffic will not disturb adjacent uses. Industrial development should be buffered from other land uses, to reduce conflicts and enhance the overall quality of life in the community.

4. Public Facilities

Land designated for public facilities is currently owned or used for city, state, or federal activities, including parks and recreation facilities. As new facilities are developed, the designation will be changed to reflect the public use. See the Capital Facilities Element.

5. Overlay Districts and Standards

In recognition that natural and historic resources are located throughout the community, on public and private land designated for a variety of uses, the City of Kettle Falls has created plan designations that overlay land use designations to ensure protection of identified resources while permitting appropriate development.

Critical Areas Overlay applies to critical areas designated pursuant to WAC 36.70A, including wetlands, frequently flooded areas, steep and unstable slopes, and aquifer recharge areas around the city's wells. Development in these areas should be designed to protect identified resources, and zoning standards permit the flexibility to ensure that this occurs.

Shoreline Area designations apply to the Colville River. The City of Kettle Falls does not have a Shoreline Master Program since the river does not intersect the municipal boundaries. However, the Stevens County Planning Department does maintain a Shoreline Master Program for the entire Colville River corridor, including the area near Kettle Falls.

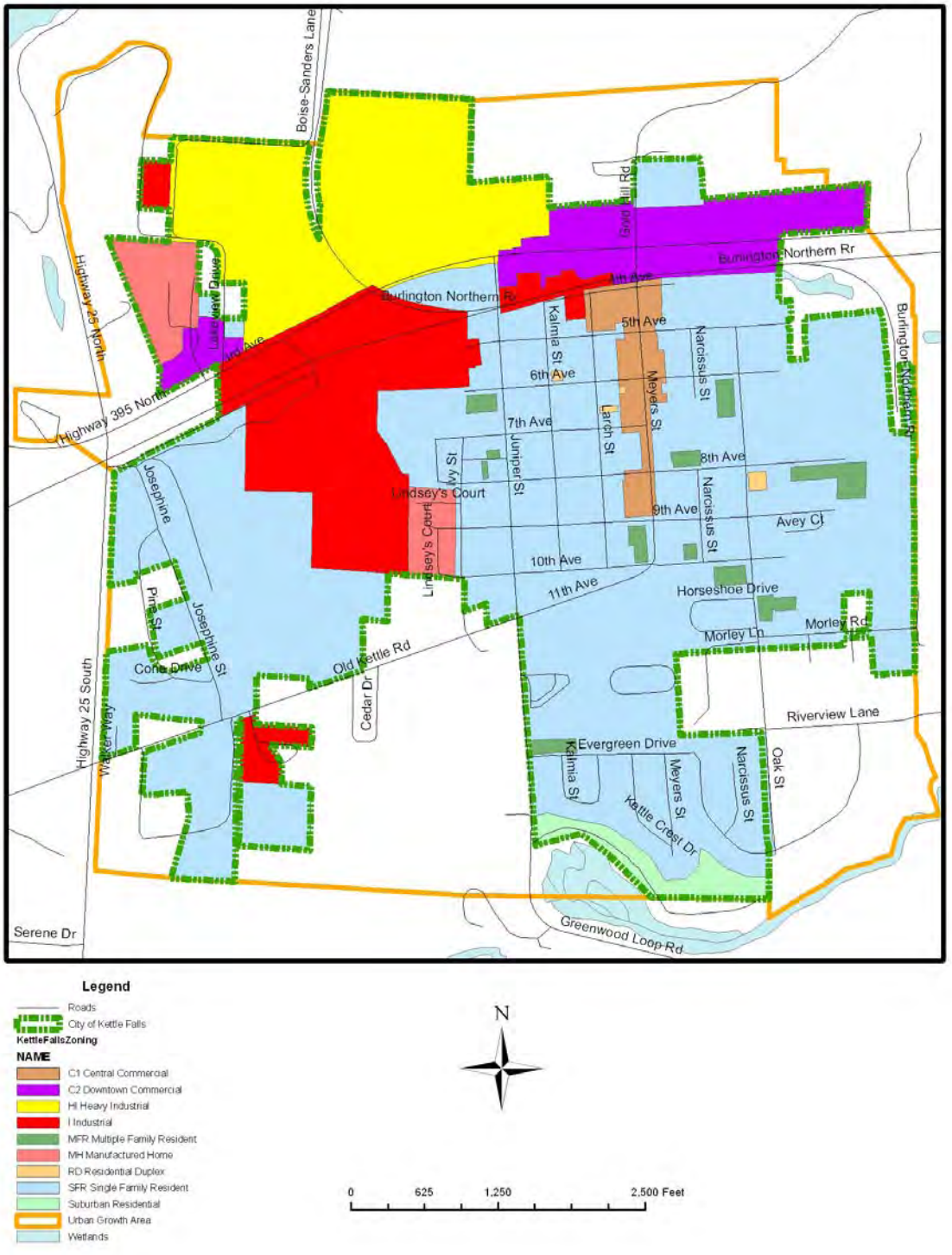

Figure I - Land Use Map (Official color map is available at City Hall)

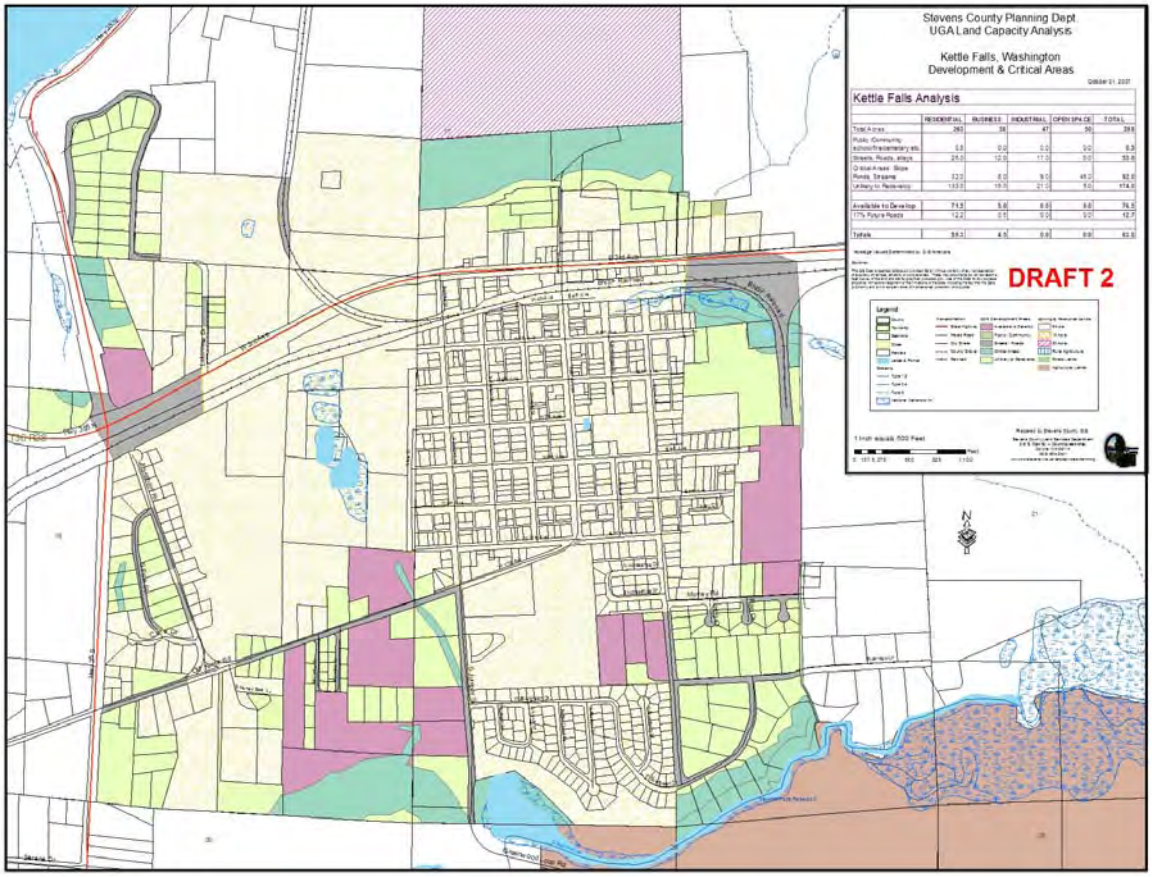

Figure II – Future Land Use Map and Urban Growth Area

III. CAPITAL FACILITIES AND UTILITIES ELEMENT

A. Introduction

The City of Kettle Falls provides a wide range of public facilities and services including water, sewer, streets, fire, police, parks, solid waste disposal, and the office and shop facilities needed to administer, operate and maintain them. In recent years, the cost of capital improvements has continued to rise, and the need for capital improvements has become critical.

By planning ahead for these expenditures, present levels of service can be maintained and improved as the city grows, and informed choices can be made by staff and elected officials. The Capital Facilities Plan (CFP) is limited to a six-year forecast due in part to the difficulty of estimating revenues and needs too far into the future.

B. Statutory Requirements

An important component of capital planning in Washington State is the Growth Management Act of 1990 (RCW 36.70A). The GMA requires that the CFP identify public facilities that will be needed during the six years following adoption of the Comprehensive Plan, including their location and cost. The CFP must identify the sources of funding for all improvements, and must show that these projects are financially feasible.

Other requirements of the GMA are that the City must forecast future needs for capital facilities, and must use objective level of service standards. As a result, public facilities in the CFP must be based on quantifiable, objective measures of capacity, such as tons of solid waste per person, and acres of park per capita. (See RCW 36.70A.020).

Several provisions of the GMA require that public facilities needed to support development shall be available at the time of such development. This "concurrency" requirement means that no development permit may be issued if it would result in a reduction in the levels of service below the standards adopted in the comprehensive plan (RCW 36.70.020, 36.70.070, 58.17.110).

The CFP is seen by the GMA as the element that makes the comprehensive plan “real.” The requirement to establish measurable standards is meant to be a “reality check” for the land use plans laid out in the comprehensive plan.

C. Goals, Objectives and Policies

This section presents Goals, Objectives and Policies for capital planning. They are general in nature to provide flexibility to meet unique situations as they arise. They also recognize the requirements of the Growth Management Act, and the need for fair contributions from developments that impact City infrastructure.

The capital facilities and service goals that Kettle Falls is trying to achieve and the objectives and policies to achieve them are:

Goal 1: Establish an ongoing scheduling process for capital spending, extending over long periods.

Policy 1.1: Provide City facilities and services at levels of service established in the Comprehensive Plan to all households and businesses within the City.

Policy 1.2: The City Council should develop a Memorandum of Understanding or other agreement with Stevens County as a means to coordinate expansion of capital facilities within the Urban Growth Area.

Policy 1.3 City services will not be extended outside of the city limits unless these areas are first annexed to the City. In the case of the water system, new hookups within the service area must comply with KFMC Title 13.04 and must be compliant with the Growth Management Act and shall not lead to low density urban sprawl.

Policy 1.4: A Capital Facilities List shall be updated annually prior to the City budget process, and the updated list shall be subject to approval and adoption by the City Council.

Goal 2: Assure that needed capital facilities are provided concurrently with new development.

Policy 2.1: Planning for capital improvements should be based on the Comprehensive Land Use Plan and annual List. Projects which are inconsistent with the Comprehensive Plan shall not be included unless the Plan or List is amended.

Policy 2.2: The timing of the new capital purchases shall be based in part on available financing.

Policy 2.3: Development proposals should be allowed to proceed only on a finding that adequate public facilities can be made available prior to occupancy.

In exceptional cases, the City may allow a development to proceed prior to completion of needed public facilities where a performance bond or other financial instrument approved by the City is in place. Such a financial instrument must be sufficient to complete the needed improvements to the City's standards.

Policy 2.4: Adopt a concurrency management ordinance to ensure that capital facilities are available concurrent with development.

Goal 3: Assure that City facilities are provided in a cost-effective and fair manner.

Policy 3.1: The City will not permit new uses within the city limits which are not connected to City utilities, and will not allow new annexations which are not connected to City utilities, except where the City determines that such utilities are not available.

Policy 3.2: The City will upgrade services according to the following priorities:

a) Improvements necessary to correct existing deficiencies for existing residents and the unserved parts of the service area
b) Improvements that provide capacity for future growth.

Policy 3.3: Wherever possible, capital projects will be combined and coordinated with each other to achieve cost savings.

Policy 3.4: When capital improvements are needed to protect public health and safety or to respond to an emergency, such improvements will be pursued regardless of the CFP schedule.

Goal 4: Provide for growth.

Policy 4.1: Capital improvements should be sized to allow growth which is consistent with the Comprehensive Plan.

Policy 4.2: The City may require that a facility required to serve a specific development be constructed at a larger size in order to provide capacity to future development. If so, the City will pay the cost of the difference in size and set up a mechanism to recover the cost as future development occurs.

D. Selection of Projects

Like most communities, Kettle Falls has greater capital needs than fiscal resources. Selecting projects requires a thoughtful process of setting priorities. The following list of

questions gives the City a set of criteria to determine the relative priority of proposed capital projects. When necessary, these criteria can be used to generate a more formal rating and ranking system.

1. Public Health and Legal Requirements

- Is the proposed improvement needed to protect public health, safety and welfare?
- Is proposed improvement required to comply with a legal mandate?
- Is proposed improvement consistent with this Capital Facilities Plan and Comprehensive Plan?

2. Level of Service

- Is the proposed improvement needed in order to meet minimum level of service standards?
- Will the proposed improvement raise levels of service for existing residents?
- Is the proposed improvement needed to meet forecast demand?

3. Economic Considerations

- Is the proposed improvement part of a service which generates revenue?
- Is funding available?
- Can the project be coordinated with other projects to achieve combined cost savings?
- Does the proposed improvement contribute to or directly improve the community's tax base?
- Does the proposed improvement have a clearly identified source of revenue for ongoing maintenance and operation?
- Is the proposed improvement necessary to allow for City growth?

E. Level of Service Standards and Forecast of Demand

According to the 2010 Census, the average household size in Kettle Falls is 2.41 persons. The following table shows population history for the City and the water system service area.

Table III-1
Population History

Year	Population	Change from Previous Year	Water Service Population (total including City)	Change from Previous Year
2006	1305		2518	
2007	1325	1.53%	2563	1.79%
2008	1382	4.30%	2563	0.00%
2009	1398	1.16%	2687	4.84%
2010	1435	2.65%	2750	2.34%
Average Change Per Year		2.41%		2.24%

Source: Kettle Falls Staff (2011)

Water service population includes only the people served by the water system, not the entire population of the area. This includes all residents inside the city limits plus the water users outside the city.

1. Population Projections

Population projections were prepared by David Evans and Associates, Inc. as part of the City's comprehensive planning process. Three projections were made, as described in Chapter I - Introduction. Capital improvements should be sized for an increase between 405 and 2015 people over the present population.

Projecting the growth of the water system population is more speculative since service outside the city limits is a matter of City policy rather than actual population growth. For the purpose of this plan, water service is projected to grow as shown in the Water System Plan.

2. Level of Service Standards

Level of Service (LOS) standards are measures of the amount of a city service which must be available to meet the needs and desires of the residents. Examples include the number of police officers per thousand residents, or the number of gallons of water per resident. They are used to determine the size of improvements which are needed to correct deficiencies and to provide for new growth. Generally, new development will not be allowed which causes the available services to fall below the standard. Acceptable standards will vary from one community to the next, and it is not always necessary to adopt a standard for every government function. Adopted LOS standards are described in the following paragraphs.

1. The Fire LOS standard shall be a 5-minute response time. Continued training and equipment upgrade as needed should allow the Department to continue to meet this standard.

2. The Law Enforcement standard shall be provision of 24-hour coverage for the City. This will require the City to employ a minimum of five sworn officers; judgment about increasing the number of officers beyond this level will be left to the City Council.

3. The Park LOS standard shall be 7.3 acres of park land per thousand residents. This standard is based on the City's judgment that current park land is sufficient to serve 1,500 people. New neighborhood parks shall be developed within ¼ mile of new residential subdivisions. New parks may be required of the developer as a condition of approval or developed by the City or through joint public-private partnership.

4. The Water LOS standard shall be 329.3 gallons per ERU per day for residential users, based on the estimated Average Day Demand in the 2013 Water System

Plan. No standard is established for commercial or industrial users, which will be addressed on a case by case basis.

5. The Sewer LOS standard shall be 87 gallons per person per day, based on the Maximum Monthly Flow in the 2006 Wastewater Engineering Report.

3. Forecast Demand Scenarios

This section discusses future demand for City services, using the population projections and Level of Service standards given above. For water service, only growth in residential water service is shown. The residential water service area is projected to grow using the same 1%, 2% and 3% rates as the city as a whole. Table III-2 shows projections of future demand.

Table III-2
Forecast Demand Projections

	Water	Sewer	Parks
LOS standard	329.3 g/ERU/day	87 gpcd	7.3 acres/1,000
Current Demand	1,197,000 gpd	140,000 gpd	10.48 ac
6-Year Forecast (2017)	727,100 gpd*	148,600 gpd	13.29 ac
20-year Forecast (2031)	799,500 gpd	194,800 gpd	16.35 ac
* with reduced Avista usage			

Source: Water System Plan (2013) and City Staff (2014)

g/ERU/day = Gallons per Equivalent Residential Unit per day
gpcd = Gallons per capita per day
gpd = Gallons per day
ac = Acres

4. Conclusions

The sewer plant capacity is 210,000 gallons per day. The table shows that the Overall water demand is expected to decrease in the 6-year forecast. This is due to expected reduction in industrial demand as a result of the 2012 agreement with Avista Corporation. Future increases in demand are anticipated to be for residential uses. Since the planned water improvements are being sized for the 20-year demand, they should be sufficient for the purposes of this plan.

Park acres are shown to increase with population. It will be important for the city to make dedication of park land an ongoing part of the subdivision process. The LOS standard can be used to establish appropriate amounts of park land which would be required as part of each development.

Fire and law enforcement are not included in this table since they are not tied to population increase. Both departments should be able to meet the standards given above with regular replacement and upgrade of the existing facilities and equipment.

Transportation is also not shown on the table. Existing and future transportation system upgrades are discussed in the Transportation Element.

F. Capital Systems

1. Water System

Prior to 1983, the City obtained water directly from Lake Roosevelt. Treatment was limited to a small settling pond and chlorination. During periods of high run-off, turbidity exceeded acceptable limits and disinfection efficiency was questionable. The City moved to a groundwater source which includes four wells. An emergency water source was retained on Lake Roosevelt, including a pump station and chlorination equipment. The City has three reservoirs, one 2,000,000 gallon serving the entire system, 1,000,000 gallon backup and 400,000 gallon tank which serves a mix of industrial and residential users in the lower pressure zone. There are several pressure zones within the system, which are controlled by pressure reducing stations.

The water system serves the city limits and a large area to the west of the city. The service area outside the city includes approximately 1,159 people and several industrial operations, primarily the Kettle Falls Generation Station (Avista) which has a demand equivalent to 1,310 Equivalent Rate User (ERU) or 3,406 population (2.6 people per ERU).

The City of Kettle Falls water system is permitted for 1,650 hookups. Currently, there are 1,241 active water connections of which 768 are in-city water accounts and 473 out-of-city water accounts. At this time there are approximately 70 additional existing inactive connections and approximately 45 out of town water connections that are secured but not yet connected.

In 2013 the City adopted a Water System Plan prepared by E&H Engineering, which included analysis of the system and recommendations for improvements. It found that existing storage facilities and water rights capacity are adequate through the next 20-year planning period, but advised that further development of well sources should be undertaken.

<u>Source Wells</u>

City wells are located at a well field approximately one mile southwest of the city limits. Information on source wells is summarized in Table III-3. The table shows that the water level in each well has declined since the date of drilling but depending on the time of year these levels were taken, the difference could be well within normal seasonal variations. These levels will continue to be monitored.

Table III-3
Water Source Well Information

	Well #2	Well #3	Well #4	Well #5
Installation date	1983	1984	1984	1992
Well depth (feet)	192	211	226	157
Well diameter (inches)	18	20	16	20
Pump capacity (gallons per minute)	1000	280	1000	520
Static water level at drilling (feet)	79	79	81	104
Static water level at latest reading (feet)	88	99	110	106

Source: Water System Plan (2013)

Wellhead Protection

The City owns fifty acres around the well field. An area of 300 yards radius around the well field has been designated as a sanitary control area. A Wellhead Protection plan is in place.

Storage

The City has three reservoirs. The City reservoir is a 2,000,000 gallon tank built in 1999 which serves the entire system, a 1,000,000 gallon tank built in the 1960's, which is a backup and the Boise Cascade reservoir which is a 400,000 gallon steel reservoir built in the late 1960's. This tank was built to serve the Boise Cascade plywood plant, and now serves the entire lower pressure zone.

Distribution System

According to the water system plan, the City's water lines remain in good condition. Inventory information on water lines is presented in Table III-4:

Table III-4
Water Line Inventory Information

Size (inches)	Length (feet)
18	6,550
16	4,950
12	12,000
10	44,900
8	22,000
6	81,500
4	7,750
2	15,150
Total	184,000 (34.8 miles)

Source: City of Kettle Falls

Kettle Falls' wells are located approximately one mile southwest of the city, which results in inordinately high operation and maintenance costs compared to cities of similar size with well sources located closer to the distribution system.

Water Rights

Water rights in Washington are administered by the Department of Ecology under laws regulating the withdrawal of surface water (RCW 90.03) and ground water (RCW 90.44). Rights are issued for both the maximum amount that can be withdrawn at one time, (the instantaneous limit), and the maximum amount that can be withdrawn over the year (the annual limit). The City's water rights are described in Table III-5.

Table III-5
Water Rights Information

DOE File Number	Priority Date	Instantaneous Limit (GPM)	Annual Limit (Acre Feet/Yr.)	Note
G3-26691C	10/15/80	2,100	1,872	Ground water right for existing and future wells
G3-27700C	11/29/83	200	349	Ground water right for existing and future wells
G3-28966P	3/14/91	500	800	Ground water right for existing and future wells
Total for Wells		2,800	4,509	
10372	2/26/68	800 (2.145 cfs)	760	Surface water right for Lake Roosevelt
G3-30206	6/22/98	1,900	N/A	Ground water right

Source: Department of Ecology (2011)

One acre-foot is equal to approximately 326,000 gallons. Therefore, the City's annual limit for the well field is equivalent to approximately 1,470,000,000 gallons. The instantaneous limit is equal to the City's pumping capacity of 2,800 gallons per minute.

The Water System Plan concluded that the City has adequate water rights to meet its existing demand, but recommends completion of back up Well 6 and construction of a new well.

Current Water Demand

For 2011, the maximum daily consumption was 3,271,137 gallons. Peak Hourly Demand (PHD) was 3,793 gallons per minute. Since this amount is above the pumping capacity of the system, some of this demand was met by storage. Annual consumption in 2011 was approximately 436,887,900 gallons. This amount is around 30% of the annual water rights limit. Water consumption is split between residential use and non-residential use.

Capital Purchases Needed to Meet Population Growth

Analysis of the water system in the Water System Plan showed no deficiencies in pumping capacity, transmission/distribution capacity, or storage. The Water System Plan recommends various capital improvements and maintenance projects, including the ongoing replacement of various 2-inch and 4-inch diameter lines and addition of several fire hydrants. The Water System Plan also recommends developing additional

well sources to meet the needs of the expected population increase as well as to serve as back-up capacity in the event of well or pump failure. Additional projects are identified to further enhance the reliability of the pumping and distribution system.

Upon approval of the Water System Plan in 2013, the Department of Health noted that upon completion of the back-up well station (Well 6) and the removal of Avista's process water demand from the system, the number of approved connections for the Kettle Falls Water Department can be increased from 1650 to 3,564.

Table III-6
Proposed Water System Improvements

Improvement	Year	Cost	Funding Source
Falls Pump Electrical Upgrade	2014	$55,000	Water Revenues
New Well 6 Pumping Station	2014	$140,000	Water Revenues
8" Water Line Replacement-Lakeview Dr.	2015	$80,000	Water Revenues
Overhaul Well 4 Pump	2015	$50,000	Water Revenues
Boise Tank Security Fence	2015	$10,000	Water Revenues
6" Line Extension Hwy 395-Legion/Sandy's/CPC	2016	$60,000	Water Revenues/Property Owners/District 6
New Pump Well 5	2016	$60,000	Water Revenues
6" Water Line & Hydrant 400 Block Larch St.	2016	$15,000	Water Revenues
Kettle Park Road Bypass	2017	$100,000	Water Revenues
Electrical Panel Well 3	2017	$10,000	Water Revenues
Drill New Well	2018	210,000	Water Revenues
New Well Pump and Transmission Main	2019	920,000	Water Revenues

Water System Financial Information

The water system is funded primarily by sales, with small additional revenue from hookup fees. A thorough review of water system financial situation is provided in the Water System Plan.

2. Sewer System

The City of Kettle Falls completed a wastewater treatment plant upgrade in 2012. The new Facility provides mechanical treatment of wastewater with percolation to groundwater via Infiltration basins. They designed the new system to accommodate for a growth of the population from the current 1,600 to 2,455. They receive industrial discharge from one discharger, Boise Cascade.

The new system replaces the two bentonite-lined lagoons (1 and 2), two unlined lagoons (3 and 4), and spray irrigation of effluent to approximately 6.5 acres adjacent to the plant. They constructed the former facility in 1975 and upgraded it in 1981.

The New Wastewater Treatment Facility

In 2010, the City opted to construct a new Wastewater Treatment Facility (WWTP). The new WWTP will utilize mechanical Extended Aeration Activated Sludge including nutrient removal to render an effluent suitable for discharge to groundwater. The new WWTP will include the following processes: a new main lift station, a headworks facility including grit basin and fine screen, anoxic selector for nitrate removal, aeration basin, secondary clarifier, a return activated sludge/waste activated sludge pump station, a lined waste sludge storage lagoon, a septage receiving pump station, and an office building for laboratory facilities and operator conveniences.

Lift Stations

The City operates four lift stations. The main lift station is located at the treatment plant and serves the entire city. The Singers lift station is located off Josephine Rd. and serves the Singers Addition and the Yellow Pine trailer park. This lift station will serve all new development on the north side of US 395 west of Boise due to the presence of an existing 8-inch sewer line under both US 395 and the railroad tracks. The Juniper Street lift station serves the Forest Service Ranger Station and the High School; its service area is not expected to expand. The 8th Street lift station serves the area east of Meyers Street and south of 8th Street including Tripp's Addition.

Collection/Transmission System

The City has approximately 9 miles of sewer line. Around 6.5 miles of clay lines were installed in 1953 when the system was built. Since that time another 2.5 miles of plastic lines have been added, plus around one half mile of asbestos/concrete pipe. During the WWTP construction, the 6th street 12 inch sewer main was upgraded from clay to plastic pipe (approx. 1100ft), and a new 8 inch sewer line under the WWTP access easement from Old Kettle Road to the new facility, to be utilized at a future date. The city does regular cleaning of the entire collection system at least once per year, and multiple times in areas with known root intrusion, and reports that there is little infiltration and inflow. Inventory information on sewer lines is presented in Table III-10.

Table III-7
Sewer Line Inventory

Size (inches)	Approximate Length (feet)
4	2,000
6	16,000
8	24,000
10	4,500
12	3,000
Total	47,500

Estimates based on existing records.

There are two potential problem areas within the collection system. The first is with the 6.9 miles of clay tile pipe. This material has not been used in municipal construction since the mid 1960's. Although this pipe can sometimes last longer, it is generally certified for a 20-year useful life. Because of the age of the system, it can be reasonably assumed that this type of pipe is nearing the end of its useful life. Secondly, there are several areas throughout the community that require intensive maintenance each year with a sewer jetter. The jetter removes large amounts of roots each time and is indicative of joint separation and/or cracked or broken pipe.

Although the City is coping quite well with the situation through regular jetting, it will eventually be necessary to replace these old and worn out lines. In order to avoid emergency situations which involve replacing large amounts of line and borrowing large amounts of money, many communities establish regular replacement programs, starting with known problem areas and replacing whatever amount of line can be reasonably budgeted. In addition to correcting problems lines, this type of program also allows City staff to have an eyes-on inspection of sewer line condition.

NPDES Permit

The treatment plant operates under a National Pollution Discharge Elimination System (NPDES) permit administered by the Department of Ecology. This permit is issued every five years; Kettle Falls' current permit will expire in August 31, 2019. In addition to setting general operating conditions, the permit specifies the limits for bacteria, chemicals, and other conditions for the treated wastewater. Effluent from the plant will be tested twice monthly per the parameters set forth in the permit. The treated wastewater will be discharged into four infiltration ponds to groundwater. The permit also requires groundwater monitoring on a quarterly basis from four monitoring wells which encompass the old lagoon and new infiltration pond area.

Current Demand

Historical sewer demand is given in Table III-11. Average Peak flow per day was in 2007, which was 122,633 gallons, or 76.17 gallons per person.

Effluent Limits

According to the NPDES permit, the system has an effluent limit of 210,000 gallons monthly average per day limit, with a maximum daily effluent of 273,000 gallons. Current average flow is around 114,742 gallons per day or 55% of permit capacity.

Table III-8
Sewer Inflow History

Year	Total Annual Inflow (gallons)	Average Daily Inflow (gpd)	Population	Average Inflow per capita per day
2004	31,773,300	87,050	1535	56.71
2005	40,670,100	111,425	1565	71.20
2006	44,289,500	121,341	1600	75.84
2007	44,671,000	122,633	1610	76.17
2008	42,735,300	117,083	1640	71.39
2009	41,525,000	113,767	1655	68.74
2010	38,796,600	106,292	1665	63.84
2013	41,880,800	114,742	1610	71.26

Source: City Staff (2014)
* Total inflow is calculated from run time of the main lift station pumps, and should be regarded as approximate.
* For year 2013, actual SCADA System data of new facility.

Sewer System Financial Information

The sewer system is funded primarily through sales of service, with additional revenue from septage receiving station which went on line July of 2014 (unknown revenue stream at this point), and small miscellaneous sources. Hookup fees are deposited into the Sewer Connection Fund. In addition, the City maintains a Sewer Reserve Fund.

Table III-9
Sewer System
Revenue Trends

Revenues	2009	2010	2011	2012	2013	Average Annual Change
Beginning Balance	$98,707.59	$175,172.04	$223,668.24	$278,186.45	$355,568.51	
Sewer Charges	$252,719.15	$249,711.88	$269,608.56	$273,153.15	$280,140.15	
Misc. Revenue	$1,316.25	$834.64	$457.59	$5,319.84	$9,605.46	
Total Actual Revenue	**$254,035.40**	**$250,546.52**	**$270,066.15**	**$278,472.99**	**$289,745.61**	**3.51%**
Total Resources	**$352,742.99**	**$425,718.56**	**$493,734.39**	**$556,659.44**	**$645,314.12**	**20.74%**
Expenditures						
Salaries	$75,639.45	$93,498.63	$73,997.41	$84,374.63	$139,914.51	
Benefits	$19,401.16	$24,896.99	$21,211.04	$22,029.89	$42,783.29	
Supplies	$13,404.87	$2,608.37	$4,819.66	$2,500.06	$5,731.35	
Other	$36,637.01	$59,690.86	$59,095.20	$75,564.26	$141,224.23	
Inter-Gov. Tax	$32,317.89	$14,976.50	$16,176.58	$16,389.19	$16,776.32	
Bldg Maintenance	$74.05	$ -	$248.05	$45.65	$2.67	
Capital Outlay	$96.52	$4,565.00	$0.00	$187.25	$3,909.84	
Operating Transfer	$0.00	$0.00	$40,000.00		$50,000.00	
Total Expenditures	**$177,570.95**	**$200,236.35**	**$215,547.94**	**$201,090.93**	**$400,342.21**	**31.36%**
Change from Previous						

Source: City Staff (2014)

The City also maintains a sewer connection fund, the activity of which is shown in Table III-10, and a sewer reserve fund.

Table III-10
Sewer Connection Revenue and Expenditure Trends
Sewer Connection Fund

Revenues	**2009**	**2010**	**2011**	**2012**	**2013**	
Beginning Balance	$79,502.40	$79,051.14	$79,608.72	$81,085.35	$81,185.74	
Contributed Capital	$2,123.28	$618.75	$1,436.27	$0.00	$1,315.79	
Investment Interest	$545.86	$187.36	$95.68	$100.39	$81.17	
Total Actual Revenue	**$2,669.14**	**$806.11**	**$1,531.95**	**$100.39**	**$1,396.96**	**-11.92%**
Total Resources	**$82,171.54**	**$79,857.25**	**$81,140.67**	**$81,185.74**	**$82,582.70**	**0.13%**
Expenditures						
Other Services			$55.32	$0.00	$23.11	
Capital Outlay	$3,120.40	$248.53		$0.00	$0.00	
Total Expenditures	**$3,120.40**	**$248.53**	**$55.32**	**$0.00**	**$23.11**	**-24.81%**

Source: City Staff (2014)

Table III-11
Sewer Reserve Revenue and Expenditure Trends
Sewer Reserve Fund

Revenues	**2009**	**2010**	**2011**	**2012**	**2013**	
Beginning Balance	$448,516.50	$643,625.90	$667,330.34	$465,413.55	$930,605.46	
Sewer Charges	$174,521.00	$179,973.00	$237,795.00	$332,582.00	$409,148.50	
Grants/Loans	$769,550.00	$237,500.00	$3,295,849.13	$6,966,108.38	$863,458.96	
Investment Interest	$3,079.60	$1,936.32	$979.38	$574.81	$459.86	
Miscellaneous					$575.57	
Operating Transfer	$ -		$40,000.00	$0.00	$50,000.00	
Total Actual Revenue	**$947,150.60**	**$419,409.32**	**$3,574,623.51**	**$7,299,265.19**	**$1,323,642.89**	**9.94%**
Total Resources	**$1,395,667.10**	**$1,063,035.22**	**$4,241,953.85**	**$7,764,678.74**	**$2,254,248.35**	**15.38%**
Expenditures						
Debt Service	$27,570.55	$87,800.40	$103,187.24	$89,673.95	$91,969.52	
Capital Outlay	$724,470.65	$307,904.48	$3,673,353.06	$6,744,399.33	$1,221,968.09	**17.17%**
Total Expenditures	**$752,041.20**	**$395,704.88**	**$3,776,540.30**	**$6,834,073.28**	**$1,313,937.61**	**18.68%**

Source: City Staff (2014)

3. Parks and Recreation

The National Recreation and Parks Association recommends that communities provide at least six acres of park per 1,000 residents. Kettle Falls has 12.52 acres of park and recreation land, which the City has judged to be sufficient for a population of 1,640. There are four park areas, which are described below. The City has a Parks Plan which was adopted in 2004 and updated in 2009.

Happy Dell Park

The City acquired this park from the Kettle Falls Park Association, a private nonprofit organization. The park was joined with an adjacent vacant lot that the City purchased in 1989. The park includes an Information Center, a baseball diamond, covered barbecue gazebo and picnic area, restroom, concession stand and utility room, BBQ Park, swing set play area, double tennis courts with basketball hoops. In 2014, The Kettle Falls Rotary Club replaced the restrooms with a newly constructed brick building. Happy Dell Park is 5.42 acres in size.

Gibson Field
This parcel is owned by the School District 212 and used as a football and baseball field. Besides a sports field, the property contains a building that was constructed in 1993 which houses restrooms, concession stand and a utility room. Gibson Field is 5.46 acres in size.

Kettle Falls Downtown Park/Swimming Pool
This parcel is located on Meyers Street. The pool was built in 1960 and renovated in 1987 through 1989. The renovation included new piping, new filtration unit, new lining in the pool and a block building housing bath house and public restrooms. The site also includes a water spray park, swings, and covered picnic area. Desired improvements include a cover over the swimming pool to allow year-round use. The Downtown Park/Swimming Pool area is .95 acres.

Kettle Falls Skate Park
The Kettle Falls Skate Park is a new addition to the park system. Completed in 2009, the Kettle Falls Skate Park includes a 4,000 square foot concrete bowl and 2,000 square foot street skate section. The bowl is designed as a 4 leaf cloverleaf with a 16' cradle, the second largest cradle in the State. The Kettle Falls Skate Park is .45 acres.

Tripp's Green Area
In 1993 Harvey Tripp donated this area to the City, which consists of one lot in Kettle Crest Addition. This lot is currently being used as a Community Garden. Tripps Green Area is .24 acres.

Desired Park Improvements

- Swimming pool enclosure
- Walking and biking path from 10th to Meyers Falls
- Construct a Stage in Happy Dell Park

Park System Financial Information

The park system is funded through the Current Expense fund. The City charges swimming pool and playground fees, but these do not cover the cost of operations, and the primary funding source is general Current Expense fund revenue. Table III-12 shows park-related revenues and expenditure trends.

Table III-12
Park and Swimming Pool Revenue and Expenditure Trends
Swimming Pool & Park

Pool and Park Revenues	2009	2010	2011	2012	2013	Average Annual Change
Swimming Pool Fees	$6,849.00	$7,018.00	$6,294.00	$6,469.25	$4,961.00	
Playground Fees	$ -	$ -	$0.00	$0.00	$0.00	
Grants/Loans			$0.00	$20,000.00	$16,242.14	
Total Revenues	**$6,849.00**	**$7,018.00**	**$6,294.00**	**$26,469.25**	**$21,203.14**	**52.40%**
Swimming Pool Expenditures						
Salaries	$27,371.86	$29,148.38	$33,784.48	$18,712.93	$23,567.06	
Benefits	$5,690.81	$7,044.09	$8,342.64	$5,627.77	$4,843.94	
Supplies	$5,914.11	$5,303.63	$5,249.05	$1,585.43	$1,421.31	
Other	$10,062.84	$9,493.22	$8,338.58	$7,270.64	$6,683.64	
Capital Improvements	$5,539.30	$4,973.81	$17,383.31	$0.00	$0.00	
Total	$54,578.92	$55,963.13	$73,098.06	$33,196.77	$36,515.95	**-8.27%**
Park Expenditures						
Salaries	$7,302.48	$10,910.29	$11,512.70	$7,217.22	$17,298.41	
Benefits	$1,753.76	$2,881.50	$2,949.00	$1,568.29	$4,377.08	
Supplies	$2,015.85	$160.14	$385.13	$166.39	$904.27	
Other	$4,362.44	$6,337.28	$5,473.75	$5,197.20	$4,285.08	
Capital Improvements	$7,059.99	$6,000.00	$73.43	$3,447.87	$240.36	
Total	$22,494.52	$26,289.21	$20,394.01	$17,596.97	$27,105.20	**5.12%**
Total Recreation	**$77,073.44**	**$82,252.34**	**$77,073.44**	**$82,252.34**	**$63,621.15**	**-4.36%**

Source: City Staff (2014)

Overall park expenditures have been steadily declining while revenue from fees have fluctuated. Since no improvements are identified with firm prices, no further financial analysis has been done.

4. Fire Department

The Kettle Falls Fire Department was organized in 1949 and recognized by Washington State in 1950. The Department is housed in a two-story building on Larch Street. The facility was built in 1983 and contains four bays, offices for the chief and training officer and two restrooms on the first floor. The second floor contains a large meeting space with kitchen area and rest rooms, and two storage rooms. A hose drying rack extends from the second floor to the main floor.

The Department has an interlocal agreement with Stevens County Fire District 6. The District also has a fire station in Kettle Falls which houses seven vehicles and contains a meeting room, office space, kitchen area and bathroom.

The current City vehicle inventory is shown in Table III-13.

Table III-13
Fire Department Vehicle Inventory

Year	Item	Current Insured Value	Condition
1949	GMC fire truck	$1,000	Parade Status
1950	Ford fire truck	$1,000	Parade Status
1988	Mack Ladder	$25,000	Excellent
2009	Freight Liner Engine	$180,000	Excellent

Source: Kettle Falls Fire Department (2011)

The Fire Department is also financed through the Current Expense fund. Since there are no specific Fire Department revenues, Table III-14 lists only expenditures.

Table III-14
Fire Department Expenditure Trends

Revenues	2009	2010	2011	2012	2013	
Salaries	$6,500.04	$6,500.04	$9,048.04	$16,650.04	$6,500.04	
Benefits	$511.08	$721.06	$1,101.16	$1,985.14	$715.86	
Supplies	$700.11	$1,145.26	$1,118.93	$415.57	$2,646.13	
Gas/Oil/Fuel	$2,940.46	$4,134.61	$3,552.73	$5,887.60	$5,267.18	
Small Tools & Equipment	$4,825.29	$1,036.27	$411.04	$1,845.65	$9.14	
Communications	$401.18	$430.84	$411.24	$447.42	$376.09	
Travel/Training	$23,013.75	$22,815.39	$17,469.85	$24,981.41	$23,374.38	
Insurance	$4,316.69	$4,300.00	$3,056.00	$3,295.60	$1,988.80	
Utilities	$2,515.46	$2,023.63	$2,182.12	$1,917.42	$2,133.74	
Repair/Maintenance	$2,208.34	$2,840.87	$5,319.83	$1,625.63	$3,144.10	
Miscellaneous	$3,228.13	$2,776.77	$2,697.12	$8,667.53	$1,764.03	
Professional Services	$1,297.65	$1,540.19	$1,321.96	$1,139.80	$1,011.78	
Capital Outlay	$167,234.01	$4,545.02	$5,292.48	$13,977.97	$1,818.43	
Total	**$219,692.19**	**$54,809.95**	**$52,982.50**	**$82,836.78**	**$50,749.70**	**-19.22%**

5. Police Department

Kettle Falls has a Police Department which consists of three sworn officers and one reserve officer. The City has an interagency agreement with Stevens County, which provides jail, dispatching, and communications services, as well as prosecution services.

The Department owns three patrol cars, and each officer is assigned a car. The City has concluded that it is equally economical to purchase patrol cars new and assign them to specific officers as to purchase used vehicles. Two new cars will need to be purchased over the next six years to replace the older cars in the inventory.

Capital Purchases Needed to Maintain Level of Service Standards and Provide for Growth

- Replacement of two patrol cars during the next six years. $20,000 each

Police Department Financial Information

The Police Department is financed through the Current Expense fund. Law enforcement related revenues make up a very small portion of Police Department funding, generally less than $2,000 in minor state-shared funds. Consequently, only Police Department

expenditures are shown in Table III-15. Additional detail on Current Expense fund revenue sources is given in Section G.

Table III-15
Police Department Expenditure Trends

Expenditures	2009	2010	2011	2012	2013	
Salaries	$255,255.62	$258,830.12	$269,544.29	$214,313.07	$194,731.28	
Benefits	$95,546.70	$101,272.17	$108,038.16	$73,472.81	$69,390.90	
Supplies	$3,138.55	$2,927.00	$3,277.24	$2,667.40	$3,190.47	
Gas/Oil/Fuel	$8,277.19	$10,682.56	$14,276.10	$12,214.25	$12,289.44	
Small Tools & Equipment	$2,051.05	$1,259.72	$1,519.30	$692.40	$704.58	
Civil Service Commission	$188.65	$872.13	$154.00	$751.30	$52.82	
Investigation Services	$575.00	$593.76	$485.53	$377.71	$885.16	
Communications	$7,343.79	$12,321.68	$9,211.53	$11,582.74	$12,235.32	
Travel/Training	$1,021.96	$749.48	$2,587.22	$1,267.99	$2,238.48	
Insurance	$4,316.69	$4,500.00	$3,647.80	$3,295.60	$1,988.80	
Utilities	$5,030.87	$4,047.19	$4,364.30	$3,834.90	$4,321.89	
Repair/Maintenance	$3,500.35	$4,481.54	$5,722.55	$6,923.29	$4,416.17	
Miscellaneous	$1,070.02	$1,180.09	$1,293.93	$333.91	$1,575.40	
Professional Services	$33,537.13	$55,228.20	$47,684.01	$61,267.71	$65,460.90	
Drug Seizure	$647.77	$502.99	$567.17	$0.00	$23.49	
Debt Service	$15,416.00	$15,416.00	$22,899.71	$0.00	$0.00	
Capital Outlay	$16,218.37	$2,033.83	$1,780.78	$8,863.70	$11,815.09	
Total	**$453,135.71**	**$476,898.46**	**$497,053.62**	**$401,858.78**	**$385,320.19**	**-3.74%**

Source: City Staff (2014)

6. City Buildings and Equipment

City Hall and Shop Building

The current City Hall is converted from an old bank which was constructed in the 1960's. The Mayor has an office and the open common area is shared by the City Clerk, two Deputy Clerk's and the City Planner. An open meeting area is designated for City Council and the Planning Commission.

Library

The library building, located at 605 Meyers Street, was built in 1967 by the Brauner brothers on property previously purchased by the Kettle Falls Library Board. The building was furnished through volunteer labor and donations. In 1980, a 960-square-foot addition was built on the east side of the building. The addition was funded by a $10,000 contribution from the City with the balance in private contributions and volunteer labor. The library is co-managed by a shared position paid for by the City of Kettle Falls and the Stevens County Rural Library District. The library is planning for an expansion of the building within the next 10 years. The expansion would be a Community Center or multi-purpose facility.

Equipment

Table III-16 shows the vehicles and equipment currently owned by the City, not including the equipment listed elsewhere in this plan for the fire department, police department and garbage collection.

The City plans to replace its pickup trucks on a five- to seven-year rotation, which will mean that two pickups will be replaced within the life of this plan, at an estimated cost of $18,000 each. Other equipment remains in good condition and should not need to be replaced during the life of this plan.

Table III-16
City Equipment Inventory

UNK	CATERPILLAR	12E	GRADER	POOR
1970	INTERNATIONAL		WATER TRUCK	GOOD
1974	CHEVY	C60	DUMP TRUCK # 1	GOOD
1979	OBRIEN SEWERKING		RODDER (TRAILER)	POOR
1980	KUBOTA	L245DT	UTILITY TRACTOR	FAIR
1986	CHEVY	1 ½ TON	CARGO TRUCK	FAIR
1988	FMC VANGUARD		STREET SWEEPER #2	GOOD
1990	FORD	1 TON	DUMP TRUCK	FAIR
1990	TRAIL KING		EQUIP TRAILER	GOOD
1991	KUBOTA	L2350DT	UTILITY TRACTOR	GOOD
1993	CASE		BACKHOE	GOOD
1994	FORD	½ TON	PU # 4	FAIR
1995	FORD	F-150	PU # 5	POOR
1995	CHEVY	3500	DUMP TRUCK #3	GOOD
1996	EZ GO TXT		GOLF CART	GOOD
1999	CHEVY	½ TON	PU # 3	GOOD
1999	GMC	K2500	PU # 6	GOOD
2000	FORD	F-450	GARBAGE TRUCK	GOOD
2003	BROCE		STREET SWEEPER #1	EXELLENT
2004	CHEVY	½ TON	PU # 2	GOOD
2004	BOMAG BW900-2		DRUM ROLLER	GOOD
2004	AIRMAN SDG25S		TOWABLE GENERATOR	GOOD
2005	INTERNATIONAL	7300	DUMP TRUCK # 2	EXCELLENT
2005	OBRIEN		SEWER JETTER (TRAILER)	EXCELLENT
2006	MITSUBISHI	FG25N	FORKLIFT	GOOD
2007	FORD	F-150	PU #1	GOOD
2008	HUSTLER SUPER Z		RIDING MOWER	GOOD
2013	FORD	F-450	GARBAGE TRUCK	EXCELLENT

7. Solid Waste Disposal

The City provides garbage collection for residents of the city. Garbage is picked up on Thursdays and Fridays, with additional pickup of dumpsters on Tuesday. The first dumpsters were purchased in 1979, and the City now has over 40 dumpsters distributed to businesses, apartments and schools. Dumpsters are built locally and refurbished by the City crew during the winter months.

The City purchased its first compacting garbage truck in 1979; this truck has been retired and is now used as a City dump truck. However, the City still owns the compactor unit for this truck, and it can be used as a backup if necessary. A new truck was purchased in 2013.

Solid Waste Financial Information

Solid waste collection is funded primarily through collection fees, with additional revenue from canister rental, agency fees, and smaller miscellaneous sources.

Table III-17
Solid Waste Revenue and Expenditure Trends
Solid Waste Fund

	2009	2010	2011	2012	2013	Average Annual Change
Revenues						
Beginning Balance	$29,817.11	$37,304.64	**$37,727.25**	**$52,184.40**	**$61,857.04**	
Garbage Fees	$141,967.68	$142,527.72	$145,183.64	$141,635.15	$142,283.99	
Canister Rental	$10,356.25	$9,217.50	$9,460.25	$9,345.00	$9,412.50	
Misc. Revenue	$204.73	$166.91	$40.56	$64.60	$59.35	
Agency Deposits	$5,328.87	$5,279.62	$5,421.77	$5,289.45	$3,052.95	
Total Actual Revenue	**$157,857.53**	**$157,191.75**	**$160,106.22**	**$156,334.20**	**$154,808.79**	**-0.48%**
Total Resources	**$187,674.64**	**$194,496.39**	**$197,833.47**	**$208,518.60**	**$216,665.83**	**3.86%**
Expenditures						
Salaries	$56,415.96	$57,374.13	$42,958.42	$38,454.83	$49,753.36	
Benefits	$15,617.21	$16,087.82	$13,118.74	$11,750.93	$15,899.62	
Supplies	$7,358.39	$728.76	$2,606.38	$2,178.96	$2,635.32	
Other	$58,079.89	$66,536.77	$70,506.48	$72,122.22	$74,252.93	
Inter-Gov. Tax	$12,824.52	$8,551.66	$8,711.02	$8,498.10	$8,537.56	
Bldg Maintenance	$74.03		$248.03	$8.15	$0.00	
Operating Transfer	$74.03	$7,490.00	$7,500.00	$13,500.00	$30,000.00	
Capital Outlay	$0.00	$0.00	$2,896.28	$22,478.61	$1,580.54	
Total Expenditures	**$150,370.00**	**$156,769.14**	**$148,545.35**	**$168,991.80**	**$182,659.33**	**5.37%**

Source: City Staff (2014)

8. Schools

Kettle Falls and a large surrounding unincorporated area is served by the Kettle Falls School District, which operates the following facilities:

1. Kettle Falls Elementary School - 225 E. 8th Street
2. Kettle Falls Middle School - 105 W. 11th Street
3. Kettle Falls High School - 1275 Juniper
4. District administrative office - 725 Meyers
5. Bus garage - 1165 Juniper

State law specifies the classroom size state matching purposes, as shown in Table III-24. The statute also includes site size standards. The minimum acceptable school site acreage is five acres plus one acre for each hundred students or portion thereof, plus five acres if the school contains any grade above six.

Table III-18
Minimum Required Area Per Student

Grade	Maximum Matchable Area Per Student
K-6	80 square feet
7 & 8	110 square feet
9 - 12	120 square feet
Classrooms for handicapped	140 square feet

While the City does not have direct responsibility for providing schools, it will continue to keep in touch with the School District to make sure that the City's ongoing land use and capital planning does not preclude new school development when it becomes necessary. Conversations with the School District indicate that they are meeting all of these standards and should continue to do so for the life of this plan. The District has no current plans to expand the schools or to build new schools, but over the next 20 years additional classroom space will be needed.

9. Emergency Management

While emergency planning is not, strictly speaking, part of capital facilities planning, it is useful to know where major hazard areas are located and what plans are in place as the City plans for the growth of its infrastructure, including water lines for firefighting. Also, since the sewer plant cannot process many types of hazardous material, it is useful for the City to know where such materials are located. Planning for Fire Department and Police Department capital expenditures will depend somewhat on whether these organizations will be expected to respond to accidents involving hazardous materials.

Kettle Falls is home to several industrial operations which have the potential for serious emergencies, particularly the Kettle Falls International Railway and the storage yard for Ferrellgas, a large propane company. Other potential emergencies could be caused by accidents involving the Flour Mill grain elevators or truck accidents on the State highways involving hazardous materials.

Stevens County, with the participation of the communities in the County, meet annually to update Disaster Preparedness Plans that sets out procedures and responsibilities for action by the various County and City emergency departments. The County Sheriff is the head of the Department of Emergency Services.

In general, State statutes and the Stevens County plan encourage cooperation between all involved parties, including the County, Cities, fire departments, ambulance services, and State and Federal agencies. The plan sets up a Department of Emergency Services, which is headed by the Sheriff. In emergencies, an emergency communications center is activated which coordinates the activities of all the involved agencies. Cities retain their ability and responsibility to plan for emergencies, and to coordinate such plans with the County.

Ferrellgas

Ferrellgas operates a propane storage yard on US 395 east of Meyers. The facility manager reports that all tanks have been equipped with both relief valves and excess flow valves. Relief valves are activated by heat and allow the propane to vent. The vented propane burns but does not explode. Excess flow valves detect when too much propane is being released through the piping, which would happen in a pipe break, and automatically shut off. There is an emergency shut off valve for the entire yard, which is located outside the property fence. All valves are inspected and maintained on a regular schedule. The entire facility is inspected by the company Operations Manager each year and has a company-wide safety plan. The yard is fenced.

Ferrellgas reports that they have done training with the Kettle Falls Fire Department on propane fires, including providing them with a video and the location of the emergency shut-off valve. The company is in contact with the State hazardous materials team in Spokane, which would be called in if necessary.

Kettle Falls International Railway

The Kettle Falls International Railway carries a number of hazardous materials, including sulfuric acid, sulfur, and propane. The Kettle Falls train master reports that each train is required to carry and report hazardous materials data, including the nature of the cargo and the plan to contain potential spills. At Kettle Falls there is a concrete repair pit which is used as a containment tank should a car be leaking. Along the line itself assistance would be provided from the closest facility, and from the State hazardous materials team in Spokane. The company has a written emergency plan. The local Train Master is available to consult with the City at any time.

G. Overall Financial Capability

This section will examine the overall financial capability of the City, focusing on debt capacity and the Current Expense fund.

1. Debt Capacity

When considering capital improvement financing, the most common types of debt for municipalities are general obligation (GO) bonds, and revenue bonds. General obligation bonds are backed by the value of the property within the jurisdiction. Voter-approved GO bonds increase property tax rates and dedicate the increased revenue to repay bondholders. Councilmanic bonds do not increase taxes and are repaid with general revenues.

Revenue bonds are financed directly from the income of the utility which benefits by them. Interest rates tend to be higher for revenue bonds than for general obligation bonds, and issuance of the bonds may be approved by the Council without a voter

referendum. There is no statutory limit on the amounts of revenue which may be raised in this way. However, utility rates must be raised sufficiently to cover the cost of bond repayment.

General principles for use of bonded debt are that the term of the bond should be matched to the term of the benefit. That is, it is generally not considered wise to use a long-term bond to fund a short-term project. Also, it is often considered prudent to reserve some councilmanic bond capacity for emergencies.

2. Current Expense Fund

The Current Expense fund is the revenue source for general government operations, including the Police Department, Fire Department, Parks Department, and the day-to-day operations of the City Hall. The largest revenue sources are general property taxes and retail sales taxes, however there are many smaller sources. Some are under the control of the City; however, many are not. Table III-19 lists Current Expense fund revenue sources and shows trends over the last five years.

Table III-19
Current Expense Fund Revenue and Expenditure Trends

Revenues	**2009**	**2010**	**2011**	**2012**	**2013**	
Beginning Balance	$376,498.12	$242,788.00	$158,426.80	$31,423.27	$76,856.07	
Total Taxes	$558,153.09	$535,105.18	$564,768.74	$643,679.14	$640,852.31	
Total Licenses/Permits	$10,439.50	$9,998.25	$12,201.50	$9,860.50	$11,889.00	
Total Intergovernmental	$147,329.69	$120,259.22	$109,932.78	$127,951.12	$39,879.30	
Other Services/Charges	$9,330.80	$9,167.18	$7,445.03	$8,006.61	$57,405.33	
Fines & Forfeits	$24,813.79	$29,550.31	$27,891.83	$31,012.56	$29,343.47	
Miscellaneous Revenues	$27,623.42	$5,686.02	$18,966.09	$25,725.37	$25,036.05	
Total Revenues	**$777,690.29**	**$709,766.16**	**$741,205.97**	**$846,235.30**	**$804,405.46**	**0.86%**
Operating Transfers		$11,620.00	**$0.00**	**$0.00**	$0.00	
Non-Revenues	$198,632.21	$199,048.39	$198,171.27	$181,847.95	$100,108.40	
Total Resources	**$1,352,820.62**	**$1,163,222.55**	**$939,377.24**	**$1,028,083.25**	**$904,513.86**	**-8.28%**
Total Actual	**$976,322.50**	**$920,434.55**	**$1,097,804.04**	**$1,059,506.52**	**$981,369.93**	**0.13%**
Expenditures						
General Governmental Services	$120,512.32	$104,454.33	$148,639.97	$164,057.02	$171,460.97	
Security of Persons/Property	$495,424.85	$531,276.43	$545,179.58	$476,751.42	$436,422.35	
Physical Environment	$1,823.65	$1,865.09	$2,922.75	$2,140.16	$1,763.05	
Economic Environment	$54,514.95	$39,591.80	$40,642.00	$63,483.00	$67,298.52	
Mental & Physical Health	$1,385.99	$1,429.82	$1,382.13	$938.43	$6,209.09	
Culture & Recreation	$68,668.79	$79,770.29	$89,479.46	$60,787.82	$74,685.90	
Total Expenditures	**$742,330.55**	**$758,387.76**	**$828,245.89**	**$768,157.85**	**$757,839.88**	**0.52%**
Capital Outlay	$87,625.27	$16,573.78	$24,743.80	$19,698.56	$3,743.09	
Non Expenditures	$198,681.71	$200,519.21	$198,320.08	$181,366.81	$98,376.36	
Operating Transfers	$81,395.09	$24,750.00	$15,071.00	$13,427.23	$21,319.48	
Grand Total Expenditures	**$1,110,032.62**	**$1,000,230.75**	**$1,066,380.77**	**$982,650.45**	**$881,278.81**	**-5.15%**

Source: City Staff (2014)

H. Summary of Short-Term Capital Improvements

Table III-27 contains all of the projects identified by City staff as needed to correct deficiencies or to provide for additional growth over the next six years. This list is provided for reference prior to any prioritization process.

Table III-20
Summary of Capital Facilities List

Kettle Falls Six-Year Capital Projects List (2015-2020)	Local Funds	Grant/Loan Funds	Total Project
Year 2015			
8" Water Line Replacement-Lakeview Dr.	$80,000		$80,000
Overhaul Well 4 Pump	$50,000		$50,000
Boise Tank Security Fence	$10,000		$10,000
Sidewalks Hwy 395 Northside	$45,000	$405,300	$450,300
Library Expansion/Community Center	$42,413	$750,000	$792,413
TOTAL	**$227,413**	**$1,155,300**	**$1,382,713**
Year 2016			
6" Line Extension Hwy 395-Legion/Sandy's/CPC	$60,000		$60,000
New Pump Well 5	$60,000		$60,000
6" Water Line & Hydrant 400 Block Larch St.	$15,000		$15,000
8th Avenue Sidewalks		$125,000	$125,000
East 10th Ave Resurface	$14,000	$136,000	$150,000
TOTAL	**$149,000**	**$261,000**	**$410,000**
Year 2017			
Kettle Park Road Bypass (Water)			
Electrical Panel Well 3	$100,000		$100,000
East 10th Ave & 11th Ave Sidewalks	$10,000		$10,000
East 5th Ave Resurface		$20,000	$20,000
Local Access Streets Resurface - East	$10,000	$134,000	$144,000
TOTAL	$6,000	$100,000	$106,000
	$126,000	**$254,000**	**$380,000**
Year 2018			
Drill New Well	$210,000		$210,000
Local Access Streets Resurface - West	$30,000	$270,000	$300,000
Kettle Crest & Meyers Cul-Du-Sac		$125,000	$125,000
6th Ave Sidewalks		$125,000	$125,000
TOTAL	**$240,000**	**$520,000**	**$760,000**
Year 2019			
New Well Pump and Transmission Main			
Chip Seal Josephine Rd, Cone Dr, Horseshoe Dr, S. Kalmia, Larch Loop	$30,000		$30,000
TOTAL	**$30,000**		**$30,000**
Year 2020			
TOTAL			
GRAND TOTAL	**$772,413**	**$2,190,300**	**$2,962,713**

I. Funding Sources

This section presents potential financing options the City will need to consider as possible avenues for implementing the Capital Facilities Plan (CFP). The plan's approach from a fiscal standpoint presumes that funding for needed capital expenditures will be obtained from a variety of funding sources including private, local, state and federal.

1. Funding Sources (Local)

Local funding for projects will primarily come from the City's General Fund (real estate and sales tax revenues) or from specific reserves built with utility rate revenues. The City will also need to consider bonds, levies and other revenue sources as required to meet funding amounts for specific projects. The City's ability to finance identified expenditures through many local as well as other funding sources will depend on it's current indebtedness.

The following list of sources includes all major financial resources available and is not limited to those sources which are currently in use or will be used in the six-year schedule of improvements. The list includes the following categories:

- Debt Financing
- Local Multi-Purpose Levies
- Local Single-Purpose Levies
- Local Non-Levy Financing Mechanisms
- State Grants and Loans
- Federal Grants and Loans

Debt Financing

Short-Term Borrowing: The extremely high cost of many capital improvements requires local governments to occasionally utilize short-term financing through local banks.

Revenue Bonds: Bonds financed directly by those benefiting from the capital improvement. Revenue obtained from these bonds is used to finance publicly-owned facilities, such as parking garages or electric power plants. The debt is retired using charges collected from the users of these facilities. In this respect, the capital project is self-supporting. Interest rates tend to be higher than for general obligation bonds, and issuance of the bonds may be approved without the voter referendum.

Industrial Revenue Bonds: Bonds issued by a local government, but actually assumed by companies or industries who use the revenue for construction of plants or facilities. The attractiveness of these bonds to industry is that they carry comparatively low interest rates due to their tax-exempt status. The advantage to the jurisdiction is that the private sector is responsible for retirement of the debt.

General Obligation Bonds: Bonds backed by the value of the property within the jurisdiction. Voter-approved bonds increase property tax rate and dedicate the increased revenue to repay bondholders. Councilmanic bonds do not increase taxes and are repaid with general revenues. Revenue may be used for new capital facilities, or maintenance and operations at existing facilities. These bonds should be used for projects that benefit the city as a whole.

Local Multi-Purposes Levies

Ad Valorem Property Taxes: Tax rate in mills (1/10 cent per dollar of taxable value). The maximum rate is $3.60 per $1000 assessed valuation. The city is prohibited from raising its levy more than 6% of the highest amount levied in the last three years, before adjustments for new construction and annexation. A temporary or permanent excess levy may be assessed with voter approval. Revenue may be used for new capital facilities, or maintenance and operations at existing facilities.

Business and Occupation Tax: Tax of no more than 0.2% of gross value of business activity on the gross or net income of businesses. Assessment or increase of the tax requires voter approval. Revenue may be used for new capital facilities, or maintenance and operations at existing facilities.

Local Option Sales Tax: Retail sales and use tax of up to 1%. The local governments that levy the second .5% may participate in a sales tax equalization fund. Assessment of this option tax requires voter approval. Revenue may be used for new capital facilities, or maintenance and operations at existing facilities.

Motor Vehicle Excise Tax: Annual excise tax divided between city, county, and state. The city receives 17% of the allocation. The city is required to spend funds for police protection, fire protection, and the preservation of public health.

Utility Tax: Tax on the gross receipts of electric, gas, telephone, cable TV, water/sewer, and stormwater utilities. Local discretion up to 6% of gross receipts. Voter approval required for an increase above this maximum. Revenue may be used for new capital facilities, or maintenance and operations at existing facilities.

Real Estate Excise Tax: The original ½% was authorized as an option to the sales tax for general purposes. An additional ¼% was authorized for capital facilities, and the Growth Management Act authorized another ¼% for capital facilities. For counties and cities within those counties that chose to plan, i.e., those which "opt in" under the GMA, the additional tax requires voter approval. Revenues must be used solely to finance new capital facilities, or maintenance and operations at existing facilities, as specified in the capital facilities plan. An additional option is available under RCW 82.46.070 for the acquisition and maintenance of conservation areas if approved by a majority of the voters of the county.

Local Single-Purpose Levies

Motor Vehicle Fuel Tax: Tax paid by gasoline distributors. The city receives 11.53% of total tax receipts. State shared revenue is distributed by the Department of Licensing. Revenues must be spent for highway (city streets, county roads, and state highways) construction, maintenance, or operation; policing of local roads; or related activities.

Local Option Fuel Tax: A county-wide voter approved tax equivalent to 10% of statewide Motor Vehicle fuel Tax and a special fuel tax of 2.3 cents per gallon. Revenue is distributed to the city on a weighed per capita basis. Revenues must be spent for highway (city streets, county roads, and state highways) construction, maintenance, or operation; policing of local roads; or highway related activities.

Local Non-Levy Financing Mechanisms

Reserve Funds: Revenue that is accumulated in advance and earmarked for capital improvements. Sources of funds can be surplus revenues, funds in depreciation reserves, or funds resulting from the sale of capital assets.

Fines, Forfeitures, and Charges for Services: This includes various administrative fees and user charges for services and facilities operated by the jurisdiction. Examples are franchise fees, sales of public documents, property appraisal fees, fines, forfeitures, licenses, permits, income received as interest from various funds, sale of public property, rental income, and all private contributions to the jurisdiction. Revenue from these sources may be restricted in use.

User Fees, Program Fees, and Tipping Fees: Fees or charges for using park and recreational facilities, solid waste disposal facilities, sewer services, water services, and surface water drainage facilities. Fee may be based on measure of usage, a flat rate, or design features. Revenues may be used for new capital facilities, or maintenance and operations at existing facilities.

Street Utility Charge: A fee up to 50% of actual costs of street construction, maintenance, and operations charged to businesses and households. The tax requires local referendum. The fee charged to businesses is based on the number of employees and cannot exceed $2.00 per employee per month. Owners or occupants of residential property are charged a fee per household that cannot exceed $2.00 per month. Both businesses and households must be charged. Revenue may be used for activities such as street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities.

Special Assessment District: District created to service entities completely or partially outside of the jurisdiction. Special assessments are levied against those who directly benefit from the new service or facility. The districts include Local Improvement Districts, Road Improvement Districts, Utility Improvement Districts, and the collection of development fees. Funds must be used solely to finance the purpose for which the special assessment district was created.

Special Purpose District: District created to provide a specified service. Often the district will encompass more than one jurisdiction. Included are districts for fire facilities, hospitals, libraries, metropolitan parks, airports, ferries, parks and recreation facilities, cultural arts/stadiums and convention centers, sewers, water flood controls, irrigation, and cemeteries. Voter approval is required for airport, parks and recreation, and cultural

arts/stadium and convention districts. The district has authority to impose levies or charges. Funds must be used solely to finance the purpose for which the special purpose district was created.

Lease Agreements: Agreement allowing the procurement of a capital facility through lease payments to the owner of the facility. Several lease packaging methods can be used. Under the lease-purchase method the capital facility is built by the private sector and leased back to the local government. At the end of the lease, the facility may be turned over to the municipality without any future payment. At that point, the lease payments will have paid the construction cost plus interest.

Privatization: Privatization is generally defined as the provision of a public service by the private sector. Many arrangements are possible under this method ranging from a totally private venture to systems of public/private arrangements, including industrial revenue bonds.

Impact Fees: Fees paid by new development based upon its impact to the delivery of services. Impact fees must be used for capital facilities needed by growth, not for current deficiencies in levels of service, and cannot be used for operating expenses. These fees must be equitably allocated to the specific entities which will directly benefit from the capital improvement, and the assessment levied must fairly reflect the true costs of these improvements. Impact fees may be imposed for public streets and roads, publicly-owned parks, open space, recreational facilities, school facilities, and fire protection facilities (in jurisdictions that are not part of a fire district).

State Grants and Loans

Community Development Block Grant (CDBG): Grant funds available for public facilities, economic development, housing, and infrastructure projects which benefit low- and moderate-income households. Grants are distributed by the Department of Commerce primarily to applicants who indicate prior commitment to project. Revenue is restricted in type of project and may not be used for maintenance and operations.

Community Economic Revitalization Board (CERB): Low interest loans (rate fluctuates with state bond rate) and occasional grants to finance infrastructure projects for a specific private sector development. Funding is available only for projects which will result in specific private developments or expansions in manufacturing and businesses that support the trading of goods and services outside of the state's borders. Projects must create or retain jobs. Funds are distributed by the Department of Commerce primarily to applicants who indicate prior commitment to project. Revenue restricted in type of project and may not be used for maintenance and operations.

Historic Preservation Grants: On an annual basis, the state Office of Archaeology and Historic Preservation (OAHP) makes available grants to local historic preservation programs for four purposes: (1) historic preservation planning; (2) cultural resource survey and inventory; (3) nomination of properties to the National Register of Historic

Places; and (4) public education and awareness efforts. To be eligible for grants, communities must be a Certified Local Government (CLG) as approved by OAHP. In addition, when funds are available, OAHP awards grants for acquisition or rehabilitation of National Register listed or eligible properties. Grant awards are predicated on the availability of funds and require a match.

Public Works Trust Fund (PWTF): Low interest loans to finance capital facility construction, public works emergency planning, and capital improvement planning. To apply for the loans the city must have a capital facilities plan in place and must be levying the original ¼% real estate excise tax. Funds are distributed by the Department of Commerce. Loans for construction projects require matching funds generated only from local revenues or state shared entitlement revenues. Public works emergency planning loans are at 5% interest rate, and capital improvement planning loans are no interest loans, with a 25% match. Revenue may be used to finance new capital facilities, or maintenance and operations at existing facilities.

State Parks and Recreation Commission Grants: Grants for parks capital facilities acquisition and construction. They are distributed by the Parks and Recreation Commission to applicants with a 50% match requirement.

Intermodal Surface Transportation Efficiency Act (ISTEA): ISTEA provides grants to public agencies for historic preservation, recreation, beautification, and environmental protection projects related to transportation facilities. These enhancement grants are administered by the state Department of Transportation and regional transportation planning organizations (RTPOs).

Centennial Clean Water Fund (CCWF): Grants and loans for the design, acquisition, construction, and improvement of Water Pollution Control Facilities, and related activities to meet state and federal water pollution control requirements. Grants and loans distributed by the Department of Ecology with a 50%-25% matching share. Use of funds is limited to planning, design, and construction of Water Pollution Control Facilities, stormwater management, ground water protection, and related projects.

Water Pollution Control State Revolving Fund (SRF): Low interest loans and loan guarantees for water pollution control projects. Loans are distributed by the Department of Ecology. The applicant must show water quality need, have a facility plan for treatment works, and show a dedicated source of funding for repayment.

<u>Federal Grants and Loans</u>

Federal Aid Bridge Replacement Program: Funds available with a 20% local matching requirement for replacement of structurally deficient or obsolete bridges. Funds are distributed by the Washington State Department of Transportation on a statewide priority basis. Therefore, the bridge must be on the State of Washington Inventory of Bridges.

Federal Aid Emergency Relief: Revenue available for restoration of roads and bridges on the federal aid system which are damaged by extraordinary natural disasters or catastrophic failures. Local agency declares an emergency and notifies the Washington State Department of Transportation, upon approval entitlement funds are available with a 16.87% local matching requirement.

USDA Rural Development Capital Facilities: Funding through grants, loans, and loan guarantees for water projects serving rural residents. Funds must be used for capital facilities construction and related costs or projects which serve rural residents in cities of less than 10,000 people. Funds are distributed by Rural Development with a required 25% to 75% matching loan requirement.

Department of Health Water Systems Support: Grants for upgrading existing water systems, ensuring effective management, and achieving maximum conservation of safe drinking water. Grants are distributed by the state Department of Health through intergovernmental review and with a 60% local match requirement.

IV. HOUSING ELEMENT

A. Introduction

This Housing Element addresses the primary goal of the City of Kettle Falls, which is to plan for a range of housing that is affordable to the various household types in the City, while encouraging well-balanced, diverse development and protecting the quality of life that has characterized the area for more than a century.

Additionally, the Housing Element responds to The Growth Management Act, The Washington Housing Policy Act, and The Stevens County, County-Wide Planning Policies. The objectives of the Washington State Housing Policy Act (RCW 43.185B.009) are to attain the State's goal of a decent home in a healthy, safe environment for every resident of the State. The State's goal for housing [RCW 36.70A.020(4)], is to "Encourage the availability of affordable housing to all economic segments of the population of this State, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock."

Policy 6.1 of the Stevens County, County-Wide Policies states: Support the preservation and improvement, of a wide variety of housing types and densities at all levels of affordability consistent with the Future Land Use map for Stevens County. The intent of this housing element is to promote the provision of an adequate supply of appropriate housing for the city.

This element includes an analysis of existing need and future demand based on an inventory of household characteristics, housing characteristics, special needs households, regional fair share of housing, and land supply. It also includes goals, policies, and objectives for meeting Kettle Falls' housing needs, as well as a section on methods of implementing and financing these goals.

A variety of studies and data sources have provided the information for this element, including; the 1980, 1990, and 2000 U.S. Census, the 1994 Stevens County Housing Needs Assessment and Strategies, and Kettle Falls Annual Census Reports from 1990 to 2006. Inconsistencies in the data are noted, reviewed, and corrected by the Kettle Falls Area Planning Commission.

B. Analysis Of Existing Need And Future Demand

1. Household Characteristics

The number and age of the population usually determines the types of households in a city. A household is defined as all the people living in a housing unit, whether or not they are related.

According to the Census data from 1990 to 2010, the number of people under age 20 and over age 65 has increased. This trend probably reflects young adults moving away to college, to find entry-level job opportunities elsewhere, and/or to explore the world beyond Kettle Falls and northern Stevens County.

Table IV-1
Population Projections

Year	Population	% Change
1970	893	- -
1980	1,087	21.7%
1990	1,275	17.3%
2000	1,527	19.8%
2010	1,640	7.4%
2015	1,771 (est.)	8%
2020	1,912 (est.)	8%
2025	2,065 (est.)	8%

The number of households in Kettle Falls has increased from 299 in 1980 to 722 in 2010, a 41.4% increase in 30 years. At the same time, the city has followed the nation-wide trend of diminishing household size. In 1990, the average household size was 2.60 persons, and that dropped to 2.40 in 2005. The number of one and two person households has grown from 53% in 1980 to 58% in 1990, and 61.9% in 2000. 48.8% of the city's units had 3 bedrooms or more, and could therefore accommodate larger (4-6 persons or more) households. Household compositions in 1990 and 2010 remained about the same, with the exception of a sharp increase in the number of married couple families combined with a decrease in the number of single person households. The Urban Growth Area (UGA) for Kettle Falls contains 104 dwelling units, all being single family residences.

Table IV-2
Kettle Falls Housing Units

Year	Total Housing Units
1990	529
1991	543
1992	545
1993	578
1994	576
1995	620
1996	637
1997	674
1998	640
1999	665
2000	674
2001	Data Not Available
2002	667
2003	672
2004	Data Not Available
2005	677
2006	688
2007	698
2008	714
2009	721
2010	722

Source: Kettle Falls Annual Census

Table IV-3
Kettle Falls Household Type

Household Type	1990	2000
Married Couple Families	55%	66%
Single Persons	25%	21%
Single Female-Headed Families	12%	12%
Single Male-Headed Families	3%	4%
Roommates	5%	5%

Source: US Census

In 2010 single family detached housing accounted for 66% of the City's housing stock. Kettle Falls has a high proportion of renters for Stevens County. In 1990, the rental rate was 38.4% and maintained relatively the same percentage in 2000 at 38.1%. The median rent in Kettle Falls increased from $224 per month in 1990 to $366 per month in 2000. In 1990, rent accounted for 30.1% of median income. However, 21.5% of households reported that more than 50% of their income was paid towards gross rent.

The City of Kettle Falls was moved upland to the unincorporated Meyers Falls community in 1939 after the construction of Grand Coulee Dam as the filling of Lake Roosevelt flooded the former town site. A rather large number of pre-1939 homes still exist: 103 of the 722 housing units reported in the 2010 Census were built in 1939 or earlier. This is 14.26% of the existing housing stock. The median year built for housing units in Kettle Falls, according to the 2000 Census, was 1975. The majority of housing in Kettle Falls is in good condition. Most residents are sensitive to overall appearance and do not want the city to appear run down. The City of Kettle Falls recognizes the need to maintain the physical condition of homes in order to maintain property values, marketability, and availability. It also helps to instill a sense of pride in community. The City of Kettle Falls endorses programs that aid in the rehabilitation and weatherization of existing homes.

Table IV-4
Kettle Falls Housing Inventory and Occupied Factor

Type	Number	Vacant	Occupied Factor
Single Detached	467	24	443 x 2.68 = 1,187
Duplex	8	0	8 x 2.00 = 16
3 & 4 Units	44	2	42 x 2.20 = 92
5+ Units	116	15	96 x 2.08 = 210
M/H Trailer	67	2	65 x 2.74 = 178
Special RV	20	0	20 x 1.44 = 29
TOTAL	**722**	**36**	**1,712 (est.)**

Source: City Census 2010

2. Special Needs Households

“Special needs populations” are defined as persons who are physically or developmentally disabled, mentally ill, substance abusers, victims of domestic violence, or older persons requiring skilled care. These populations often have an especially difficult time obtaining adequate housing.

The number of people with special needs and the severity of their needs appear to be on the increase in the area. Service providers for these populations report the number of people receiving services has increased substantially since the late 1980’s.

Approximately 15.5% of the 2000 census population of Kettle Falls were 65 years or older. Nearly all senior citizens reside in the senior apartment complexes in the City or in single-family homes. The needs of this population are addressed either within the household, by friends and relatives, or by coordination with the Senior Services programs at Northeast Washington Rural Resources. The City of Kettle Falls also has a very active senior center that offers limited services.

There are three subsidized housing developments for senior and disabled persons – Gold Hill Manor for Seniors, The Falls Apartments for seniors and disabled and Woodhaven Apartments for low income – with a total of 56 units. In addition, there are several households in single- and multi-family housing that receive rent assistance. Kettle Falls has no group homes or emergency shelters. Residents who need these services go to Colville, which is eight miles southeast of Kettle Falls.

Occasionally, there are catastrophic events causing people to need temporary shelter in Kettle Falls. The city police and fire officials and city residents are very attentive to such situations and efforts are coordinated with entities such as local churches and the food bank to provide whatever is necessary to help victims of such situations through their crisis. Kettle Falls is a small city, and residents are active in assisting one another in a time of need.

3. Regional Fair Share

Although rental rates are high in Kettle Falls in relation to income, there are a variety of programs that make housing more affordable for the many lower income households. In addition, smaller homes and comparatively lower cost of living has made more entry level homes available in Kettle Falls than in many other parts of the State.

Kettle Falls has a number of low income and special housing for seniors. Colville, which has the area's greatest concentration of social services, provides special needs and subsidized housing for those requiring assisted living. This is likely to remain the case for the foreseeable future, unless social service agencies extend their programs to the city. It would be a disservice to these populations to encourage construction of housing for special needs without provisions for local supporting social services.

4. Identification of Sufficient Land for Housing

In the City of Kettle Falls there are areas zoned for Single Family Residential (SFR) that can support at least 57 additional homes. There should be enough adequate land to satisfy our housing needs until the year 2015 and any future demands may be met by annexation. This includes government assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities.

Table IV-5
New Housing Projections (2.42 people per household)

Year	Population	# of total houses needed
2015	1,771 (est.)	732
2020	1,912 (est.)	790
2025	2,065 (est.)	853

Washington State Senate Bill 6593 was addressed proactively by the City of Kettle Falls in early 2005, allowing manufactured homes with specific requirements in any zone where single family housing is allowed. There are also a few vacant "in-fill" lots within the city core that are available for development. Zoning outside the city core has a minimum lot size requirement of 7,000 square feet. Within the city core, the minimum lot size is 4,200 square feet.

Affordable housing is central to the character of Kettle Falls, but diversity is essential to maintaining the infrastructure to support projected growth and development. Encouraging economic development and housing for all economic segments will contribute to increasing the economic stability of the city.

5. Family Daycare Providers

As per RCW 36.70A.450 family daycare providers are allowed in residential dwellings located in areas zoned for residential or commercial use and must abide by State and City code requirements. Zoning conditions imposed are no more restrictive than conditions imposed on other residential dwellings in the same zone.

C. GOALS, POLICIES AND OBJECTIVES

Recognizing the needs identified above, the City of Kettle Falls has established the following goals and policies related to housing:

Goal 1: Maintain the quality of life and community character of Kettle Falls by providing for projected growth in a consistent, responsible manner.

Policy 1-1: Create a Comprehensive Plan that provides the framework for orderly development.

Policy 1-2: Ensure development proposals brought to the Kettle Falls Area Planning Commission and the Kettle Falls City Council are consistent with the Kettle Falls Comprehensive Plan.

Policy 1-3: Revise city ordinances to ensure development regulations are consistent with the Kettle Falls Comprehensive Plan.

Goal 2: Maintain an adequate supply of housing stock by promoting a sufficient supply of land at a variety of urban residential densities, allowing for a range of housing types.

Policy 2-1: Provide sufficient land for various housing types, including, but not limited to housing for low-income families, manufactured housing, modular homes, and multi-family housing.

Policy 2-2: Encourage infill housing on vacant sites, particularly in the city core.

Policy 2-3: Promote the efficient use of land for urban development and allow for a range of lot sizes for single-family development.

Policy 2-4: Encourage housing construction in locations where efficient use of infrastructure is possible, with an emphasis on construction in areas where infrastructure already exists.

Policy 2-5: Improve and maintain infrastructure to support higher density development.

Goal 3: Encourage the preservation of existing housing stock.

Policy 3-1: Support the continuations of programs that assist residents in maintaining their homes in good condition both aesthetically and functionally.

Policy 3-2: Protect the health and safety of residents and promote preservation and improvement of existing housing stock through code enforcement, historical preservation efforts, and supporting programs to assist with home rehabilitation.

Policy 3-3: Encourage and promote upgrading of existing "grandfathered" substandard units and lots to current building codes and development ordinances.

D. Implementation and Financing

The median housing value in Kettle Falls has increased substantially since 1980. In 1980, the median housing value was $35,810 and $45,300 in 1990. According to the 2000 Census, the median housing value had increased more than 88% in 10-years to $85,400. Strategies to consider cost reductions and increase options available to city residents based on the trends presented include:

- Accessory Units: An accessory housing unit is a complete living quarter constructed within or adjacent to an existing single-family unit. Accessory units, sometimes called mother-in-law apartments or granny flats, could provide an attractive alternative to a skilled care facility for aging family members. These units could be created in converted attics, basements, or garages. They are usually much smaller than and always secondary to the primary unit. Citing and visual requirements could be implemented to ensure that the units do not diminish the character of the neighborhoods they are added to.

- Manufactured Housing: Manufactured homes are an affordable alternative to conventional housing. Properly sited and constructed, modular, manufactured, and mobile homes in parks or on individual lots may be appropriate for a city. Mobile homes should be located on a prepared pad, preferably one of concrete construction, and equipped with tie-downs or permanently founded. Units should also be inspected prior to placement to ensure they are safe for occupation.

Requiring the removal of the tongue and installation of skirting can enhance the acceptance of these units in traditional neighborhoods.

- Education: Many people are unaware of financial services potentially available to them. Special programs for first-time home buyers, housing rehabilitation assistance, weatherization loans, energy assistance, and rental assistance can alleviate many housing problems. There is an extensive list of financial resources in the Stevens County Housing Needs Assessment and Strategies Report. An on-going education and outreach program could help locate needed help.

- Northeast Washington Rural Resources: This agency offers a variety of programs, including rehabilitation and weatherization assistance. These are hard programs to get into, due to reduced funding and long waiting lists, but assistance is a key to maintaining housing stock in the city. The city may wish to work with private sources or pursue grants to obtain more money for such programs.

- HUD Housing Rehabilitation Programs: Financing for housing rehabilitation is also available to qualifying homeowners under the Community Development Block Grant and Home Programs. Loans are provided at a low interest rate.

- HUD Rental Assistance: Rental assistance is available to Stevens County households under the Section 8 Certificate and Voucher Programs. Under these programs rent subsidies are paid to landlords on behalf of qualifying lower income elderly, families, and disabled persons.

V. TRANSPORTATION

A. Introduction and Background

The purpose of this plan is to provide an assessment of the existing transportation conditions and a determination of future needs within the City of Kettle Falls' Urban Growth Area. The Transportation Element has been developed in accordance with the goals and policies of the Growth Management Act. It represents the City of Kettle Falls transportation policy plan for the next twenty years. The plan is designed to accommodate a population of 2,065 (year 2025).

Kettle Falls has developed primarily along US 395, the main north/south route through Stevens County. Most commercial development is centered on the highway on the northern side of Kettle Falls. Industrial development also grew up adjacent to US 395 on the west side of the city, while residential areas are located south of US 395, and schools and public facilities are located in the downtown section of the city.

The street system layout in downtown Kettle Falls can generally be described as a grid system. The city blocks are approximately the same length from east to west and north to south. A wide street with a landscaped median island runs through the central business district. The street system outside downtown is characterized by winding suburban roads. Many of the streets are looped with few connections to adjacent areas.

Prior to the GMA, comprehensive plans were not required to consider the linkage between land use and transportation. The GMA mandates that the transportation element be consistent with the land use element of a local comprehensive plan. This linkage begins with a vision of what the community desires for its quality of life, now and in the future. The transportation plan element will relate transportation planning decisions to decisions concerning land use in order to achieve the community vision.

B. Transportation System Inventory

A city’s transportation system is one of the most important indicators of its economic viability and livability. Traffic and population in and around the City of Kettle Falls are expected to grow at a moderate pace over the next twenty years. This section of the report provides a summary of the existing transportation system conditions within the Kettle Falls planning area.

General traffic flow along the roadways within Kettle Falls was analyzed to gain an understanding of the traffic circulation as a whole. The description of existing traffic conditions and roadway inventory includes major east/west and north/south roadways. It also includes roadway links to specified land uses such

as commercial or industrial centers, trucking routes, highways, and natural barriers or crossings.

1. Roadway Facilities

General Roadway Description

Two major transportation facilities cross the City of Kettle Falls: US 395 and State Route 25 (SR25). US 395 runs north and south across the state. Through Kettle Falls, it runs in an east-west direction along the northern part of the City. US 395 is a vital connection between Kettle Falls to areas to the south, allowing residents to take advantage of nearby employment and shopping opportunities. SR25 is a state highway running from the Canadian border along the Columbia River the length of Stevens County. It runs along the western border of Kettle Fall's Urban Growth Area (UGA).

A major traffic circulation constraint on these roads is the Kettle Falls International Railway line that runs east and west through Kettle Falls along the northern border of the city. The railroad is a major impediment to traffic flow at the intersections of Meyers Street and US 395 and Juniper Street and US 395. When the railroad switching yard is active, traffic is sometimes held up for over five minutes at these intersections. The only other alternative for residents and travelers attempting to get into or out of the downtown area from US 395 is to drive two miles to SR25 where there is a railroad overpass.

Kettle Falls has only one signalized intersection located at Meyers Street and US 395. Most streets utilize stop signs and yield signs to control the flow of traffic.

Street System Functional Classification

All public streets in Kettle Falls have been classified based on their function. The functional classification system consists of arterials, collectors and local streets. Each of these classifications is based on its access and movement functions. The functional classification of a street affects planning design, funding, and street operation.

Principal arterials serve the highest volumes of traffic with fewer access points. They serve traffic going into, out of, and through the urban area. Minor arterials connect to principal arterials and serve intra-city traffic and some through traffic. Collectors serve internal circulation, connect to arterials, and provide land access. All other unclassified streets are local streets.

Table V-1 lists the street classification system for arterials and collectors in Kettle Falls and Figure V-1 shows the system graphically. All other streets in the city are classified as local streets.

Table V-1
Functional Street Classification of Street System

Street	From/To	Classification
US 395	Corporate Boundary to SR25	Highway/Arterial
SR25	South Corporate Boundary to North Corporate Boundary	Highway/Arterial
Old Kettle Road	SR25 to Meyers Street	Minor Arterial
Meyers Street	Old Kettle Road to US 395	Minor Arterial
Juniper Street	US 395 to Corporate Boundary	Minor Arterial
Oak Street	5th Avenue to Evergreen Drive	Collector
5th Avenue	Juniper Street to Oak Street	Collector
10th Avenue	Juniper Street to Oak Street	Collector
Evergreen Drive	Juniper Street to Oak Street	Collector

The major streets in Kettle Falls are classified as highways (principal arterials), minor arterials, and collectors. Pavement is generally in good to fair condition on these roads. The roadway characteristics are described in more detail in the Transportation System Plan. Roadways fall under city jurisdiction except for the highways, which fall under state jurisdiction.

The local access streets in Kettle Falls are generally 24 feet wide with 2 travel lanes. The downtown local streets from Tenth Avenue to Fifth Avenue (south to north) and from Oak Street to Ivy Street (east to west) form a grid pattern street system. To the south and east of downtown many of the local streets are looped roads, with few connections. The continuation of this type of street pattern has been discouraged by citizens and municipal officials in Kettle Falls.

Regional Traffic

Although Kettle Falls is primarily a residential and working community, regional truck traffic and travelers destined for recreational facilities along the Columbia River drive through the area on US 395. Increases in the volume of regional traffic are expected as the City of Kettle Falls encourages the development of tourism-related businesses. Planning for increased recreation development has been led by the National Park Service for the Lake Roosevelt area. In addition, WSDOT has recognized the scenic value of the region in designating portions of SR25 as part of the Scenic Highways System.

Natural Traffic Barriers

Water, geology and critical resource areas create natural barriers to the traffic circulation system requiring special consideration when determining traffic volumes and when planning for a community's future transportation needs. Kettle Falls is located in an essentially flat area on a valley floor just north of the Colville River. The Colville River is in a gorge south and west of the city. The land area adjacent to the northern side of US 395 is steep and rocky, limiting access and development.

Parking Facilities

The City of Kettle Falls has adequate parking in its commercial area along US 395. Parking is typically provided between the street and building. Diagonal parking is available on Meyers Street from 8th Avenue to US 395 on both sides of the street. However, parking facilities for recreational vehicles and trucks are limited.

2. Pedestrian Facilities

Pedestrian facilities in Kettle Falls consist of sidewalks on some streets. The locations of sidewalks are summarized in Table V-2.

Table V-2
Sidewalk Inventory

Street	Location	Side of Street	Sidewalk Width
Meyers Street	US 395 to 4th Avenue	West	10 feet
	4th to 6th Avenue	Both	10 feet
	6th Avenue to 8th Avenue	Both	5 feet
	8th Avenue to 11th Avenue	Both	5 feet
Juniper Street	US 395 to 11th Avenue	East	5 feet
Oak Street	5th Avenue to Horseshoe Drive	West	5 feet
8th Avenue	Meyers Street to Oak Street	North	5 feet
10th Avenue	Meyers Street to Narcissus Street	North	5 feet
11th Avenue	Meyers Street to Juniper Street	South	5 feet
US 395	Juniper Street to East City Limits	South	5 feet

The City of Kettle Falls provides pedestrian facilities along for the entire length of Meyers Street, Juniper Street, 11th Avenue and sections of two local streets. The section of Meyers Street that has a landscaped median (US 395 to 6th Avenue) has 10-foot-wide sidewalks on each side of the street. The remaining sections of Meyers Street have 5-foot-wide sidewalks on both sides of the street. Oak Street from Horseshoe to 5th Avenue has a 5-foot-wide sidewalk on its west side. 10th Avenue from Meyers Street to Narcissus Street has a 5-foot-wide sidewalk on its north side, opposite the school. As of 2008, Meyers Street has been retrofitted with new ADA Standard handicap ramps with truncated domes at all intersections and mid block at the Food Bank, Masonic Lodge and City Park.

Sidewalks have been recently constructed on the south side of US 395 from Juniper Street to the east City limits. The City is planning on constructing sidewalks on the north side of US 395 from Juniper Street to the east City Limits.

In general, traffic volumes within Kettle Falls are very low providing few impediments to pedestrian activity.

3. Bicycle Facilities

Separate or designated bicycle facilities are not currently provided in the City of Kettle Falls. Both US 395 and SR25 are occasionally used by recreational cyclists. The proposed sidewalk construction plan for US 395 includes a bike route from Juniper to east City Limits. There is a plan for a non-motorized trail between Kettle Falls and Colville.

4. Public Transportation

The City of Kettle Falls does not currently provide public transportation for its residents. The Gold Line has developed a bus route between Kettle Falls, Colville, Chewelah and Spokane. Rural Resources also has a dial-a-ride service for seniors, the disabled, and low income households in the area.

5. Rail Transportation

Rail transportation to Kettle Falls is limited to the transport of goods. The Kettle Falls International Railway leases a BNSF line from Chewelah that generally follows US 395 until the line splits in Kettle Falls. From there one route follows the Columbia River north through Marcus and up to the Canadian border, and the other route crosses the Columbia River then continues north to the Canadian border. The rail line follows US 395 through Kettle Falls.

The Kettle Falls switching yard provides service for Boise Cascade and for the Canadian Mills transporting lumber products. Comico, a chemical manufacturer in Trail, British Columbia, also uses the rail line through Kettle Falls.

The switching yard has had some conflicts with vehicular traffic on Meyers and Juniper Streets. There are times when trains are stopped at the switching yard so that they block Meyers Street, and sometimes Juniper Street. This blockage forces motor vehicle drivers who want to enter or exit US 395 from the City of Kettle Falls to use Juniper Street, if only Meyers Street is blocked, or to use SR25, if both Meyers and Juniper are blocked. Drivers must make a much longer trip if they use SR25. Also, if they cannot use the signalized intersection at Meyers Street, they must then enter the highway at an unsignalized intersection.

6. Water Transportation

No commercial water transportation is available to Kettle Falls. The Columbia River serves as a recreational boating facility for people located in the Kettle Falls urban area and from points well beyond. Kettle Falls Marina is located in the Lake Roosevelt National Recreation Areas, west of downtown.

7. Air Transportation

The City of Kettle Falls currently has no air transportation facilities. The closest airport is located about 10 miles southwest in Colville. The closest commercial air service is out of Spokane.

C. Level Of Service Standards

As part of the GMA planning effort, level of service standards must be established for evaluating the performance of existing transportation systems and planning future transportation facilities that meet future needs.

1. Description

Transportation engineers have established six categories of Levels of Service (LOS) to describe the ability of a roadway to carry traffic, whether it is a freeway, rural highway, signalized intersection, unsignalized intersection, or other roadway facility. The LOS categories consider factors such as capacity, travel speed, delay, frequency of interruptions in traffic flow, relative freedom for traffic maneuvers, driving comfort and convenience, and operating cost.

The six categories range from LOS A to F. A roadway facility operating at LOS A has free-flowing traffic with minimal delays at intersections. A facility operating at LOS F is totally saturated with traffic, delays are long, and movement is very difficult. The levels in between reflect intermediate levels of traffic interruption, delay, and traffic demand as compared with the capacity of the facility.

In Kettle Falls, both signalized and unsignalized intersection analysis methodologies were used to determine level of service. The LOS definitions and criteria for unsignalized and signalized intersections are described in Table V-3 and Table V-4.

Table V-3
Level of Service Description – Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)
A	≤10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

Source: Highway Capacity Manual 2000, Unsignalized Intersections.

2. Recommended LOS Standards for Roadway Operations

The Growth Management Act requires that LOS standards be regionally coordinated. For Kettle Falls, coordination occurs with WSDOT and Stevens County. Based on *the State Highway System Plan: Service Objectives*, March 1996, US 395 through Kettle Falls has a LOS standard of D. For non-highway roadways and intersections within Kettle Falls, a LOS standard of C has been adopted. These LOS standards focus on a roadway's capacity to carry vehicles, not roadway condition or type of land uses adjacent to the facility. Problems can arise when a facility may have adequate capacity to address the needs of adjacent development, but the roadway components themselves may be inappropriate for the type and level of development along the roadway. An example of this conflict would be a local residential street that carries high volumes of traffic traveling through to other nearby development. Unimproved county roads are another example where capacity might be adequate but the facility might not address the needs of adjacent development.

Table V-4
Level of Service Description - Signalized Intersections

Level of Service	Average Control Delay (sec/veh)	General Description (Signalized Intersections)
A	≤10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable Flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasional wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable Flow (intolerable delay)
F	>80	Forced Flow (jammed)

Source: Highway Capacity Manual 2000, Signalized Intersections.

D. Current Transportation Conditions

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

1. 2010 Traffic Volumes

In the City of Kettle Falls, US 395 carries the highest traffic volumes. Twenty-four hour average daily traffic volumes (ADT) are summarized in Table V-5. The traffic volumes along US 395 are a combination of vehicles traveling through the city and locally generated trips. Traffic volumes along US 395 vary from about 4,850 northwest of SR25 to 8,025 vehicles per day southeast of Meyers Street. The highest volumes occur near Meyers Street, with lower volumes north and south of the city.

Table V-5
2010 Average Daily Traffic Volumes

Location	Volume
US 395	
Mile Post 239.13 Before JCT SR 25	7,800
Mile Post 239.15 After JCT SR 25	5,900
State Route 25	
Mile Post 081.04 South JCT US 395	2,300
Mile Post 081.11 North JCT US 395	1,200

2. Peak Hour Traffic Patterns

Based on historical data, the peak hour highway volumes vary from 8 to 12% of the ADT volumes. Generally, the period of highest activity occurs between 3:00 and 5:00 PM. During the peak period of activity, directional splits appear to be approximately 45% northbound and 55% southbound on US 395.

3. Truck Traffic

Trucks are a major component of the highway traffic through Kettle Falls. Based on data from the *U.S. 395 Corridor Study - Spokane to Canada*, truck percentages on US 395 in 1995 were about 21% southeast (4 miles) of Kettle Falls and about 19% north of the SR20 junction (1 mile northwest of Kettle Falls). Within Kettle Falls itself, truck percentages are estimated at 20%.

4. Operations Analysis

To evaluate the roadway system in Kettle Falls, three intersections on US 395 were analyzed. These intersections, located at Meyers Street, Juniper Street, and SR25, represent the worst case operating conditions. The evaluation is summarized in Table V-6. At the signalized intersection at Meyers Street, LOS and volume-to-capacity ratios are shown for the overall intersection as well as individual movements. At the unsignalized intersections at Juniper Street and US 395, LOS and remaining movement capacity are shown for side streets and highway left turns. Remaining capacity is in vehicles per hour (vph). All movements at these three intersections currently operate at LOS C or better. This level of operation is better than the WSDOT LOS standard of D for highways through urban areas.

5. Accident Analysis

Accident data in the City of Kettle Falls provided by WSDOT was examined for the period from January of 2000 through December of 2007. These data include highway accidents in Kettle Falls.

In Kettle Falls, a total of 26 accidents were reported during the analysis period. Nine of the 26 involved injuries, and there were no fatalities. The remaining accidents were property damage only (PDO).

No discernible accident patterns were identified in Kettle Falls. The intersection of Meyers Street and US 395 had the greatest number of accidents (6). Most of these accidents were same direction – both going straight – rear ended. The other accident locations were driveways or side streets where less than 3 accidents occurred at the same spot.

Table V-6
2007 Operations Analysis

Approach	Movement	LOS*	Remaining Capacity
US 395 and Meyers Street			
Overall		B	NA
US 395 Eastbound	Left	C	NA
	Through, Right	A	NA
US 395 Westbound	Left	C	NA
	Through, Right	A	NA
Meyers Street Northbound	Left, Through	C	NA
	Right	B	NA
Meyers Street Southbound	Left, Through, Right	B	NA
US 395 and Juniper Street			
US 395 Westbound	Left	A	960
Juniper Street Northbound	Left	C	290
	Right	A	775
US 395 and SR25			
US 395 Eastbound	Left	A	1,131
US 395 Westbound	Left	A	1,186
SR25 Northbound	Left, Through, Right	B	494
SR25 Southbound	Left, Through, Right	B	395

* LOS = Level of Service

6. Summary of Deficiencies

Based on the analysis of current operating conditions, there appear to be no level of service deficiencies in the roadway system.

E. Future Transportation Conditions

The evaluation of future transportation conditions for the City of Kettle Falls is based on projected traffic volumes. These volumes are in turn based on the land use projections for the preferred land use alternative.

Both the population and employment of the City of Kettle Falls are projected to increase substantially over current levels. This population growth rate is expected to be greater than the overall growth rate projected for Stevens County, as a result of implementation of Growth Management Planning.

1. Future Traffic Forecasts

With the limited traffic data available, the travel forecasting methodology is based solely on the projected growth for the City of Kettle Falls. Current traffic volumes were increased approximately 70% to estimate 2010 future traffic volumes and approximately 140% to estimate 2020 future traffic volumes. The traffic projections are summarized in Table V-7.

In the *U.S. 395 Corridor Study - Spokane to Canada* prepared by WSDOT and finalized in July of 1995, traffic volumes on the Kettle Falls highways were projected to grow about 65% on US 395 and 55% on SR25 between 1995 and 2020. This growth is significantly lower that the projected growth for the City of Kettle Falls and lower than the Stevens County projected growth as well.

Table V-7
Projected Average Daily Traffic Volumes

Location	2007 Volume	2010 Volume	2020 Volume
US 395			
Southeast of Meyers Street	8,025	13,810	19,190
Northwest of Meyers Street	7,420	12,760	17,740
Northwest of Juniper Street	7,030	12,100	16,810
Southeast of SR25	6,740	11,590	16,100
Northwest of SR25	4,850	8,350	11,600
State Route 25			
Northwest of US 395	900	1,550	2,150

2. Future Operations Analysis

To evaluate the roadway system in Kettle Falls, three intersections on US 395 were analyzed. These intersections, located at Meyers Street, Juniper Street, and SR25, represent the worst case operating conditions.

The evaluation is summarized in Table V-8. At the signalized intersection at Meyers Street, LOS and volume-to-capacity ratios are shown for the overall intersection as well as individual movements. At the unsignalized intersections at Juniper Street and SR25, LOS and remaining movement capacity are shown for side streets and highway left turns. Remaining capacity is in vehicles per hour (vph).

For the year 2015, with about 80% projected traffic growth, several traffic movements at the analyzed intersections would not meet either the state or local LOS standards. With minor modifications to signal timing, the US 395/Meyers Street intersection would operate at an overall LOS B with no movement exceeding LOS C or 80% of capacity. However, the Juniper Street and SR25 approaches to US 395 would begin to experience longer delays. Traffic on Juniper Street is expected to operate at LOS B for right turns and LOS F for left turns, with delays between 45 and 60 seconds per vehicle in the left-turn lane. Northbound traffic on SR25 is expected to operate at LOS C but southbound traffic on SR25 is also expected to operate at LOS E.

3. Summary of Expected Future Deficiencies

If traffic volumes grow proportionately to the population projections for Kettle Falls, the existing roadway system will not be adequate to meet the projected demand. By the year 2015, side street (Juniper Street and SR25) approaches to US 395 will begin to experience longer delays, and would not meet the local state or local LOS standards. If further growth occurs, even the signalized intersection at Meyers Street would be approaching capacity, with long delays for some traffic movements. Traffic demand at other side street approaches to US 395 would exceed the capacity of the unsignalized intersections. The Transportation Plan contained in the next section is designed to address and mitigate the problems that may occur as the city grows.

Table V-8
Future Operations Analysis

		2020	
Approach	**Movement**	**LOS**	**Remaining Capacity**
US 395 and Meyers Street			
Overall		C	NA
US 395 Eastbound	Left	D	NA
	Through, Right	D	NA
US 395 Westbound	Left	D	NA
	Through, Right	B	NA
Meyers Street Northbound	Left, Through	D	NA
	Right	C	NA
Meyers Street Southbound	Left, Through, Right	C	NA
US 395 and Juniper Street			
US 395 Westbound	Left	B	434
Juniper Street Northbound	Left	F	None
	Right	C	345
US 395 and SR25			
US 395 Eastbound	Left	B	674
US 395 Westbound	Left	A	902
SR25 Northbound	Left, Through, Right	E	50
SR25 Southbound	Left, Through, Right	F	None

F. Transportation Plan

The purpose of the transportation plan is to provide detailed operational plans for each of the transportation systems within the community. The Kettle Falls transportation plan covers all the transportation modes that exist and are interconnected throughout the urban area. Components of the transportation plan include street functional classification, street standards, access management guidelines, system plans for each travel mode, and transportation demand management measures.

1. Street System Functional Classification

Functional street classification standards relate the design of a roadway to its function. The function is determined by operational characteristics such as traffic volume, operating speed, safety, and capacity.

The City of Kettle Falls currently classifies streets within the corporate boundary as highway, minor arterial, collector or local. The analysis of the existing street system indicated that some of the streets within the community function differently from their classification. A recommended revised classification system

is summarized in Table V-9. This system includes the new roadways and existing roadway extensions discussed later in this section.

Table V-9
Street System Functional Classification

Street	From/To	Classification
US 395	Corporate Boundary to SR25	Highway/Arterial
SR25	South UGA to North UGA	Highway/Arterial
Old Kettle Road	SR25 to Meyers Street	Minor Arterial
Meyers Street	Old Kettle Road to US 395	Minor Arterial
Juniper Street	US 395 to South UGA	Collector
Oak Street	5th Avenue to Evergreen Drive	Collector
New East Collector	6th Avenue to Morley Road	Collector
5th Avenue	Juniper Street to Oak Street	Collector
6th Avenue	Juniper Street to East UGA	Collector
10th Avenue	Josephine Road to East UGA	Collector
Morley Road	Oak Street to East UGA	Collector
Riverview Lane	Oak Street to East UGA	Collector
Evergreen Drive	Juniper Street to Oak Street	Collector

2. Street Standards

Street standards are necessary to provide a community with a roadway system that is safe, aesthetic, and easy to maintain. They are based on both local engineering experience and standards of the profession. The recommended city street standards are summarized in Table V-10.

Pedestrian Facilities

Completion of the pedestrian system should be considered in Kettle Falls, particularly along higher volume arterial and collector roadways and to link public facilities (schools, parks, etc.) with residential areas. Pedestrian paths should generally be constructed on both sides of the street as shown. Residential and collector streets should have 5- to 6-foot pathways with optional 3- to 5-foot landscape strips. Arterial streets should have 6-foot walkways with optional landscape strips in non-commercial areas and 8-foot walkways adjacent to the curb in commercial areas. In addition, pedestrian connections should be provided between any cul-de-sac and other dead end streets, and adjacent pedestrian facilities.

Bike Lanes

If bike lanes are to be added to a roadway, an additional 10 to 12 feet of pavement should be provided for a 5- to 6-foot bikeway on each side of the street. Bike lanes may be added to an existing roadway with adequate paved surface at any time to encourage cycling, or when forecast traffic volumes exceed 2,500 to 3,000 vehicles per day.

Table V-10
Recommended Street Standards

Classification	Pavement Width	Right-of-Way Width			Minimum Posted Speed
		Without Walkways	With Walkways	Walkways & Landscape Strip	
Local					
Basic Residential	20-24 feet	40 feet	50 feet	50 feet	15-25 mph
Residential with Parking	28 feet	40 feet	50 feet	50 feet	15-25 mph
Cul-de-Sac	20-24 feet	40 feet	50 feet	50 feet	15-25 mph
Alley	15-20 feet	20 feet	NA	NA	5-15 mph
Collector					
Basic Collector	24 feet	40 feet	50 feet	50 feet	20-35 mph
Collector with Parking	36 feet	50 feet	60 feet	60 feet	20-35 mph
Arterial					
Two-Lane Minor Arterial	28 feet	40 feet	50 feet	50 feet	25-45 mph
Two-Lane Minor Arterial with Curb Parking	40 feet	60 feet	70 feet	70 feet	25-45 mph
Two-Lane Minor Arterial with Diagonal Parking	60 feet	80 feet	90 feet	90 feet	25-45 mph
Four-Lane Minor Arterial	52 feet	70 feet	80 feet	80 feet	25-45 mph
Four-Lane Minor Arterial with Curb Parking	64 feet	80 feet	90 feet	90 feet	25-45 mph
Four-Lane Minor Arterial with Diagonal Parking	84 feet	100 feet	110 feet	110 feet	25-45 mph

Street Connectivity

Street connectivity is important because a complete street network provides more capacity than a disconnected one, provides alternate routes for local traffic, and is more pedestrian and bicycle-friendly. Ensuring that the grid system is extended as development occurs is critical to Kettle Falls' continued livability. To this end, a maximum block perimeter of 1,600 feet is recommended.

3. Access Management

Access management is important for efficient functioning of the transportation system. Too many access points can diminish the function of an arterial, mainly due to delays and safety hazards created by turning movements. Traditionally, the response to this situation is to add lanes to the street. However, this can lead to increases in traffic and, in a cyclical fashion, require expensive capital investments to continue to expand the roadway.

Reducing capital expenditures is not the only argument for access management. Research has shown a direct correlation between the number of access points and collision rates. In addition, the wider arterial streets that can ultimately result from poor access management can diminish the livability of a community. Therefore, it is essential that all levels of government maintain the efficiency of existing arterial streets through better access management.

Access management is hierarchical, ranging from complete access control on freeways to increasing use of streets for access purposes, parking and loading at the local and collector level. Table V-11 describes recommended general access management guidelines by roadway functional classification.

These access management restrictions are generally not intended to eliminate existing intersections or driveways. Rather, they should be applied as new development occurs. Over time, as land is developed and redeveloped, the access to roadways will meet these guidelines.

Table V-11
Recommended Access Management Guidelines

	Intersection				
Functional	**Public Road**		**Private Drive[2]**		**Signal**
Classification	**Type[1]**	**Spacing**	**Type**	**Spacing**	**Spacing**
Minor Arterial	at-grade	500 feet	Left and Right Turns	250 feet	1/4 mile
Collector	at-grade	500 feet	Left and Right Turns	200 feet	NA
Local	at-grade	250 feet	Left and Right Turns	Access to Each Lot	NA

1 For most roadways, at-grade crossing are appropriate.

2 Any access to a state highway requires coordination with WSDOT. Permitted movements and spacing requirements may be more restrictive than those shown to optimize capacity and safety. Access may not be granted where there is a reasonable alternative access.

4. Roadway System Plan

To promote economic growth, the City of Kettle Falls is planning to capitalize on its scenic location and encourage the development of tourism-related businesses. Enhancements of the transportation system can help foster this growth. Recommended roadway improvements are shown and described in the following section.

US 395 Corridor Improvements

US 395 is an essential element of the Kettle Falls transportation system for both local and long distance traffic. With the projected traffic growth in the future, transportation system management (TSM) improvements such as signal timing changes, new traffic signals, and lane channelization will be necessary. At the same time, improvements to better accommodate pedestrians and bicyclists are also desirable, to encourage tourists to stop and shop in Kettle Falls.

The existing US 395 corridor appears to have adequate capacity to accommodate the traffic demand projected for the next five to six years. If traffic growth continues to be very rapid, capacity constraints may begin to occur at the side street approaches to the highway beyond that time frame.

The cost of constructing sidewalks and bike lanes (excluding right-of-way acquisition) is estimated at approximately $1,200,000. The length of the business district where sidewalks would be best utilized is approximately 2,000 feet from Juniper Street to the east City Limits. The cost includes a 5' concrete sidewalk, curb and swale for drainage.

Future Roadway Improvements

The future roadway improvements in Kettle Falls include the extension or upgrade of several existing collector streets and the addition of a new collector street. Two collector roadways have been identified for extensions: 6th Avenue and 10th Avenue. Meyers Street north of US 395 has been identified for upgrade. A new street along the eastern UGA has also been identified.

Preliminary construction cost estimates have been prepared for each roadway improvement on the basis of approximate length and an assumed roadway standard. These cost estimates do not include right-of-way costs or the costs associated with cleaning up hazardous materials. Efforts to preserve existing right-of-way within each corridor are an important part of controlling costs. Permitting development that could potentially block the roadway before it is completed can add to the cost. Further study of potential alignment options to protect the corridor is encouraged.

6th Avenue: Sixth Avenue is an east-west street running from its west end at Ivy Street to just east of Oak Street. Because of its central location, 6th Avenue should be classified as a collector street and extended from its current terminus to meet a new north/south collector along the edge of the railroad line. This would maintain the continuity of the existing grid system.

Sixth Avenue was selected for extension rather than 5th Avenue because a 5th Avenue extension could bisect the property there, making it less useful for development and mix residential and industrial traffic. The 6th Avenue extension

would not divide the property, but it could serve as southern connection into the industrial area.

10th Avenue: 10th Avenue is an east-west street running from its west end at Ivy Street to just east of Oak Street. It serves as the southern border for most of the original grid system in Kettle Falls. It also serves as an access to the high school that lies to the south of Old Kettle Road. 10th Avenue is in an ideal location to be extended both east and west of its present location.

An eastern extension of 10th Avenue from its current terminus to the eastern UGA would open the eastern part of Kettle Falls to future residential development, maintain the continuity of the existing grid system, and provide direct access to the high school from new residential development on the east side of Kettle Falls.

A western extension of 10th Avenue would ideally run from its current terminus at Ivy Street to Josephine Road. A connection with Josephine Road may not be possible; however, it would be desirable since it would help maintain the connectivity of the street system.

New East Side Collector: With the extensions of 6th Avenue and 10th Avenue on the east side of Kettle Falls, additional north-south connections between these roads will be needed. A new roadway extending from the 6th Street extension past the 10th Street extension to Morley Road would be an ideal collector street. This new collector has been located along the eastern UGA, but it could be located anywhere between Oak Street and this boundary.

Meyers Street Improvements: Meyers Street is a four-lane arterial street south of US 395, but north of the highway, it is a very narrow roadway that serves very little development. It is, however, one of only a few roadways that could potentially serve any of the commercially zoned land north of the highway that does not have direct highway frontage. Therefore, Meyers Street should be upgraded to provide two standard travel lanes (one in each direction) from the north approach to US 395 to the UGA.

Local Street Improvements: Local street improvements should focus on maintaining a good traffic circulation system. Extending streets such as 7th Avenue and 8th Avenue to maintain a grid on the east side would benefit both pedestrians and motorists. Developing local streets which optimize traffic circulation around the 10th Avenue extension and Old Kettle Road would also be beneficial.

Table V-12
Recommended Roadway System Improvements

Street	Section	Length	Improvement
6th Avenue	Oak Street to rail spur	1,300 feet	Extend eastward to provide 24-foot wide collector
New South/North Collector	5th Avenue to 10th Avenue	2,000 feet	24-foot wide collector
10th Avenue East	Oak Street to New Collector	1,300 feet	Extend eastward to provide 24-foot wide collector
10th Avenue West	Josephine Road to Ivy Street	2,400 feet	Extend eastward to provide 24-foot wide collector
New Collector	6th Avenue to Morley Road	2,000 feet	Extend eastward to provide 24-foot wide collector
Meyers Street North	US 395 to North UGA	800 feet	Extend eastward to provide 24-foot wide collector

5. Pedestrian System Plan

Kettle Falls currently has walkways along some streets, but many streets do not have any pedestrian facilities. Because of the low traffic volumes, pedestrians on the shoulders of the roadways have been relatively safe. However, Kettle Falls is projected to grow rapidly in the next 25 years and the City is encouraging tourism-related businesses. Traffic volumes will be higher everywhere, and conflicts between pedestrians and motorized vehicles will increase.

Pedestrian walkways are an important part of the transportation system for several reasons. First and foremost, they provide a refuge for pedestrians, allowing for safe travel between homes, work, schools, shopping, and other destinations. A walkway system also ties a community together, connecting different neighborhoods and land uses. On the highways, they help make drivers aware that they are traveling through town, and that they should be traveling more slowly and alert for pedestrians.

Ideally, the walkways should be at least five feet wide in residential areas and eight-feet-wide in commercial areas. If space is available, a landscape median three to five feet wide can also be provided. A median allows street furniture, such as a mailbox or street light to be located out of the way of pedestrians. It can be decoratively landscaped to contribute to the scenic quality of the community. It can also become an area for storing snow during the winter months.

These days, sidewalks or pedestrian paths are generally recommended with the construction of new roadways. Kettle Falls street standards require walkways on arterial and collector roadways, but not all streets.

With the growing recreational activity in Kettle Falls and the surrounding area, trails and multi-use pathways should be developed in the region. The City of

Kettle Falls supports the development of a recreational trail along the Colville River linking the City to National Park facilities on Lake Roosevelt, and a trail connecting Kettle Falls to Colville.

Table V-14
Recommended Pedestrian System Improvements

Street	Section	Length	Improvement	Estimated Cost
5th Avenue	Larch Street to Oak Street	1,200 feet	Add 5-foot sidewalks to both sides of street	$55,200
6th Avenue	Juniper Street to Oak Street	2,200 feet	Add 5-foot pathway to both sides of street	$99,000
6th Avenue	Oak Street to New Collector	1,300 feet	Add 5-foot pathway to both sides of street	$58,500
8th Avenue	Meyers to Juniper	3,000 feet	Add 5-foot pathway to both sides of street	$135,000
10th Avenue	Josephine Road to Ivy Street	1,300 feet	Add 5-foot sidewalks to both sides of street	$58,500
10th Avenue	Ivy Street to Meyers Street	1,600 feet	Add 5-foot sidewalks to both sides of street	$72,000
10th Avenue	Meyers Street to Narcissus Street	400 feet	Add 5-foot sidewalks to south side of street	$9,200
10th Avenue	Narcissus Street to Oak Street	400 feet	Add 5-foot sidewalks to both sides of street	$18,000
10th Avenue	Oak Street to New Collector	2,400 feet	Add 5-foot sidewalk to both sides of street	$108,000
New Collector	6th Avenue to Morley Road	2,000 feet	Add 5-foot sidewalk to both sides of street	$90,000
Oak Street	5th Avenue to Horseshoe Drive	2,500 feet	Add 5-foot sidewalks to east side of street	$57,500
Oak Street	Horseshoe Drive to Riverview Lane	800 feet	Add 5-foot sidewalks to both sides of street	$36,000
Total				**$796,900**

6. Bicycle System Plan

Kettle Falls currently has no separated bikeways along any streets, including the state highway. On most streets, bicyclists on the shoulders of the roadway or sharing the roadway have been relatively safe because of low traffic volumes. As a rule, roadways with traffic volumes of less than 3000 vehicles per day do not need separated bike facilities. The volumes on the non-highway street system within Kettle Falls will generally be very low. For most roadways, separated bicycle facilities would not be needed. However, in the future, if traffic volumes approach 3000 vehicles per day on any roadway, separated bicycle facilities such as bike lanes should be considered.

However, current traffic volumes on US 395 vary from 6700 vehicles per day to 8,000 vehicles per day, and these volumes are expected to increase substantially

in the future. These high traffic volumes could cause conflicts and safety hazards for bicyclists using the highway.

7. Public Transportation

The City of Kettle Falls supports public and private agencies operating regional public transportation service.

8. Rail Transportation

Rail transportation will continue to be important to industrial development in Kettle Falls. Conflicts between rail activity and other transportation modes should be minimized. At-grade crossings should have proper signing and warning devices for motorists, pedestrians, and bicyclists. Increased efficiency will reduce the number of times that trains block Meyers and Juniper Streets. In the long term, the switching yard may be expanded. No specific plans for expansion have been made at this time.

9. Transportation Demand Management Strategies

Transportation Demand Management (TDM) strategies are aimed at altering travel patterns to more efficiently use the existing transportation system, thereby eliminating or postponing the need to widen or build new roadways. In Kettle Falls, where traffic volumes are low and the population and employment is small, implementing TDM strategies is not practical in most cases. The sidewalk and bikeway improvements recommended earlier in this section are also considered TDM strategies. By providing these facilities, the City of Kettle Falls is encouraging people to travel by other modes than the automobile.

G. Financial Analysis

The financial analysis was prepared for this transportation element to demonstrate concurrency for the short-range transportation improvement program and ability of the City of Kettle Falls to fund those improvements. The GMA requires that there be a balance between proposed land uses, resulting traffic forecasts and transportation improvements directed by the LOS standards, and available revenues. The GMA also requires that public facilities and infrastructure either be in place or included in a six-year improvement program, with guaranteed funding, before new development can be approved. Local jurisdictions are enabled to implement impact fees, which can be used to finance the shortfall between revenues and the cost of the transportation plan.

Revenues available for funding street activities in Kettle Falls can be highly variable, depending on the amount of development activity occurring in the City, the number of successful grant applications, and other local economic factors.

Table V-14 shows a summary of the City of Kettle Falls' historical revenues and expenditures for city streets. The City's working capital (cash or other easily convertible assets) has stayed relatively the same or slightly decreased in the past several years. Revenue streams have remained relatively stable: nearly $38,769 has been generated from fuel taxes and nearly $60,064 in property taxes for 2007.

Table V-14
Historical Street Revenues and Expenditures

Revenues	2004	2005	2006	2007
Working Capital	$ 225,439	$ 220,584	$ 177,609	$ 209,839
Fuel Tax	$ 31,612	$ 30,407	$ 36,374	$ 38,769
Property Tax	$ 56,800	$ 57,386	$ 58,507	$ 60,064
Interest/Misc.	$ 3,433	$ 5,590	$ 5,511	$ 8,314
Interfund Transfers	$ 25,375	$ 20,495	$ 29,360	$ 30,478
Total Revenues	$ 342,659	$ 334,462	$ 307,361	$ 347,464
Expenses				
Roadway Operations	$ 23,475.00	$ 21,199.00	$ 23,065.00	$ 22,094.00
Storm Drainage	$ -	$ -	$ -	$ -
Sidewalks	$ -	$ -	$ 946.00	$ 2,307.00
Street Lighting	$ 9,390.00	$ 16,086.00	$ 19,603.00	$ 18,497.00
Traffic Control Devices	$ 5,236.00	$ 5,989.00	$ 6,228.00	$ 6,616.00
Snow & Ice	$ 14,443.00	$ 12,679.00	$ 13,072.00	$ 22,634.00
Street Cleaning	$ 8,718.00	$ 5,377.00	$ 5,270.00	$ 8,488.00
Maintenance Admin	$ -	$ 8.00	$ -	$ 25.00
General Admin	$ 17,738.00	$ 23,387.00	$ 27,986.00	$ 28,282.00
Facilities	$ 17,916.00	$ 23,638.00	$ 28,470.00	$ 195.00
Capital Expenditures	$ 17,895.00	$ 61,876.00	$ 10,880.00	$ 27,163.00
Transfer to Reserve Fund	$ 25,000.00	$ 10,000.00	$ 10,000.00	$ 10,000.00
Total Expenditures	$ 139,811.00	$ 180,239.00	$ 145,520.00	$ 146,301.00

In 2007, expenditures totaled $146,301 including a small ($10,000) transfer to a reserve fund established by the City for specific projects. The City has been able to make small contributions to this reserve fund annually.

Based on these revenues and expenditures, Table V-15 projects street revenues and expenditures to year 2014. Projections are in current (2008) dollars and are based on constant revenues and expenditures. Based on historical revenues and expenditures, it is anticipated that the City will continue annual contributions to the reserve fund and building its working capital. Although these funds will be available to fund a portion of the recommended projects, these resources will also be required to finance projects identified in the Capital Facilities Plan.

Table V-15
Projected Street Revenues and Expenditures

	2007	2008	2009	2010	2011	2012	2013	2014
REVENUES								
Working Capital	$209,839	$216,134.17	$222,618.20	$229,296.74	$236,175.64	$243,260.91	$250,558.74	$258,075.50
Fuel Tax	$38,769	$38,000.00	$38,000.00	$38,000.00	$38,000.00	$38,000.00	$38,000.00	$38,000.00
Property Tax	$60,064	$60,000.00	$60,000.00	$60,000.00	$60,000.00	$60,000.00	$60,000.00	$60,000.00
Interest & Misc.	$ 8,314	$8,563.42	$8,820.32	$9,084.93	$9,357.48	$9,638.20	$9,927.35	$10,225.17
Interfund Transfers	$30,478	$30,000.00	$30,000.00	$30,000.00	$30,000.00	$30,000.00	$30,000.00	$30,000.00
Total Revenues	$347,464.00	$352,697.59	$359,438.52	$366,381.67	$373,533.12	$380,899.12	$388,486.09	$396,300.67
EXPENSES								
Roadway Expenses	$109,138.00	$111,000.00	$111,000.00	$111,000.00	$111,000.00	$111,000.00	$111,000.00	$111,000.00
Reserve	$27,163.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00
Transfer	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00
Total Expenditures	$146,301.00	$146,000.00	$146,000.00	$146,000.00	$146,000.00	$146,000.00	$146,000.00	$146,000.00

The implementation program shown in Table V-16 provides a list of projects with estimated construction costs. The cost estimates for the projects were prepared on the basis of 2008 dollars and do not include right-of-way acquisition. The priorities are based on current need and the expected growth of Kettle Falls.

A total of 15 transportation improvement projects have been identified for the City of Kettle Falls. These projects are estimated to cost a combined total of nearly $2,273,000.

GMA requires that any short-term projects comply with funding concurrency. The capital improvement plan for Kettle Falls will comply with GMA concurrency assuming that Kettle Falls can maintain revenues and expenditures at historical levels. If sufficient City revenues are not available to complete identified projects in the specified timeframe, Kettle Falls will review the Comprehensive Plan and make needed changes (perhaps delaying projects or adjusting land uses) or seek alternative funding sources, including state and federal grants, local improvement districts, etc.

Table V-16
Transportation Improvement Program

Future Projects	***Estimated Cost***
Meyers Street Resurfacing	$112,000
East 10th Avenue & 11th Avenue Sidewalks	$106,000
US 395 Southside Sidewalks	$585,000
Narcissus Court Reseal	$2,000
South Kalmia & South Larch Reseal	$3,000
East 10th Avenue Resurfacing	$150,000
East 5th Avenue Resurfacing	$20,000
Evergreen Drive, Phase II	$78,000
US 395 Northside Sidewalks	$500,000
Oak Street Resurfacing	$60,000
Local Access Streets Resurfacing – East	$114,000
Local Access Streets Resurfacing – West	$300,000
Kettle Crest & Meyers Cul-Du-Sac	$12,000
Pedestrian Crossing/Traffic Calming at 7th & Meyers	$106,000
8th Avenue Sidewalk	$125,000
TOTAL	**$2,273,000**

Motor Vehicle Fuel Tax. The motor vehicle fuel tax, provides funding for state highways, the urban arterial account (UATA), and the transportation improvement account (TIA). A portion is allocated directly to cities and counties, based on a formula weighing the number of cities, population, financial need, and transportation cost. The gas tax allocation to cities and counties is managed by WSDOT Trans Aid.

Motor Vehicle Excise Tax. The state allocates 17% of the motor vehicle excise tax (MVET) to cities, based on population.

Transportation Improvement Board. The Washington State Transportation Improvement Board (TIB) manages the UATA funds and the TIA funds. Each program is funded with 1 1/2 cents from each gallon of gasoline sold in the state. UATA funds are available for city and urban/county road projects. Funding priorities are: reducing congestion, improving safety, and rectifying geometric and structural problems. UATA funds are distributed by a formula based on road miles and population, with fixed proportions of the total funds distributed to three regions in the state.

The TIA began receiving funds in 1990 after an increase in the state gas tax. The TIA fund priorities are for the alleviation of congestion and safety improvements that result from economic development and population growth. Funding priorities tend towards multi-jurisdictional projects where comprehensive plans are in place and there is an element of multimodal transportation. These

priorities were developed to address problems faced by rapidly growing areas where roadway planning was typically oriented towards automobiles. Local matching funds and joint private funding are also important elements of project selection.

City Funds. Local sources consist of local sales and use tax, general obligation and revenue bonds, and public/private funding arrangements. Private funding arrangements can be combined with local, state, and federal funding sources to leverage these sources. Appropriations of public moneys for roadway improvements that require matching funds do not specify whether or not the matching funds can or cannot come from private sources. Public/private sources and funding arrangements are summarized below:

Road Improvement District. The road improvement district (RID) is a form of special benefit assessment district. The RID allows specific improvements to be paid by properties that directly benefit from the improvements. A direct benefit is the increase in property value accruing to specific improvements, as opposed to general benefits that accrue to all properties in an area. The funding mechanism involves the sale of RID bonds, in which benefits accruing to each property within a determined boundary are assessed proportionately to the direct benefit received, usually over the lifetime of the bonds issued by the RID. Road improvement districts are most suited for projects with large-lot property owners who do not have good road access. RIDs are not cost effective and are more complicated to administer when they include multiple small properties. Thus, RIDs are likely to be of limited use in Kettle Falls.

Local Improvement Districts. Local improvement districts (LIDs) are special improvement districts formed and funded by property owners to privately finance specific capital improvements. LIDs are typically used for street, water, and sanitary sewer improvement projects. The LID levies special assessment taxes on the increased value of property resulting from road improvements made in the LID. When the LID is formed, property owners are assessed their portions of the required capital cost, based on the value of their property without the proposed improvements. The actual assessments are not levied until after the improvements have been constructed and increased property values are registered with the affected properties.

State Environmental Policy Act. Mitigation Agreements or Negotiated Exactions for Traffic Impacts. Under the State Environmental Policy Act (SEPA), jurisdictions may require developers to mitigate unavoidable significant environmental impacts of new developments. The definition of significant impacts is determined through the development review process. Transportation impacts are estimated through a separate transportation impact study. Mitigation can include cash payment to the jurisdiction; building to certain standards; donation of land, such as right-of-way; other in-kind contributions; or a combination of contributions. However, most development in Kettle Falls is

expected to be small infill projects, and therefore, below the threshold requiring SEPA review. This is not likely to be a major source of funding for improvements in Kettle Falls.

Impact Fees. The purpose of an impact mitigation fee system is to establish a uniform charge for the impacts to roadways associated with new development. It is a systematic way of identifying fair-share mitigation of specific impacts. The definition of impacts is usually based on a LOS standard or determined in the development review process.

Impact fees can be used to fund only the portion of infrastructure that is directly related to the impacts of new construction. Impact fees are not available as a source of funds for correcting existing deficiencies or for accommodating the effects of through traffic. Another drawback of impact fees is that they must be obligated within six years and in small towns like Kettle Falls, it is hard to get enough money for a project in six years. If they do not implement a project, fees must be refunded.

H. Transportation Policies

Transportation policies were developed to support and guide implementation of the City of Kettle Falls' transportation system, consistent with Kettle Falls' vision and existing needs. The policies will enable Kettle Falls to provide a safe and convenient transportation system that meets the demand for travel in Kettle Falls, that is coordinated and consistent with regional and comprehensive plans, and that optimizes economic and fiscal resources in a timely and efficient manner.

Policies are the implementation tool for the transportation element. A range of policies have been prepared to enable Kettle Falls to implement the transportation element of the comprehensive plan. The policies are supportive of the planning goal and objectives.

Policy 1: Adopt street functional classification and design standards.

Policy 2: Adopt street, pedestrian, and bicycle facility design standards.

Policy 3: Adopt transportation system maintenance standards.

Policy 4: Require pedestrian routes or sidewalks in new subdivisions and sidewalks and/or pedestrian paths throughout town. Emphasize connecting new developments to schools, parks, the town center, and Lake Roosevelt.

Policy 5: Establish site plan review guidelines and transportation impact analysis guidelines to identify and mitigate adverse impacts associated with new development or redevelopment proposals.

Policy 6: Monitor land use actions outside Kettle Falls that will affect the local transportation system.

Policy 7: Require that transportation improvements to serve new development are in place when construction permits are issued or definable financial commitments are agreed to by the property owner and/or developer.

Policy 8: Adopt on-street and off-street parking and maneuvering standards.

Policy 9: Conduct an annual review of the six-year Transportation Improvement Program (TIP) for input to the capital improvement program.

Policy 10: Coordinate level of service standards, improvement programs, and transportation funding efforts with Stevens County and WSDOT.

Policy 11: Require new developments to finance “fair-share” amounts as a condition of building permit approval.

Policy 12: Coordinate transportation planning efforts with Stevens County and WSDOT.

VI. ANNEXATION AND INCORPORATION ELEMENT

A. Introduction and Background

As explained in Chapter I, Introduction, the City of Kettle Falls has determined that projected growth cannot be accommodated within the existing City boundary. Table VI-1 shows the existing land uses. Table VI-2 shows the existing Urban Growth Area land distribution. The urban growth area was established based on the following assumptions:

- Minimum lot sizes for residential development will range from 4200 square feet to one acre lots in areas where steep slopes and presence of sensitive resources will limit density. The average lot size will be 10,000 square feet.
- Industrial development will average 4 employees per acre, based on existing industrial development.
- Commercial development will occur primarily along the highway, and will average 8 employees per acre.
- Provision of roads, utilities, and other infrastructure will reduce the achievable density or intensity of development by 35%.
- extension of city services (water and sewer) would be contingent on annexation to the City, unless necessary to protect health and safety.

Table VI-1
Existing Land Uses

Land Use Type	Acreage	% of City
SFR - Single Family Residential - Developed	435.19	61.25%
HI - Heavy Industrial	93.71	13.19%
I - Industrial	81.51	11.47%
C2 - Commercial	43.37	6.10%
MH - Manufactured Home	19.17	2.69%
C1 - Commercial	15.60	2.19%
SR - Suburban Residential	10.59	1.49%
MFR - Multi-Family Residential	10.29	1.44%
RD – Residential Duplex	.99	.13%
City Limits	**710.42**	

Staff Survey 3/1/2011

Table VI-2
UGA Land Distribution

	Residential	Business	Industrial	Open Space	Total
Total Ac.	**263**	**38**	**47**	**50**	**398**
Public/Community	.5				.5
Streets, hwy & RR	26	12	17		55
Critical Areas	32	6	9	45	92
Unlikely to Redevelop	133	15	21	5	174
Available to Develop	**71.5**	**5**	**0**	**0**	**76.5**
17% Future Roads	12.2	.5			12.7
Available Land	**59.3**	**4.5**	**0**	**0**	**63.8**

The urban growth area was drawn to include those parcels that can be served logically by city services, particularly sewer and water. Kettle Falls wants to avoid illogical, sprawling boundaries that lead to a higher cost of providing utilities, police and fire protection. Trying to serve such areas can cost the City more than it raises in taxes from the area.

The area outside the city boundaries, but within the UGA is under the jurisdiction of Stevens County. Both the County and the City recognize a need to cooperate in managing growth in that boundary. For that reason, Policy 2.3 of the Countywide Planning Policies, adopted on May 22, 1995, encourages joint planning for urban growth areas, and the area beyond that growth area where development could directly affect the City or city (for example, critical aquifer recharge areas for the City's water supply, major transportation corridors and facilities, etc.) Kettle Falls is committed to developing an inter-local agreement with the county that will streamline regulations in the joint planning area and enhance the quality of life for all residents.

The UGA has been drawn to hold twenty years of development. The challenge for Kettle Falls and Stevens County officials will be to manage growth within that area so that it occurs in a sequence that does not increase the overall cost of providing service, or result in leapfrog development. The goals and policies are intended to achieve this goal.

B. Goals, Policies and Objectives

Kettle Falls intends to promote logical, cost-effective growth patterns to protect the existing quality of life in the region by implementing the following goals and policies.

- Accommodate a fair share of regional growth within the City of Kettle Falls in a manner that is consistent with the existing character and quality of life of the community.

- Cooperate with Stevens County to plan for and manage development in the unincorporated portions of the urban growth area and joint planning area in a consistent manner, at the least cost to both jurisdictions and to property owners, and in such a way as to ensure that the goals of the other elements of this plan are achieved.
- Encourage annexations that create logical boundaries, can be served economically, and enhance the character of the community.

To achieve these goals, Kettle Falls will pursue the following policies.

Policy 1: Participate in joint planning for the designated urban growth area, and the area beyond that where development would directly affect Kettle Falls, including the critical aquifer recharge area.

Policy 2: Complete an interlocal agreement with Stevens County for managing development review and approval within the designated urban growth area.

Policy 3: Prior to any annexation, the City will confer with affected special districts and the County to assess the impact of the annexation. Where possible, boundaries should be mutually resolved by the jurisdictions before action on the annexation petition.

Policy 4: Phase urban-density land uses into the unincorporated urban growth area in an organized, logical, and timely manner.

Policy 5: Annex only areas where the City has the capacity to provide services. Applicants for annexation should pay their fair share of the cost of any utility and service extensions.

Policy 6: Utilities, roads, and services in the urban growth area should be built to City standards.

Policy 7: Cooperate with County officials to transfer responsibility for operation and maintenance of County facilities located within the urban growth area to the City, where such transfer makes economic and administrative sense.

VII. Economic Development Element

A. Introduction

Economic Development for the City of Kettle Falls is the creation of sustainability of a diverse array of employment opportunities, ensuring the tax base currently enjoyed by the city is sustained and strengthened. The economic health and well being if the City of Kettle Falls is thus tied to a commitment to promote a wide range of employment opportunities for the citizens of the community as well as to providing a setting and quality of life that attracts businesses and residents.

B. Background & Existing Conditions

For most of Kettle Falls' history, its economic health has been tied to the wood industry and government. The plywood mill and wood products mill has been the main stay of the city's economy. The Kettle Falls School District, United States Forest Service, Washington Department of Natural Resources and National Park Service are also large employers.

C. Goals, Policies and Strategies

The Washington Growth Management Act identified the following statewide goal for economic development:

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

This element builds on the County's policies, provides more specific direction for implementation of the goals, and coordinates with other elements of the comprehensive plan.

D. Downtown

The businesses located on Meyers Street are considered Kettle Falls' downtown. This is the historical area and these businesses are the foundation of the economy in terms of dollars; they provide essential services and goods to the citizens and are the physical center of the community. Reinforcing the downtown

as the city's "heart", are government services located in downtown: city hall, fire, library.

Downtown is currently making modifications by means of beautification making the downtown more attractive and functional, and helping maintain downtown's central role in the community.

E. Commercial Areas

The economy of Kettle Falls is in transition from a primarily resource industry base to one focused on tourism and related businesses. The City intends to encourage and assist in the transition to ensure the continued economic health of Kettle Falls. The Central Commercial Area is located along and adjacent to State Route 395 through the City of Kettle Falls. Uses in this area should serve travelers and tourists or require more land because of the type of goods they sell (Grocery Store and Strip Mall type development).

F. Industrial Park

Land designated for industrial development is located along the highway or railroad in areas where adequate sewer and water service is available. All types of industrial uses are permitted, so long as noise, odors, dust, and traffic will not disturb adjacent uses. Industrial development should be buffered from other land uses, to reduce conflicts and enhance the overall quality of life in the community.

G. Future Vision and Economic Development

The City of Kettle Falls' overall economic future depends on how well this area supports the plywood plant and wood products mill in response to the overall needs of the community. Supplementing the area with light industry will help diversify the economic base.

The following issues and events have and will set the direction for the growth and economy of the City of Kettle Falls.

The city has invested heavily in infrastructure and will continue as they replace their sewer lagoons with a wastewater treatment plant.

The city needs to make a commitment to balance the jobs/residents ratio so that Kettle Falls is not a bedroom community.

The City of Kettle Falls is in a strong position to continue its economic growth. The city should continue to enjoy its high tax base, while spreading the

responsibility for that base from the mills. The will ensure a balanced local economy that is important in providing the quality of life associated with the City of Kettle Falls.

H. Goals & Policies

Goal 1: Provide commercial sites adequate to meet a diversity of needs for retail, service, and institutional development within the city.

Goal 2: Assure an adequate supply of prime industrial sites to meet market demands for industrial development

Goal 3: Promote the creation of family wage jobs whenever possible.

Goal 4: Protect industrial lands from conversion to other uses that are not consistent with the city's job creation and housing objectives.

Goal 5: Support the development of job and business opportunities compatible with other city goals, such as the maintenance of a strong tax base to effectively provide local services, and maintain and improve a strong educational system.

Goal 6: Maintain the current job base and strive for a jobs-resident balance.

Goal 7: Ensure that the economic and population growth balance is sustained, and that the type of economic development that occurs contributes to maintaining and improving the quality of life in the City of Kettle Falls.

Goal 8: Assure a wide range of land uses, services, and choices are available for Kettle Falls' residents and businesses.

Goal 9: Keep and attract businesses that sustain a strong economy and are supportive of the community

Goal 10: Support a multi-modal transportation system that facilities economic development and provides mobility for people and goods.

Goal 11: Provide opportunities and incentives for a continuum of education opportunities responsive to the changing needs of the work place.

Goal 12: Build infrastructure in advance of its demand by industrial and commercial development.

Goal 13: Implement permitting processes and fee schedules that maintain a competitive advantage for high wage business and industry to locate in Kettle Falls.

Goal 14: Ensure the regulatory environment is balanced so that it nurtures economic activity, maintains jobs, encourages new employment, and maintains and promotes a high quality of life in Kettle Falls.

Policies 1: Ensure a minimum ten year supply of commercial and industrial land.

Policy 2: Commercial properties may be converted to multi-family or other residential uses if doing so would serve job creation and housing objectives.

Policy 3: Maintain and encourage retail areas designed to serve neighborhoods.

Policy 4: Participate in local and regional organizations that focus on recruiting new business to the area.

Policy 5: Coordinate with local and regional agencies to implement countywide economic development policies.

Policy 6: Prioritize infrastructure development to areas that are suitable for industrial and commercial development and that can be served on a cost effective basis.

Policy 7: Consider incentives to encourage improved utilization of existing facilities.

VIII. PARKS & RECREATION ELEMENT

A. Purpose

The purpose of the Kettle Falls Comprehensive Parks and Recreation Plan is to ensure that a variety of public open space and recreational opportunities are planned in the City of Kettle Falls. Additionally, these open spaces and parks must be within a reasonable distance for citizens and visitors of all ages and physical capabilities. This Comprehensive Parks and Recreation Plan ensures that the natural human need for open spaces and places for outdoor activities is considered equally and in conjunction with the economy and housing and other services that the City provides.

1. Comprehensive Park & Recreation Mission Statement

The mission statement for this Plan is, *"To provide a working guideline to improve and enhance the parks and recreation areas in Kettle Falls and to provide leisure and recreational opportunities to the community and to the guests that visit the area."*

B. Existing Inventory

1. Kettle Falls Downtown Park

The Kettle Falls Downtown Park is two parks designed for different activities. On the east side of Meyers Street is the location of the City Pool, the Water/Spray Park, picnic area and swing set. The City Pool was built in 1960 with the help of the Kettle Falls Lions Club. The pool experienced a major renovation from 1987-1989 that included new piping, new filtration unit, new lining, a block-built bathhouse and public restrooms. A new chlorination system was later installed in 2008. The pool is anticipating a new heater replacement in 2011.

The Water/Spray Park was constructed in 2006 as a Kettle Falls Rotary Club project. The water park is a 50' x 50' concrete pad with 9 separate water features. The project cost was approximately $66,000 with countless donated hours and materials.

On the west side of Meyers Street is the Skate Park. The Skate Park is approximately 4,000 square feet in size and is made up a large clover leaf bowl and a flat street section. With the assistance of grants and community donations, the city was able to raise $140,000 for construction. A unique feature of the park is 16' radius concrete cradle - the largest in Washington State. There are only three cradles in Washington State at this time. Skaters from all across the Pacific Northwest make the journey to Kettle Falls each summer to experience this new park.

Adjacent on either side of the skate park are two old homes. It has been discussed in the past that if opportunity arose, either of these properties should be purchased by the city to expand the existing park.

a. Planned Improvements For 2011-2016 Include:

- **A User Activated Pedestrian Crosswalk.** A signal will need to be installed on Meyers Street between the City Pool and the Skate Park. Estimated costs range between $7,000 and $21,000 depending on the type of system installed.
- **ADA Pedestrian Sidewalks.** Since the Water/Spray Park is set back from the street, it is necessary to build an 8' x 50' concrete sidewalk that is ADA accessible.
- **Pool First Aid Station.** The City Pool has a pool house complete with restrooms. However, there is a need for a first aid station. It is proposed to build an 8' x 10' concrete structure attached to the existing facility or within a new complex if constructed in the future.
- **Enclose Pool For Year Round Use.** There is strong community support for covering or enclosing the swimming pool to allow year-round use. Construction costs have not been determined at this time. There is also a need for a Community Center in Kettle Falls and it has been discussed that the enclosed pool could be the catalyst for a community center. Other discussions have identified that the pool needs to be rebuilt for a 50 meter lap

for future events as the town continues to grow. More research is required for this task.

- **Additional Skatepark Improvements.** The Skatepark attracts many spectators, especially during tournaments. There is a need for covered bleachers and trees to provide shade.
- **Swing Set Upgrade.** Replace the older alloy tubing swing set and push Merry-go-round with a modern swing/ play set.

2. Happy Dell Park

Happy Dell Park includes a baseball diamond, covered barbecue and picnic area, restroom, concession stand and utility room, swing set play area, double tennis courts with basketball hoops and a newly constructed 2,000 square foot Regional Information Center. This park is a real jewel for the community, but the play features and restrooms are severely dated and in need of upgrading. This park also has a segment that is dedicated as a BBQ area and overnight tent camping for bicyclists that travel through the area. The parking area in front of the Information Center is paved and provides spaces for two RV's. The remaining parking lot area is gravel.

a. Planned Improvements For 2011-2016 Include:

- **Public Restrooms.** Replace the public restrooms and concessions stand with new ADA Public Restrooms. A 2007 construction estimate to bring the building up to code was approximately $25,000.
- **Improve And Modernize Playground Equipment.** Existing playground equipment is an alloy tube swing set, slide and a large tractor tires. Improvements would include a modern play set & slide and climbing wall.
- **ADA Accessibility.** Improvements are necessary for ADA accessibility. These include paved parking and sidewalks to the different sections of the park including restrooms.
- **Parking Lot Paving.** Pave the remaining portions of the parking lot.
- **Lack of Lighting.** Additional lighting is needed in the tennis courts/basketball courts for evening activities.
- **Improve the west corner of Happy Dell Park**. There is an unused and wooded area beyond the home run fence that could be improved with picnic tables.

3. Gibson Field

The Kettle Falls School District 212 owns this park. It is used by the school district as a baseball field and at one time many years ago a football field. At present there is a building that houses restrooms, concessions and a utility room that was completed in

1993. There is also Float Shed building at this location which is utilized by both the city and school district for housing sport equipment, riding lawn mower, the town float for parade, 3-on-3 basketball hoops, town Christmas decorations and just about anything else that pertains to the park system. This 2,000 square foot building is an old converted bus garage probably built in the 1930's. Its condition is poor at best and is slowly deteriorating and falling down. This building will need to be replaced in the next decade.

a. Planned Improvements For 2015-2020 Include:

- **Replace Float Shed**. Replace the Float Shed with a newly constructed structure.
- **Replace Bleachers.** The bleachers in this park are old recycled bleachers that are in disrepair. The bleachers need to be replaced.

4. Tripp's Green Area

In 1993 Harvey Tripp donated this parcel to the City, which consists of one vacant lot in Kettle Crest Addition approximately ¼ acres in size. The property is under utilized and used for parking during school games. It is surrounded by nearly 150 homes and several apartment buildings. The property needs to be improved and maintained.

a. Planned Improvements For 2011-2016 Include:

- **Community Garden.** Construct an Community Garden with an educational component working with the schools.

5. Kettle Falls School District Athletic Field

This property is owned by the Kettle Falls School District and is utilized by the community for sporting events and activities. It currently hosts a football field with bleachers and lighting for night games. Surrounding the field is an older gravel 6-lane 1/4 mile running track that is in need of improvements. Areas around the track include discus, javelin throws, shot put, long jump, and pole vault. These last 3 features are basically a gravel section and minimal at best. Additional sections of this field include a baseball diamond, a 50-yard Junior Varsity football field, and three softball fields.

a. Planned Improvements For 2012-2017 Include:

- **Track & Field Improvements.** Improve the Kettle Falls school area to be a WIAA competition level Track & Field complex including an 8 lane track asphalt track with a synthetic overlay. This will also include a dedicated area

for High Jump, Discus/Hammer Throw, Shot Put, Javelin, Long Triple Jump, and Pole Vault,

- **Replace Bleachers.** Replace bleachers with newer covered bleachers.
- **More Storage.** Currently the athletic field complex includes football, baseball, softball fields, and existing storage is extremely lacking.
- **Special Events.** Ensure adequate room is available for special events such as Fun Runs, Special Olympics, graduation, Forest Service and DNR Training.
- **American Disability Act.** All improvements need to comply with the ADA. These improvements would include bathrooms, bleachers and access to the field.

C. OTHER ISSUES

1. Town & Country Days

Each year during the first weekend in June the City has an annual event called Town & Country Days. The City closes Meyers Street for 2 days to make room for activities such as 3-on-3 basketball, fun run, car show, live music, and other events. There has been discussion of moving this event to Happy Dell Park. Before this could happen, most of the improvements outlined for Happy Dell Park would need to be made, especially ADA access, restrooms and additional electrical outlets for vendors.

2. BMX Bikes

There is a community interest in a non-motorized BMX track. This is a dirt track that features hills, jumps, and sharp curves that connect so bicycle riders can race. Land would have to be identified and an investment made by the city to expand the existing park system to include such area. To the north of town is a 20 acre piece the city owns called Gold Hill. The terrain is rugged and steep, but it may be possible to make improvements on this location for BMX trails.

3. Sledding Hill

There is a need for a community sledding hill. As mentioned above, the city owns 20 acres on Gold Hill. There is potential for improvements to create a sledding hill at this location. Work would need to include removing some dangerous boulders and creating a parking area. The area does lack restrooms and Porta-Potties would need to be rented.

a. Goals

- Establish and maintain well kept, attractive, and safe neighborhood recreational areas for children and families.

- Take advantage of the inherent natural setting of Kettle Falls and the parks within to improve the community image, both internally and externally.
- Enhance the opportunities for enjoyment of a range of recreational and cultural activities for all ages to promote livability, pedestrian and non-motorized orientation, reduce stress, and increase local economic activity.
- Provide parks and recreation facilities throughout the city for the use of residents and visitors.
- Devise an effective parks system that contributes to, rather than draws from, the general fund of the City.
- To cooperate and coordinate with neighboring private, County, State, and Federal agencies to preserve natural habitat and to provide outdoor recreational activities for residents and visitors.

b. Policies

- Designate lands currently in use as parks and acquire properties when possible. Develop funding sources to ensure maintenance.
- Encourage the development of private recreational facilities that are consistent with the small town, historic character of Kettle Falls, and respective of the environmental resources of the area.
- Ensure all recreational development has adequate public facilities and utilities at the time it opens for use onward.
- Require new development to provide parks and trails or to contribute to a fund specifically dedicated to fund such recreational improvements.
- Support the development of a regional non-motorized trail network linking Kettle Falls to neighboring communities and recreational facilities.
- The City of Kettle Falls will design and provide water and sewer hook-ups to new developed areas, if needed. Health and safety is an important factor to provide the public.

c. Objectives and Timelines

Objective 1:

Install New Playground Equipment. Playground equipment will be installed in Happy Dell Park.

Happy Dell Park is a multi-use park with baseball, softball, tennis, picnicking, camping, and tourist information facilities. Providing updated and entertaining playground equipment at this location is a beneficial supplemental use for all these other uses in the park. This equipment will be sited and built in phases each year from 2011 through 2016 as funding is available. The play equipment needs to be modern to replace the old tractor tires and a push merry-go-round. Key features of the park need to be upgraded

to ADA standards, including parking lot, sidewalk, restrooms and other areas of the park. Other improvements should be considered to accommodate the City's Town & Country Days annual event.

Objective 2:

Maintain and Improve Infrastructure in all parks. Infrastructure improvements include:

Installing a user-activated pedestrian crossing signal between the east and west halves of Downtown Park across Meyers Street in 2011-2016 to increase safety to pedestrians;

Construct an 8' x 50' concrete sidewalk between the pool, playground equipment and Water Park to meet ADA standards. To be constructed in 2011-2016;

Enclose the swimming pool with a building so the pool can be utilized year round. This is a long term and very expensive project. Perhaps the community can look at this in 2015-2020.

Rehabilitate or replace the Kettle Falls Float Shed at Gibson Field in 2011-2020;

Objective 3:

Construct a New Restroom Facility at Happy Dell Park. A new restroom should be constructed, as present restrooms are not meeting the needs of the park and do not meet ADA standards. The condition of the building is in disrepair with a leaky roof and rotting wood. It should be designed to include handicapped accessibility and a room for concessions that can be utilized during Little League games. The project is scheduled for 2011-2016 as funding permits.

Objective 4:

Hire a Parks and Recreation Coordinator. The City of Kettle Falls needs a part-time Parks and Recreation Coordinator. This position will be needed to maintain facilities, maintain green spaces and search for continued grant sources for long-range projects. Hiring would occur as funding permit.

Objective 5:

Develop Winter Activities. Find innovative ways to utilize the existing parks and construct a Winter Ice Rink and Sledding Hill.

Objective 6:

Develop a Pedestrian/Bicycle Trail. Adequate sidewalks are a high priority for Kettle Falls. Connectivity to the existing parks is just as important. The City of Kettle Falls

would like to develop a pedestrian and bicycle trail from 10th street to Meyers Falls. Meyers Falls is a recreation area along the Colville River. It provides day parking, fishing and picnic area. This trail would enhance the area plus provide a safe and enjoyable path for not only the walkers in the community but visitors. There is also an effort to connect the City of Kettle Falls with the City of Colville with a pedestrian/bike trail. This trail would be approximately 8 miles in length, be ADA accessible and provide a safe route for families and children.

Objective 8:

Develop A Park On West End Of Town Near Singers Subdivision. A long term goal for the City is to establish a small park on the west end of town near Singers Subdivision. This park would be a green space that features a multi-use play/swing set with slide and other attractions. This project should be scheduled for after 2015 unless funds become available sooner.

Objective 9:

Expansion of Existing Parks*.* When funding opportunities are available, the City of Kettle Falls should consider purchasing adjacent properties to existing parks for further expansion. For example, there have been discussions in the past to purchase property to the north or south of the Skatepark if those properties ever came on the market. Expansion of the park would increase the green spaces in our downtown corridor.

Objective 10:

Improve Community Track & Field**.** The Kettle Falls School District has an existing Track & Field complex that does not meet competition standards. The community strongly supports rebuilding this complex with an 8 lane asphalt track and other Track & Field amenities such as discus, javelin throw, shot put, long jump and pole vault. The new complex would meet WIAA standards to host league competitions that would be a benefit to our community and school district. Some ideas of other events such as Fun Runs, Special Olympics, graduation, Forest Service and Department of Natural Resources Training would also be a benefit to the whole community area. Additional needs include new covered bleachers, track equipment (example hurdles), sounds system, gates and fencing, and storage warehouse. Currently the track and field complex includes the football, baseball, and softball fields, existing storage is extremely lacking.

D. Level Of Service Standards

The National Recreation and Parks Association recommends that communities provide at least 6 acres of park per 1,000 residents. Currently the city has 10.8 acres of park with a population of 1,640 and meets this level of service. New neighborhood parks shall be developed within ¼ mile of new residential subdivisions. New parks may be

required of the developer as a condition of approval or developed by the City or through joint public-private partnership.

E. Pedestrian System Plan

Kettle Falls currently has walkways along some streets, but most of the street system does not have any pedestrian facilities. Because of the low traffic volumes, pedestrians on the shoulders of the roadways have been relatively safe. However, Kettle Falls is predicted to grow more than 13 percent over the next 25 years.

F. Bicycle System Plan

Kettle Falls currently has no dedicated bike paths along its streets, including US 395. In the residential parts of town bicyclists on the shoulder of the roadways have been relatively safe because of the moderate traffic volumes. As a rule, roadways with traffic volumes of less than 3,000 vehicles per day do not need separated bike facilities. However, US 395 in downtown Kettle Falls has traffic volumes of 8,800 vehicles per day or more. Because of this, the City is working to construct 5' concrete sidewalks, curb and drainage swales on both sides of the highway.

In 2003, the City began a bicycle trail planning effort with funding from Tri-County Economic Development District. The initial plan, created by Heritage Design, focused on possible locations for trails, funding options, and community involvement.

G. Conclusions

Park acreages are shown to increase with population. It will be important for the city to make dedication of parkland an ongoing part of the subdivision process. The level of service standard can be used to establish appropriate amounts of parkland which would be required as part of each development.

H. Park System Financial Information

The park system is funded through the Current Expense fund. Revenues consist of swimming pool fees, field use fees and general Current Expense fund revenues. Since 2001 the City Council has discussed increasing the park expenditures to provide maintenance and improvements to existing parks. Discussions have also included converting City green spaces into useable park facilities.

The following financial information includes revenues and expenditures for a nine year period. As mentioned above the City Council began park improvements in 2001 which is indicated by the increase in expenditures. Revenues include pools and park use fees. Revenues from the pool and park fees generally average between $7,000 and $9,000

per year. The large revenue increase seen in 2006 and 2007 was grant funds to construct the skate park. As you can see, park expenditures far exceed revenues.

YEAR	REVENUES	EXPENDITURES	PERCENTAGE
2001	$9,302.75	$62,211.49	14.95%
2002	$8,489.10	$48,563.85	17.48%
2003	$9,774.80	$67,036.05	14.58%
2004	$8,493.90	$66,359.14	12.80%
2005	$8,565.00	$84,270.27	10.16%
2006	$87,017.01	$180,787.70	48.13%
2007	$27,327.76	$84,510.25	32.34%
2008	$7,745.25	$86,576.23	8.95%
2009	$6,849.00	$80,158.08	8.5%
2010*	$7,000.00	$97,200.00	7.20%

* 2010 figures are estimated

I. Implementation

The implementation of this plan will be largely grants, loans, community organizations, and a lot of volunteers. Granting sources include, but not limited to: The Washington State Recreation and Conservation Office (RCO), Community Development Block Grant, Public Works Trust Fund, Washington State Department of Transportation, Housing of Urban Development (HUD), and private grantors.

This plan is an attempt to enhance and develop the City of Kettle Falls parks and recreation areas. This document demonstrates the commitment that this community has toward open space and recreational opportunities. This Park and Recreation Plan is guided by the general goals of the Comprehensive Plan and will be reviewed and updated every four years. The Committee has worked hard and long hours to create a Park and Recreation Plan in which they believe that the Kettle Falls City Council will grasp this opportunity to review and implement the community's visions of tomorrow.

ORDINANCE #1711

AN ORDINANCE OF THE CITY OF KETTLE FALLS ADOPTING AMENDMENTS TO THE 20-YEAR COMPREHENSIVE GROWTH MANAGEMENT PLAN.

WHEREAS, the City of Kettle Falls adopted a 20-year Comprehensive Growth Management Plan through Ordinance #1548 on November 19, 1997 to meet the goals and requirements of Chapter 36.70A RCW (also known as the Growth Management Act "GMA"); and

WHEREAS, the City of Kettle Falls needs to address new growth and updated legislation with the Growth Management Act; and

WHEREAS, the City of Kettle Falls complied with the Public Participation Requirements and held several Public Hearings with the Kettle Falls Planning Commission to review and take public testimony regarding the 20-year Comprehensive Growth Management Plan; and

WHEREAS, the Council of the City of Kettle Falls held a Public Hearing on June 21, 2011 to take public testimony and review the staff report; and

WHEREAS, adoption of the Comprehensive Growth Management Plan was processed in compliance with the State Environmental Policy Act (SEPA), and finds that adoption will further public health, safety and welfare; and

WHEREAS, a copy of the City's proposed Comprehensive Growth Management Plan is required to be and has been submitted to the State of Washington Department of Commerce at least sixty days prior to final adoption, and the Plan must be transmitted within ten days after final adoption; NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF KETTLE FALLS DOES ORDAIN AS FOLLOWS:

Section 1. Adoption of Findings of Fact. Based upon the following Findings of Fact, the Council finds all the GMA prerequisites for the adoption of the City's Comprehensive Land Use Plan entitled "Comprehensive Growth Management Plan for the City of Kettle Falls" have been met:

FINDINGS OF FACT

A. Compliance with the Required Elements of the Comprehensive Plan. The Comprehensive Land Use Plan entitled "Comprehensive Growth Management Plan for the City of Kettle Falls" proposed for adoption is in compliance with GMA, and includes all of the required elements: land use, capital facilities and utilities, housing, and transportation. In addition, the Plan also contains optional elements: annexation and incorporation, economic development, and parks & recreation.
B. Compliance with Critical Areas Designations and Regulation. The City adopted its Critical Areas Ordinance #1704 in February 2011.
C. Compliance with GMA Deadline. The statutory deadline for the City of Kettle Falls is December 1, 2011. The City has been allowed a grace period.

D. Compliance with County-wide Planning Policies. As required by GMA, the proposed plan has achieved consistency with the adopted county-wide planning policies of Stevens County.

E. Compliance with the State Submission Requirements. The proposed Plan was submitted to the Washington State Department of Commerce on May 24, 2011, which is at least sixty days prior to adoption. An email was received from DOC on July 26, 2011 acknowledging their review of the Plan and a minor comment that was clarified by city staff. DOC's comment did not require addition revisions to the Plan.

Section 2. Repeal of the Existing Comprehensive Plan. The existing Comprehensive Plan, as adopted by Ordinance #1548, is repealed.

Section 3. Adoption of the "Comprehensive Growth Management Plan for the City of Kettle Falls", The Comprehensive Land Use Plan entitled "Comprehensive Growth Management Plan for the City of Kettle Falls", amended 2012 is hereby adopted as the GMA Comprehensive Plan for the City of Kettle Falls.

Section 4. Submission of Adopted Plan to the State. The Planning Director is hereby directed to send a copy of the final Comprehensive Plan to the Washington State Department of Commerce, within ten days after adoption of this ordinance.

Section 5. Severability. If any section, sentence, clause or phrase of this ordinance should be held invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 6: Effective Date. This ordinance shall be in full force and effect five days after its passage and publication of its summary as provided by law.

PASSED by the City Council of the City of Kettle Falls this 17 day of JANUARY, 2012

Approved:

Dorothy Slagle

Dorothy Slagle, Mayor

Attest:

Raena L. Hallam

Raena L. Hallam, Clerk/Treasurer

Approved as to form:

Charlie Schuerman, City Attorney

The foregoing ordinance was presented for adoption by Council Member Jesse Garnett and seconded by Council Member Debbie Gaskin. Upon a vote, there were 4 ayes, and 0 nays and 0 absent.

CERTIFICATION

The undersigned duly appointed, qualified and/or Clerk/Treasurer of the City of Kettle Falls, Washington does hereby certify:

That the attached Ordinance #1711 passed by the City Council of the City of Kettle Falls, was duly posted on the _____ day of _____.

In witness whereof, I have hereunto set my hand and the official seal of the City this _____ day of _____.

Raena L Hallam

Raena L. Hallam, Clerk/Treasurer

NOTICE OF POSTING

I, Raena L. Skaggs, Clerk/Treasurer for the City of Kettle Falls, Washington, do hereby certify:

That I did post in the Statesman-Examiner Ordinance #1711 in the City of Kettle Falls.

Date to Posting: _____

To wit:

Post Office XXX

City Hall XXX

Library _____

Signed this day of _____

Raena L Hallam

Raena L. Hallam, Clerk/Treasurer

ORDINANCE NO. 1734

AN ORDINANCE AMENDING THE COMPREHENSIVE GROWTH MANAGEMENT PLAN FOR THE CITY OF KETTLE FALLS.

WHEREAS, the City of Kettle Falls is required to update its comprehensive plan in accordance with the goals and requirements of RCW 36.70A (the Growth Management Act, or GMA); and

WHEREAS, the City updated the Capital Facilities and Utilities Element; and

WHEREAS, the update of the city's comprehensive plan must be processed in compliance with the State Environmental Policy Act (SEPA); and

WHEREAS, copies of the city's proposed updated comprehensive plan are required to be submitted to the state at least sixty days prior to final adoption, and the plan must be transmitted to the state within ten days after final adoption; now, therefore

THE CITY COUNCIL OF KETTLE FALLS, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. FINDINGS

The City Council of Kettle Falls finds that all GMA prerequisites for the revision of the city's comprehensive plan have been met and that the plan adopted herein achieves the goals and satisfies the requirements of the GMA, as follows:

Compliance with the Required Elements of the Comprehensive Plan. The 20-year Comprehensive Growth Management adopted herein includes an updated Capital Facilities and Utilities Element.

Public Participation. The public participation requirements of the GMA have been met through an extensive public involvement process that included the following:

A. The City of Kettle Falls Planning Commission comprised of interested citizens, who met to discuss planning issues of a technical nature.
B. Extensive public meetings held with the Planning Commission and Public Hearings.

State Environmental Policy Act (SEPA). The city has complied with the environmental review process required by SEPA, as follows:

A. A Determination of Non-Significance (DNS) was issued in October 2014.

Record of Process.

A. The City of Kettle Falls Planning Commission conducted a duly advertised public hearing on the comprehensive plan update on September 8, 2014.
B. The Council of the City of Kettle Falls conducted a duly advertised public hearing on the comprehensive plan update on November 4, 2014.
C. All public hearings before the Planning Commission and the City Council included opportunities for public comment.

D. All public hearings before the Planning Commission and the City Council were transcribed, tape recorded and audio tapes are on file.
E. Copies of all legal notices, articles and other publications are on file.

Internal Consistency. The Comprehensive Plan is internally consistent.

A. The policies within and among the elements are complementary, not contradictory. Both separately and together, they further the goals of the GMA.

Concurrency. The Comprehensive Plan meets the concurrency requirement of the GMA. The plan requires direct concurrency for transportation, for water and for sewer, and the plan includes six and twenty-year project lists for these.

Section 2. EFFECTIVE DATE

This ordinance shall go into effect on the date of adoption.

Section 3. SEVERABILITY

If any section, clause, or phrase of this ordinance should be held invalid or unconstitutional by the Growth Management Hearings Board or a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

ADOPTED THIS 16 **day of** December **2014**

Approved:

Dorothy Slagle, Mayor

Attest:

Raena L. Hallam, Clerk/Treasurer

Approved as to form:

Charles P. Schuerman, City Attorney

The foregoing ordinance was presented for adoption by Council Member Gaskin and seconded by Council Member Garrett. Upon a vote, there were 3 ayes, and 2 nays and 0 absent.

I. Supporting Statements for Amendment to Comprehensive Plan Policy 1.3, p. III-2.

A. Legislative Background.

RCW 36.70A.110(4): "*In general*, cities are the units of local government most appropriate to provide urban governmental services. *In general*, it is not appropriate that urban governmental services be extended to or expanded in rural areas except in those limited circumstances shown to be necessary to protect basic public health and safety and the environment and when such services are financially supportable at rural densities and do not permit urban development." (Emphasis added.)

RCW 36.70A.030(17): "Rural governmental services" or "rural services" include those public services and public facilities historically and typically delivered at an intensity usually found in rural areas, and may include domestic water systems, . . . and other public utilities associated with rural development and normally not associated with urban areas. . . ."

RCW 36.70A.030(18): "Urban governmental services" or "urban services" include those public services and public facilities at an intensity historically and typically provided in cities, specifically including storm and sanitary sewer systems, domestic water systems, . . . and other public utilities associated with urban areas and normally not associated with rural areas."

Cities and towns have the legal authority to provide water service (serve water) under **RCW 35.92.010** to any persons within or outside corporate limits.

RCW 35.91.020 authorizes municipalities to enter into contracts to provide public water service to properties within ten miles from city limits.

RCW 90.54.020 states "Development of water supply systems, whether publicly or privately owned, which provide water to the public generally in regional areas within the state shall be encouraged. Development of water supply systems for multiple domestic use which will not serve the public generally shall be discouraged where water supplies are available from water systems serving the public."

Conclusion: the provision of water is both a rural and urban governmental service. As long as the water is provided to the rural area "at an intensity usually found in rural areas," a city can provide water to property outside the urban growth area and into the rural area.

B. Factual Background – Water Systems.

Extension of water lines into the rural area is not, by definition, "urban" just because the water is provided by the City of Kettle Falls (which also provides urban levels of water service inside the City and the City's UGA).

The size of the water line extended into the rural area does not determine whether the service provided is "urban" or "rural" because water line sizing is a function of hydraulics.

Washington State Dept. of Health *Water System Design Manual* (3rd Edition 2009) states: "Engineers **must** use a hydraulic analysis to determine the minimum size of a transmission or distribution main…" The minimum size of distribution mains allowed under Dept. of Health regulations (WAC 246-290-230) is six inches.

Ecosystem benefits arise from water line extensions for rural uses including reduction of water demands from lakes and streams, benefitting the natural environment and fishing habitat..

The GMA permits water service outside of UGAs if services can be provided in a manner which protects health and safety (such as the provision of clean water and fire protection), promotes the environment (conserves water resources), and does not promote urban growth (provides services in areas subject to appropriate zoning controls).

Control of urban growth is achieved by effective comprehensive planning and development regulations, not by limiting water service or water line size.

Neither RCW 36.70A.110 nor Stevens County-wide Planning Policy No. 2 prohibit use of existing systems if serving rural activity.

C. Factual Background – City of Kettle Falls.

The City of Kettle Falls has a water system plan approved by the Department of Ecology, as required by RCW 43.20.260.

The City's water system plan shows that its "retail service area" extends outside of the UGA and into the rural area.

Under **RCW 43.20.260**, "A municipal water supplier, as defined in RCW 90.03.015, has a duty to provide retail water service within its retail service area if: (1) Its service can be available in a timely and reasonable manner; (2) the municipal water supplier has sufficient water rights to provide the service; (3) the municipal water supplier has sufficient capacity to serve the water in a safe and reliable manner as determined by the department of health; and (4) it is consistent with the requirements of any comprehensive plans or development regulations adopted under chapter 36.70A RCW or any other applicable comprehensive plan, land use plan, or development regulation adopted by a city, town, or county for the service area and, for water service by the water utility of a city or town, with the utility service extension ordinances of the city or town."

Currently, the City provides urban water service within the City Limits and to areas outside City Limits but within its Urban Growth Area (UGA). These areas are within the City's retail service area.

The City also provides rural water service to property outside the Urban Growth Area within its current retail service area as defined by WAC 246-290-010 and the approved 2013 Water System Plan.

The City of Kettle Falls has historically provided water service to areas outside of the City Limits, now defined in its current retail water service area. Since the late 1950's, the City has constructed large capacity transmission lines to access its water supply, initially from the Columbia River and later from its groundwater wells south of town. These transmission lines effectively made public water service available to the rural area, prior to the enactment of the GMA.

The City holds sufficient inchoate water rights and has identified reliable sources of water to serve urban and rural customers using the existing distribution system well into the future, per Kettle Falls 2013 Water System Plan.

The City of Kettle Falls currently supplies 1,311 water services while it is approved for 1,650 single family water services by Washington State Dept. of Health, leaving approximately 340 water services immediately available to provide service to future customers. The City currently provides water service to the Avista Corporation, which plans to reduce its demand on the system per contractual agreement with the City, freeing up another 1,900 single family connections.

The Kettle Falls Water System maintains approximately 60 fire hydrants in Stevens County Fire District 6 that are outside of City Limits, and is responsible for providing adequate fire flows to protect public health and safety. In addition, the Kettle Falls Water System is responsible for providing fire flows to industrial sites in the rural area and to park facilities at the National Park Service Kettle Falls; including campground, marina, and residences, all of which are outside the UGA. Fire flows require water mains six inches and larger in diameter. A broader customer base will help insure the ability to maintain the larger lines required for fire flow.

In order to maintain financial viability and maintain existing infrastructure it is imperative that the water system continue to add rate-paying customers to its existing system within its existing retail service area.

The alternative to the City's provision of domestic water service to the rural area through the existing public water system is to allow property owners to drill more individual "exempt" wells. The proliferation of exempt wells poses increased potential for pollutants to enter the aquifers, allows for undocumented withdrawals with unknown impacts on groundwater supplies, and generally do not provide the same level of public health protection routinely provided by the Kettle Falls Water System.

City of Kettle Falls and Stevens County have adopted designated urban growth areas to preclude urban growth in the rural area. The County Unified Development Regulations, Title 3 provides "rigorous enforcement" of these areas.

In addition, the County has adopted Comprehensive Plan Rural Policy #RU-11 to ensure that the rural densities/development will be maintained, even if water is provided by the City. The County has adopted Unified Development Regulations, Title 3 to establish appropriate zoning

classifications and map designations for the rural area that are consistent with the Comprehensive Plan.

- The Western Washington Growth Management Hearings board, in *Abenroth. v. Skagit County*, GMHB FINAL DECISION AND ORDER CASE NO. 97-2-0060c (January 23, 1998), supports the principle that a provider of urban water service can also be a provider of rural water service in areas that do not permit urban development.