



CHEHALIS

Downtown Rejuvenation Project
Master Plan | Spring 2025

ACKNOWLEDGMENTS

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In Remembrance of Daryl Lund

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Visioning

- Overview
- Introduction - Background/History
- Purpose/Goals of the Master Plan Report
- Vision and Goals
- Site Inventory
- Parking & Traffic Analysis
- Constraints & Opportunities
- Public Outreach #1
- Key Insights

Overview

The purpose of the Visioning Phase was to gain familiarity with the project area and to learn about the community's values and their ideas for potential improvements. Through site walks, discussions with community members, and a topographical survey, the design team gained insight into what the community's priority areas were as well as unique challenges to Downtown Chehalis. These insights were presented at an open house where members of the public had an opportunity to weigh in and add additional observations. This was followed by an online survey where respondents were introduced to the project and were able to share what they liked about Downtown Chehalis and which improvements should be prioritized. Parking, pedestrian safety, and the ability to hold community events were identified as priorities as the project moved into the next phase of developing concept alternatives.

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Introduction - Background/History

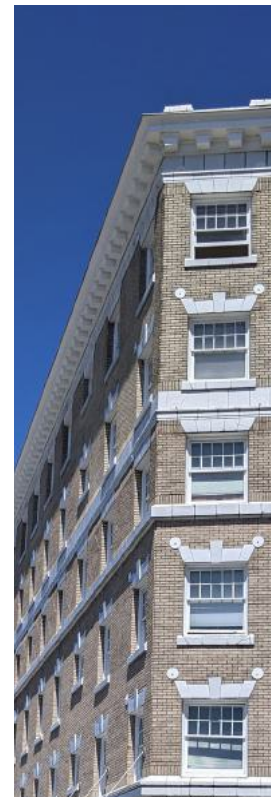
Chehalis is centrally located between Seattle and Portland and spans approximately 4 miles of the I-5 corridor. It is the county seat and the second largest city in Lewis County by population, with neighboring Centralia as the largest.

The region is characterized by the meandering Chehalis River and its corresponding valley, which has shaped the Chehalis community's development and connections to the region. The river flows toward the Pacific Ocean, ending at Aberdeen where significant port facilities established Chehalis as an important hub for storage and shipping for the timber and railroads industries.

The land on which the City of Chehalis sits has been historically occupied by the Upper Chehalis Tribe, who continue to serve as stewards of the land in the region. White settlers claimed the land that would become the City in the mid-19th century and by the 1870s, a commercial downtown

was established as the railroad and station were built. Chehalis faced numerous challenges in its early days, particularly due to floodplain conditions that hindered initial settlement efforts. However, the determination of pioneers like William West and Eliza Barrett paved the way for the City's growth. The establishment of the City was supported by the agriculture and timber industries, which became vital to its economy. Notably, the City endured two devastating fires in 1892 that destroyed many structures, ultimately leading to the rebuilding of the downtown area. This rebuilding effort shifted the commercial center to Market Boulevard, which has remained a focal point for commerce.

Historic Downtown Chehalis is not just the commercial core of the historic district, but the community and cultural center of the City. Within these City blocks resides the foundation of a prosperous and charming City.



Examples of Various Site Elements

Purpose/Goals of the Master Plan Report

Master plans are about expressing a long-term vision. Features shown in a master plan include the type of activities you might want to experience and how you want your community to feel for visitors and residents. A master plan also includes the planned infrastructure and circulation needed to support preferred activities like walking, shopping, driving, and parking. Ultimately, a master plan is intended to guide future implementation, with more detailed design and funding to follow at a later date.

It is critical that a master plan reflect the vision, character, and activities identified by the community. This report documents the master planning process for Downtown Chehalis, describing the existing conditions, the overall vision, and the proposed programming. Implementation and phasing are also included to support future downtown development.



Murals in existing parking lot at N Market Blvd and NE Division St

Vision and Goals

Vision

The Vision for Historic Downtown Chehalis is to create a safer and more welcoming environment, foster a sense of community, and to support economic prosperity.



Safe and Welcoming Environment



Sense of Community



Economic Prosperity

Guiding Principles

This vision for Downtown Chehalis will be accomplished by:

1

Enhancing the pedestrian experience and safety

2

Creating opportunities for community events

3

Optimizing traffic flow and parking availability

4

Preserving the City's history and unique sense of place



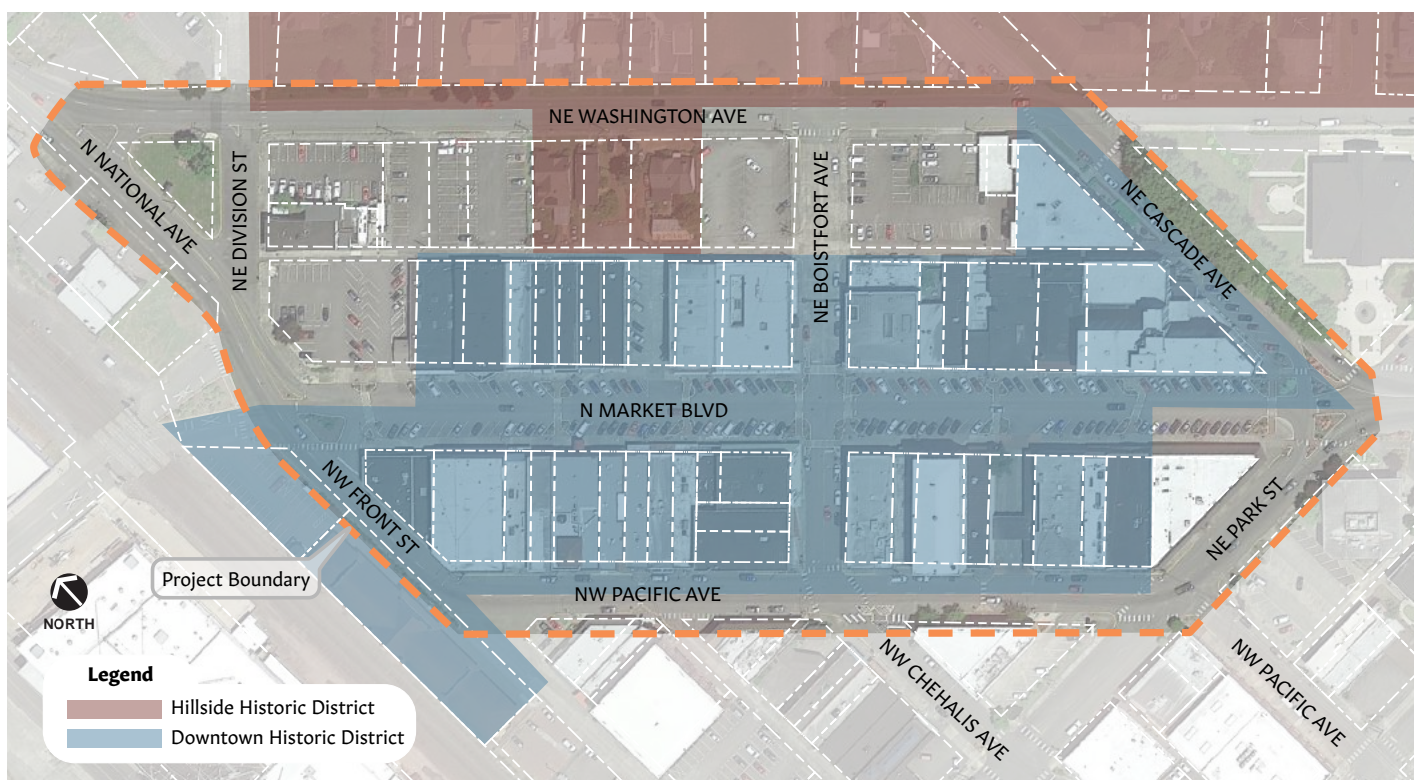
View of NE Cascade Ave from N Market Blvd looking north

Site Inventory

This project's site is located on the northern end of the City, and makes up part of the historic district. The project site and boundaries were selected by the City as a starting point for future rejuvenation planning across the Historic Downtown neighborhood. The site has defined boundaries and has the greatest need for rejuvenation compared to adjacent areas of Historic Downtown.

The site is accessible from I-5 N via National Ave to the north, which also connects Chehalis to Centralia. From the south, it is accessible from N Market Blvd, which extends across the entire City from the northwest to the southeast before turning into Jackson Hwy. The project site is bound by N National Ave, NE Washington Ave, and NE Cascade Ave to the north and east, and by NW Front St, NW Pacific Ave, and NW Park St to the south and west. A residential neighborhood abuts the northeast edge, the railroad and other industrial sites form the western edge, and the City's civic center and buildings sit to the south and south east.

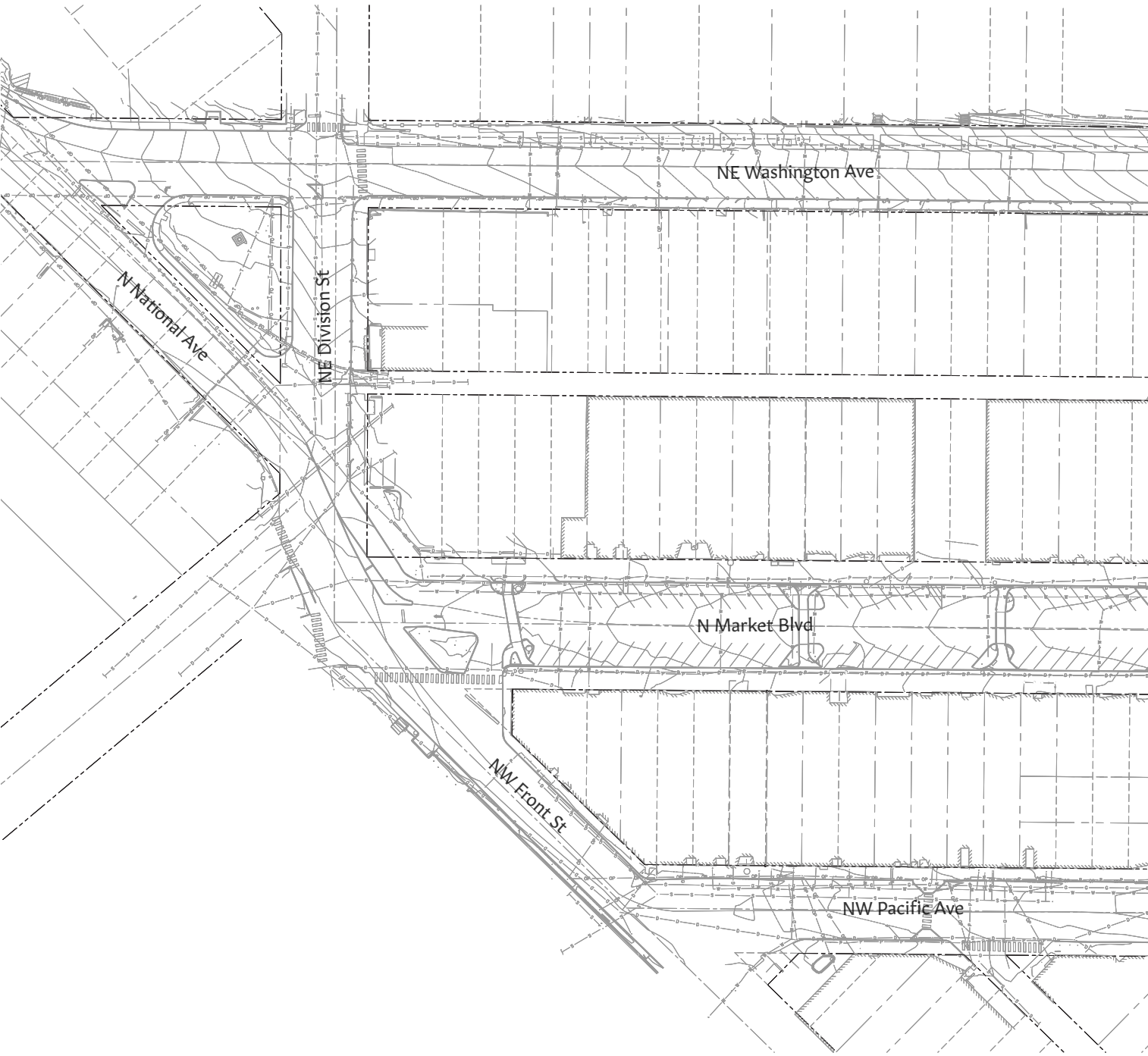
The site's primary axis lies parallel to the hillside that sits to the northeast and is oriented northwest to southeast. This orientation sits at a 45-degree angle to the adjacent railroad, which runs north-south, and the adjacent neighborhoods to the west and south. These conflicting gridded configurations have generated irregular street intersections and, combined with the one-way couplet at the boundary of the project site, have geographically isolated the project site from its neighbors.

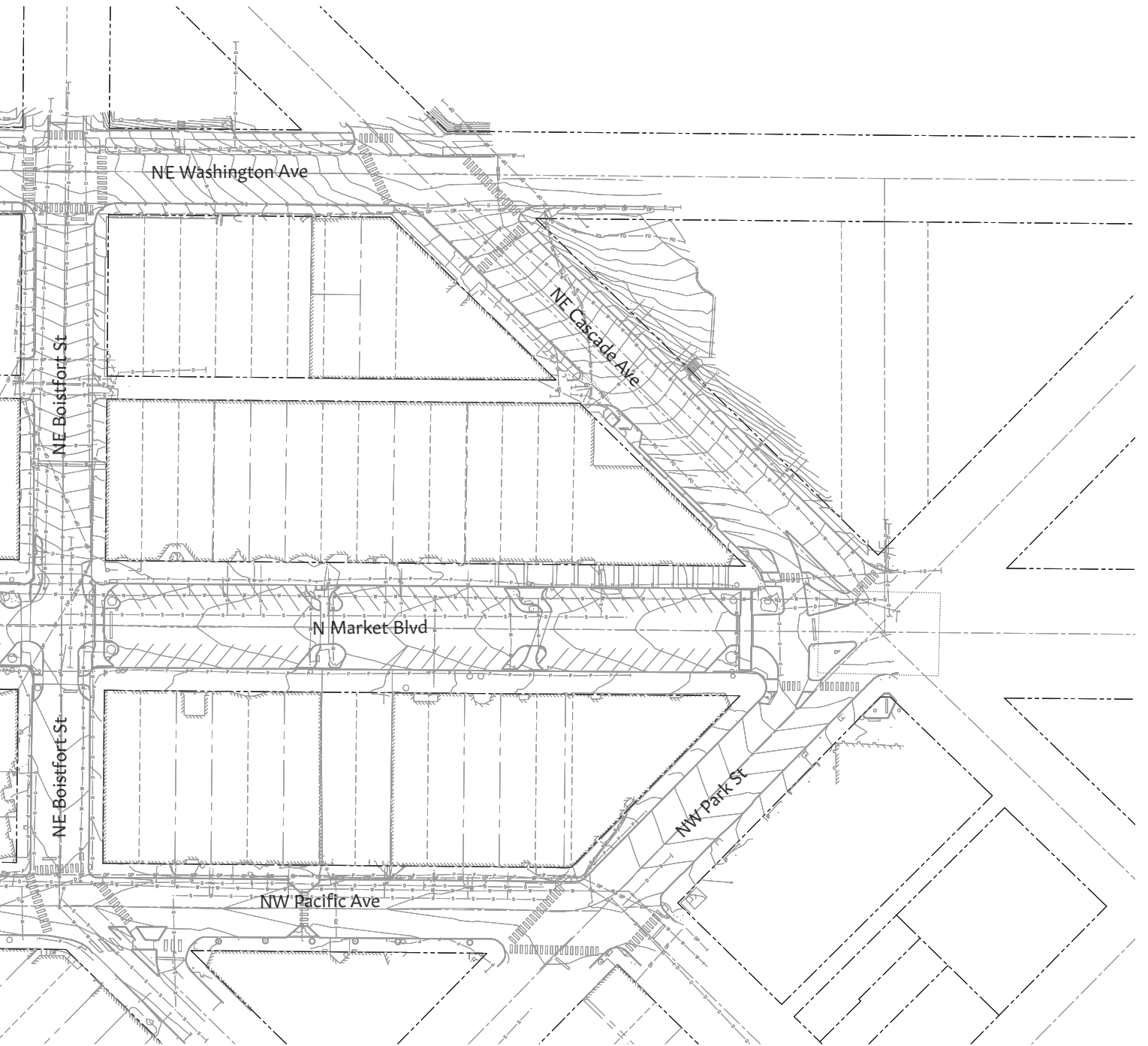




Aerial Photograph of Project Site looking northwest

Site Survey



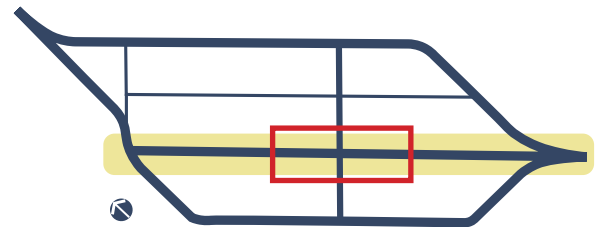


N Market Blvd

N Market Blvd serves as the spine of the commercial core of Historic Downtown Chehalis and is classified as part of the Downtown Historic District. This street has historical significance as one of the early city centers of Chehalis following fires that burned down its predecessors on Main Street and Chehalis Ave. This is reflected in the variety of architectural traditions exhibited by the buildings that face the roadway. The street is characterized by a wide public right-of-way that allows for a one-way travel lane, angled head-in parking on both sides, and ample sidewalk area with four mid-block crossings. There are no ADA-accessible on-street parking stalls, though the north parking lot does have one ADA stall adjacent to the public restroom. Delivery trucks, including tractor trailers, often stop within the travel lane to load and unload, blocking parked cars and partially blocking the travel lane, though there is typically space for through-traffic to pass these trucks. No public bus routes pass through this commercial core. N Market Blvd is book-ended by a five-leg

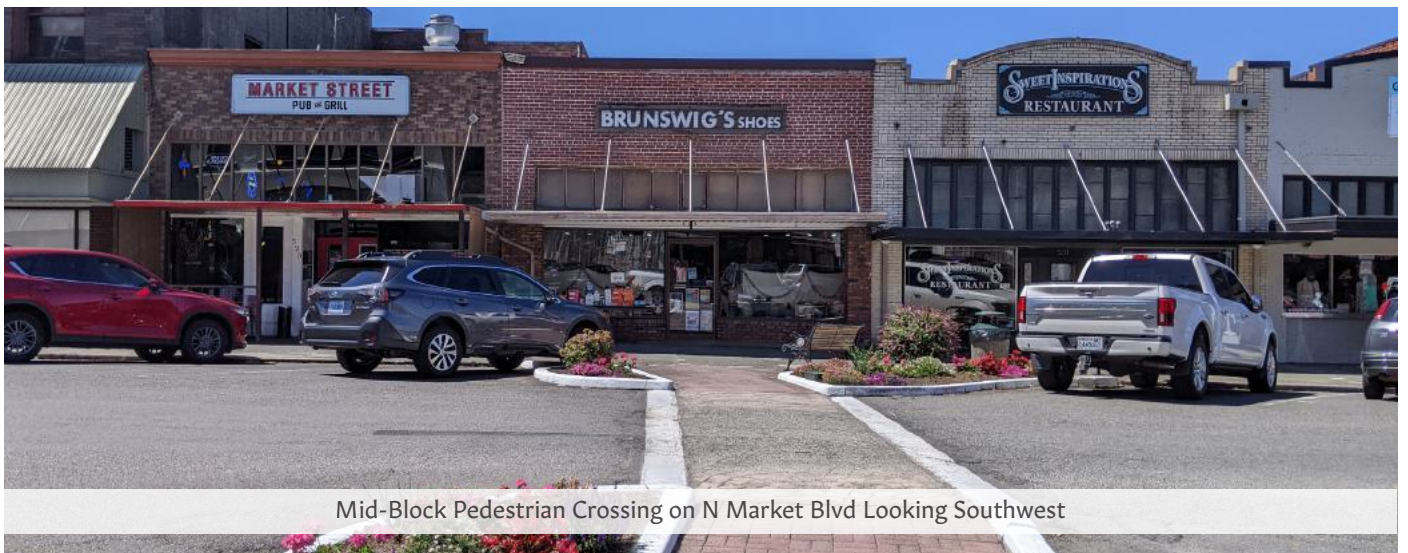
intersection with complex geometries to the south and a railroad on the northern end, both of which pose challenges to vehicular circulation, including potential confusion and conflict for drivers and pedestrians. Between these intersections, the roadway is characterized by one-way traffic with ample room in the travel lane. The sidewalks are in disrepair in some areas and patched in others, which may limit pedestrian accessibility. However, the sidewalk of N Market Blvd is activated by residents and business owners meeting and sharing ideas, wall murals and photo stand-ins, as well as flowers and greenery. There are also a host of site amenities that display the City's character and history, including accent planting, benches, waste receptacles with hand-painted lids, and light pole banners. These elements demonstrate a care for the downtown to ensure a welcoming atmosphere and highlight the need for infrastructure improvements so that the community and economic prosperity of the local businesses continue to be supported.

KEY MAP





Travel Lane and Angled Parking on N Market Blvd Looking Northwest



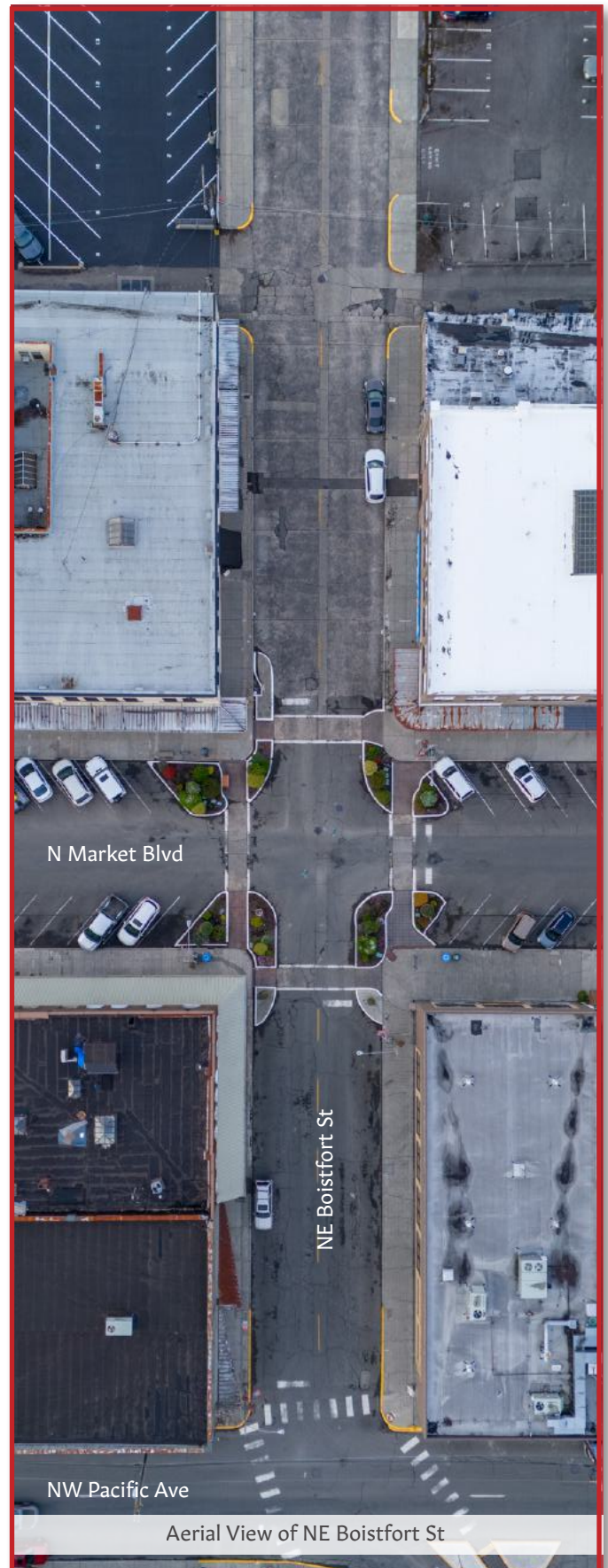
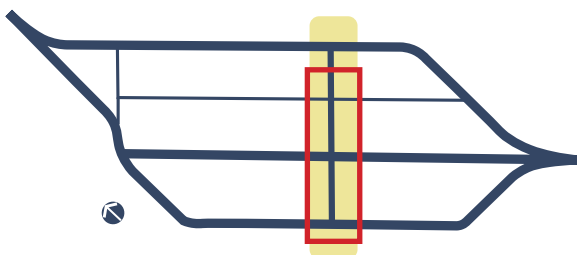
Mid-Block Pedestrian Crossing on N Market Blvd Looking Southwest

NE Boistfort St

NE Boistfort St bisects the project area from NW Pacific Ave to the west, crossing N Market Blvd and the alley, to NE Washington Ave on the east end. The street is classified as part of the Downtown Historic District between NW Pacific Ave and the alley.

While the bulk of the commercial activity occurs on N Market Blvd, Boistfort is characterized as relatively quieter with fewer building entrances. The western portion of the street, between NW Pacific Ave and N Market Blvd, has a relatively level slope and serves as the location of the Chehalis Farmers Market during the summer months. From N Market Blvd to the alley, the slope increases in steepness. There are a few storefronts and back entrances located along this portion of NE Boistfort St. East of the alley, NE Boistfort St is flanked by two surface parking lots. The quieter traffic and its current use as the farmer's market presents opportunities for expanding community gathering in a central location of the project area without greatly disrupting the current building uses, parking availability, or traffic circulation.

KEY MAP





NE Boistfort St from N Market Blvd Looking Northeast



NE Boistfort St from NW Pacific Ave to N Market Blvd Looking Northeast

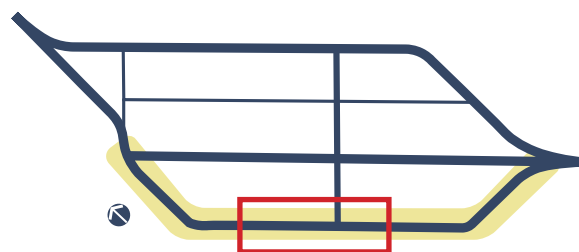
NW Pacific Ave, NW Front St & NW Park St

The western edge of the project area is made up of three streets: NW Front St, NW Pacific Ave, and NW Park St, with the first two being classified as part of the Historic Downtown District. This stretch of roadway is a barrier between the civic and commercial centers of Historic Downtown and has been generally characterized as the “back-of-downtown” due to the presence of utilities, waste dumpsters, and the back entries of many of the businesses facing N Market Blvd. Despite this characterization, there are numerous businesses on both sides of the street with primary entrances facing NW Pacific Ave. Traffic flows southbound with two lanes in one direction, functioning as a bypass around the commercial core of Historic Downtown.

Few amenities and safety precautions are available to pedestrians along NW Pacific Ave. The sidewalks are eight feet wide, but obstructions like trash receptacles and dumpsters, business easels, and utility poles narrow the path-of-travel to three feet in some areas. There are two mid-block crossings with sidewalk bump-outs to reduce the crossing distance for pedestrians. However, the intersection crosswalk at NE Boistfort St does not have sidewalk bump-outs. Aside from the use of Rectangular Rapid Flashing Beacons (RRFB) by pedestrians on the north side of this intersection, there are no other means of reducing traffic speed. Pedestrians crossing on the south side of NE Boistfort must cross multiple directions of traffic using pedestrian refuge islands. Neither of these

crosswalks are perpendicular to the flow of traffic, further elongating the path-of-travel across busy streets. There is an additional pedestrian crosswalk across NW Pacific Ave where it meets NW Park St, but there is no sidewalk bump-out, RRFB, or crossing flags. Therefore, pedestrians must cross two parking lanes and two travel lanes to reach the opposite side without any safety precaution beyond the crosswalk striping. This area of the project site presents an opportunity to better bridge the commercial and civic cores of the Historic Downtown neighborhood, improve pedestrian safety, and provide business frontages with a welcoming environment.

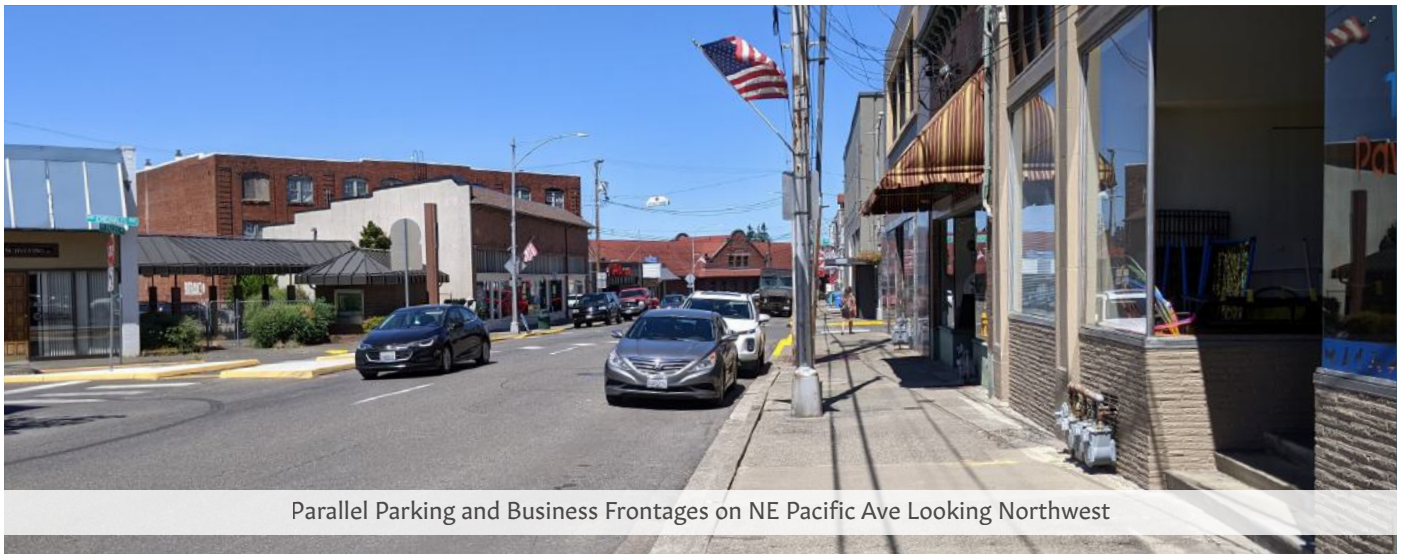
KEY MAP



Aerial View of NW Pacific Ave

NW Front St begins at the intersection of N National Ave at N Market Blvd and connects south-bound traffic to NW Pacific Ave. There is a sidewalk on the east side of NW Front that provides pedestrian access to one storefront but is predominantly occupied by waste receptacles and light poles. The Lewis County Historical Museum follows the west side of the roadway with a pedestrian path that is separated from the roadway by a narrow planting strip and sits below the grade of the road. There are no pedestrian crossings nor parking stalls along this stretch of roadway which reinforces its character as a through-way street.

NW Park St similarly serves as a connector street from NW Pacific Ave to N Market Blvd for south-bound traffic. There are a couple business storefronts and a bank with parking on NW Park St as well as parking stalls, sidewalks on both sides, and a couple of street trees which provide amenities and access for pedestrians. Due to the blind corner at NW Pacific Ave and NW Park St, there are no mid-block pedestrian crossings and traffic continues to flow at faster speeds.



Parallel Parking and Business Frontages on NE Pacific Ave Looking Northwest



Trash Bins on Two-Step Curb Pedestrian of NE Pacific Ave Looking Southeast

NE Washington Ave, NE Cascade Ave & N National Ave

The eastern edge of the project area is made up of three streets: NE Cascade Ave, NE Washington Ave, and N National Ave. NE Washington Ave is classified as part of the Hillside Historic District. NE Cascade Ave and NE Washington Ave divides the commercial center from a residential neighborhood within the Historic Downtown, and its higher elevation compared to N Market Blvd reinforces this separation.

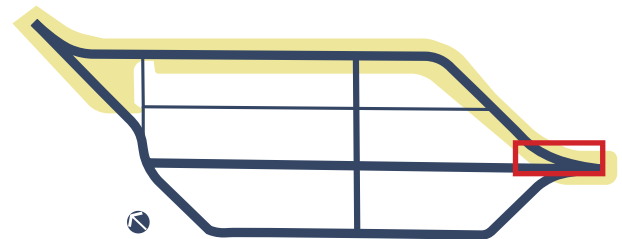
N National Ave is a two-way roadway that is a primary connection between Chehalis and Centralia, as well as a major route for access to and from I-5.

NE Washington Ave serves as a primary public bus route and is dominated by residential properties, including both single- and multiple-dwelling units, as well as surface parking lots, five of which are located within the project boundary. The pedestrian experience is exposed with no street trees for shade and minimal buffer between the sidewalk and travel lanes. There is no curb on the east side of the roadway, except at the intersections, however these curbs do not have curb-ramps for ADA accessibility. On the west side of the roadway, the sidewalk and curb run along the travel lane with no other buffer. Pedestrian crossings are limited to intersections at NE Cascade Ave, NE Boistfort St, and NE Division St. There are no curb bump-outs, RRFBs, or crossing flags for pedestrian use and safety when crossing the street, and the wide roadway and travel lanes

allow for vehicles to travel faster than the posted speed limit. Like NW Pacific Ave, though the sidewalk is sufficiently wide for pedestrian travel, the presence of utility poles effectively reduces the path of travel. Similar to its couplet half, NW Pacific Ave, this eastern boundary roadway presents opportunities to soften the boundary between the commercial core and residential neighborhood and improve pedestrian access and safety.

NE Cascade Ave connects north-bound traffic from N Market Blvd to NE Washington Ave. It has multi-family residences along the west side and the Vernetta Smith Chehalis Timber Library on the east side. There are sidewalks along both sides of the roadway and oak trees line the east side of the road on the library property. There is a bus stop on the southeast side of NE Cascade Ave and both angled and parallel parking stalls are available. There is a staircase that cuts across the uphill slope to the east of the sidewalk, allowing pedestrians to cut through the block to access the main entry of the library.

KEY MAP





Pedestrian Crossing on NE Cascade Ave Looking North



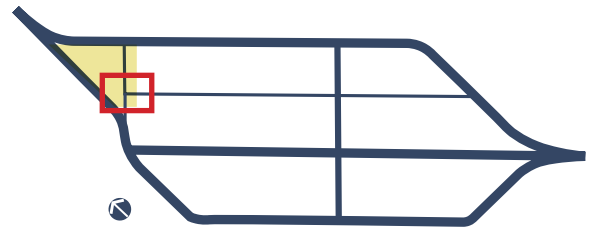
No Curb nor Street Trees on Either Side of NE Washington Ave Looking Southeast

NE Division St

NE Division St and its associated traffic triangle top the northern edge of the project boundary. This stretch of NE Division stretches between NE Washington Ave and N National Ave and provides alley access. The traffic triangle on the north side of NE Division St separates the north-bound traffic on NE Washington Ave, and two-way traffic on N National Ave. The traffic triangle is primarily covered with lawn and hosts a welcome sign, two accent trees, and a flagpole. There is also a sidewalk around the two of the three sides, though there are no crosswalks for pedestrians to safely access this area. There is no street parking permitted on NE Division St. The street provides access to the alley, one private property, and City-owned parking lots

on the south side of NE Division St but otherwise is little used. The low traffic and use of the roadway coupled with its prominent location at the north end of the project area, present opportunities for additional use and providing an improved gateway attraction for drivers coming from Centralia and I-5.

KEY MAP



Aerial View of NE Division St



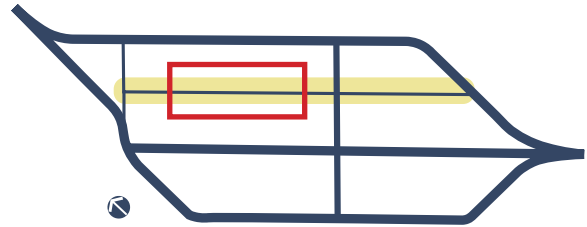
Traffic Triangle with Flag Pole and Welcome Sign Looking Northwest

Alley

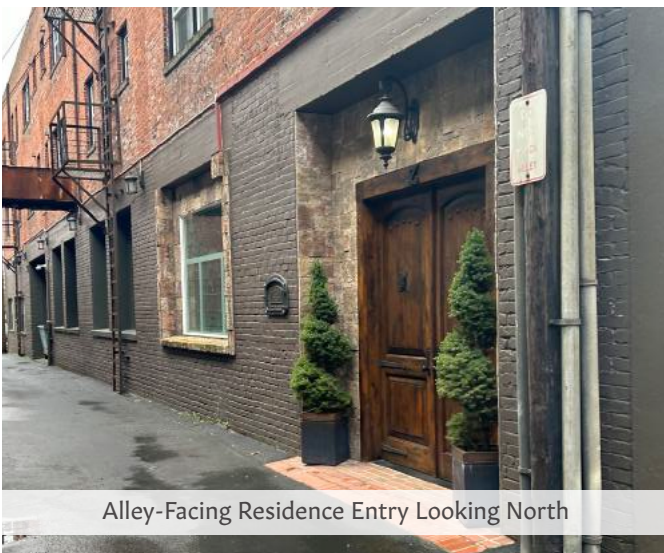
There is an alley that runs parallel to and between N Market Blvd and NE Washington Ave. This alley provides access to the back of buildings facing N Market Blvd and to the parking lots along NE Washington Ave. The south end, towards NE Cascade Ave has a residential character, including building entries and decorative elements. North of this area, the alley becomes more utilitarian with utility poles and dumpsters for the N Market Blvd-facing businesses. In addition to the alley improvements on the south end, there are examples of beautification efforts along the alley, including historical information plaques and murals that connect the alley to the history and culture of the neighborhood. The alley, though likely to

remain a primarily utilitarian space, presents opportunities for character enhancement and some pedestrian activities like art walks.

KEY MAP



Aerial View of Alley



Alley-Facing Residence Entry Looking North



Alley Mural Looking Southeast

Parking Analysis

The parking analysis was done during the weekday peak hour of 12pm – 1pm and the traffic analysis was during the evening peak period of 4pm – 6pm. The time of day for the analysis was determined based on local feedback on peak demand. The full memo can be found in Appendix A.

On N Market Blvd, there are 127 on-street angled parking stalls with a two-hour time limit which remain at least 70% occupied during the day when most of the businesses are open. On the north end of N Market Blvd, there is a city-owned public parking lot with 35 stalls which is typically less than 60% occupied despite it having a longer parking time limit of four hours compared to two hours for on-street parking.

On the west end of Boistfort St, there are 8 parallel parking stalls available on this portion of

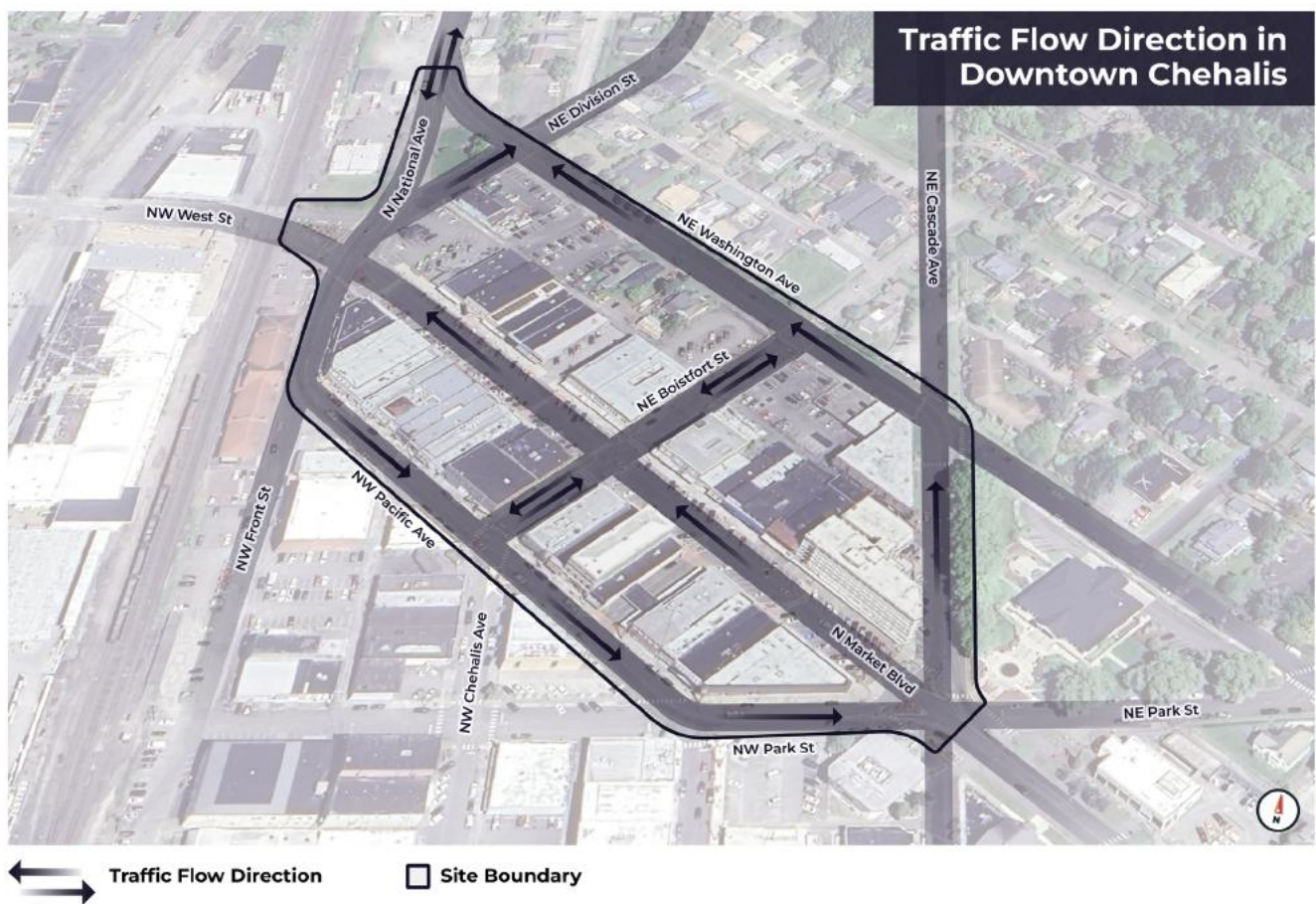
the roadway and they are nearly always occupied. Between N Market Blvd and the alley, there are another 8 parallel parking stalls, which are more than 70% occupied. Between the alley and NE Washington Ave, the road is flanked by 4 parallel parking stalls, which are less than 60% occupied. There are also two parking lots on both sides of NE Boistfort St, one of which is privately owned and the other is owned by the City, available for public permits, which are less than 60% occupied.

NW Pacific Ave has parallel parking on each side of the roadway with a total of 22 stalls and there are an additional 6 stalls on NW Park St. Parking on both streets remains more than 80% occupied, with some areas exceeding 100% occupancy where trucks are double-parked in the travel lane or vehicles are illegally parked in loading zones.



On NE Washington Ave, on-street parking is permitted only within a half block north of NE Boistfort St on the west side of the roadway. This reduces the number of available parking stalls to 8, which are typically less than 80% occupied. There are two parking lots that are accessible along NE Washington Ave. One of which is privately owned, while the other has 50 stalls that is typically 80% occupied.

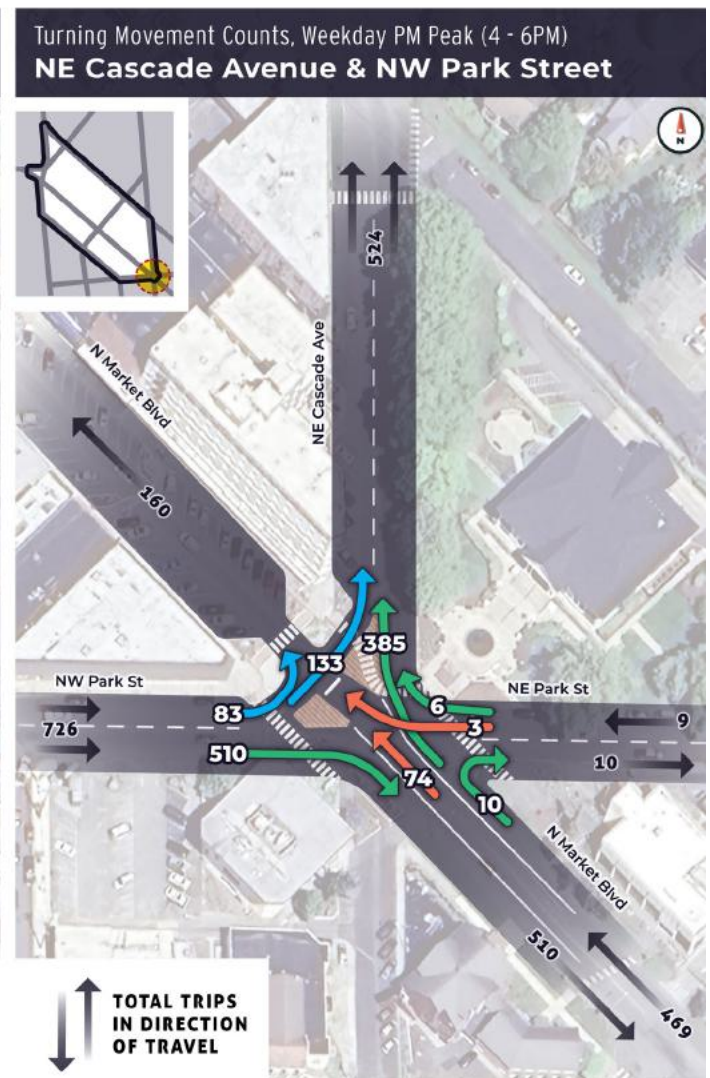
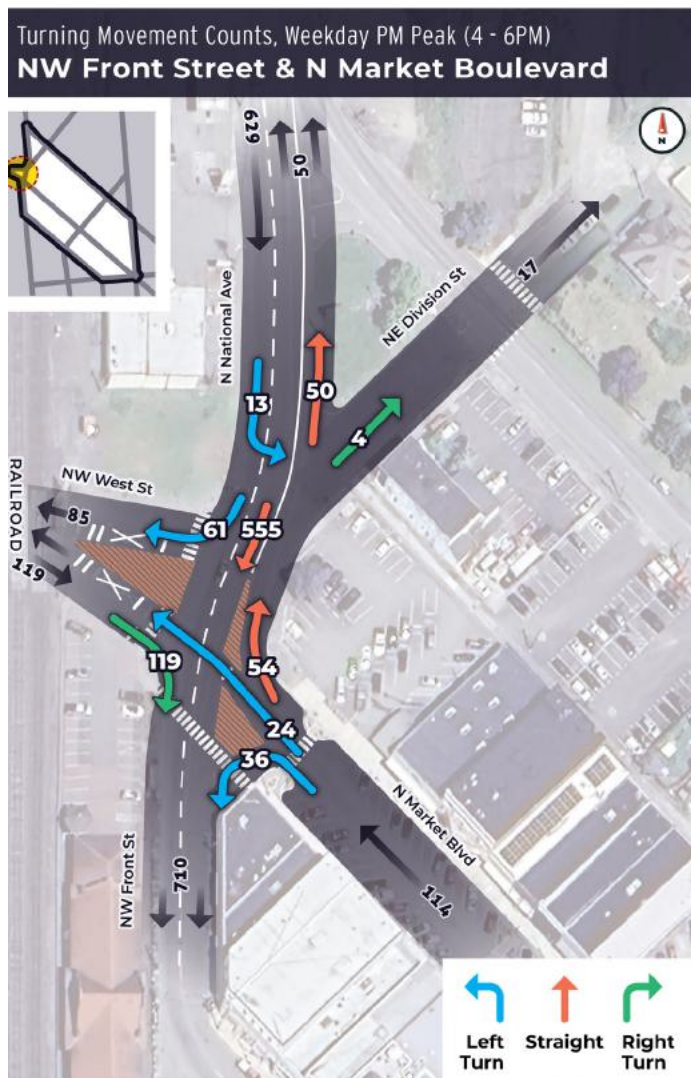
Aside from one building on NE Division, the street provides access to two surface parking lots. Both parking lots are owned by the city; one is free public parking, and the other is permit parking currently leased out to the neighboring building tenants.



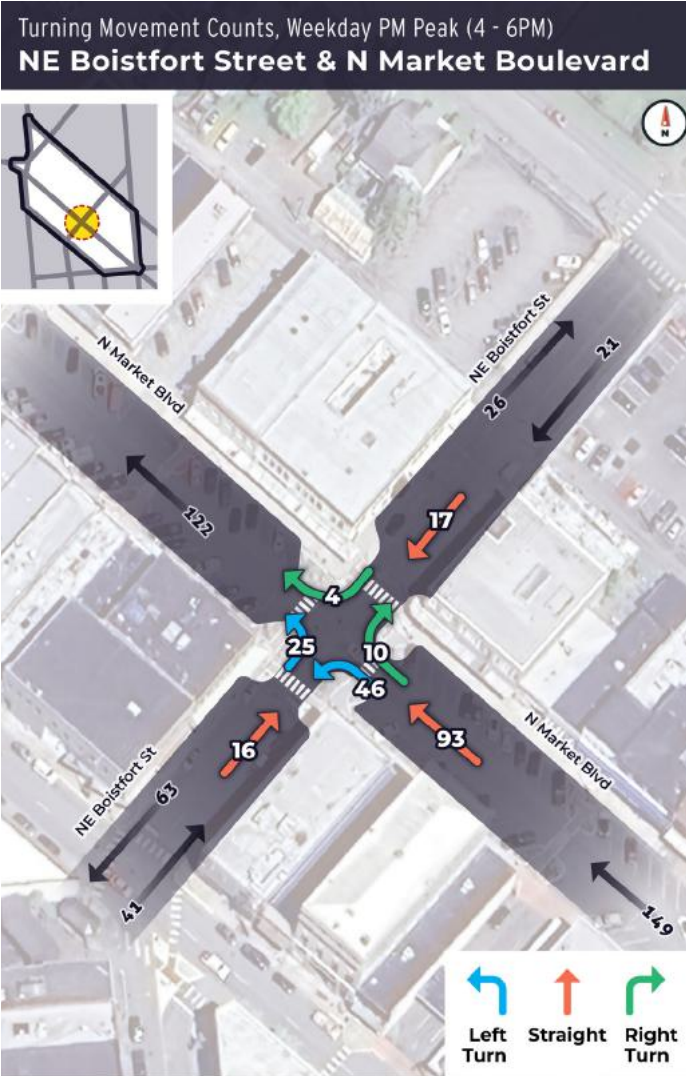
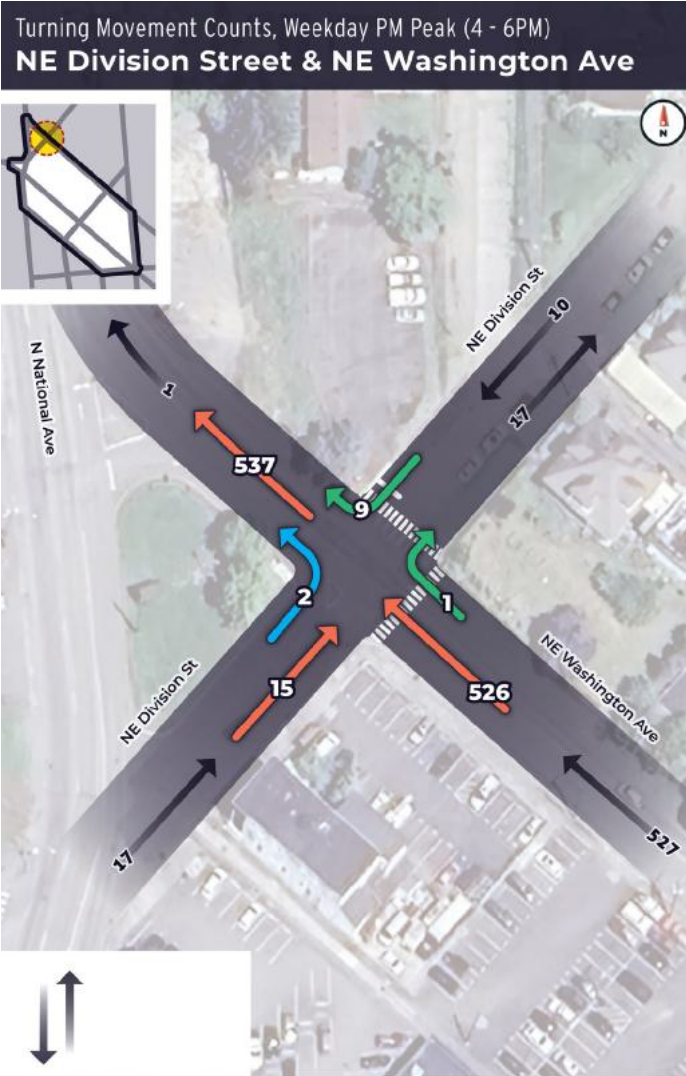
Traffic Analysis

The intersection at the northern end of N Market Blvd sees the most vehicular traffic coming from the north on N National Ave with a vehicle count of 629 and exiting south on NW Front St with a total vehicle count of 710. Comparatively, only 114 vehicles are moving from N Market Blvd and 119 vehicles from the railroad side onto N National Ave and NW Front St.

The intersection at the southern end of N Market Blvd within the project limits sees the majority of vehicles come from NW Park St with a vehicle count of 726, with 510 of these vehicles driving southbound onto N Market Blvd. 469 vehicles were counted coming from the south on N Market Blvd with the majority of these vehicles at 524 driving northbound on NE Cascade Ave towards NE Washington Ave.

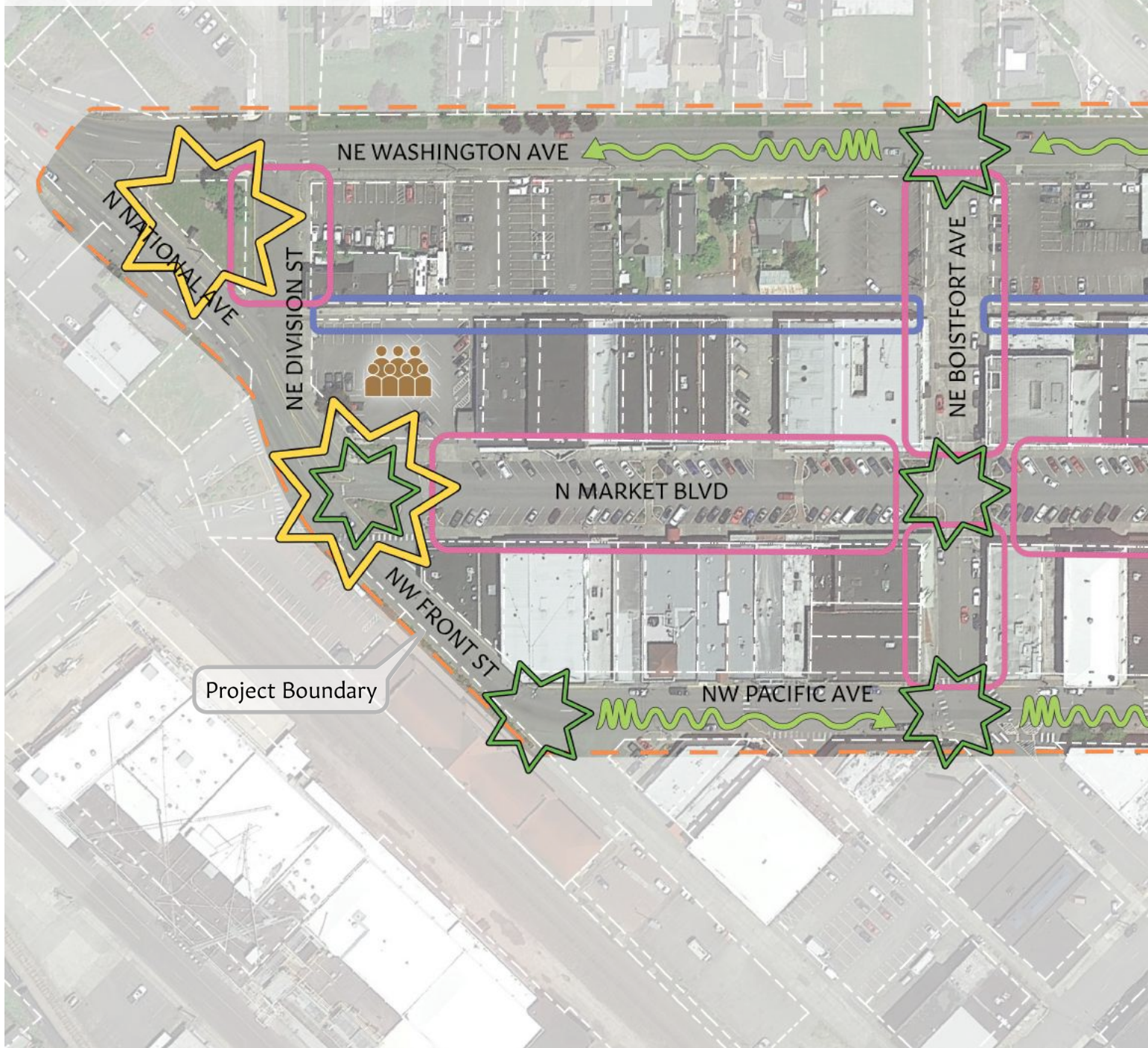


On NE Washington Ave, 527 vehicles were heading northbound from NE Cascade Ave and a total of 537 vehicles exit NE Washington Ave northbound towards N National Ave. A majority of the traffic seen within the project limits are drivers who use the streets to bypass the commercial core on N Market Blvd. Of those who enter the project area on N Market Blvd, a little over a third are exiting on NE Boistfort St while the rest drive through the whole street.



Constraints & Opportunities

Based on the site inventory, parking analysis, and traffic analysis, several site constraints and opportunities were identified.



Legend



Alleyway Improvements



Gateway / Welcome Feature



Multi-use Plaza Space



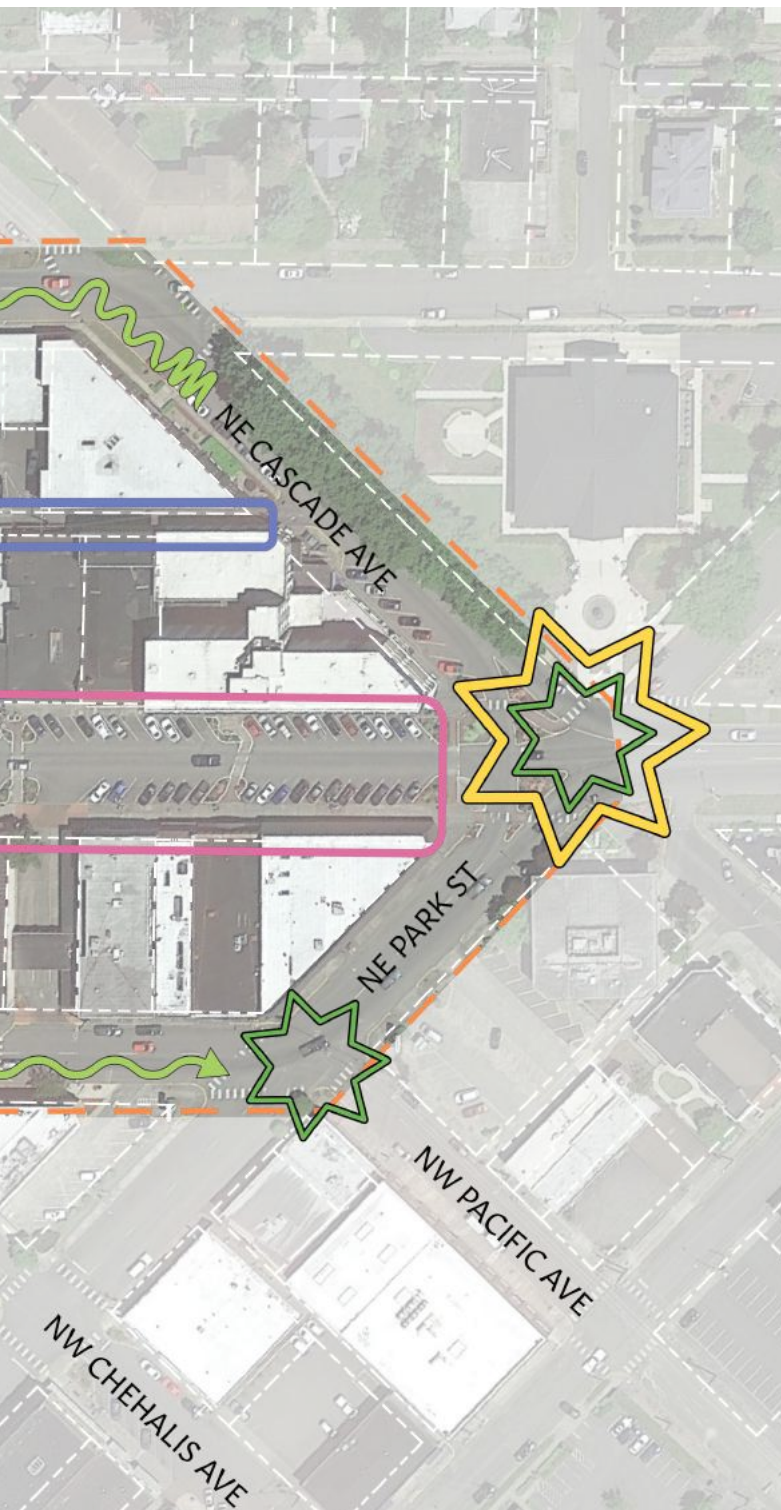
Pedestrian Improvements



Intersection Improvements



Traffic Calming



Constraints

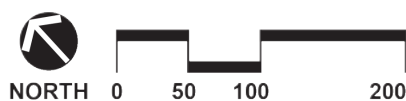
The project area's existing conditions present several constraints which will require understanding during the conceptual design phase of the project so that the final master plan may respond and potentially resolve these challenges. The predominant constraints are as follows:

- One-way traffic couplet isolates N Market Blvd from adjacent neighborhoods
- Limited right-of-way and pinch points bookend N Market Blvd
- Conflicting uses on NW Pacific Ave between business frontages and utilitarian needs
- Narrower right-of-way on NW Pacific Ave
- Steep elevation changes from NE Washington Ave to N Market Blvd
- Competition for on-street parking in certain areas
- Delivery truck scheduling and trucks blocking travel lanes

Opportunities

While there are challenges that may make improvements difficult, there are also clear opportunities within the project site that will support the community's vision for a safer and economically prosperous commercial center. Some opportunities include the following:

- Traffic-calming on the one-way traffic couplet
- Gateways for entering the commercial core at the north and south bookends
- Intersection improvements to increase pedestrian safety
- Wide right-of-way on N Market Blvd for multimodal transportation and pedestrian amenities
- Expanding pedestrian only streets from temporary to permanent and expanding from one block to two blocks
- Additional greenspace or plaza space at the NE Division St triangle, north public parking lot, and on NE Boistfort St



Public Outreach #1

Open House #1

Open House #1 took place during the evening of June 4, 2024, at Mint City Coffee on N Market Blvd. This event was a casual, conversational introduction of the project to the community and sought to determine the community's values and desires for the project site to ensure that the proposed improvements reflected the community and its priorities. The design team prepared presentation boards with an initial understanding of the project area and potential opportunities for improvements. Members of the public provided input on what the project's guiding principles should be for the project as well as what types of features or improvements they want to see in their downtown. See Appendix C: Community Outreach.



Open House #1 Event Flyer



Open House Event #1 at Mint City Coffee

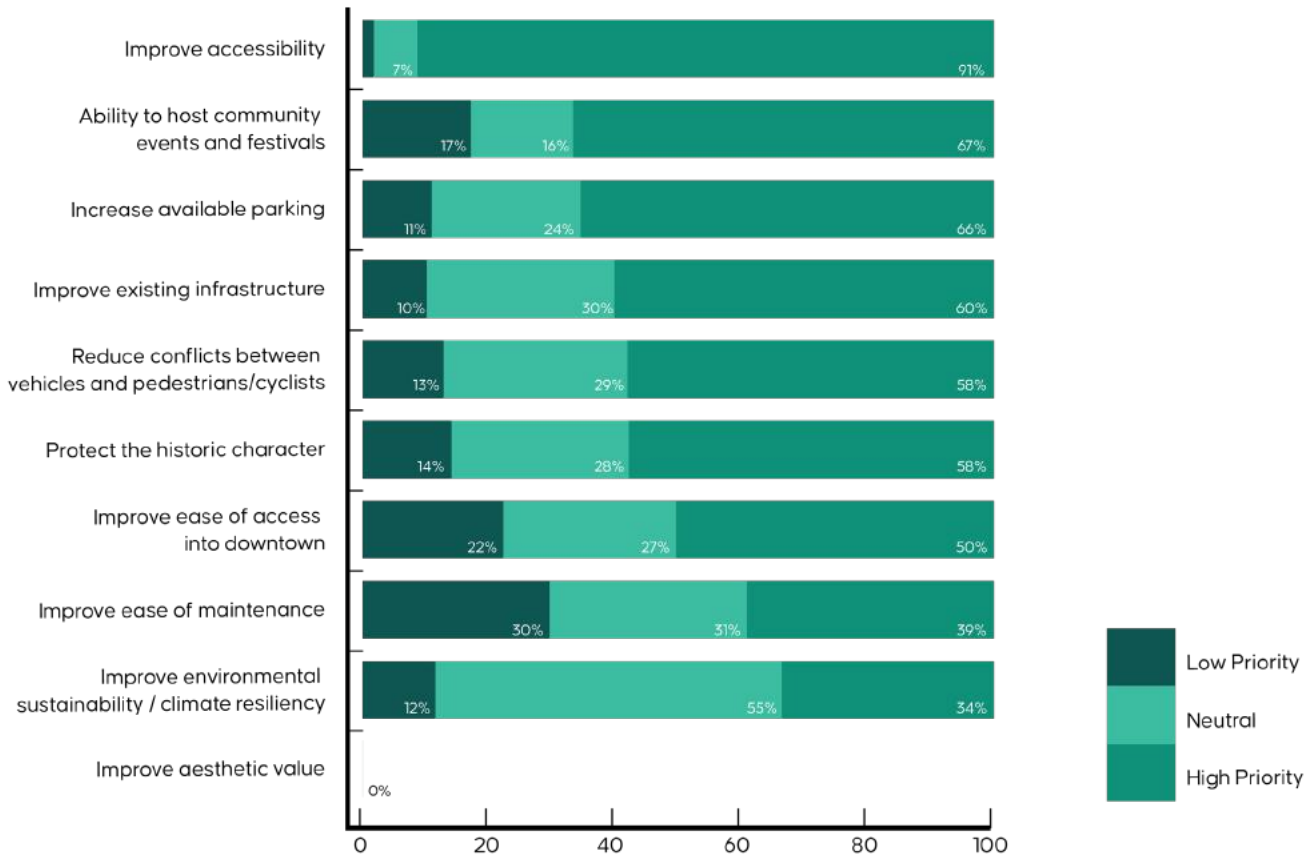
Survey #1

The Visioning Survey was designed to complement the Open House event held on June 4, 2024. Like the Open House event, the intent of this online survey focused on providing a brief overview of site analysis and to solicit public feedback regarding the community's values and what potential improvements for the project site they would like to see in the future. The survey was open for

one month and received 147 responses. Through this survey, residents expressed a strong desire for increased parking availability, community event space, and improved accessibility within the downtown area. See Appendix C: Community Outreach.

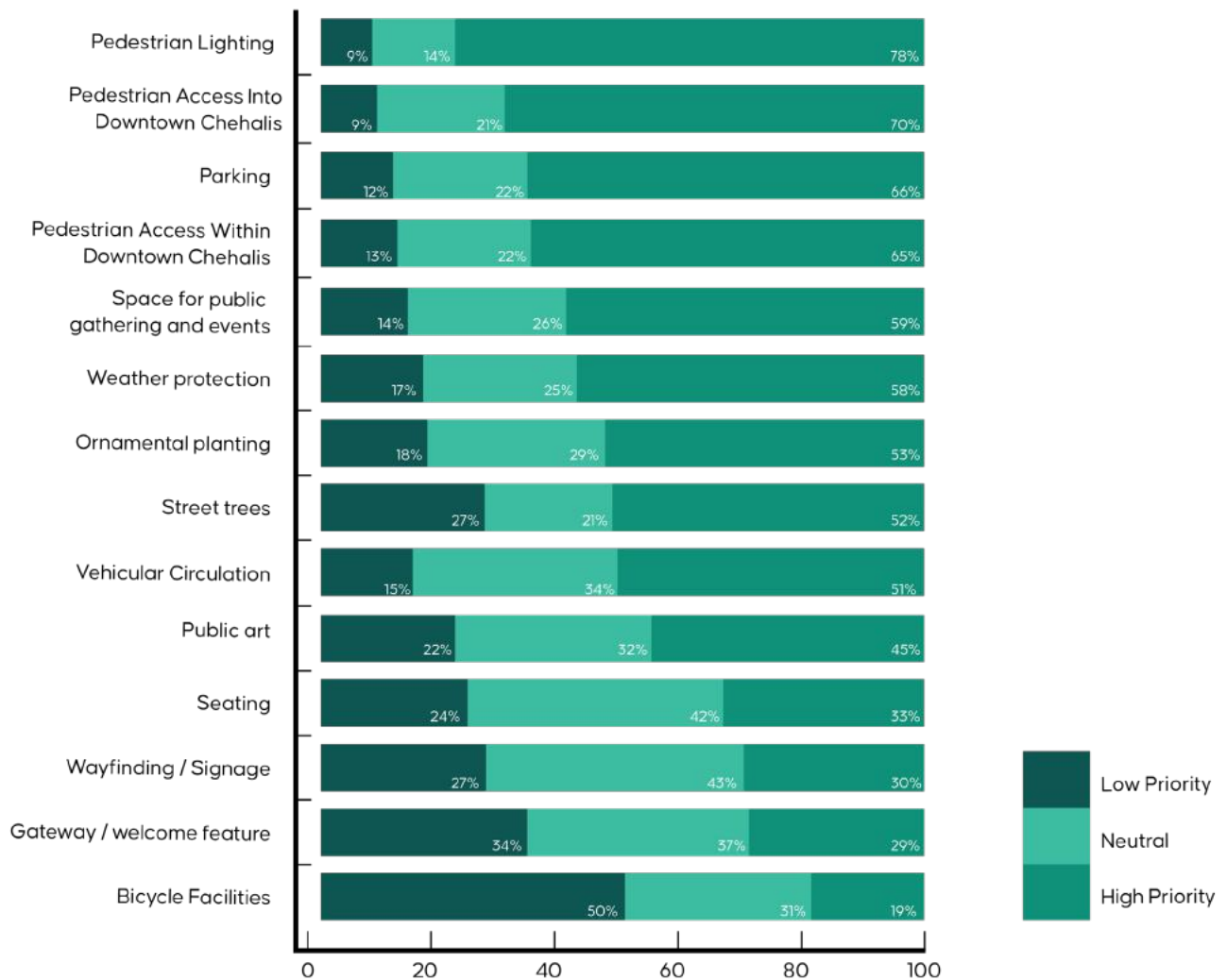
Historic downtown rejuvenation plans often involve “guiding principles” that help shape and prioritize design ideas. Please rate the importance of the following guiding principles for Downtown Chehalis.

(graph below is arranged based on the overall rating with the highest priority on top and lowest priority on bottom)



The City is considering numerous opportunities for improvements or additions in Downtown Chehalis. How would you prioritize the following opportunities for downtown ?

(graph below is arranged based on the overall rating with the highest priority on top and lowest priority on bottom)





Advisory Committee:

- April 11th, 2024
- Discussed the role of the committee and purpose of the project.
- Committee is made up of City employees, downtown business owners, and Experience Chehalis staff and board members.
- Discussed project schedule and outreach methods that would be most effective for the community.
- Committee reviewed draft presentation materials for the first open house and survey and provided input.



Planning Commission:

- June 10th, 2024
- Discussed project scope and outreach methods.
- Discussed potential improvements, including infrastructure, paving, lighting, signage, and event opportunities and challenges.
- Commission recommended having the Fire Chief involved during concept development to ensure that emergency access is maintained.



Historic Preservation Commission:

- June 20th, 2024
- Commission made recommendations for public outreach methods.
- Desire for coordination between the Commission and design team for some improvements related to historic character, including murals.
- Discussed intent of the Framework for Historic Guidelines being developed by Rolluda Architects.
- Commission indicated they would be interested in hearing recommendations for better enforcement of historic preservation guidelines.



City Council:

- June 24th, 2024
- Council expressed interest in the project's general progress and community involvement.

- Wide, underutilized right-of-way on N Market Blvd, NE Washington Ave, and NW Pacific Ave
- Lower traffic and parking count on NE Boistfort St and NE Division St
- Availability of parking vs. proximity of parking to a specific destination; a strong desire for parking on N Market Blvd
- Historic character and charm should be preserved
- Concern for pedestrian safety, particularly for crossing NW Pacific Ave and NE Washington Ave
- Pinch points and irregular intersections make for confusing traffic patterns
- The community appreciates many aspects of downtown, including the local businesses, the small-town feel, and the people they get to share it with

2

Concept Alternatives

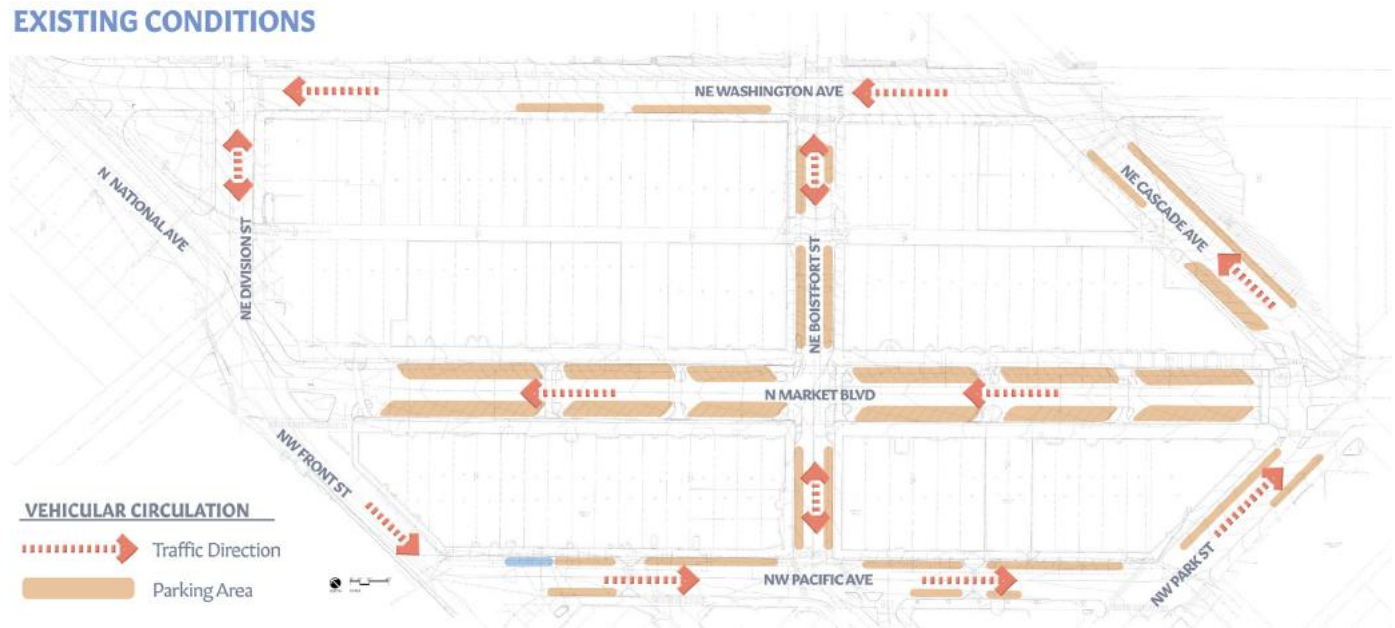
- Overview
- Vehicular Circulation
- Pedestrian and Bicycle Circulation
- Public Open Space
- Public Outreach #2
- Key Insights

Overview

The Concept Alternatives Phase of the project applied the key insights from the Visioning Phase to progress towards alternative site plans that balance the existing conditions' constraints and opportunities and reflect the community's input. Three concept alternatives were developed during a day-long design workshop and the working drawings were presented during an open house that same evening. Following these events, an online survey was published and respondents were asked which of the concepts reflected their priorities in three categories: vehicular circulation and parking, pedestrian and bike travel, and public open space. A majority of respondents expressed a preference for Concept 2, which takes a significant departure from the existing traffic pattern and street use but allows for more pedestrian and community use. These concepts were further vetted by City staff, including the Police and Fire Chiefs, to develop the preferred concepts. These concepts were also reviewed by the Washington State Transportation Improvement Board to develop the preferred concepts.

Vehicular Circulation

EXISTING CONDITIONS



Concept 1

Concept 1 maintains many of the current traffic directions, including the one-way couplet on NE Washington Ave and NW Pacific Ave but are narrowed to one travel lane to provide room for a bike lane and wider sidewalks. An additional lane of parallel parking is added along NE Washington Ave. NE Boistfort St, between NE Washington Ave and the alley, is converted to a one-way street to allow for space for angled head-in parking. Between the alley and N Market Blvd, NE Boistfort is a tabled street with space for parallel parking, but can be converted to a pedestrian-only street for special events. From N Market Blvd to NW Pacific Ave, NE Boistfort is converted into a pedestrian-only street with limited access to vehicles. N Market Blvd travel lane narrows but still allows for drivers to pass stopped vehicles. NE Division St maintains access from N National Ave but is closed to traffic to and from NE Washington Ave, and the traffic triangle is expanded to create a more park-like environment at the northern book-end of the project site.

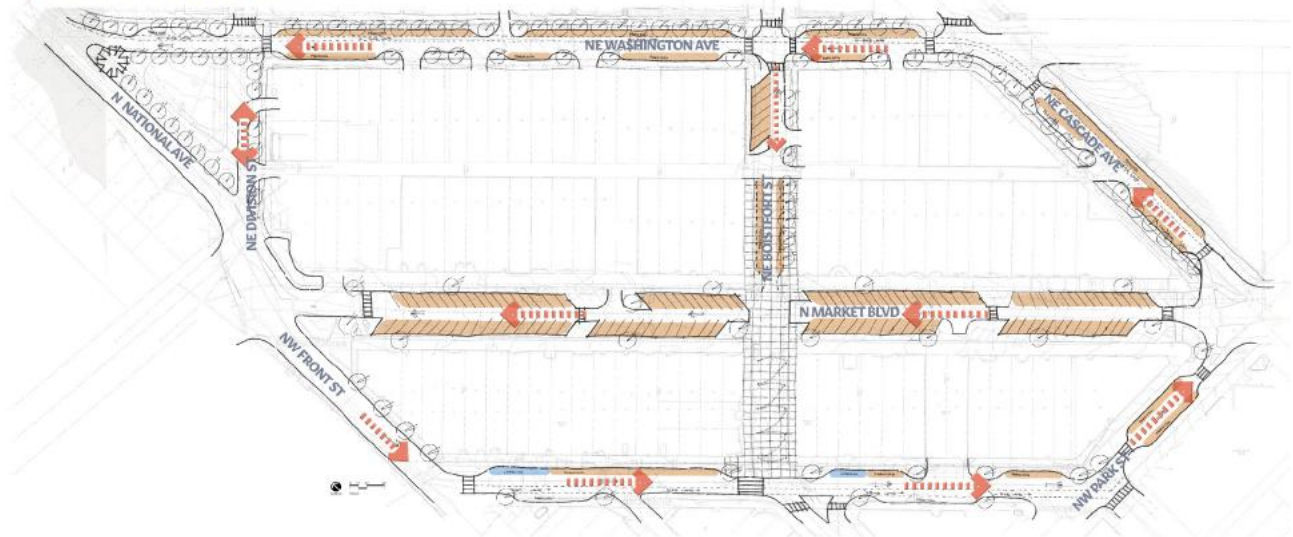
Concept 2

Concept 2 transforms NE Washington Ave into a two-way boulevard with a planted median and parallel parking on one side. Like Concept 1, NE Boistfort is converted into a one-way road with access from NE Washington Ave and angled parking. However, NE Boistfort St dead-ends at the alley and the block between the alley and N Market Blvd is converted into a parklet. The portion of NE Boistfort St between N Market Blvd and NW Pacific Ave is a pedestrian-street with limited vehicular access. Parking optimizations and loading zones are introduced to N Market Blvd and NW Pacific Ave. NW Pacific Ave is reduced to one lane and angled parking stalls are proposed for one side. NE Division St has the same treatment as shown in Concept 1.

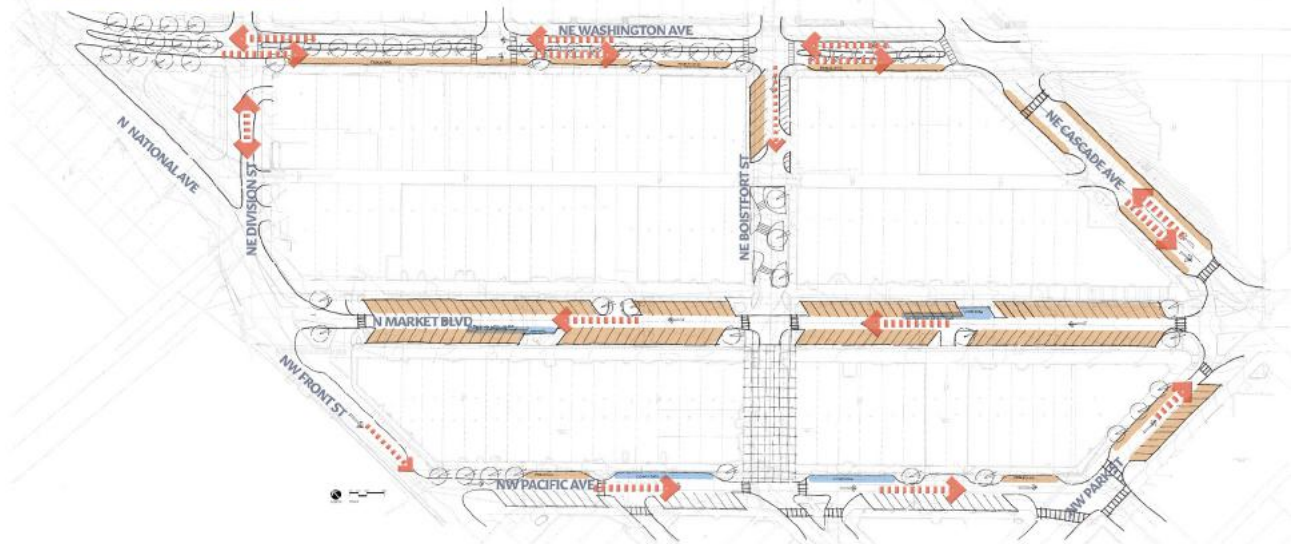
Concept 3

Concept 3 maintains the existing traffic patterns of the existing roads for the most part, including the one-way couplet around N Market Blvd but reduces the travel lanes to one. One lane of parallel parking on NE Washington Ave and the parallel parking stalls and loading zones on NW Pacific Ave remain but the lane reduction allows for wider sidewalks and a planting strip, adding some greenery to the urban setting. NE Boistfort St north of N Market Blvd is a one-way street with angled parking on both sides and the block south of N Market Blvd is a pedestrian street or plaza. N Market Blvd has a slightly meandering travel lane to slow down traffic, and maintains parking stalls with no loading zones and includes mid-block crossings. NE Division St receives the same treatment as is shown in Concept 1 and Concept 2.

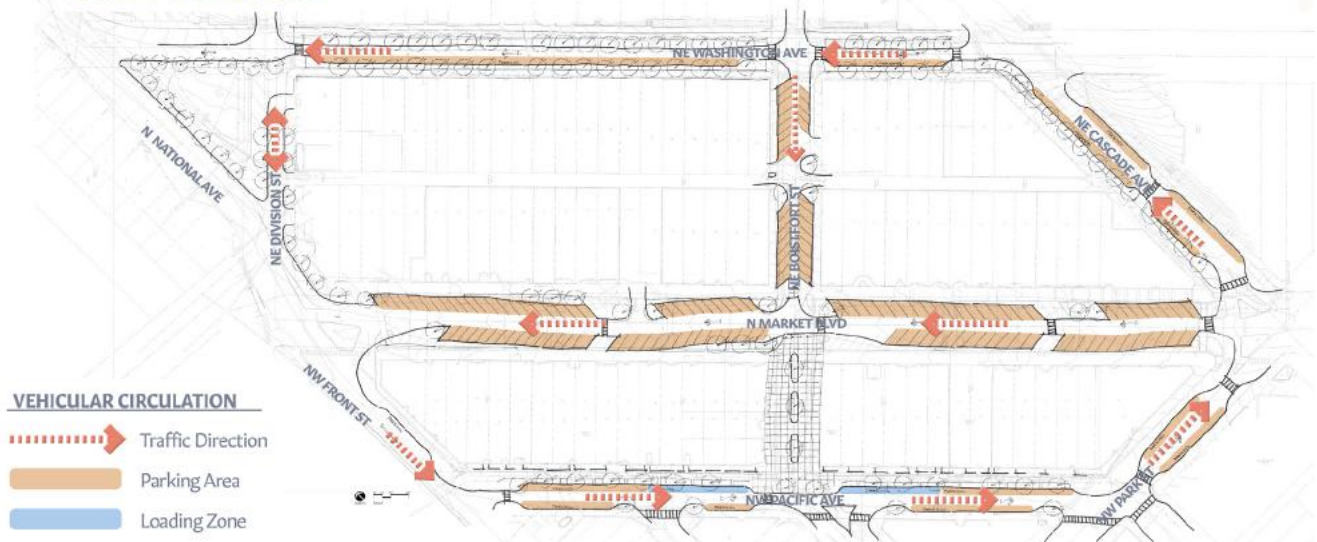
CONCEPT SITE PLAN 1



CONCEPT SITE PLAN 2

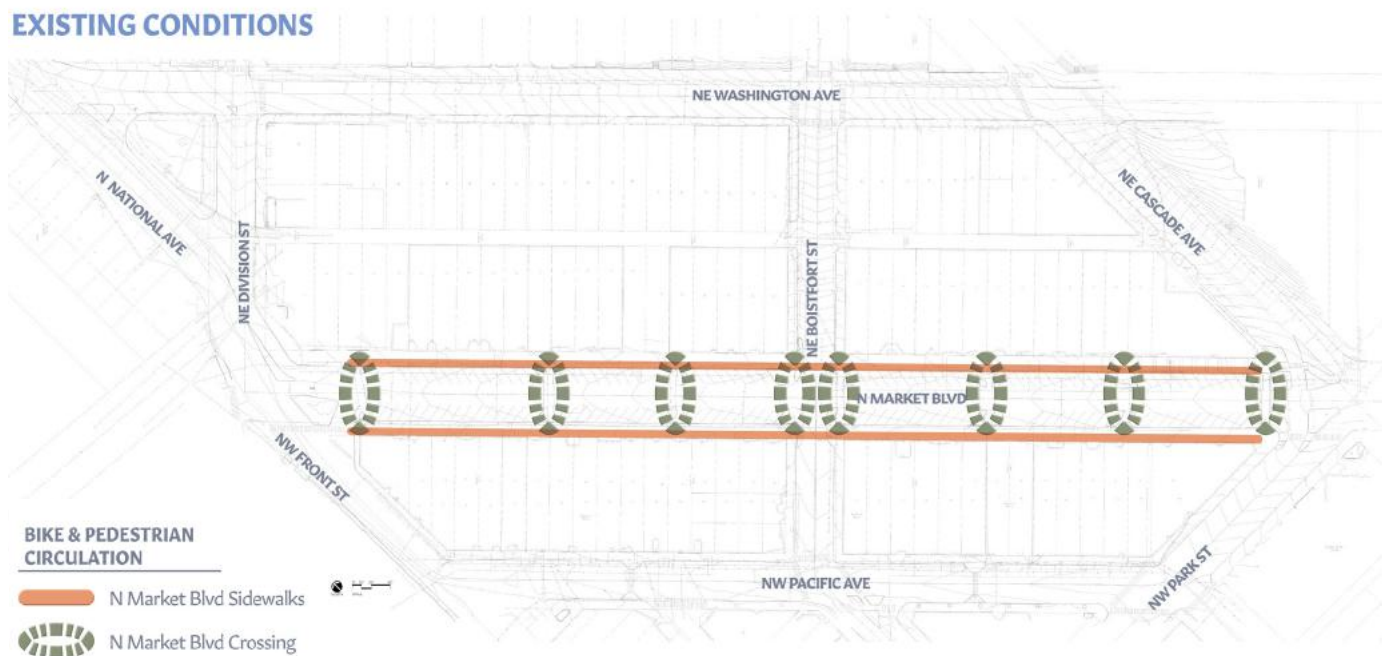


CONCEPT SITE PLAN 3



Pedestrian and Bicycle Circulation

EXISTING CONDITIONS



Concept 1

This concept adds a separate bike lane that travels along NW Pacific Ave and NW Park St, and around to NE Cascade Ave and NE Washington Ave. The sidewalks on N Market Blvd are wider than existing, allowing for more pedestrian amenities or for businesses to use for outdoor seating. A tabled pedestrian crossing is proposed at the intersection of NE Boistfort St and N Market Blvd to slow down vehicular traffic and prioritize pedestrians, with four additional crossings, including two mid-block crossings, along N Market Blvd evenly to give pedestrians more opportunities to cross.

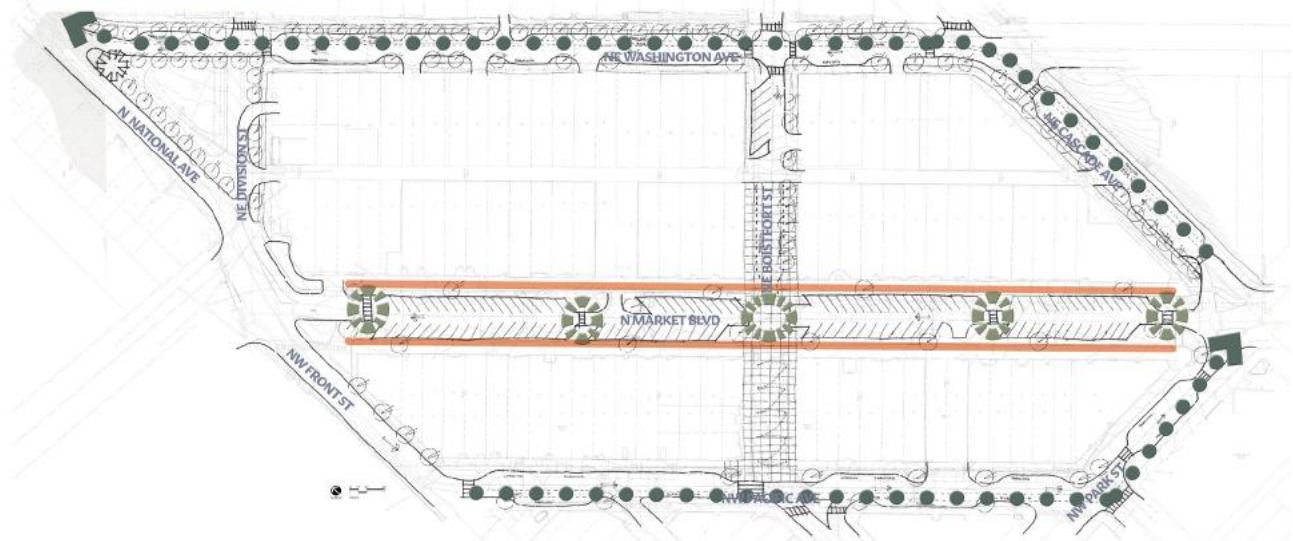
Concept 2

This concept proposes a shared bike lane with vehicles on NW Pacific Ave, N Market Blvd, and NE Washington Ave. The sidewalks on N Market Blvd are wider than existing, similar to Concept 1, allowing for more pedestrian amenities or for businesses to locate outdoor seating. There are two crosswalks with sidewalk bump-outs located at the intersection of NE Boistfort St and N Market Blvd to allow more visibility for pedestrians crossing the street. Only two more crosswalks are proposed at the beginning and end of the two blocks.

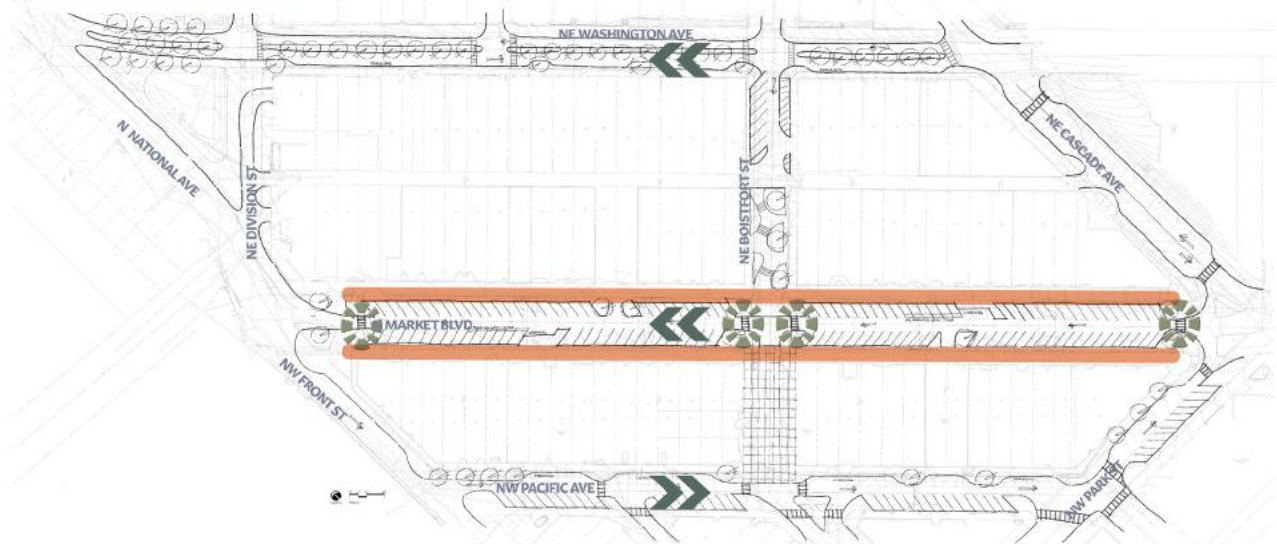
Concept 3

Similar to Concept 2, this concept proposes a shared bike lane with vehicles on NW Pacific Ave, N Market Blvd, and NE Washington Ave. The sidewalk edge on N Market Blvd follows the meandering of the street, making openings for larger gathering areas or movement. Five crossings with sidewalk bulb-outs are spread evenly through N Market Blvd to allow for a safer pedestrian crossing experience.

CONCEPT SITE PLAN 1



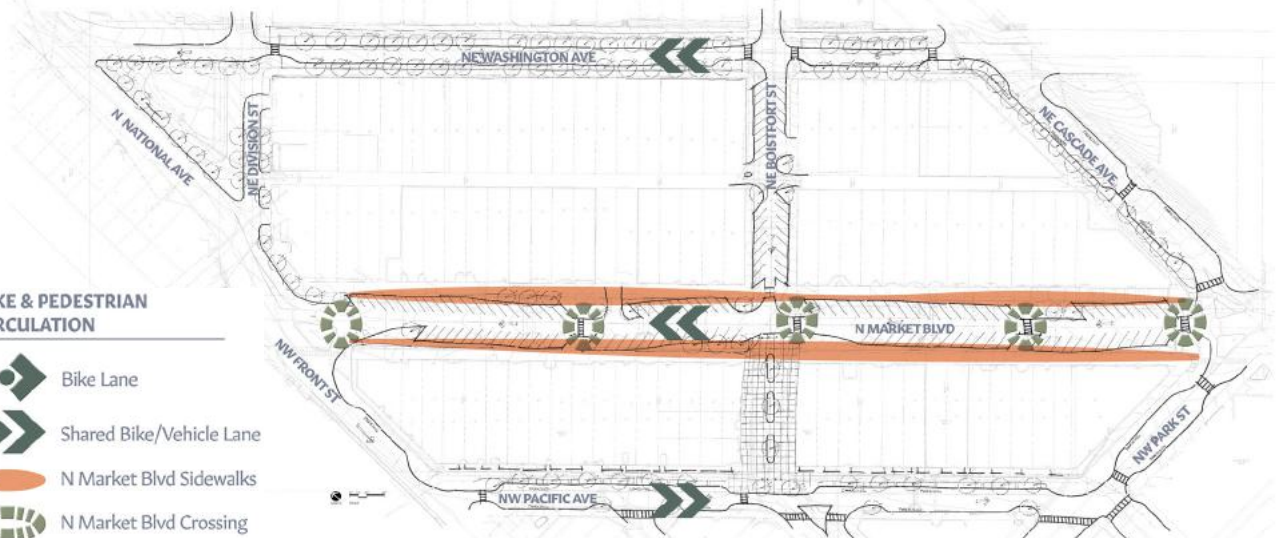
CONCEPT SITE PLAN 2



CONCEPT SITE PLAN 3

BIKE & PEDESTRIAN CIRCULATION

-  Bike Lane
-  Shared Bike/Vehicle Lane
-  N Market Blvd Sidewalks
-  N Market Blvd Crossing



EXISTING CONDITIONS



Concept 1

This concept proposes a permanent closure of NE Boistfort between N Market Blvd and NW Pacific Ave. Notably, the block between N Market Blvd and NW Pacific Ave is relatively level and has few business entries that may create significant demand for parking in-front but is close enough to the bulk of parking on N Market Blvd. The Chehalis Farmers Market already closes this portion of the road to hold market days. This concept raises all pavement to sidewalk-level, emphasizing its pedestrian realm, and adds amenities like string lighting to create a festive atmosphere. The block of NE Boistfort St east of N Market Blvd to the alley is also curbless, but would remain open to traffic except on event days.

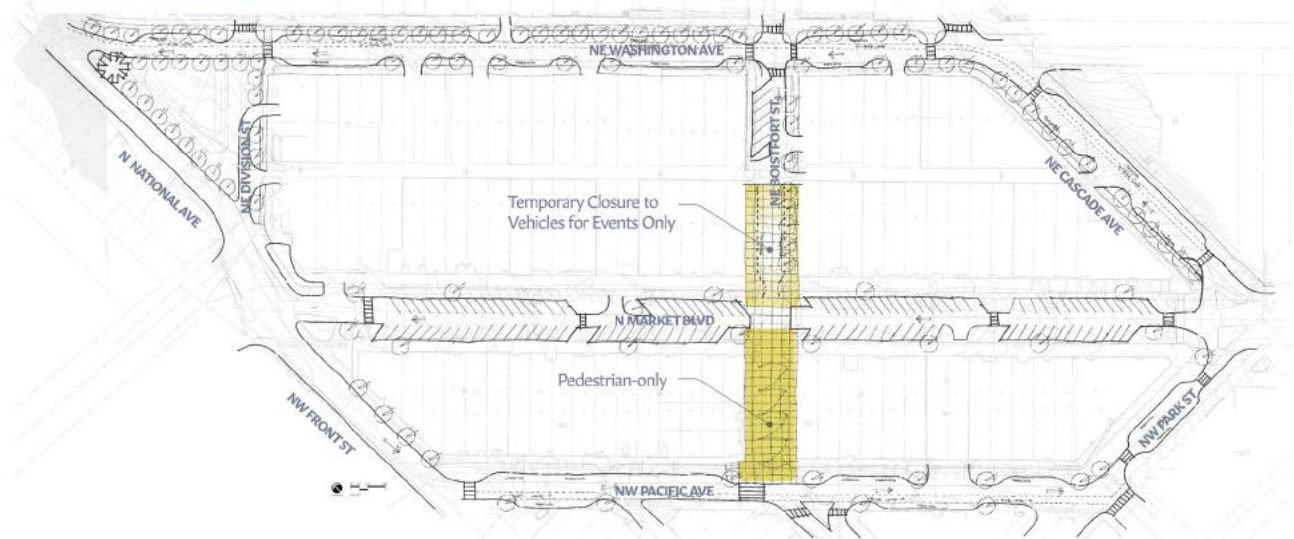
Concept 2

This concept proposes a permanent closure of NE Boistfort St from NW Pacific Ave to N Market Blvd for the same reasons described for Concept 1. However, the block east of N Market Blvd to the alley would become permanently closed to vehicular traffic to allow for a parklet in the heart of Historic Downtown Chehalis and could also accommodate spill-over from the farmer's market.

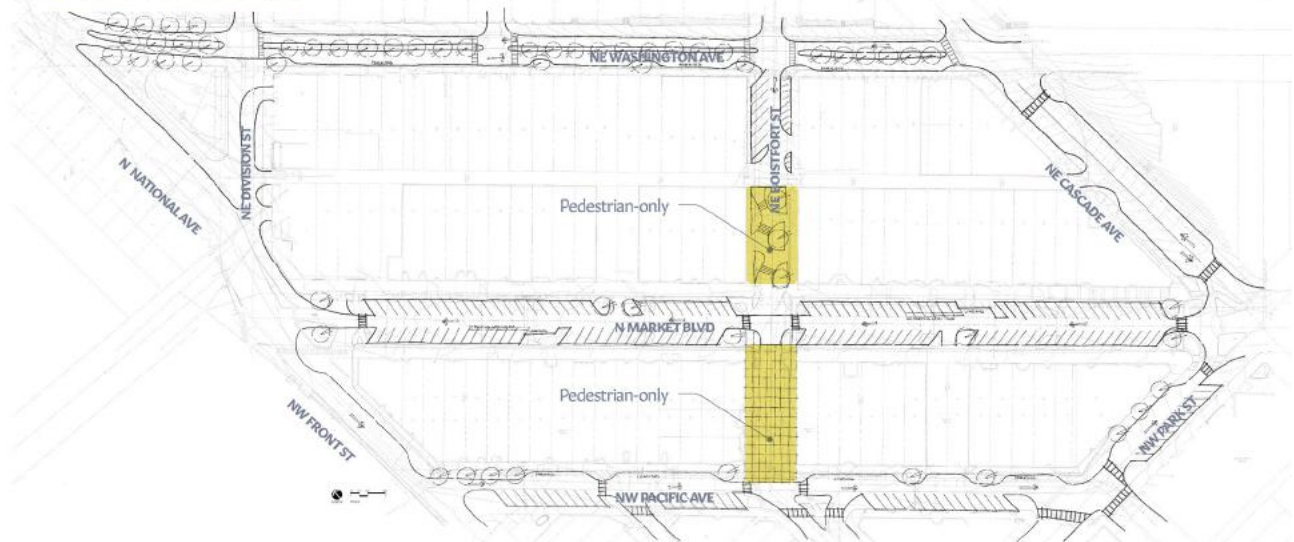
Concept 3

Like the previous concepts, NE Boistfort St from NW Pacific Ave to N Market Blvd is closed to vehicular traffic, with minor adjustments like trees within the plaza space. This would be the primary pedestrian zone within the project area. However, the meandering pattern of the travel lane on N Market Blvd creates pockets of wider sidewalk along N Market, which could be used as small outdoor gathering spaces.

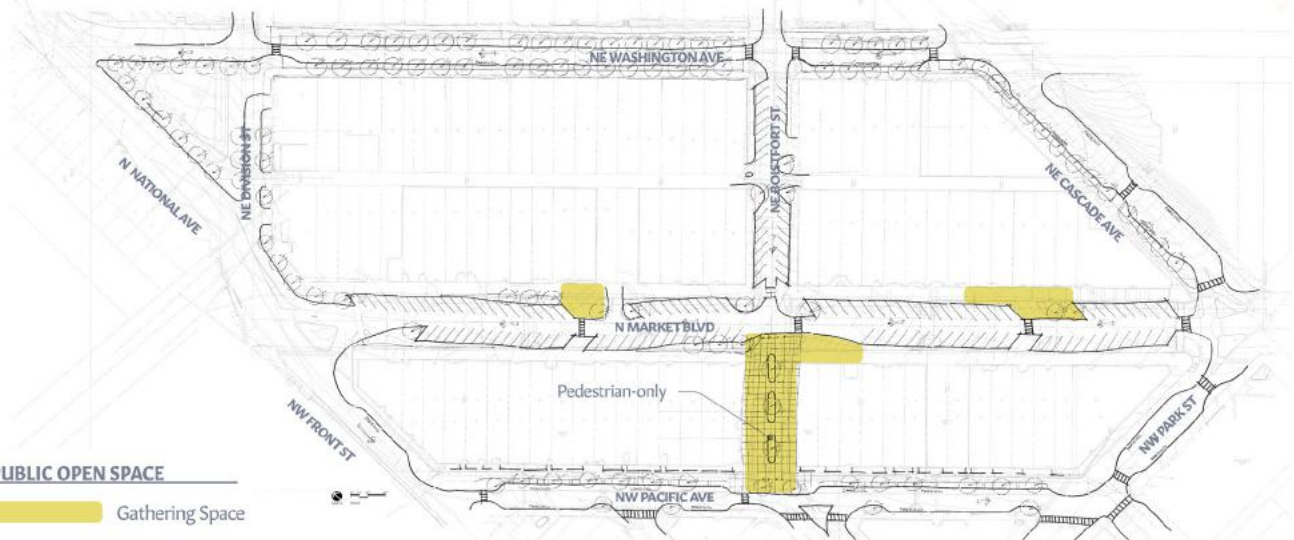
CONCEPT SITE PLAN 1



CONCEPT SITE PLAN 2



CONCEPT SITE PLAN 3



PUBLIC OPEN SPACE

Gathering Space

Public Outreach #2

Overview

During this phase, the design team led an all-day public design charette followed by an open house. The charette created transparency and encouraged collaboration with the residents and business-owners of Chehalis. Members of the community joined the design team to explore traffic patterns and desired activities, events, and amenities.

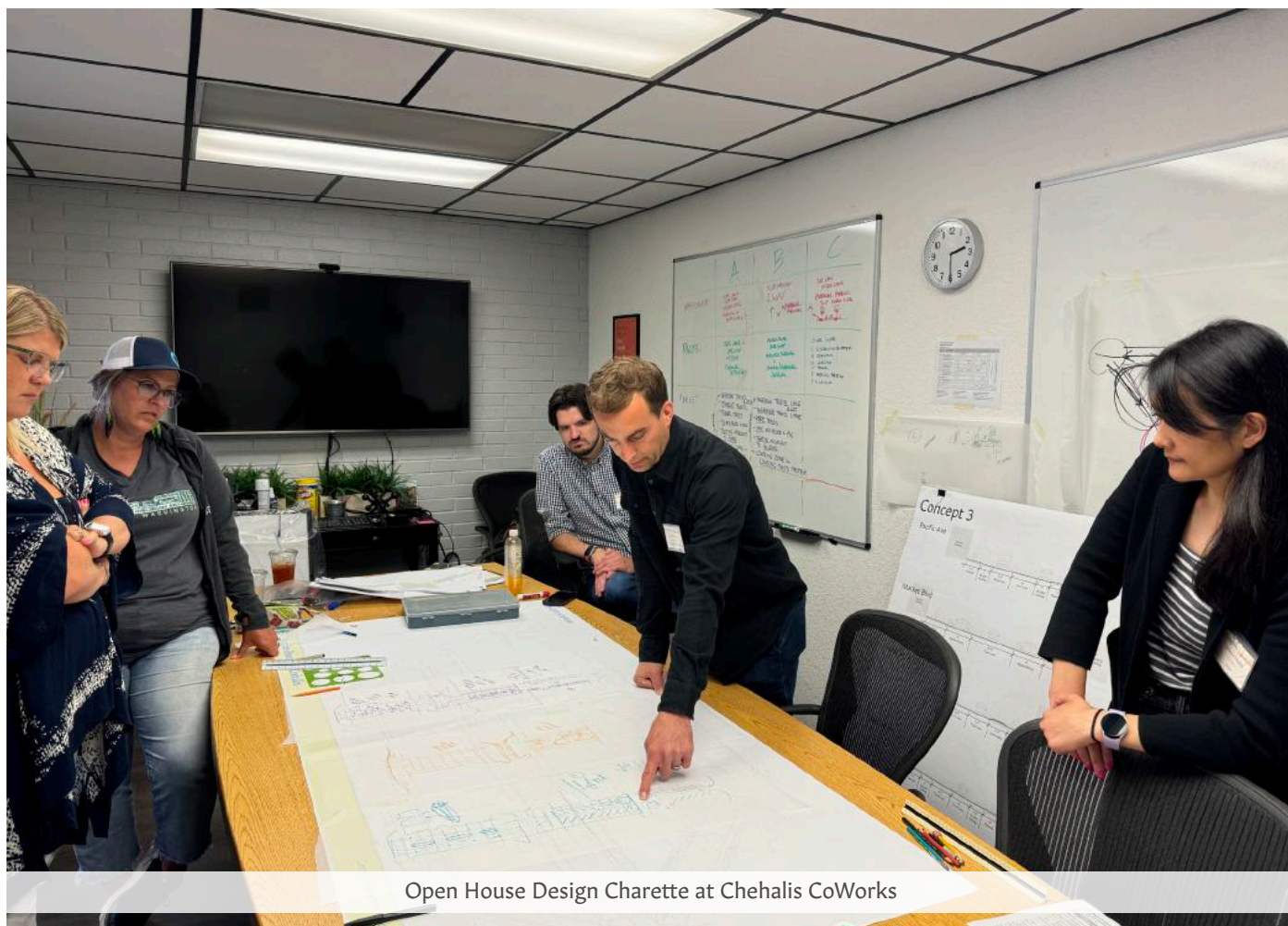
Design Workshop

A particularly special part of this project was the day spent drawing and conceptualizing ideas with the public. A design workshop was open from 9 am to 3 pm on August 13, 2024 at Chehalis Coworks, a coworking space located in the project boundaries on N Market Blvd. Community members came and went and provided input on their desires for the downtown revitalization.

In addition to the design workshop, the design team also had a table at the farmer's market across the street engaging with community members and encouraging them to cross the street and join the design team at Chehalis Coworks.

Open House #2

The same evening as the design workshop, an open house was held at Stout Coffee from 5-7 pm to present the day's collaborative work and gather immediate feedback on the three developed concepts. While this event was not as highly attended as the first open house, it still proved fruitful in the feedback and initial reaction to the proposed concepts.



Open House Design Charette at Chehalis CoWorks



Open House Event #2 at Stout Coffee



Open House Event #2 at Stout Coffee

Do you have any comments you would like us to consider as we determine a preferred concept for vehicle circulation, pedestrian and bicycle routes, and gathering areas in downtown?

“ ... I love the concept for adding trees - traffic calming and helps make an area feel more welcoming as we aren't as exposed. I welcome spaces for pedestrians - cars don't bring in money for our economy, people do. Parking is just a negative for our city, it doesn't bring in money the way our businesses do... ”

“ ... I love the emphasis on bringing trees and permanent gathering areas into the downtown core... ”

“ ... Downtown Chehalis does not currently have a good place to gather. I like the concept of closing Boistfort permanently.... ”

Sample open-ended responses to Survey #2

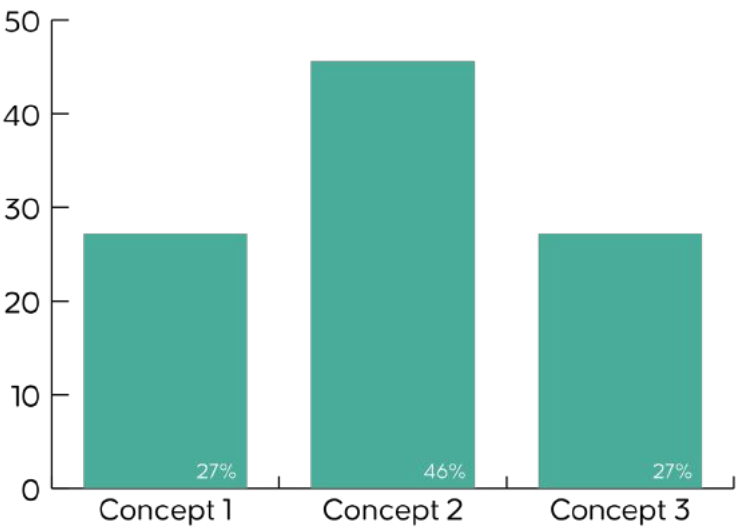
Public Outreach #2

Survey #2

The second survey was designed to complement the design workshop and second open house. It was open from August 19 – September 23, 2024. Similar to the open house, the focus of this survey was the three concepts that were designed with members of the public during the design workshop. 121 people participated in the survey.

The results of the survey strongly leaned toward Concept 2 being the preferred by most people in the community, with a general even split between Concepts 1 + 3. People particularly liked the pocket park on Boistfort Street and rethinking traffic flow around downtown.

Which concept do you prefer for vehicle circulation and parking?

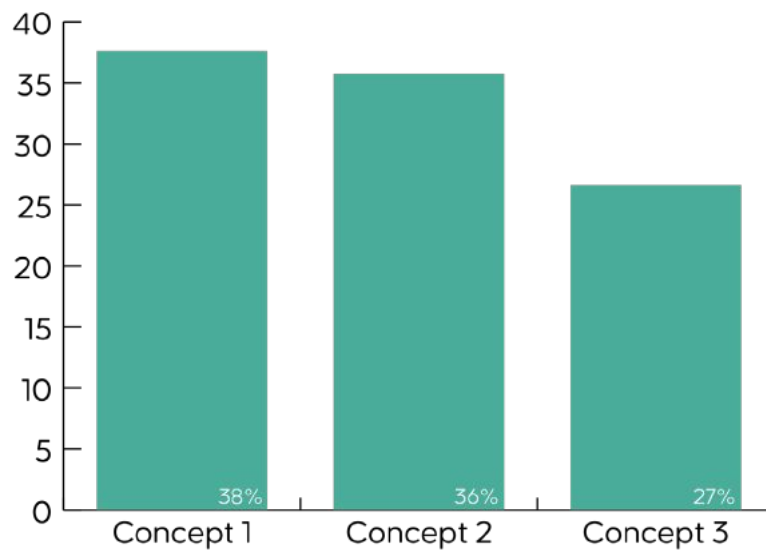


“ ... Making Washington and Cascade Aves two-way would help many commuters avoid having to go all the way around town and navigate confusing one-ways to get places... ”

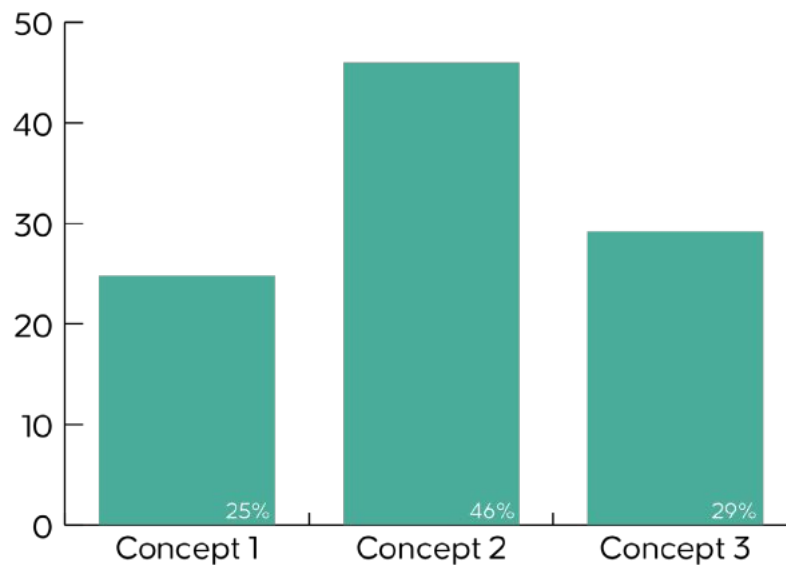
“ ... I have been proponent of angle parking on Pacific street since the city force angle parking on Chehalis Ave... ”

Sample open-ended responses to Survey #2

Which concept do you prefer for pedestrian and bicycle circulation?



Which concept do you prefer for public open space?



“ ... Hopefully lighting will be heavily implemented if any concepts are utilized to protect both cyclists and pedestrians... ”

“ ... It would be nice to have a space for pedestrian only. Sometimes it is hard to enjoy downtown or spaces that we worry about traffic. ”

“ ... More places to sit down encourages people to stay longer and go to more stores... ”

Sample open-ended responses to Survey #2

Public Outreach #2 - Meetings



Advisory Committee:

- August 12th, 2024
- Reviewed Open House and Survey #1 Analysis
- Discussed accessibility and safety concerns, including pedestrian crosswalks, parking availability, and wayfinding opportunities
- Reviewed Open House #2 materials, including presentation boards and online survey questions
- Provided feedback on potential elements incorporated into the concepts, including more angled parking, dumpster screening, and revised traffic patterns



City Council:

- September 23rd, 2024
- Discussed intersection design opportunities
- Council asked whether property acquisition would be needed or desired for a preferred concept
- Council recommended a separate meeting with Chehalis Fire and Police Chiefs to ensure that emergency access is maintained across the site



Planning Commission:

- October 8th, 2024
- Discussed scope of traffic studies and analysis, including impacts of intersection improvements and a two-way traffic flow on NE Washington Ave
- Commission expressed interest in accommodating larger events and related impacts to parking
- Commission expressed interest in potential property acquisitions and parking opportunities beyond the project boundary



Transportation Improvement Board (TIB):

- December 2nd, 2024
- Suggested an alternative traffic flow that converts N Market Blvd to two-way with parallel parking
- Advised that intersection improvements be prioritized for construction followed by improvements to N Market Blvd
- Advised against a roundabout at the intersection of N National Ave and N Market Blvd due to space constraints near the railroad crossing
- Indicated the parking availability concerns are related to parking management rather than parking quantity
- Approved of the outreach efforts done to date and indicated a favorable chance of receiving funding as a result



Fire and Police Chief Meeting:

- December 10th, 2024
- Reviewed early concept alternatives with the Chiefs of Fire and Police to ensure that designs comply with the needs of emergency vehicles and staff members
- Advised that traffic flow should be continuous on NW Pacific and NE Washington Ave
- Expressed concern for traffic jams in the event of emergency where NW Pacific Ave and NE Washington Ave are narrowed to one lane
- Advised that the traffic circle be fully-mountable with no obstructions for emergency vehicles
- Advised against two-way traffic flow on N Market Blvd

Key Insights

- Concern for traffic flow through Chehalis, especially for vehicles when I-5 is backed-up
- Strong desire for a public gathering space for seasonal and special events
- Desire for parking availability close to destinations
- Positive reactions to the proposed parklet on NE Boistfort St
- Mixed reactions to the proposed roundabout at the south end of N Market Blvd
- Openness by the community and City staff to two-way traffic flow on NE Washington Ave

3

Preferred Concepts

- Overview
- Preferred Concept Master Plans
- N Market Blvd
- NE Boistfort St
- NW Pacific Ave
(includes NW Front St + NW Park St)
- NE Washington Ave
(includes NE Cascade Ave, NE Division St & N National Ave)
- NE Division St
- Character Concepts
- Public Outreach #3
- Key Insights

Overview

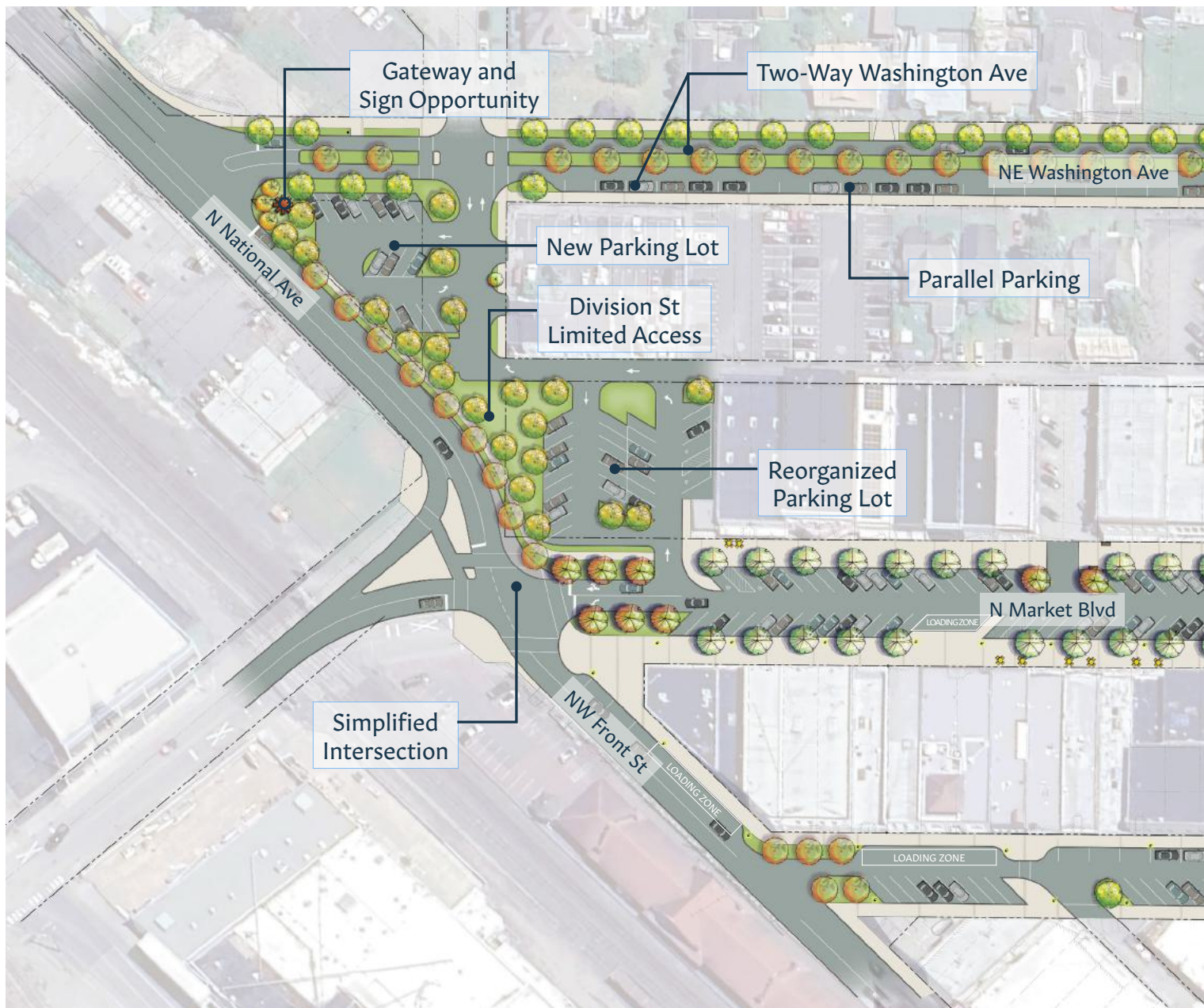
The third phase of the public outreach efforts and design development built upon the prior two phases, and in particular, the public feedback and City staff input with regards to a preferred concept plan. The three concept alternatives from the second phase were narrowed to two preferred concepts based on direction from City staff to provide flexibility in potential solutions and to ease the amount of change over time. These two concepts were then presented during a third open house event and in an online survey. Both concepts provide the same improvements and experience on N Market Blvd, but differ in the treatments to NE Washington Ave, NE Cascade Ave, and NW Pacific Ave. The following concepts are divided by the following focus areas:

- N Market Blvd
- NE Boistfort St
- NE Division St
- NE Washington Ave, N National Ave, and NE Cascade Ave
- NW Pacific Ave, NW Front St, and NE Park St

The community also provided input on a preferred character for the project area. Three character options were presented during the open house and include:

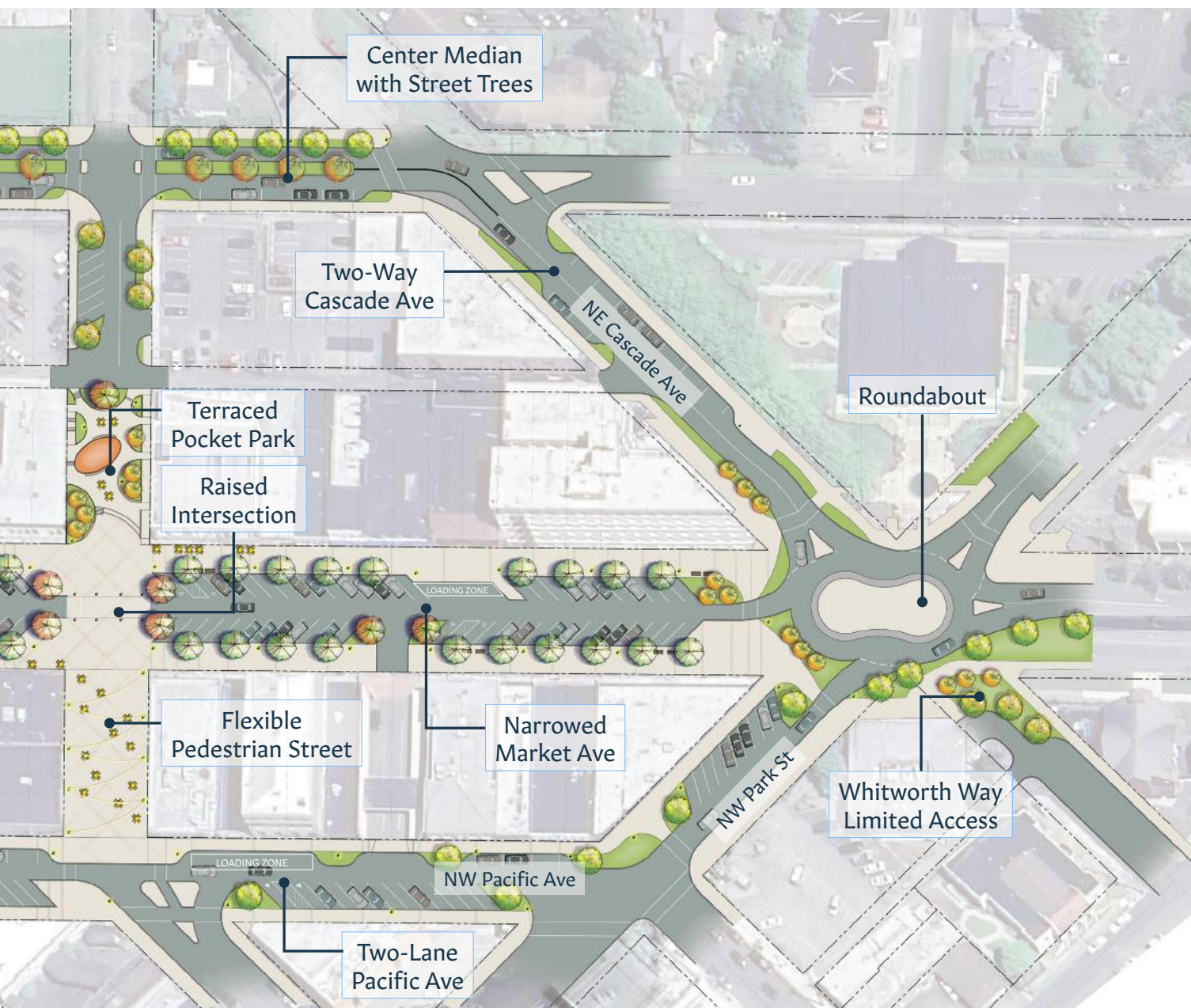
- Shifting Sand
- Americana
- Chehalis Renaissance.

Preferred Concept A: Site Plan



Phasing Diagram





NORTH



PHASE: Intersections

Estimated cost:
\$6.2M - \$7.7M

Total Tree Count:
Existing: 23 trees
Proposed: **179 trees**

Total parking stalls:
Existing: 226 stalls
Proposed: **240 stalls**

PHASE: Perimeter

Estimated cost:
\$16M - \$20M
Parking stalls:
Existing: 55
Proposed: **80**

PHASE: North Lots

Estimated cost:
\$2.9M - \$3.5M
Parking stalls:
Existing: 35
Proposed: **45**

PHASE: Market

Estimated cost:
\$6.3M - \$7.7M
Parking stalls:
Existing: 127
Proposed: **109**

PHASE: Boistfort

Estimated cost:
\$1.7M - \$2.2M
Parking stalls:
Existing: 12
Proposed: **6**

Preferred Concept B Plan

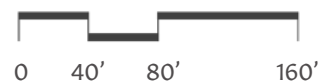


Phasing Diagram





NORTH



PHASE: Intersections

Estimated cost:
\$6.2M - \$7.7M

Total Tree Count:
Existing: 23 trees
Proposed: **170 trees**

Total parking stalls:
Existing: 226 stalls
Proposed: **245 stalls**

PHASE: Perimeter

Estimated cost:
\$15.8M - \$19.5M
Parking stalls:
Existing: 55
Proposed: **85**

PHASE: North Lots

Estimated cost:
\$2.9M - \$3.5M
Parking stalls:
Existing: 35
Proposed: **45**

PHASE: Market

Estimated cost:
\$6.3M - \$7.7M
Parking stalls:
Existing: 127
Proposed: **109**

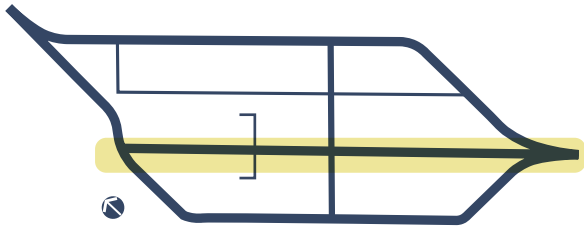
PHASE: Boistfort

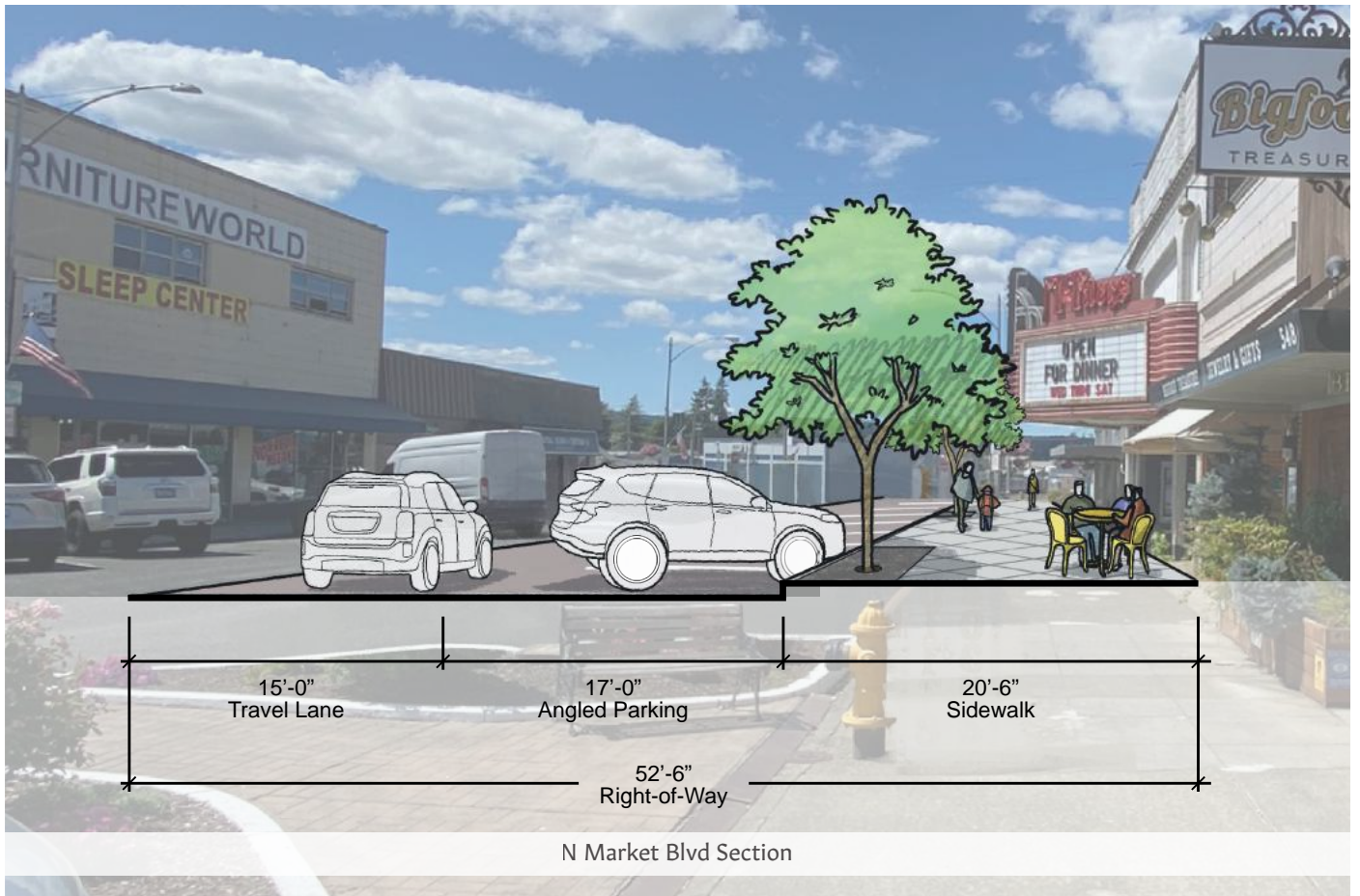
Estimated cost:
\$1.7M - \$2.2M
Parking stalls:
Existing: 12
Proposed: **6**

N Market Blvd

- Intersection improvements on the north and south ends of N Market Blvd provide for continuous traffic flow and reduce conflicts.
 - Roundabout at the south end of N Market Blvd
 - NW West St squared to N Market Blvd to simplify the north intersection
- ADA parking stalls incorporated within the angled parking areas.
- Designated mid-block loading areas allow for trucks and delivery vehicles to limit blocking the roadway.
- Street trees provide shade and greenery without obscuring store fronts or blocking sidewalk access
- Widened pedestrian zone allows for more space for outdoor seating, restaurant patios, and event overflow.
- Potential designated multi-use pathway along the east side of Market for increased grant funding opportunities.
- Flexible-use parking lot on the north end of N Market Blvd with a more efficient layout adjacent to existing restrooms.

KEY MAP

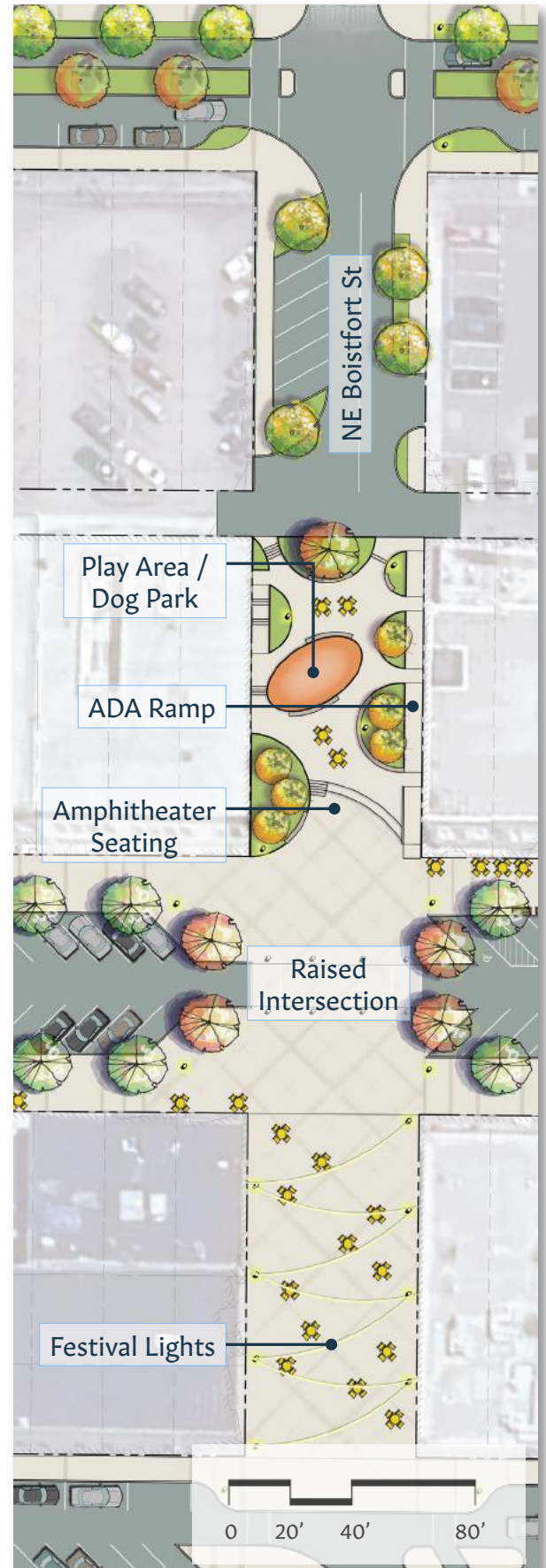
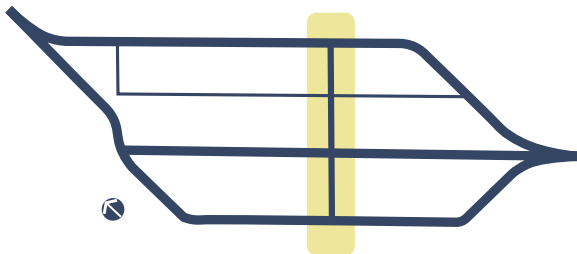




NE Boistfort St

- Pedestrian Plaza with limited vehicular access for events and farmers market.
- Terraced parklet for events, farmers market spill-over, and passive gathering.
- Opportunities for amenities like a small playground or dog park.
- Raised table intersection for continuous transition between parklet and pedestrian plaza and provides traffic-calming for pedestrian safety.
- Benches, movable tables and chairs, and festival lighting to enhance the pedestrian experience.

KEY MAP





Terraced Parklet, NE Boisfort St

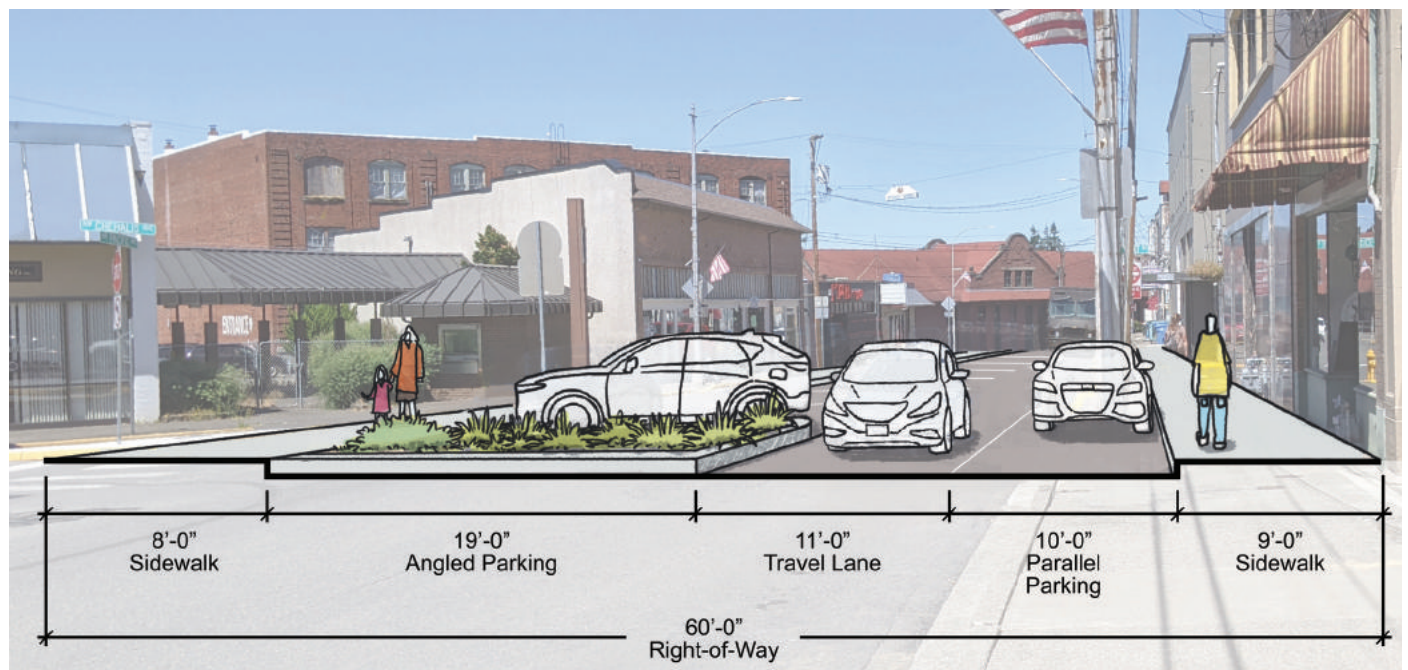


Pedestrian Plaza, NE Boisfort St

NW Pacific Ave (includes NW Front St + NW Park St)

Concept A

- Lane reduction to one lane, one-way, to improve pedestrian access across the urban core of downtown Chehalis.
- Increase parking availability near store fronts and farmers' market.
 - Angled parking on the west side of NE Pacific Ave.
 - Parallel parking and loading zones on the east side.

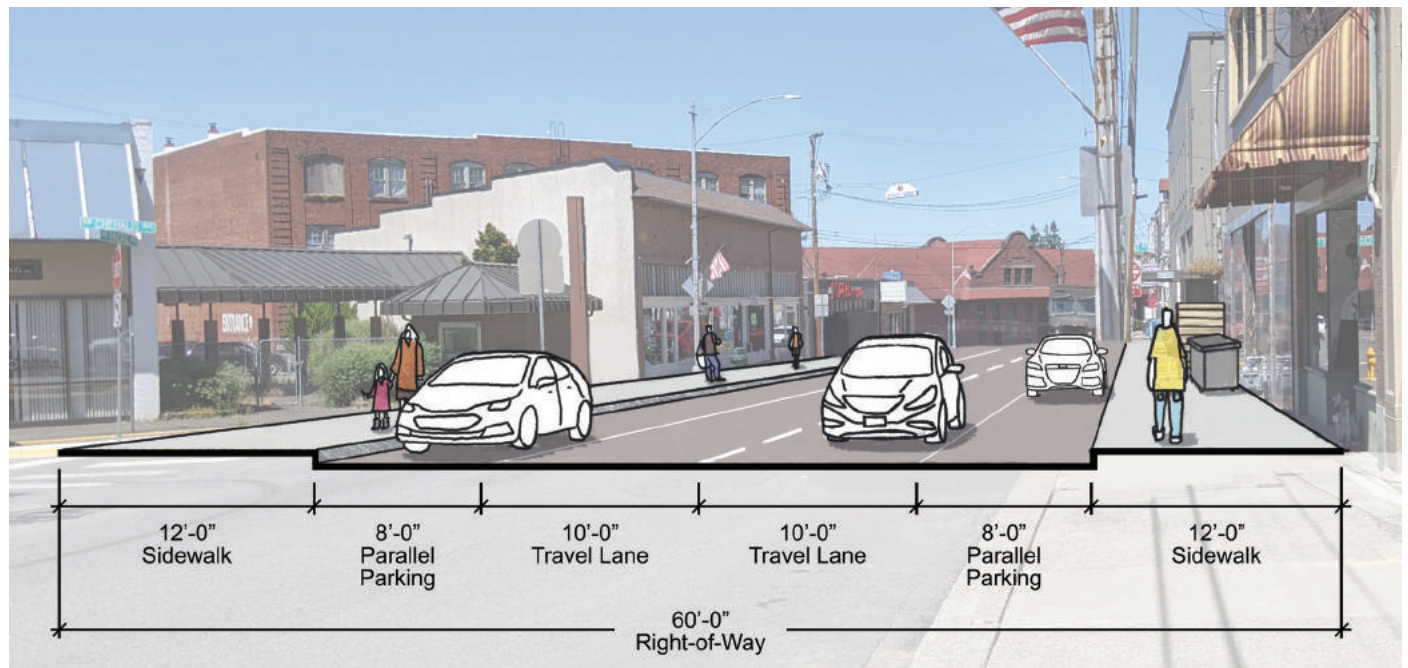
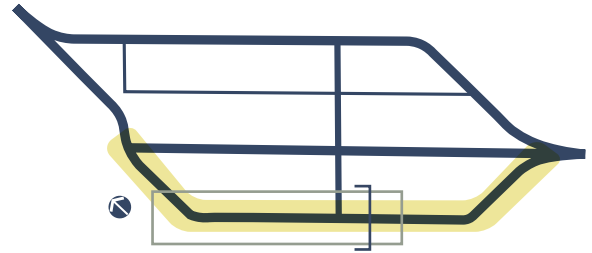


Proposed Concept A Section of NW Pacific Ave Looking North

Concept B

- Current traffic pattern as part of the one-way couplet that bypasses downtown Chehalis.
- Sidewalk bump-outs reduce the crossing distance for pedestrians and provide traffic-calming.
- Parallel parking on east and west sides of the roadway
- Designated loading zones where many business back-entries are located.

KEY MAP

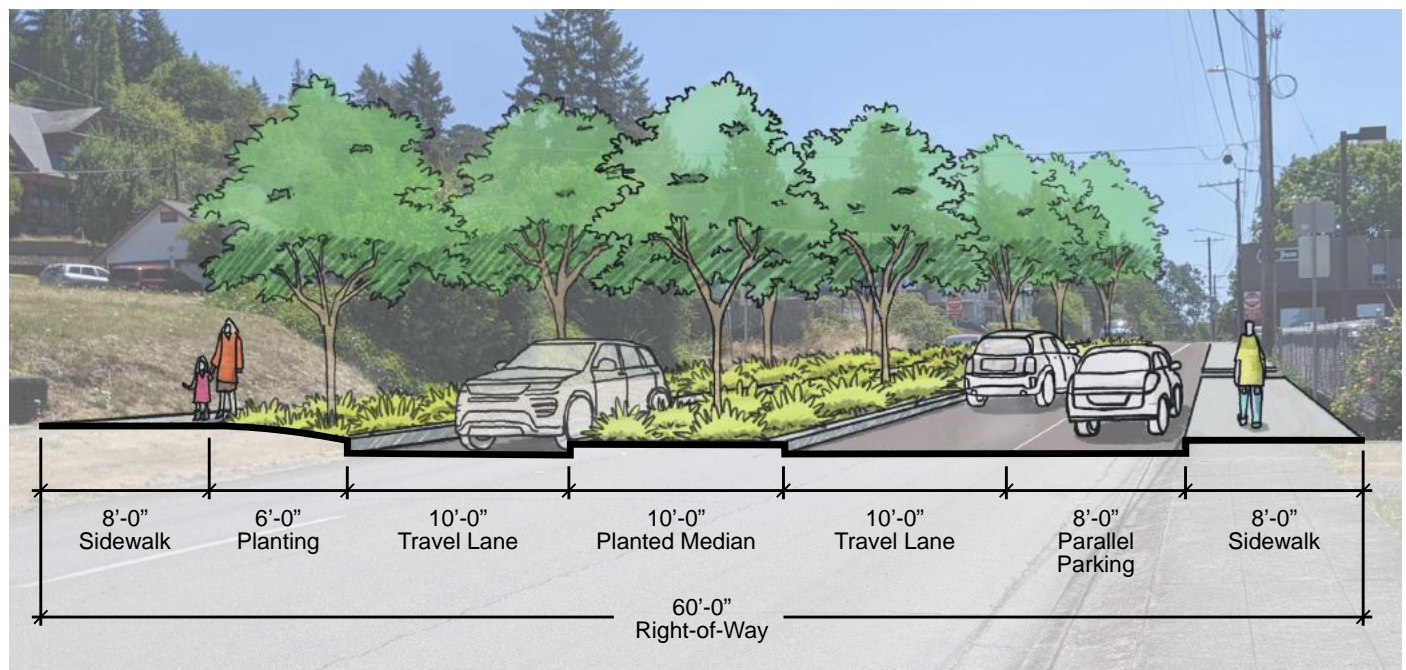


Proposed Concept B Section of NW Pacific Ave Looking North

NE Washington Ave (includes NE Cascade Ave, NE Division St & N National Ave)

Concept A

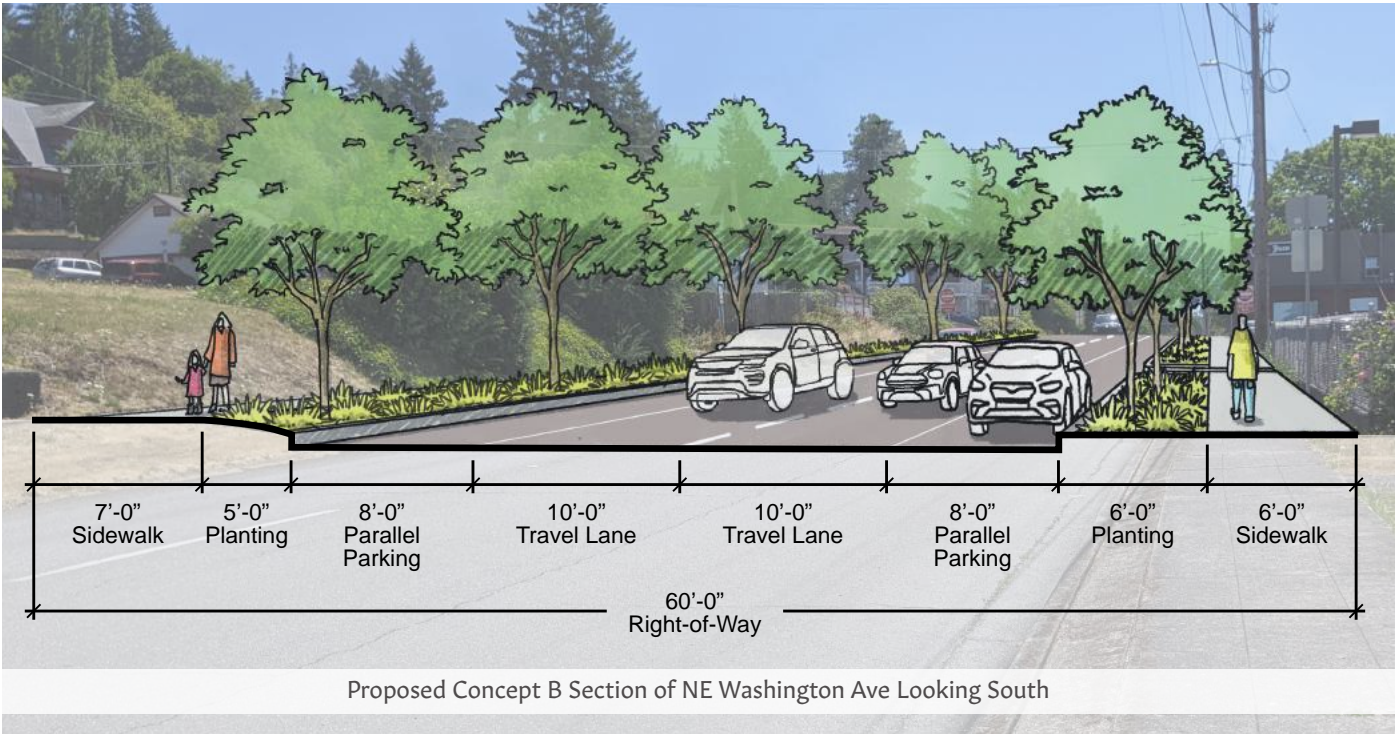
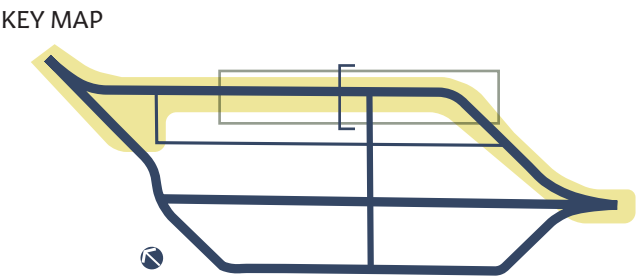
- Two-way boulevard with one lane in each direction and a planted median.
- Truck apron at NE Cascade Ave and NE Washington Ave allows for the turning radius of trucks with the traffic-calming benefits of maintaining a narrow roadway for passenger vehicles.
- One lane of parallel parking on the west side of NE Washington Ave, uphill from N Market Blvd.
- C-curb at NE Cascade Ave and NE Washington Ave prevents unsafe turning movements.



Proposed Concept A Section of NE Washington Ave Looking South

Concept B

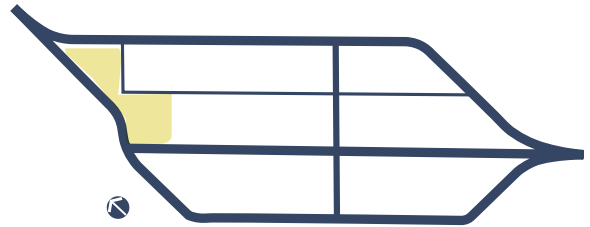
- Current traffic pattern as part of the one-way couplet that bypasses downtown Chehalis.
- Sidewalk bump-outs reduce the crossing distance for pedestrians and provide traffic-calming.
- Parallel parking on east and west sides of the roadway.
- Access to and from NE Boistfort St and NE Division St.



NE Division St

- Improved layout of existing parking lot.
- Access is limited to NE Washington Ave, and from the alley.
- Additional parking in the traffic triangle.
- More accessible green space to N Market Blvd and businesses

KEY MAP



Festival Flexibility

The North Lots were also designed with site flexibility in mind to accomodate events such as festivals. There is an open area large enough to support a temporary stage and the parking lot can fit dozens of tents. With a barrier of trees between N National Ave and the lot, the area will feel protected from traffic. Additionally, the added parking lot north of the main lot will be able to provide much needed parking for such a festival.



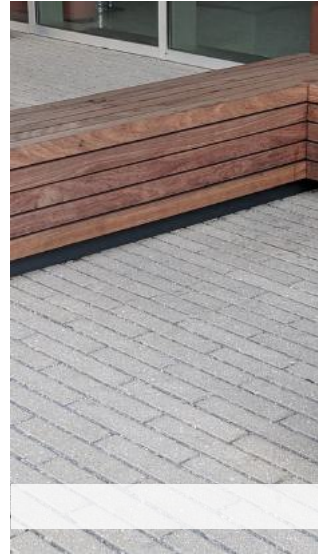
Character Concepts

While the physical layout and flow of Downtown Chehalis may see the greatest level of change, these do not address all of the elements that contribute to a rejuvenated commercial core. Three distinct character-types were developed that respond to Chehalis's history, geographical context, and aspirations for public comment.

Shifting Sand

- Chehalis translates to “shifting sand” in the language of the Lower Chehalis Tribe
- References the natural abundance of the region and history of the timber industry in Chehalis
- Wood tones, dark green, and organic shapes

Color Palette



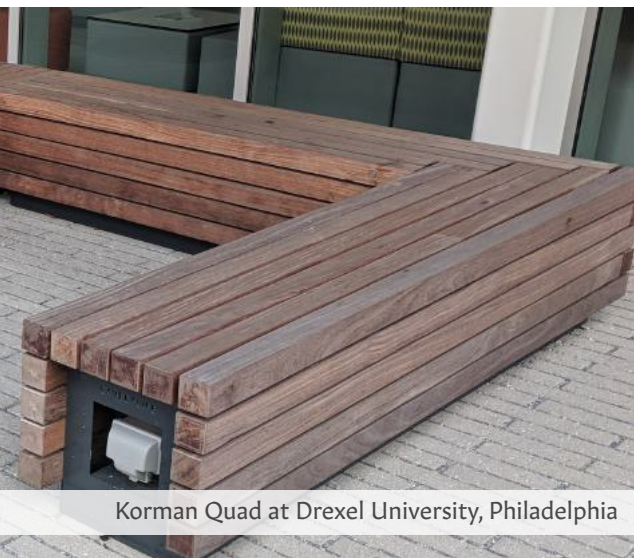
Existing site furnishings on N Market Blvd



Contemporary Public Bench, FGP Bench by Landscape Forms



Sequoia Series Lighting by ANP



Korman Quad at Drexel University, Philadelphia



Organic paving treatment



Pacific Northwest forest



MultipliCITY Bike Rack, Landscape Forms



Meandering Chehalis River

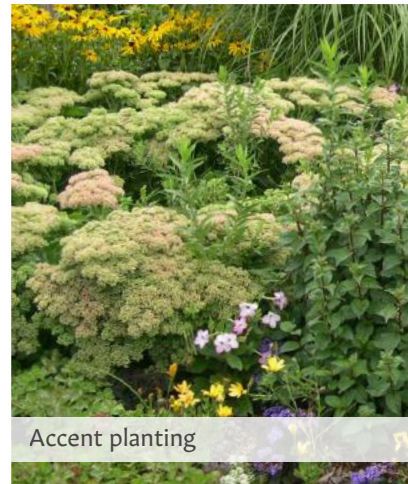
Character Concepts

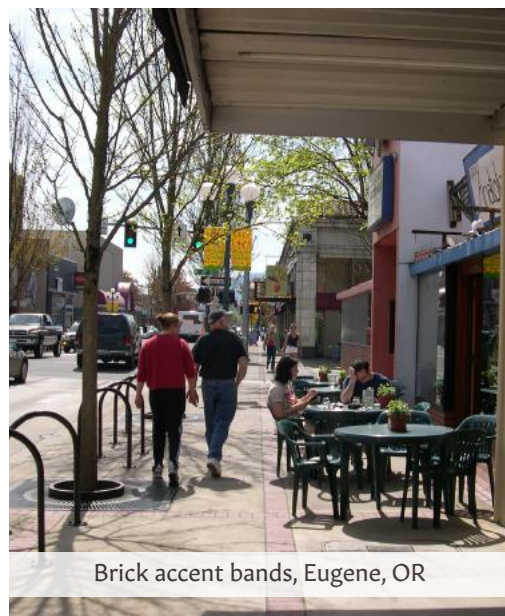
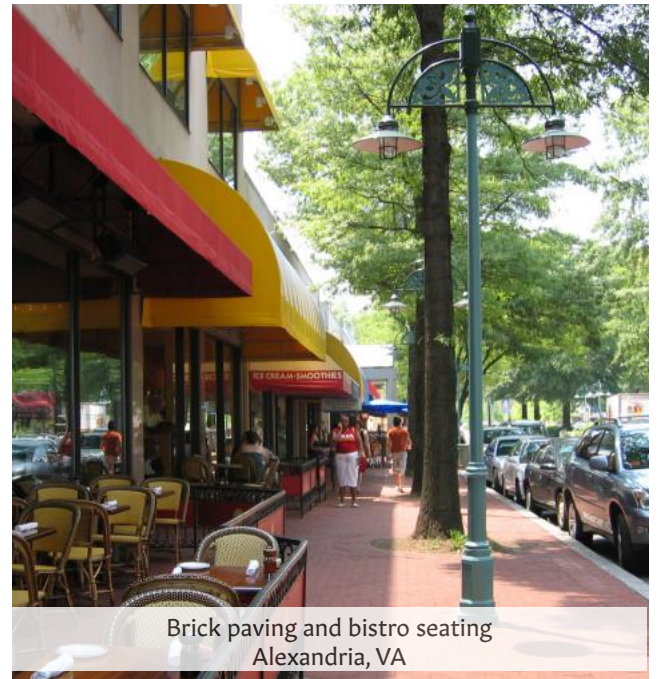
Americana

- Inspired by the current character of Historic Downtown Chehalis
- References the industrial history of the railroad and American craftsmanship
- Wrought iron, classic silhouettes, and brick



Color Palette





Brick accent bands, Eugene, OR

Brick paving and bistro seating
Alexandria, VA

Americana style kiosk example,
Alexandria, VA

SFP Bike Rack, Urban Accessories

Character Concepts

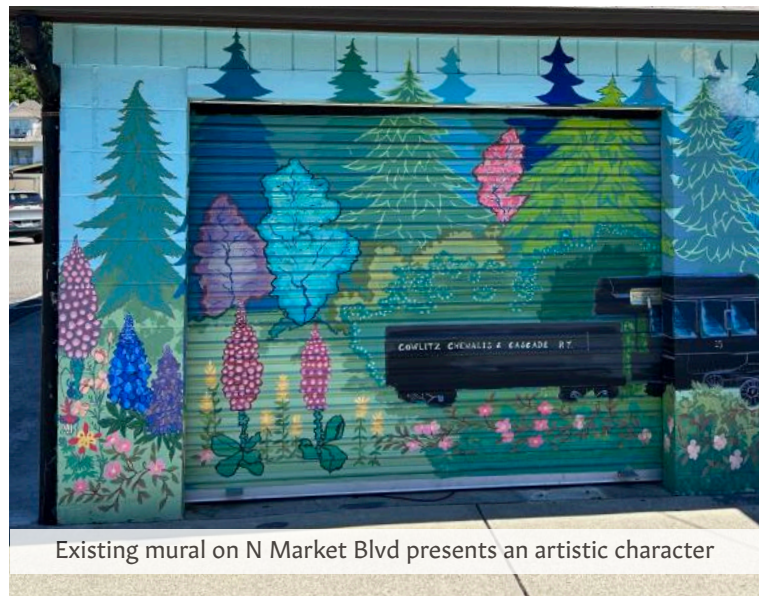
Chehalis Renaissance

- Inspired by murals and playful street elements within the project area
- Reflects the creative community in the project site with artistic flair
- Bright colors, fun shapes, unique and festive

Color Palette



Artistic light fixture and pole



Existing mural on N Market Blvd presents an artistic character



Bicycle Rack, Santa & Cole



Unique and artistic paving treatment



Glide Bench, Landscape Forms



Existing kiosk signage



Lakeside Litter by LF



Artistic, eye-catching bistro seating by Landscape Forms



Prairie Fixture, Sternberg Lighting



Festival lighting over a street,
Cle Ellum, WA

Overview

The third phase of public outreach sought public feedback on the preferred concepts and character of Downtown Chehalis. The two preferred concepts were presented at an open house event, in conjunction with three character concepts. Preferred character images featured images of site furnishings, pavement finishes, and inspirational images to evoke a sense of identity that respondents connect with. Following the open house, an online survey was published with the materials presented at the open house as well as additional questions regarding programming and open-ended responses for respondents who were not able to attend the open house. These outreach efforts were followed by presentations to the Historic and Planning Commission and City Council. Feedback from this phase was incorporated into the Final Master Plan and recommendations for implementation. See Appendix C: Community Outreach.

Open House #3

A third open house event was held at Mint City Coffee on the evening of January 23, 2025 from 5 – 7pm. Like the previous open house events, this was a casual, conversational setting. Chehalis residents and business-owners were invited to review and comment on concept development and to provide input on a preferred character for Downtown Chehalis. Approximately 50-70 people attended.



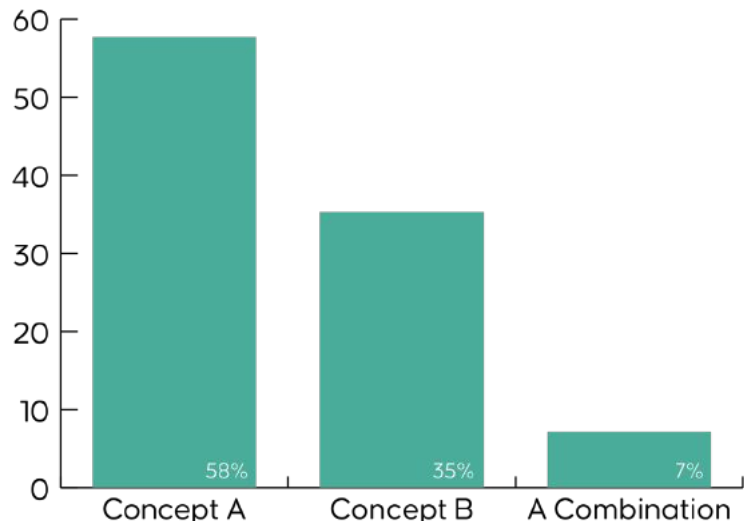
Open House Event #3 at Mint City Coffee

Survey #3

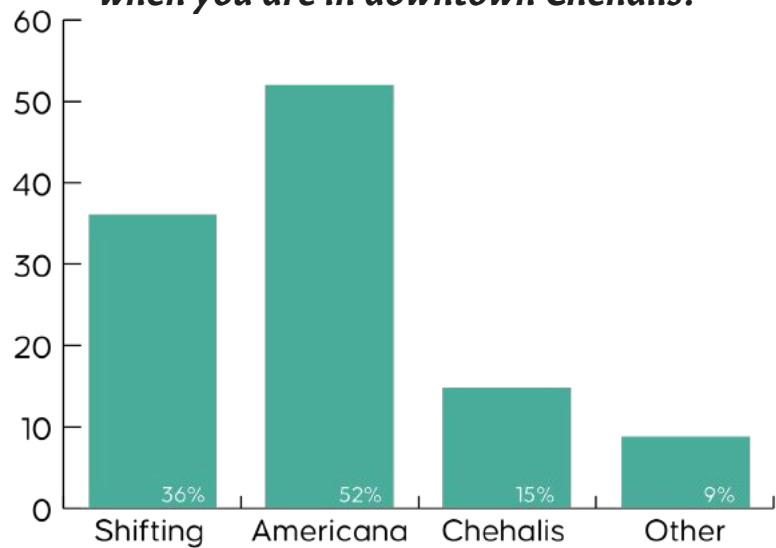
Accompanying the final open house, this survey opened from January 23 to February 21, 2025, to capture community opinions on the preferred concepts. 168 people participated in this survey. Chehalis’s population is approximately 7,500 and to achieve a 95% confidence ranking and an 8% margin of error, only 148 respondents were needed. Overall, people preferred Concept A with 58% of the vote whereas Concept B had 35% of the vote. 7% of respondents indicated that they preferred a combination of the two concepts. Americana was the preferred character of the three options

presented. Respondents were also asked what kind of activities or events they would like to see in Downtown Chehalis. This question, though more targeted towards programming, helps to establish an understanding of space size and distribution within the project area that would be needed to support future events. Respondents indicated that they were most interested in attending markets, festivals, and parades in Downtown Chehalis. Nearly half of respondents indicated interest in children’s activities, volunteering, or club activities.

Which concept do you prefer for NE Washington Ave and NW Pacific Ave?



We’ve heard from the community that you want Downtown Chehalis to look the way it feels. Which of the characters shown below match the feeling you have or want when you are in downtown Chehalis?





Advisory Committee:

- January 23rd, 2025
- Reviewed Open House #3 Materials and discussed Preferred Concepts
- Discussed the implementation plan, including phasing order and costs
- Discussed opportunities for integrated wayfinding to limit visual clutter
- Discussed potential alley improvements to ensure better access for large delivery trucks
- Discussed parking management strategies



Planning Commission:

- March 11th, 2025
- Reviewed project progress to date, including Open House #3 materials and survey results
- Discussed outreach approach and engagement levels
- Commissioners expressed concern for parking loss in some areas due to proposed ADA parking stalls



Historic Preservation Commission:

- February 19th and March 19th, 2025
- Met in February and March
- Reviewed project progress to date, including Open House #3 materials
- Reviewed the Framework for Historic Preservation Guidelines document
- Discussed the ways in which art and site furnishings, including lighting and informational signage, establish or support the historic character of the project area



City Council:

- March 24th, 2025
- Reviewed project progress to date, including Open House #3 materials and survey results
- Discussed parking options, including angled parking on NW Pacific Ave and NE Washington Ave
- Discussed street tree maintenance concerns and recommendations

- Concept A was preferred by most open house attendees and survey respondents.
- Americana was the preferred character for Downtown Chehalis by most open house attendees and survey respondents.

4

Final Master Plan

- Overview
- Concept Master Plans
- Character Board Enlargements
- Trash Enclosure Enlargements
- Historic Downtown Character & Site Elements
- Street Trees

Overview

Due to the significant changes to the traffic flow proposed by Concept A, City staff directed that the project move forward with two master plan concepts. This provides the City with the option of improving the infrastructure and aesthetic qualities of the project area with or without adjusting the existing one-way couplet that bypasses much of the Historic Downtown. Following the preferred concepts phase, design refinements and minor revisions were made to ensure that the final master plan concepts further supported the project's goals and the community's vision while ensuring that the master plans are constructible. The final master plans for Downtown Chehalis were developed by incorporating ideas, interests, and comments from the public outreach process, City staff, the Historic Preservation and Planning Commissions, City Council, and by evaluating that feedback against the vision and goals for the project. The overall concept is centered around the desire to create a safer and more welcoming environment, to foster a sense of community, and to support economic prosperity of Chehalis. The final master plans provide recommendations for enhancing the pedestrian experience and safety and creating opportunities for community events, while optimizing traffic flow and improving roadways.

Design refinements and minor revisions include:

- Exploration of trash enclosures on NW Pacific Ave to enhance the pedestrian experience while maintaining utility and logistical access.
- Identifying pedestrian amenity zones for N Market Blvd, including locations for site amenities and pavement treatments.
- Street tree species selection.
- Additional crosswalks on NE Washington Ave to respond to community comments.
- Adjustments on the west side of NE Washington Ave to better integrate existing driveways.

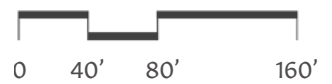
This plan was adopted by Chehalis City Council on April 28, 2025.

Concept A Master Plan





NORTH

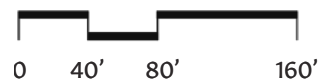


Concept B Master Plan

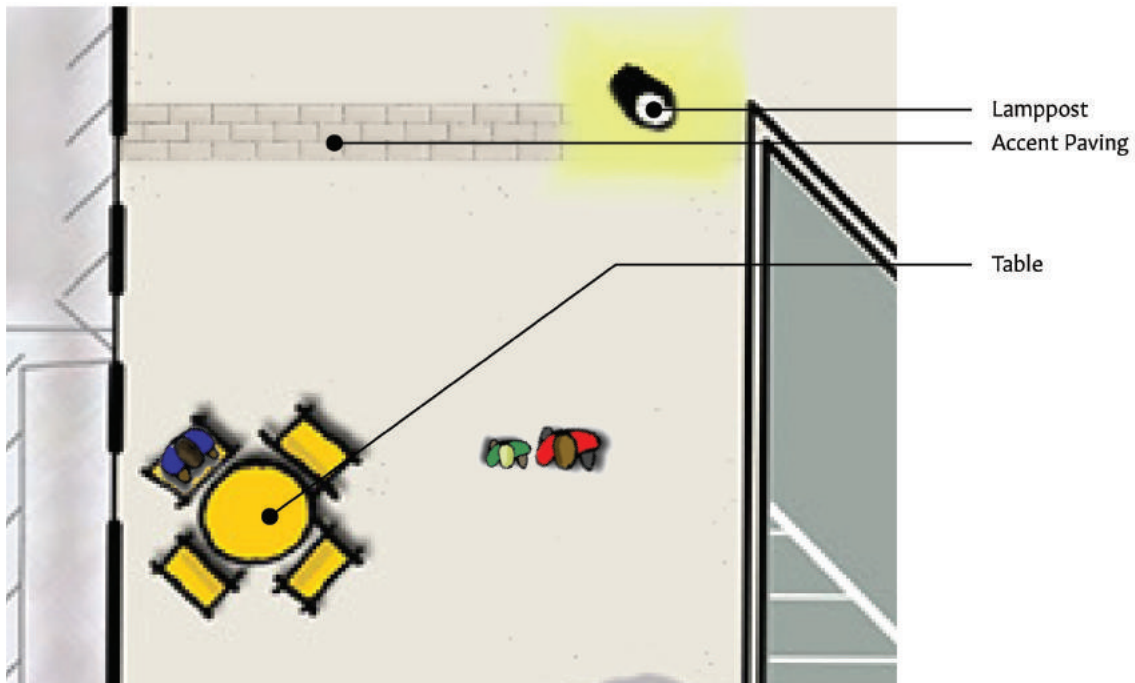
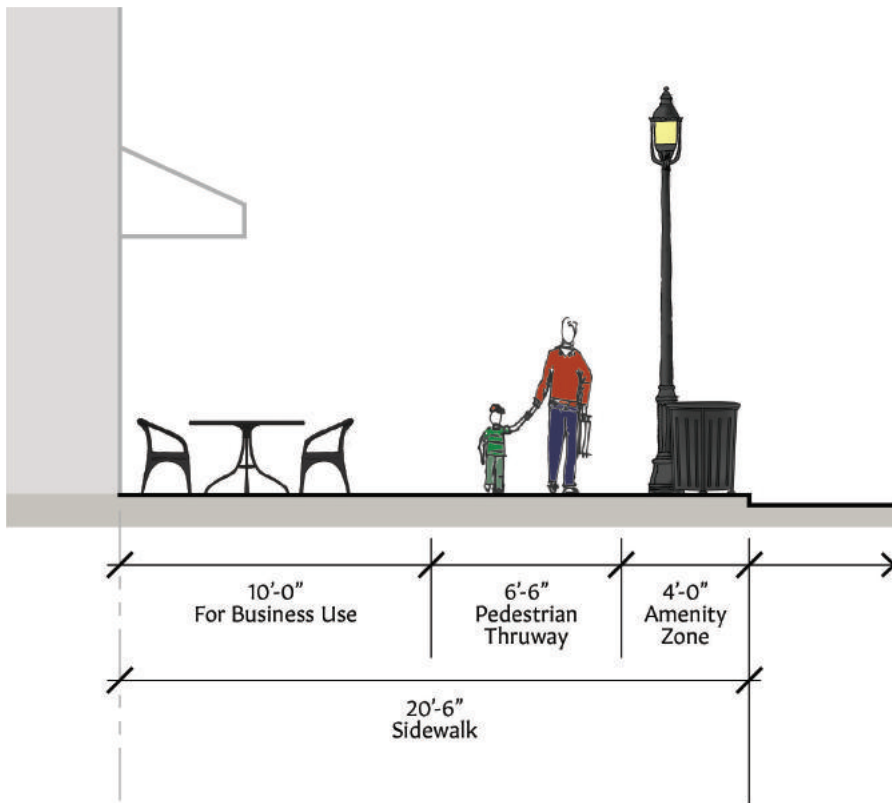




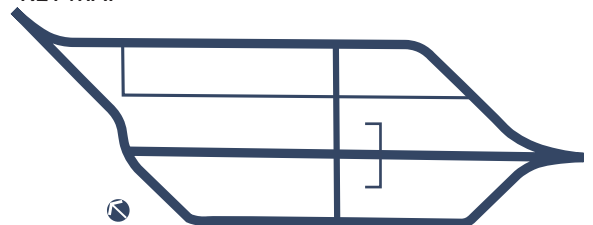
NORTH

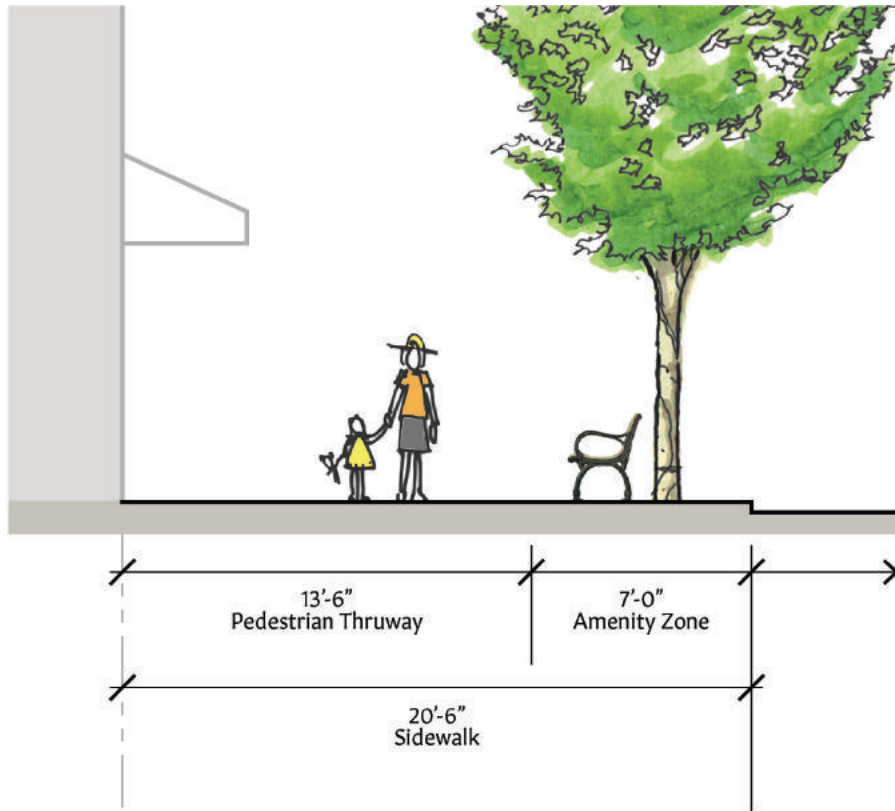


N Market Blvd Sidewalk Treatments



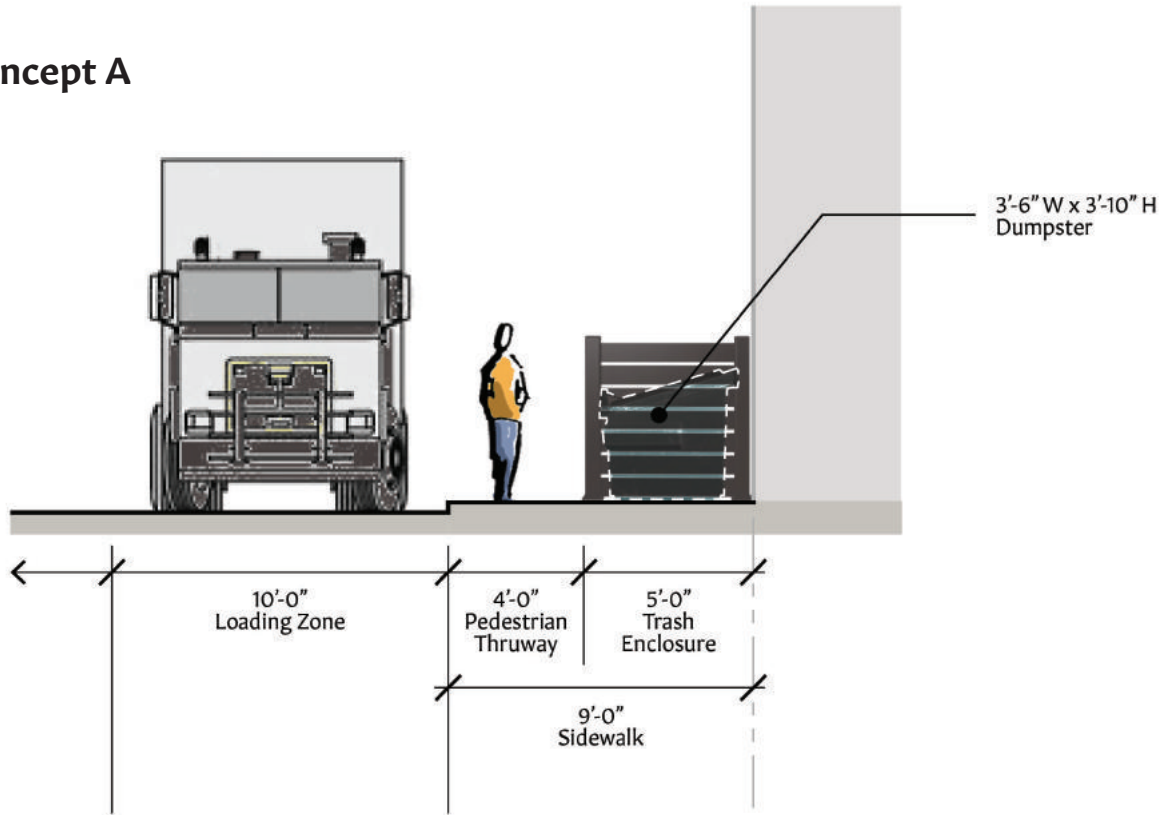
KEY MAP



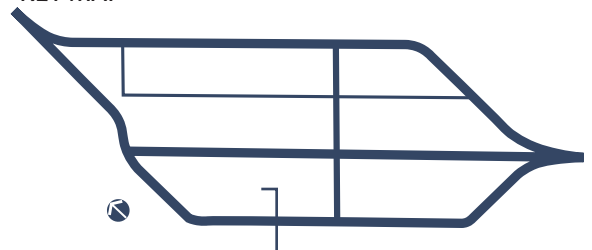


Trash Enclosure Enlargement

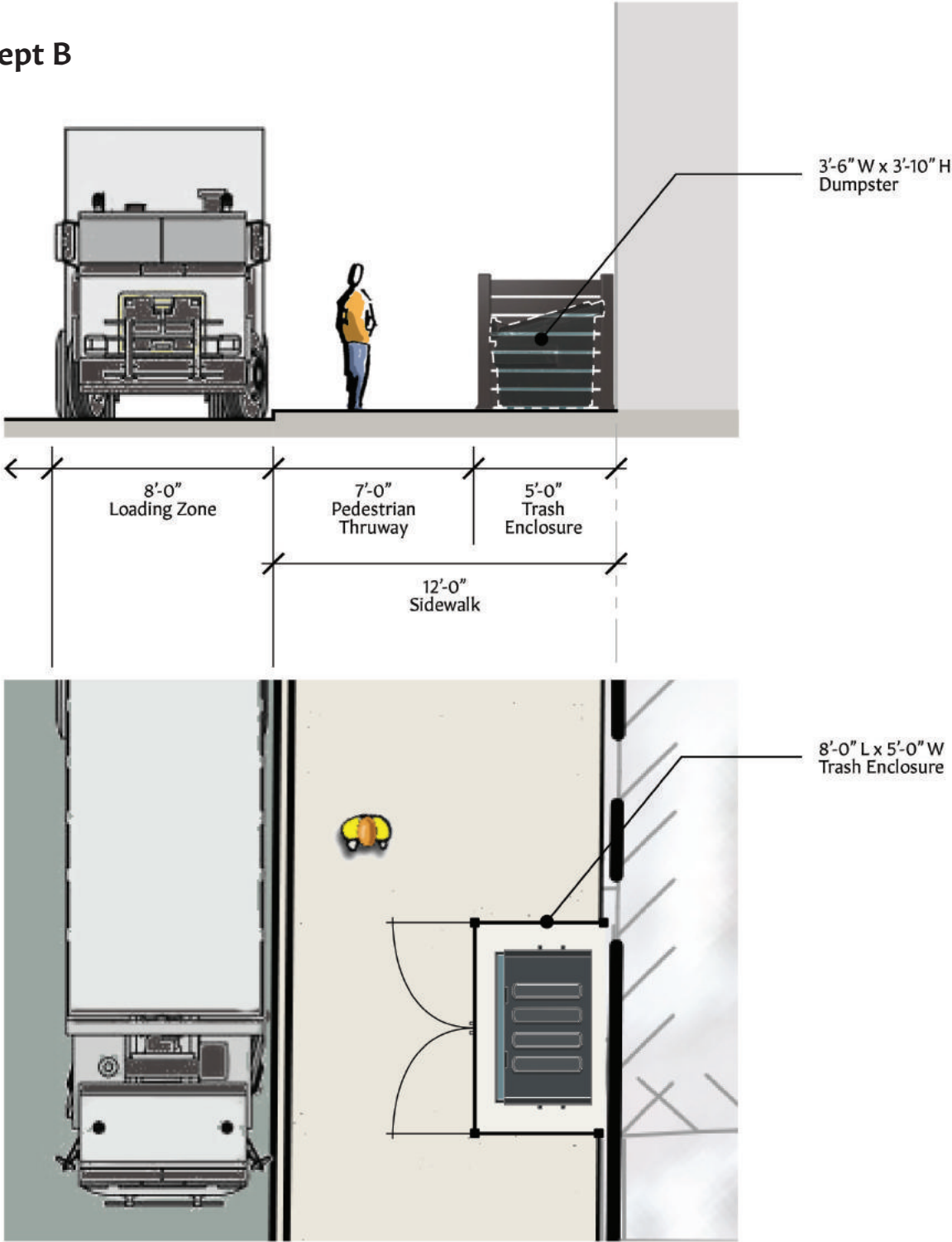
Concept A



KEY MAP



Concept B



Historic Downtown Character & Site Elements

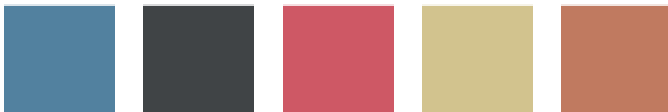
Following Phase 3: Preferred Alternatives, the preferred character for Downtown Chehalis was narrowed down to the “Americana” option. This character option builds upon the historical charm already present within the project site.

Elements that support an Americana character include:

- Use of brick as an accent paving type.
- Prevalence of wrought iron or black-painted site furnishings, including benches, light poles, waste receptacles, bike racks, and wayfinding signage.
- Gateway feature unique to the project area and its history. The community indicated that they do not want an arched gateway feature but other gateway features may include:
 - Monument Sign for the City
 - Sculpture / Land Art installation

In addition to enhancing the historic character of the project area, the community made requests to make NW Pacific Ave feel less utilitarian with frontage improvements that included undergrounding utilities, screening waste bins, and provide space for store fronts to invite shoppers into their businesses.

Color Palette



SFP Bike Rack, Urban Accessories



Existing light fixture on NW Pacific Ave adjacent to project area; Stresscrete Group King Luminaire with Hapco York Series Pedestrian Pole



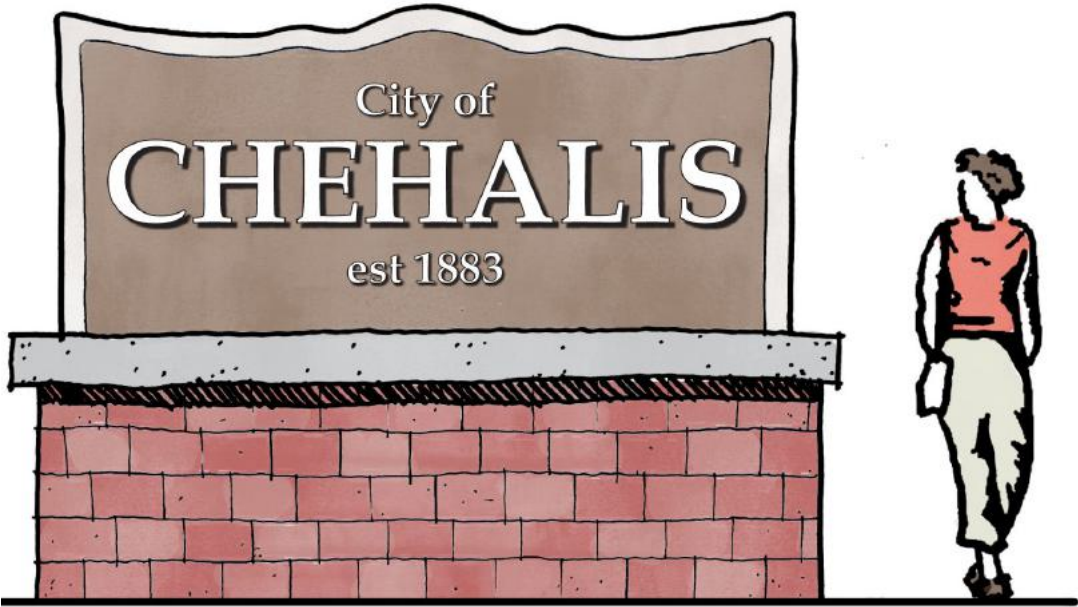
Plainwell Bench, Landscape Forms



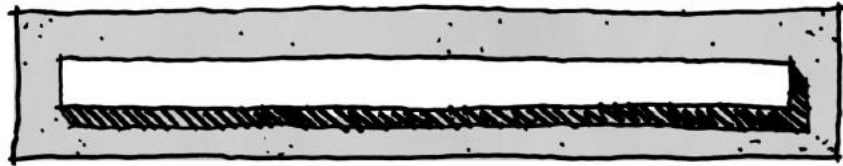
Scarborough Litter, Landscape Forms

Gateway Signage Option 1

Elevation

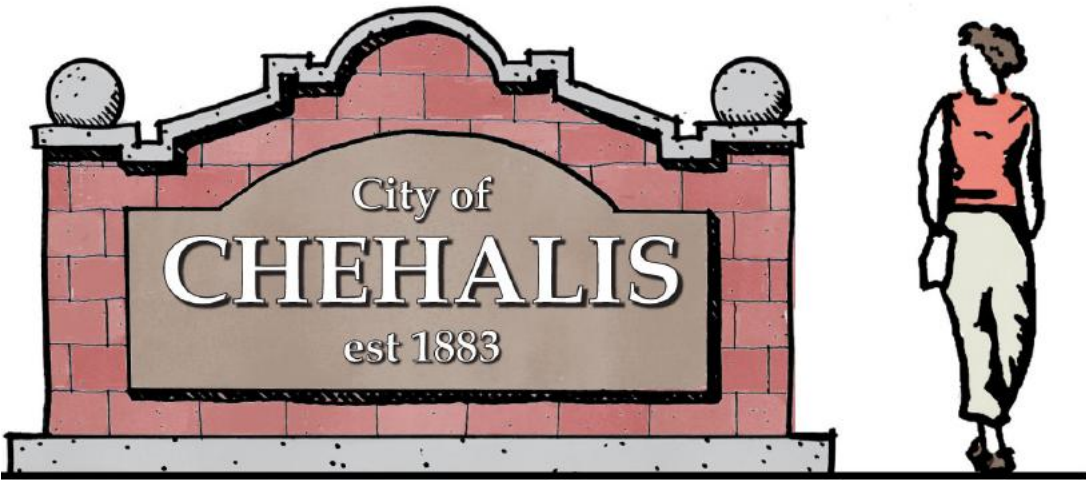


Plan



Gateway Signage Option 2

Elevation



Plan



Street Trees

Street trees offer many benefits to the community, including shade and comfort for pedestrians, a natural cooling effect in the summer so that buildings require less energy use, and stormwater management and mitigation. The trees recommended here incorporate maintenance concerns City staff had. The goal of this plan is to propose suitable street trees that would provide the benefits listed above but remain relatively low maintenance, allowing the City of Chehalis to better serve the community.

Attributes of a suitable street tree include:

- **Deciduous species** – Deciduous trees provide the benefits of shade in the summer while allowing for more sun exposure in the winter.
- **Narrow form** – A narrow form is preferred along roadways to prevent trucks and large vehicles from damaging branches and maintains visibility of businesses.
- **Small leaf size** – Small leaves tend to biodegrade at a faster rate than large-leafed species, keeping paved surfaces clear of leaf debris in the fall and winter when rain and ice may make these surfaces slick when covered in a layer of leaves.
- **Tree spacing** – Small-leafed tree species tend to provide a light shade that keeps sightlines open and reduce contrast between shaded and unshaded areas which improves safety for high-conflict areas where pedestrians and vehicles cross one another.
- **Small or no seed pods or fruit** – Similar to small-leafed tree species, small-fruit or no-fruit bearing trees are preferred in areas adjacent to paving to reduce litter on the street.
- **Seasonal interest** – Street trees with interesting fall foliage or spring blooms provide added interest for visitors and can be used to identify the Downtown Chehalis district as distinct from its neighbors.
- **Urban Environment Tolerance** – Some tree species are better suited to the urban environment which can include compacted soils, drought-like conditions, root disturbance, pollution, pest and disease, and vandalism.

Recommended tree species include:

Golden BellTower™ Parrotia

Parrotia persica 'Crishaven1' PP 28584

- Adaptable to urban soil conditions, disease-resistant, storm-resistant branch structure
- Reaches 30 feet in height and 12 feet in width with a columnar to oval form
- Fall color ranges from golden yellow to orange



Musashino Zelkova

Zelkova serrata 'musashino'

- Wind, drought, and pollution tolerant
- Reaches 45 feet in height and 15 feet in width with a columnar form
- Fall color is yellow



Emerald Avenue Hornbeam

Carpinus betulus 'JFS-KW1CB' PP 22814

- Heat tolerant
- Reaches 40 feet in height and 28 feet in width with a pyramidal to ovate form
- Fall color is yellow



MaacNificent® Maackia

Maackia amurensis 'JFS-Schichtel1'

- Heat and drought-resistant
- Reaches 30 feet height and 22 feet width with an upright vase form
- Produces showy white flowers in the summer
- Fall color is yellow



5

Project Implementation

- Overview
- Phasing
- Planning-Level Cost Estimates
- Prioritization
- Permitting
- Grants Funding Opportunities

Overview

The Downtown Chehalis Rejuvenation project is a comprehensive streetscape planning and design project focused on enhancing Historic Downtown Chehalis while preserving its historic charm and character. The project seeks to balance historic preservation with addressing modern infrastructure needs, ensuring that the downtown corridor remains a vibrant, accessible, and functional corridor for businesses, residents, and visitors. The Downtown Chehalis Rejuvenation project will plan and implement a preferred concept to improve the streetscapes and public spaces within the Chehalis downtown corridor.

Phasing

Though there is no current funding, the project can be phased for more manageable costs by street segment or section. The Planning-Level Opinions of Cost prepared assume that the project will be divided into the five project segments described below.

- **Phase Intersections:**
 - Intersection Improvements at N Market Boulevard
- **Phase Market:**
 - N Market Boulevard
- **Phase Perimeter:**
 - NE Washington Avenue and NW Pacific Avenue
- **Phase Boistfort:**
 - NE Boistfort Street
- **Phase North Lots:**
 - North Parking Lots

Under any phasing scheme that introduces at least a second phase for the study area, the design work should identify and design for future-phase needs.

One item to focus on is stormwater design and management to ensure that subsequent phases can be designed without needing to add additional high-cost detention and treatment facilities. Similarly, identifying assumed phasing plan early can streamline the permitting process.

PHASE: Intersections

Parking Stalls:
Not Applicable

Tree Count:
Existing: 3
Concept A: **13**
Concept B: **16**

PHASE: Market

Parking Stalls:
Existing: 127
Concept A: **109**
Concept B: **109**

Tree Count:
Existing: 0
Concept A: **56**
Concept B: **56**

PHASE: Perimeter

Parking Stalls:
Existing: 55
Concept A: **80**
Concept B: **85**

Tree Count:
Existing: 20
Concept A: **79**
Concept B: **67**

PHASE: Boistfort

Parking Stalls:
Existing: 12
Concept A: **6**
Concept B: **6**

Tree Count:
Existing: 0
Concept A: **11**
Concept B: **11**

PHASE: North Lots

Parking Stalls:
Existing: 35
Concept A: **45**
Concept B: **45**

Tree Count:
Existing: 0
Concept A: **20**
Concept B: **20**

Total parking stalls:
Existing: 226 stalls
Concept A: **240 stalls**
Concept B: **245 stalls**

Total Tree Count:
Existing: 23 trees
Concept A: **170 trees**
Concept B: **161 trees**



Planning-Level Cost Estimates

Planning-level opinions of cost are provided for each phase. These are high-level cost estimates, reflecting approximately a 5% level of design and include contingency factors (30%-50%) to account for uncertainty, which is standard practice for planning-level evaluations like this. The opinions of

cost includes roadway construction, environmental and permitting, engineering, and construction management costs. An additional 30% contingency was applied to reflect uncertainties in the scope of the segments.

The following notes and assumptions were considered through development of the opinions of cost:

Cost Assumptions

Pavement, sidewalk, and curb ramps will all be replaced with the project.

Full depth pavement replacement is assumed on all segments.

Driveway reconstruction will require temporary construction easements.

New storm sewer pipe and structures are required alongside new curb and gutter and new storm structure spacing is 250 feet on center.

Ungrounding of above ground utilities.

Sewer and water utility upgrades costs are not included.

Permit costs are based on assumed federal funding sources or nexus and therefore include SEPA, NEPA, critical areas report, arborist report, and full biological assessments.

Environmental costs include permitting in final design, construction compliance, and temporary water pollution and erosion control.

The following items are estimated as total construction cost:

	Subtotal	Mobilization & Overhead (10%)	Contingency (30%)	Sales Tax (8.4%)	Construction Total	Soft Costs (15%)	Total Phase Cost
PHASE: Intersections	\$5.3m	\$534,000	\$1.6m	\$450,000	\$13.3m	\$800,000	\$8.7m
PHASE: Market	\$5.8m	\$582,000	\$1.7m	\$490,000	\$8.6m	\$892,000	\$9.6m
PHASE: Perimeter Concept A	\$12.3m	\$1.2m	\$3.7m	\$1m	\$18.2m	\$1.9m	\$20.1m
PHASE: Perimeter Concept B	\$12.3m	\$1.2m	\$3.7m	\$1m	\$18.2m	\$1.9m	\$20.2m
PHASE: Boistfort	\$2.6m	\$260,000	\$780,000	\$218,000	\$3.9m	\$315,000	\$4.3m
PHASE: North Lots	\$2.0m	\$199,000	\$596,000	\$218,000	\$3.0m	\$408,000	\$3.2m

The following items are estimated as percentages of the overall construction cost:

(Annual inflation rates were not applied and all costs are presented in 2025 dollars, to be escalated by the City during budgeting.)

2%	OF CONSTRUCTION SUBTOTAL FOR TEMPORARY WATER POLLUTION AND EROSION CONTROL
3%	OF CONSTRUCTION SUBTOTAL FOR SURVEYING
9.8%	OF CONSTRUCTION SUBTOTAL FOR SALES TAX
10%	OF CONSTRUCTION SUBTOTAL FOR MOBILIZATION AND OVERHEAD
15%	OF CONSTRUCTION SUBTOTAL FOR TRAFFIC CONTROL
15%	OF CONSTRUCTION SUBTOTAL FOR CONSTRUCTION ENGINEERING
15%	OF CONSTRUCTION TOTAL FOR FINAL DESIGN
30%	OF CONSTRUCTION SUBTOTAL INCLUDING CONTINGENCY TO COVER ADDITIONAL PROJECT COSTS TO BE IDENTIFIED DURING FINAL DESIGN

Cost Estimates Chart (% of Total, 2025 Dollars)

Prioritization

Several factors must be considered when it comes to prioritization of projects within the larger overall project. These factors include safety, benefit to the public, cost, and funding opportunities.



Safety



Benefit to the Public



Cost



Funding Opportunities

From a safety perspective, if there are locations where there has been a history of collisions, these locations should be prioritized first to address areas known as a risk to public safety.

The proposed roundabout at the 5-leg intersection of NE Cascade Avenue, N Market Boulevard, and NW Park Street should be prioritized within the overall project construction. The roundabout provides improved vehicular circulation with reduced vehicle idle time as well as shortened and safer pedestrian crossings. Roundabouts often score well on grant applications for pedestrian mobility, and this intersection improvement will tie into the anticipated improvements on N Market Boulevard. The intersection at N National Avenue and NW West Street should be prioritized next in order to reconfigure the intersection for the improvements on N Market Boulevard and overall improved traffic flow at the intersection.

Next, the improvements on N Market Boulevard should be prioritized as this area provides the most benefit to the downtown business core and those visiting and supporting the downtown businesses.

By improving N Market Boulevard, those visiting and supporting the businesses as well as the businesses themselves will benefit from aesthetic enhancements, widened pedestrian and amenity zones, and a raised intersection at NE Boistfort Street. The improvements on N Market Boulevard may also attract private development investment which could help fund these improvements.

These improvements could also be paired with a Downtown Revitalization Grant Program to assist businesses with improvements to their storefronts to further increase the benefit to the downtown core. The cities of Everett and Stanwood in Snohomish County, Washington have recently implemented similar programs.

Improvements on NE Washington Avenue and NW Pacific Avenue should be prioritized together within the overall project.

These two streets are very important for bringing vehicular traffic into and out of the downtown area, and improvements along two these streets will need to be coordinated carefully to ensure maintenance of traffic in and out of the downtown during construction.

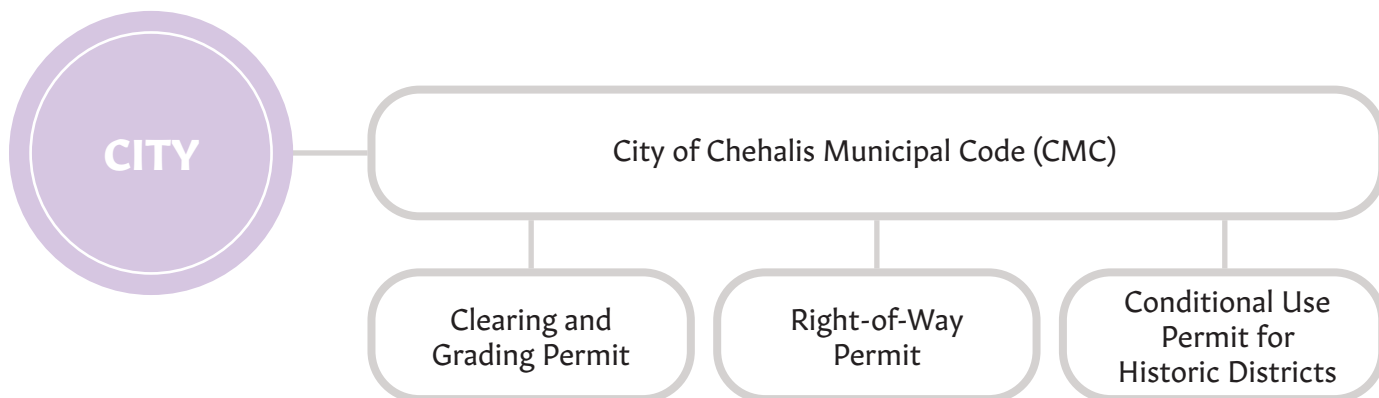
Flexible areas include...

Improvements along NE Boistfort Street are flexible in timing and may attract separate funding sources as it will provide pedestrian-only access and community gathering spaces.

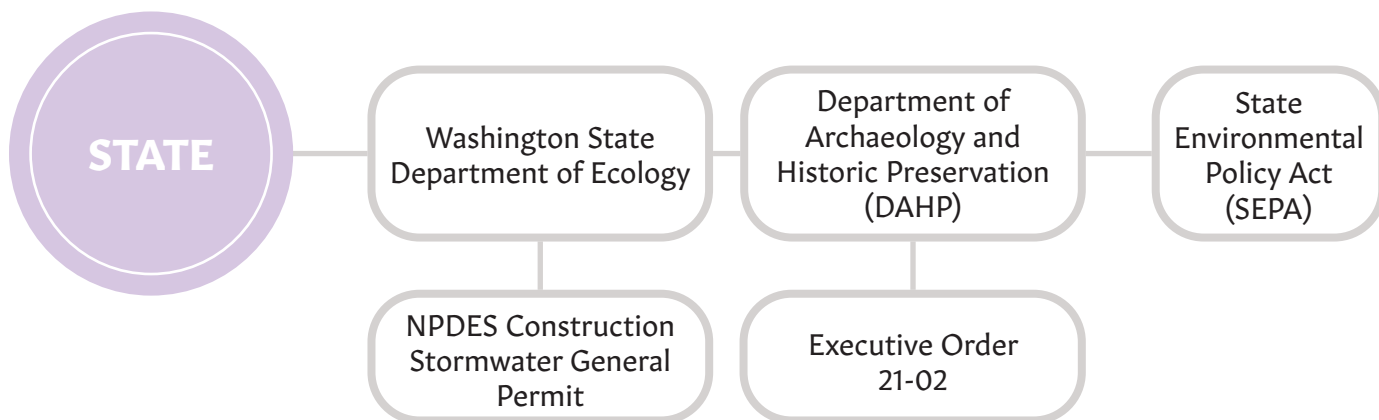
Similarly, the construction of the new northern parking lots to create community gathering spaces and provide improved parking should be constructed in the later stages in order to maintain public parking access during construction of the main roadway improvements along N Market Boulevard, NE Washington Avenue, and NW Pacific Avenue.

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Permitting



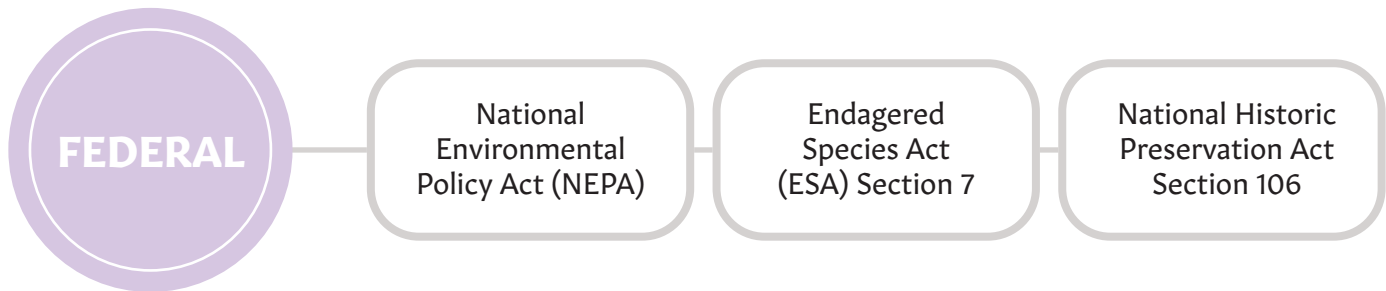
The above City permits will be acquired in accordance the City of Chehalis Municipal Code (CMC) as directed by the City. Work within historic district boundaries would occur after the pre-application meeting and approval by the City development review committee.



NPDES Construction Stormwater General Permit: If land disturbance will exceed one acre, then coverage under the existing National Pollution Discharge Elimination System (NPDES) Construction Stormwater General Permit held by the Washington State Department of Ecology will be required.

Executive Order 21-02: If state funds become available, Executive Order 21-02 review will need to be initiated with the Department of Archaeology and Historic Preservation (DAHP) on potential effects to cultural resources.

State Environmental Policy Act (SEPA): Pursuant to Chapter 17.15 of the CMC and Chapter 43.21C of the Revised Code of Washington (RCW), a SEPA Environmental Checklist will be completed if it is determined that the project does not meet any SEPA exemptions. The SEPA Checklist will determine the potential impacts of the project, significance of those impacts, as well as mitigation measures to avoid, reduce or otherwise compensate for potential impacts. Based on the findings of the checklist, a Threshold Determination will be made, and a Notice of Action Taken will be issued. Unless unforeseen significant impacts are identified through the environmental review, a Determination of Non-Significance is anticipated.



National Environmental Policy Act (NEPA): Currently there is no federal funding for this project. If federal funding does become available, or a if a federal permit is required, a NEPA review would be required. Based on the current anticipated design, the project may qualify for a NEPA Categorical Exclusion (CE); however, if a CE cannot be achieved, a Biological Assessment report would be prepared in conformance with federal NEPA requirements as described below.

Endangered Species Act (ESA) Section 7: If a federal permit is required or federal funds become available, an ESA Section 7 consultation with the US Fish and Wildlife Service and/or National Marine Fisheries Service (collectively the Services) will be required to ensure that listed endangered or threatened species will not be impacted or that designated critical habitats and/or essential fish habitat will not be adversely modified. To initiate Section 7 consultation, a Biological Assessment report would be prepared in conformance with federal NEPA and ESA requirements. The Biological Assessment report would evaluate project impacts and provide an effects determination to be reviewed by the Services.

National Historic Preservation Act Section 106: If a federal permit is required or federal funding becomes available, a NHPA Section 106 consultation will be conducted to identify potential impacts to cultural resources.

For NEPA and SEPA considerations, environmental analysis and documentation will occur in the design phase for the project. Federal documents are assumed to include NEPA CE materials produced in collaboration with WSDOT and the City and will occur in the design phase. The WSDOT CE supporting documents will be produced between the 30% and 60% design phases and are anticipated to include: screening level technical reports for hazmat sources or risks; cultural/historical resources; biological effects; and an environmental justice screening.

SEPA will be evaluated under City jurisdiction and will additionally include critical areas (i.e., wetland/stream considerations) with anticipated critical areas buffers impacts and mitigation regulated under the Chehalis Municipal Code. From our evaluation of the project's segments, all are similar in consideration of permitting.

Grant Funding Opportunities

City transportation projects may be eligible for state or federal grant programs. Grant agencies are the government entity that administer the funds while grant programs are the individual pots of money available. In many instances, a grant agency will administer funds from multiple programs. Perteet has screened out the grant programs that are not applicable to the Chehalis Downtown Rejuvenation project, such as funds for rural roadways.

The preferred concepts for the Chehalis Downtown Rejuvenation project propose a variety of elements that will be seen as valuable to grant agencies, such as:

- Improved safety for all users
- New continuous sidewalks and active transportation options
- Enhanced vehicle mobility with the addition of a roundabout
- Potential to reduce injury collisions
- Improved transit connections
- Community and economic development

Based on the project elements, Perteet recommends considering the following grants to the right as most likely options for success.

Table 1. Recommended Grant Opportunities for Downtown Rejuvenation Project.

	Agency/ Program	Next Call for Projects	Obligation/ Performance	Program Frequency	Maximum Award	Likely Eligible Phases
Federal	Federal Highway Administration (FHWA) – Administered through Washington State Department of Transportation (WSDOT)					
	Highway Safety Improvement Program (HSIP) – City Safety Program*	Feb. 2026	By 2029	Every other year	~\$1.5M	PE/ROW/CN
State	Washington State Department of Transportation (WSDOT)					
	Pedestrian and Bicycle Program (PBP)	Q1 2026	2027-2029	Every other year	~\$3.5M	PE/ROW/CN
	Transportation Improvement Board (TIB)					
	Urban Arterial Program (UAP)	May 2025	2027	Annual	\$1M - \$5M	CN**
	Active Transportation Program (ATP)	May 2025	2027	Annual	~\$1.5M	PE/CN
	Complete Streets Program***	May 2025	2027	Annual	Varies	CN
	Washington State Department of Commerce					
	Community Economic Revitalization Board (CERB)	Jan. 2026	By 2030	Annual	~\$1M	PE/CN

* HSIP funds require agencies to maintain an up-to-date local road safety plan document.

** Construction readiness is 14 points, PE and ROW phases are eligible, but funding of CN only is more likely.

*** Complete Streets Program requires an agency to adopt a complete streets ordinance and submit for eligibility.

Abbreviations List:

PE - Preliminary Engineering

ROW - Right-of-Way

CN - Construction

Recommended

Locations or segments of the Downtown Rejuvenation Project eligible for the funding recommendations are as follows:

1. **HSIP City Safety Program** – City of Chehalis should adopt a Local Road Safety Plan and applications must align with that plan or be spot locations addressing at least one fatal or serious injury crash in the most recent five-year period. Crash data can be requested and analyzed to determine what locations within the Downtown project would qualify.
2. **Pedestrian and Bicycle Program (PBP)** – Sidewalks, bike facilities, RRFB, and added transit crossings would all be eligible for this program. The agency may set their own schedule as there is not a CN obligation deadline; This is a good program for design and right-of-way.
3. **Active Transportation Program (ATP)** – This project qualifies because it is adding active transportation components such as sidewalks and connections to transit. Either Washington or Pacific could be applied for or for a portion of funding for the larger project.
4. **Complete Streets Program** – City of Chehalis needs to adopt a Complete Streets Ordinance to compete for this grant. The ordinance needs to be submitted to TIB and Chehalis needs to be added to the eligible agency list and then any segment of the project adding complete streets components will qualify for the grant program. This program is for construction so there is time to complete the ordinance and get on the eligible list.
5. **Urban Arterial Program (UAP)** – City of Chehalis should opt out of Commercial Growth and Development band of this program and submit for the other three:
 - a. *Safety Band* – Score dependent on collisions over prior three years.
 - b. *Mobility* – Any location with added active transportation facilities and transit connections may score well, but locations that add roundabouts or make other LOS improvements in addition to active transportation will score best such as the roundabout at the east end of Market.
 - c. *Physical Condition* – Market, Washington, and Pacific have some longitudinal cracking, alligator cracking, and patches, but unless the roadway has a significantly lower condition rating prior to construction this band is less likely to win than Safety and Mobility.

Note: The City of Stanwood recently had success securing TIB funds through the Urban Arterial Program for construction of bulbouts and upgrading a mid-block crossing location in their downtown core. The City used a concept (10%) design and had performed public outreach on the concept prior to applying for the TIB grant.
6. **Community Economic Revitalization Board (CERB)** – Washington State Department of Commerce provides grants and low-interest loans to communities to fund public infrastructure which supports private business growth and expansion. In order to be considered for this funding opportunity, the City of Chehalis would need to identify a private development partner and project adjacent to the Downtown Rejuvenation project that would create a significant number of permanent jobs or generate significant private capital investment.

Potential

The project could also be eligible for the Safe Streets and Roads for All (SS4A) administered directly through USDOT. This could be a good program to consider because 95 percent of awards were made to projects providing significant safety benefits to pedestrians, 94 percent of awards were made to projects providing significant safety benefits to bicyclists, and over half were made to projects with significant safety benefits to people taking transit. There are two types of grants available under the SS4A program:

- **Planning and Demonstration Grants:** These grants provide funds to develop, complete, or supplement an Action Plan. An Action Plan must be created in order to detail out a strategy to eliminate roadway fatalities and serious injuries in the area.
- **Implementation Grants** provide funds to implement projects and strategies identified in the Action Plan. In order to qualify for these funds, the City must have already completed a qualifying Action Plan.

Agencies have won implementation grants for spot location corrections across a city or county and not just single locations, so several locations throughout the City (or regionally if the City wanted to partner with others) could be applied for. An example of spot corrections is the County of Kalamazoo, Michigan, which received \$25M to correct locations throughout the County addressing 74 fatalities and 30 serious injury collisions over a five-year period. Another project for the City of Columbia in Missouri received \$8.4M in funds for a shared-use path, sidewalks, pedestrian refuge islands, speed reductions, lighting improvements, updates to the roadway cross sections, adding curb and gutter, implementing partial access management, and modernizing traffic signals.

Reviewed and Determined Ineligible

In addition to the prior list, Perteet considered the following for the Recommended Grant Opportunities list, but they are not as likely to receive funding for many reasons, some included below, and so these were not recommended.

1. **Congestion Mitigation and Air Quality (CMAQ)** – In the state of Washington, CMAQ funds are allocated to give Metropolitan Planning Organization (MPOs): Puget Sound Regional Council, Southwest Washington Regional Transportation Council, Spokane Regional Transportation Council, Thurston Regional Planning Council, and Yakima Valley Conference of Governments. Given that Chehalis belongs to the Southwest Washington Regional Transportation Planning Organization and not one of the five MPOs listed above, the Downtown Rejuvenation Project will not be eligible for this grant funding.
2. **Housing and Urban Development Community Development Block Grant (CDBG)** – This program, administered through HUD, provides grants to communities that work to provide decent housing, suitable living environments, and expanding economic opportunities. The eligible grantees for this program as Principal cities of Metropolitan Statistical Areas, other metropolitan cities with populations of at least 50,000, Qualified Urban Counties with populations of at least 200,000, and states and insular areas. Chehalis does not fall within any of these eligibilities, and therefore, could not apply for grants through this program.

6

Architectural Design Guidelines Framework

- Overview
- Historic Character Analysis
- A Framework for Design Guidelines

Overview

This document developed for this project is a framework for the development and implementation of Architectural Design Guidelines to preserve the character of the Chehalis Downtown Historic District. Enacted by the City and upheld by the Historic Preservation Commission, the guidelines will protect the City's architectural heritage in perpetuity.

By regulating various aspects of proposed development, including scale, articulation, materials, and colors, the guidelines will ensure new developments and renovations are compatible with the district's historical character. They stress preserving historic features while allowing sensitive new development and building upgrades. The framework emphasizes public outreach and education on the historic district's significance and available economic incentives to support preservation efforts.

The framework lays out a robust program for preserving Chehalis's historic downtown while encouraging compatible economic development, ensuring the district's long-term vitality and authenticity. The framework itself provides guidance, including next steps to follow, in order to develop enforceable Design Guidelines. The development of Design Guidelines requires a separate process and public engagement effort that would eventually be codified as part of the City of Chehalis' Municipal Code.

Historic Character Analysis

The Chehalis Downtown Historic District represents the culmination of commercial developments dating from the late nineteenth century to early twentieth century and comprises an intact collection of properties that reflect period architectural values. The dominant nineteenth-to-twentieth-century Commercial Style generally adopted the forms, scale, and materials of more high-style buildings of their period. Without a unifying characteristic or stylistic details, these buildings can be described under the term of “Vernacular Commercial Style.” These Vernacular Commercial buildings are primarily designed for commercial purposes, standing from one to four stories high, and constructed with bricks.

N Market Blvd Buildings East Facade

NE Boistfort St



Parking Lot



N Market Blvd Buildings West Facade

NW Park St



NE Boistfort St



N Market Blvd Building Facades

N Market Blvd is lined with buildings of one to six stories constructed during a period of major growth for the city (1889 - 1926). The broad sidewalks enhance the overall ambiance, creating an inviting atmosphere for pedestrians.



NE Cascade Ave

440 - 448
St. Helen's Apartments
(1917-1920)
National Register Place



NE Boistfort St

518
Hartman & Nathan Block
(1904)

506-514
Columbus Block
(1892)



NE Boistfort St

453
E. Jones
(Non-contributing)

455-463
Elk's Building
(1920)

465
Rosenthal & Large
(1907)

473
Unknown
(Non-contributing)



551
Saloon
(1894)

553/555
Little Gem
(1915)

563
Furniture World
(Non-contributing)

571
Doggie Designs
(Non-contributing)

575
Royal Sushi
(Non-contributing)

Building Identification:

ADDRESS
(Contributing to historic designation)
(DATE)

ADDRESS
(Non-contributing structure)
(DATE)

NW Front St

Sharing the same building within one block with the west side of N Market Blvd, the facades on the east side of NW Pacific Ave exhibit significant parallels with its N Market Blvd twins in terms of construction dates, building heights, materials, and functions.

NW Pacific Ave Building East Facade

NW Front St



NE Boistfort St



Building Identification:

ADDRESS
(Contributing to historic designation)
(DATE)
ADDRESS
(Non-contributing structure)
(DATE)



NE Boistfort St



NW Park St

A Framework for Design Guidelines

The City of Chehalis recognizes the importance of preserving its historic character and architectural heritage, especially within the Downtown Historic District. To support this goal, the city will develop and implement a comprehensive set of Design Guidelines specifically tailored to the unique qualities of the historic district. These guidelines will serve as a vital tool in maintaining the district's sense of place, ensuring that future development, renovations, and improvements are consistent with its historic fabric. By providing a clear framework for the creation and application of these Design Guidelines, the City of Chehalis demonstrates its commitment to protecting and enhancing the distinctive character of its Downtown Historic District for the benefit of current and future generations. The purpose of this framework is to guide the City of Chehalis in the establishment of Design Guidelines for the Downtown Historic District. This report recommends parameters that will safeguard the integrity of the district's historic architectural character and steer new development toward complementary forms and expression.

Guiding Principles for the Design Guidelines are as follows:

- Historic Preservation – Maintain Chehalis' connection to its past through preserving the integrity of its historic buildings and spaces.
- Compatibility – Ensure modifications, new developments, and new uses are compatible with the historic context.
- Pedestrian-Friendly – Maintain and enhance the pedestrian experience with fidelity toward the authentic historic character.

The Design Guidelines for the Historic District should seek cohesion with other regulatory structures, including:

- Chehalis Historic Preservation Commission
- Historic Preservation Ordinances of the City of Chehalis
- Chehalis Register of Historic Places
- State register of Historic Places
- National Register of Historic Places
- Secretary of the Interior's Standards for the Treatment of Historic Properties
- Other public elements that are not addressed by existing regulatory structures, such as, pedestrian and vehicular infrastructure, site furnishings, art or murals, lighting, and trash area screening.

The Design Guidelines shall govern the following actions within the boundaries of the district:

- Alteration, remodeling, or restoration of a structure
- Demolition of a structure
- Changes to the exterior appearance of a structure
- Addition of, or modifications to signage and murals
- Changes to the use of a structure

The Design Guidelines shall address the following aspects of development:

- Site use – massing, height, setbacks of all levels, building access and configuration.
- Building design – proportions, horizontal or vertical expression, street-front transparency, fenestration patterns, detailing and ornamentation
- Signage and murals – location, size, type, character
- Building materials – consistency with historic materials, durability
- Colors
- Additions, with regards to compatibility
- Paving and right-of-way features, such as seating and lighting

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7 **Appendices**

- **Appendix A:** Traffic and Parking Analysis
- **Appendix B:** Public Outreach Plan
- **Appendix C:** Community Outreach
- **Appendix D:** Presentation Meeting Agendas/Materials
- **Appendix E:** Architectural Design Guidelines Framework
- **Appendix F:** Cost Estimate
- **Appendix G:** Vehicle Turning Studies

Appendix A : Traffic and Parking Analysis

Transportation & Parking Analysis: Chehalis Downtown Rejuvenation

Prepared for:
City of Chehalis

April 30, 2024

TC24-0094

FEHR  PEERS



Executive Summary

This document summarizes existing transportation conditions in downtown Chehalis within the study area bounds highlighted below (**Figure 1**). Factors assessed include high level parking supply inventory and point in time occupancy during the weekday peak hour of noon to 1 PM. Traffic operations during the PM peak period of 4 PM – 6PM were observed, along with a high-level assessment of transit facilities and active transportation infrastructure.

The study area has sufficient weekday/non-event parking inventory, with well-utilized on-street parking while off-street parking shows less than 60% occupancy. The largest traffic volumes flow through the one-way couplet (detouring N Market Boulevard), while multiple streets, including NE Boistfort Avenue and NE Division Street, have very low movement volumes. Intersections at either end of N Market Boulevard show atypical geometries and high traffic volumes that could cause driver and pedestrian confusion. Sidewalks within the study area can be improved to respond to accessibility needs and safety, while there are no bicycle facilities within the study area.

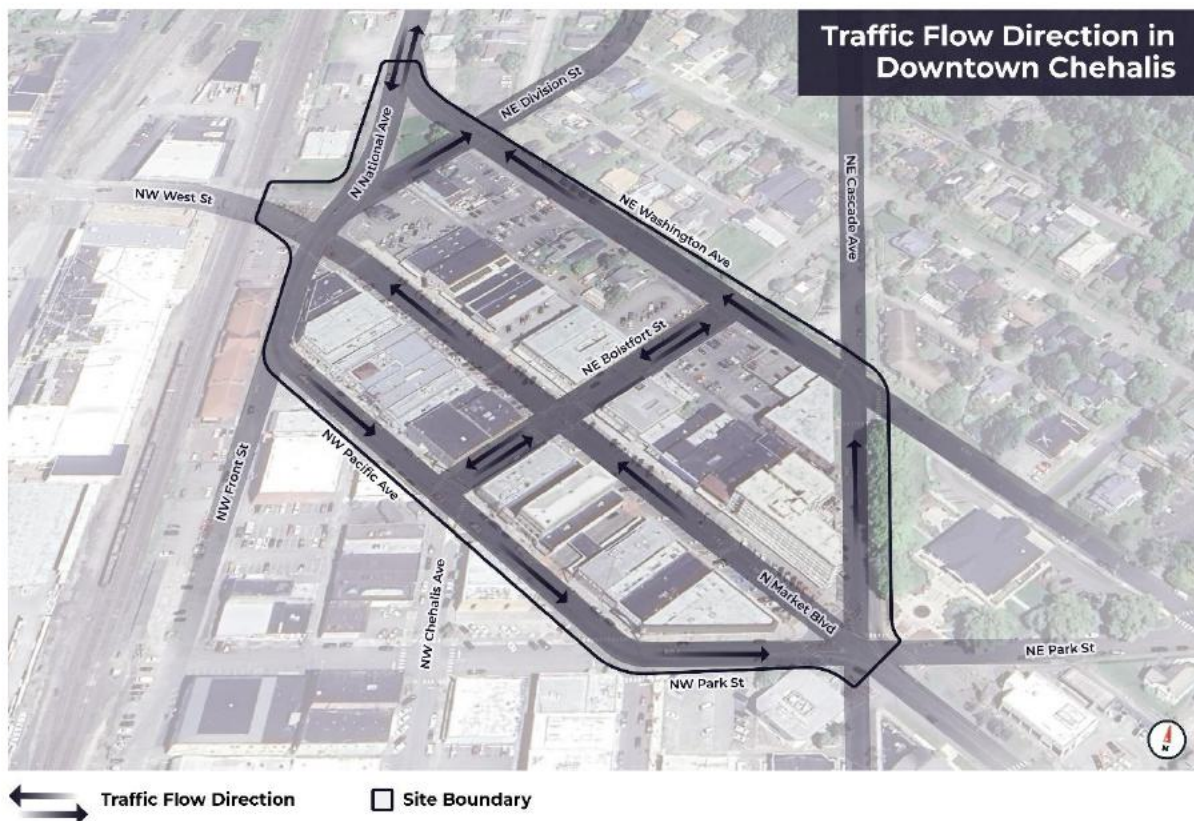


Figure 1: Traffic flow direction in Downtown Chehalis.



Parking: Supply & Occupancy

The study area was assessed on February 27, 2024. Fehr & Peers staff performed a robust effort to identify the supply and occupancy of parking stalls within the downtown Chehalis project area during the weekday peak hour of noon to 1 PM. There are a total of 395 parking spaces within the study area, which are distributed unevenly across the eight street fronts and six parking lots. Daytime occupancy patterns lean heavily towards on-street parking, with visitors favoring N Market Boulevard due to the proximity to downtown businesses.

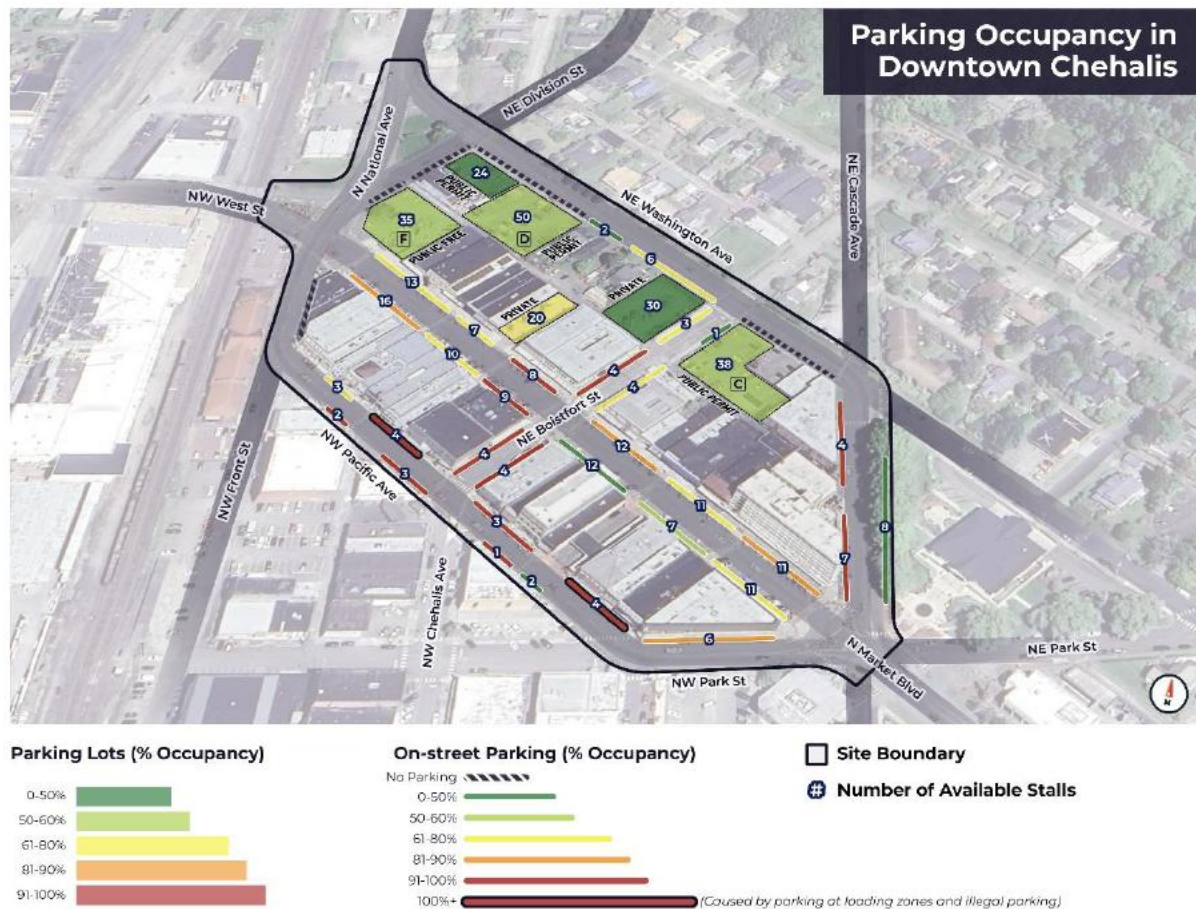


Figure 2: Parking Supply - On - Street & Off - Street.



On – Street Parking: There are a total of 198 on-street parking spaces within the study area (**Figure 2, above**). On-street parking shows high occupancy levels with 21 out of 36 block faces showing 70% or greater occupancy. Block faces refer to the area between intersections that have on-street parking. If parking is provided on both sides of a street, this counts as two block faces. Except for N Market Boulevard, which is angled parking, the streets within the study area have parallel parking. Due to the high volume of businesses and intersections, several curb portions on NW Pacific Avenue have limited parking due to loading zones, crosswalks, and other features. The on-street parking is subject to time limits that can be distributed into three categories – blue zone, green zone, and others. The blue zone allows free 2-hour parking, once a day between the hours of 8:00 AM to 5:00 PM excluding Saturday, Sunday, and Holidays (**Figure 3**). It is the most ubiquitous designation and lies to the southeast of and includes NE Boistfort Street. The green zone lies to the northwest of NE Boistfort Street.

Off – Street Parking: There are a total of 197 off-street parking spaces as part of two private and three public lots (**Figure 2, above**). Apart from Public Lot F and the private lot on N Market Boulevard (**Figure 4**), the rest of the lots are concentrated along NE Washington Avenue. The private lot on the latter street was closed during the visit. Barring Lot F, which allows four hours' free parking, the rest of the public lots are permit-designated with a monthly fee of \$20 a month. Except for the private lot on N Market Boulevard, observed off-street parking lot occupancies were lower than 60%.



Figure 3: Blue zone on-street parking sign.



Figure 4: Private lot on N Market Boulevard.



Traffic Operations

The study area has several less typical intersection designs and restrictions on certain movements. Aside from NE Boistfort Street and N National Avenue, all other study area streets are designated one-ways, with NW Pacific Avenue and NE Washington Avenue providing a one-way couplet to detour around Market Boulevard where most businesses face (**Figure 1, above**). Of the ten intersections that either fall within or abut the edges of our study area, four were identified as crucial for understanding downtown traffic operations. All four intersections are stop-controlled. Of note, these include two intersections with five legs (rather than the more typical three or four legs) with complex geometries accounting for eight potential turning movements each. Furthermore, these intersections include turning movements at non right angles (**Figure 5**). This complexity is further exacerbated due to the one-way configurations of the approaches. This results in potential driver confusion (particularly for non-local drivers), pedestrian-vehicle conflicts, and merging vehicle conflicts. The five-legged intersection at NW West Street and NW Front Street is of particular interest because of the railway line that cuts across NW West Street (**Figure 5**). This is a high

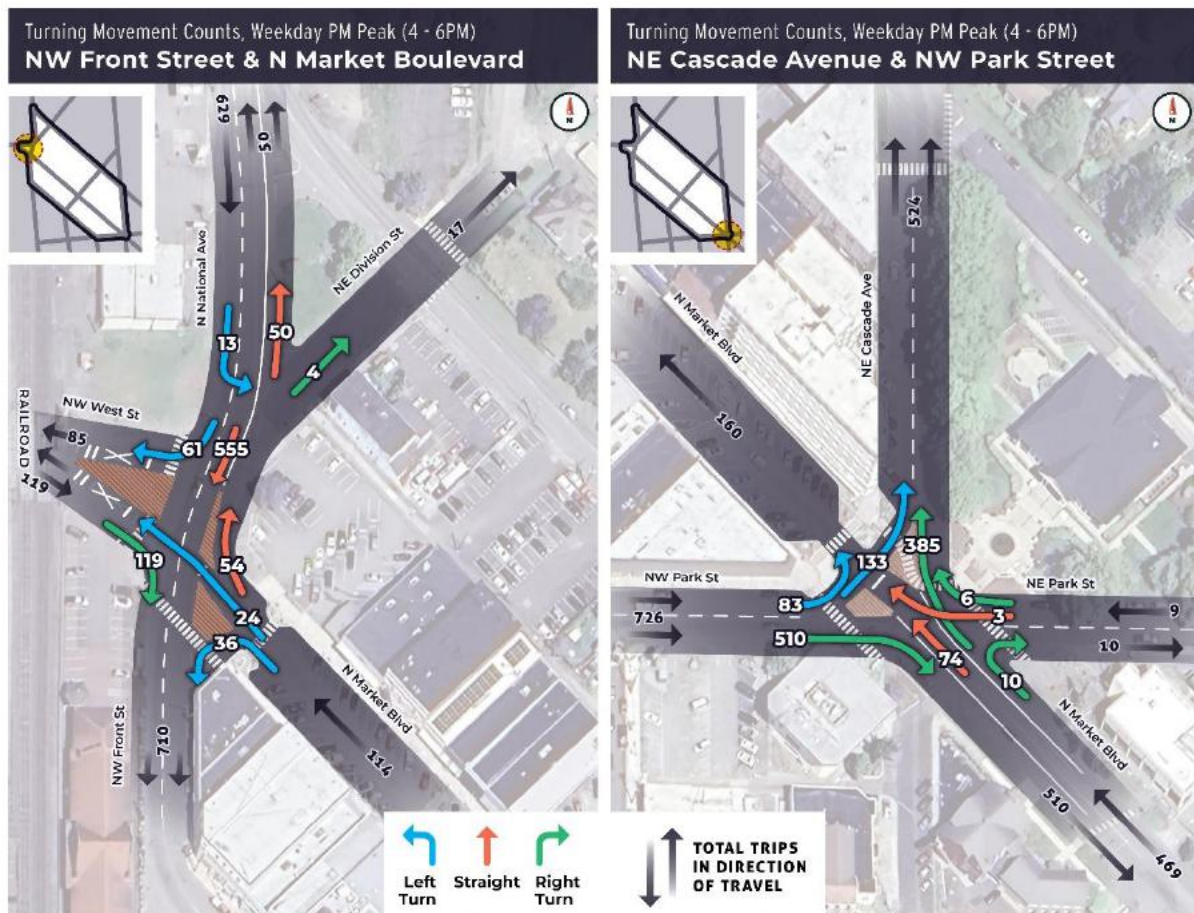


Figure 5: Turning Movement Counts at NW Front & N Market / NE Cascade & N Market.



frequency railway crossing with average closures observed during our field work of two to three minutes per crossing. Vehicle queuing was observed on N National Avenue, N Market Boulevard and NW West Street during several crossing events but with minimal impact on through traffic on other legs at the intersection. Future increases in volume could impact intersection operations significantly.

IDAX Data Solutions collected traffic counts at all four intersections during the evening peak hours of 4 – 6 PM. The northeast leg of NE Boistfort Street has low movement volumes and is used primarily to access parking lots and cut across downtown (**Figure 2, Above**). Similarly, the low volume on the southwest leg of NE Division Street is used by downtown residents to cut across N Washington Avenue towards the historic hillside neighborhood or access Parking Lot D (**Figure 6**). Movement on the NE Boistfort Street / N Market Boulevard intersection is concentrated on the latter street primarily by users of the adjacent businesses. Traffic at either end of the study area primarily uses the one-way couplet to bypass N Market Boulevard. Volumes are particularly low on NE Division Street, NE Boistfort Street and NE Park Street compared to the total study area volume (**Figure 6**).



Figure 6: Turning Movement Counts at NE Boistfort / N Market and NE Division / NE Washington.



Transit & Active Transportation

Transit

The study area is served by two transit routes, the yellow and red lines, which have two stops in the vicinity of the study area (**Figure 7**). Both lines are operated by Lewis Transit and run at a frequency of 50 minutes and as a loop in the Chehalis – Centralia twin cities area. Service runs from 6:00 AM to 7:00 PM on weekdays and 7:00 AM to 4:00 PM on weekends. During the site visit, both lines were noted to run eight minutes behind schedule at the NE Division St / N Washington Avenue stop with minimal onboarding/ deboarding observed (**Figure 8**). The stops do not have any amenities such as shelters or seating.



Figure 7: Red and Yellow bus routes within study area from [Lewis Transit](#).



Figure 8: Bus within study area.

Active Transportation Facilities

All the streets within the study area have sidewalks but lack bicycle facilities. No bicyclists were observed during the turning movement data collection period. The sidewalks are generally in poor condition, with primarily ADA-noncompliant features such as lack of surface smoothness, height variations, high cross slope, and limited compliance with curb ramp standards. Many intersections did not have any curb ramps. There are nine crosswalks across N Market Boulevard with a base of stamped concrete (**Figure 9**). Height differences of ¼" to ½") may impede those rolling or with difficulty on uneven surfaces (**Figure 9**). Outside of N Market Boulevard, all crossings, apart from the NE Division Street / N Washington Avenue Intersection,



lack accessible ramps and truncated domes¹. (**Figure 9**). All crosswalks are uncontrolled aside from the NW Front Street crossing and the intersection of NE Washington Ave and NE Cascade Ave, which are controlled by rectangular rapid flashing beacons (RRFBs)².

Due to the preponderance of street elements including planters, streetlights, and store front extensions such as seating areas, the effective width of the sidewalks on N Market Boulevard and NE Boistfort S is noticeably reduced from 10'6" to 6' (**Figure 10**). The same effect is seen along NW Pacific Avenue due to the placement of trash cans, where effective width reduces from 8' to 3'6" (**Figure 10**). The effective width on NE Washington Avenue reduces from 6' to 3' (**Figure 10**). For the remaining streets such as NE Cascade Avenue and NW Park Street, the clear width is maintained.



Figure 9: Sidewalk Conditions (clockwise): Material, level differences and lack of accessible ramps.

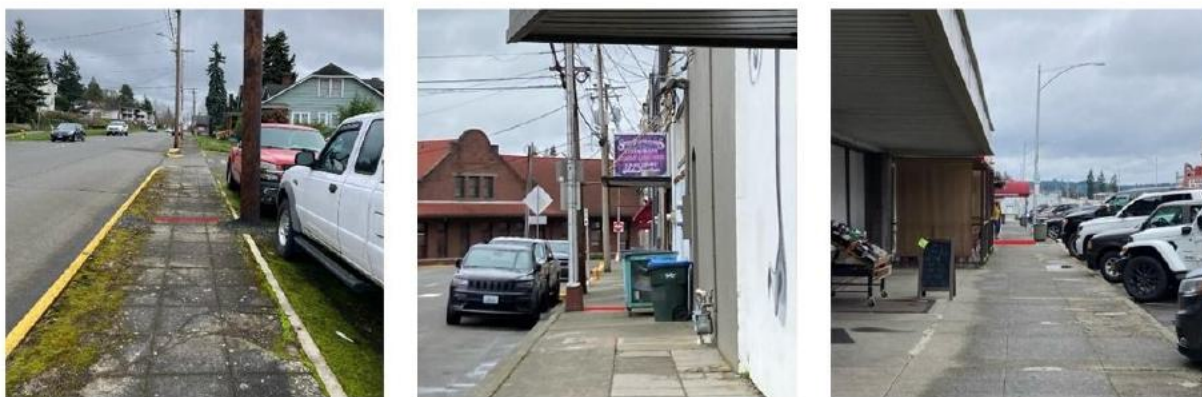


Figure 10: Effective sidewalk widths (clockwise): N Market Blvd, NW Park St, NE Wash Ave.

¹ A detectable warning surface (generally yellow) for visually impaired users at crosswalk entrances.

² An RRFB is a pedestrian activated strobing beacon crosswalk enhancement designed to alert drivers to the presence of pedestrians at crosswalks.



Summary

Based on the field observations and data collected, downtown Chehalis presents several opportunities and constraints for rejuvenation via transportation infrastructure improvements for all users. Some of the potential improvement opportunities for the project are detailed below:

Parking: Downtown Chehalis possesses ample parking on typical weekdays. The on-street parking is relatively well utilized, while off-street facilities are less utilized. The city could consider working with the purchaser of the private lot on NE Washington Ave (which was closed during the site visit) to develop a shared parking agreement for times when the lot will not be utilized by the primary users. Converting parallel parking to angled parking like N Market Boulevard can improve traffic safety and ease of movement.

Pedestrians: Improving sidewalk conditions can benefit all users and especially those with mobility issues.

Bicyclists: By providing bicycle facilities and transit shelters in the area, the city can create safe and comfortable infrastructure for all downtown users. Reducing the travel lane width to add a bike facility on N Market Boulevard is a potential opportunity.

Traffic Operations: To reduce potential conflict points, including conflicting pedestrian movements, vehicle operations at the intersection of NW West St and NW Front Street and the intersection of NE Cascade Avenue and NW Pacific Avenue can be reconsidered due to their complex geometries featuring moderate vehicle volume and turn movement restrictions.

Roadway Volume: Closing NE Boistfort Avenue, either temporarily or on a permanent basis, can provide space for events, street activation, parklet facilities, etc.

Appendix B : Public Outreach Plan

Chehalis Downtown Rejuvenation Project

Public Outreach Plan

April 10, 2024

Purpose and Background

The purpose of the Chehalis Downtown Rejuvenation Project (CHRP) project is to reimagine downtown Chehalis as a vibrant, welcoming, engaging environment that inspires a sense of history and community for the City. The primary goals include:

- Developing a community/stakeholder outreach program.
- Facilitating community/stakeholder outreach events.
- Assessing existing conditions to inform the project's opportunities and constraints.
- Preparing the Downtown Streetscape Master Plan.

Engagement Goals and Strategies

The Public Outreach Plan describes the goals and objectives, principles, strategies, and activities for community engagement. The plan includes an outline of each proposed outreach event, the desired outcome, the tools used, materials needed, anticipated participants, and summary methods. It is intended as a living document, and as such, it will be updated throughout the process to include any adaptive strategies needed based on feedback received or results of early outreach activities.

The process needs to represent and reflect the diverse communities, neighborhoods, stakeholders, and visitors being served. The process will focus on a combination of in-person, virtual, and hybrid opportunities while leaving flexibility for changing conditions as we progress through the master planning process. Effective community engagement takes careful planning and acknowledgement that each population that we work with is a unique opportunity to broaden our understanding of what makes a community.

Engagement goals include:

1. Build on relationships with target populations:

- Continue to maintain and build relationships with the public, key stakeholders, and community leaders relevant to park development, maintenance, and improvement projects.
- Consider opportunities for new relationships with populations that haven't been engaged in the past.
- Directly engage community groups through a variety of methods, on-line and in-person if needed.
- Identify any gaps in current services and providers, engaging organizations and forming new partnerships to fill those gaps.

2. Create a welcoming atmosphere:

- Make participation easy, convenient, and fun.
- Time events to ensure participation from a variety of populations (day, evening, weekends, etc.) and provide multiple opportunities for each event whenever possible.
- Create an environment that promotes two-way conversation and allows a safe space to exchange ideas, including a variety of perspectives for any given topic.
- Reflect comments received back to the community.
- Adapt methods, strategies and materials used in the outreach process based on feedback received.

3. Increase accessibility:

- Provide a variety of resources and materials to appeal to all ages and abilities – digital and analog; verbal, graphic and written.
- Consider potential barriers to participation and address those barriers to the maximum extent feasible.
- Reach out to where the target population already is or places / platforms they currently use; not always requiring that population to come to you.
- Provide opportunities for social interaction and relationship building – with the City, with Experience Chehalis, and for individuals to build relationships with each other.
- Provide **at least 2 weeks** ahead of outreach events to raise awareness and notice in as many and varied ways as possible to reach the widest audience. Provide reminders on social media, emails, websites, and other platforms – approximately **5 days** prior to the event and again **1-2 days** prior to the event.

4. Partner with diverse organizations and agencies – led by Experience Chehalis:

- Participate and be visible in the community during and leading up to the events.
- Actively engage organizations, community leaders, and community groups.
- Share ideas and provide a forum for discussion.
- Report back on meeting outcomes and next steps to continue relationships built during the process.

Stakeholders and Audience

There are many user groups, organizations, individuals, and communities that are stakeholders in this process. The City and Experience Chehalis will work to inform and engage each of these stakeholders at key stages throughout the project. The different stakeholders and audiences that may be affected by or interested in this process are organized by category below, along with the specific outreach method proposed for each category. The project's Advisory Committee (AC) should draw from a combination of the stakeholders and audiences listed below.

Category	Outreach Method
HISTORIC DOWNTOWN STAKEHOLDERS: <i>(includes business and property owners within or immediately adjacent to the study area, as well as other specific user groups or organizations that could run events, or otherwise rely on or affect the historic downtown area)</i>	<ul style="list-style-type: none"> Public meetings and surveys Emails, notices, and project information distribution Presentations to select groups as needed – <i>led by City and/or Experience Chehalis</i> <i>See Appendix A for Advisory Committee members (in progress)</i> <i>See Appendix B for a list of other potential stakeholder groups or organizations (in progress)</i>
NEIGHBORS: <i>(includes businesses and property owners in other parts of downtown, developers, religious institutions, and nearby residents)</i>	<ul style="list-style-type: none"> Public meetings and surveys Emails, notices, and project information distribution Flyers and on-site posting – located at community notice boards or buildings, storefronts, cafes, etc. within the historic downtown and other locations nearby where the community may gather Social media – <i>led by Experience Chehalis</i>
CITY / OTHER AGENCIES:	<ul style="list-style-type: none"> Emails, notices, and project information distribution Topic-specific discussions or meetings as needed Responses to questions and comments as needed <i>City Boards / Commissions</i> <ul style="list-style-type: none"> <i>Historic Preservation Commission</i> <i>Planning Commission</i> <i>City Council</i> <i>City Departments:</i> <ul style="list-style-type: none"> <i>Building & Planning</i> <i>Parks & Recreation</i>

Category	Outreach Method
	<ul style="list-style-type: none"> ○ <i>Fire/Police</i> ○ <i>Public Works</i> ○ <i>Finance</i> <p><i>Washington State Agencies:</i></p> <ul style="list-style-type: none"> ○ <i>Department of Archeology and Historic Preservation (DAHP)</i> ○ <i>Transportation Improvement Board (TIB)</i> ○ <i>Department of Ecology</i> ○ <i>Department of Natural Resources</i> ○ <i>Department of Fish & Wildlife</i> <p><i>Other Agencies/Organizations:</i></p> <ul style="list-style-type: none"> ○ <i>Tribes</i> ○ <i>Lewis County</i> ○ <i>Washington Trust for Historic Preservation</i>

Public Outreach Strategies & Activities

The following table illustrates the strategies and activities for building awareness on an ongoing basis to share the project with the community and build their interest and capacity to become further involved. It also addressed the methods and tools used to advertise outreach events. The goal of these strategies is to make it easy and convenient for people to get the information they need to learn about the project, to participate in the outreach activities, and to see how their input influences the project outcomes.

Awareness and advertising tools anticipated for this process include:

Tool	Description	Responsibility
City / Experience Chehalis website	Update Experience Chehalis and City website with direct links to project website.	City / Experience Chehalis
Project website	Experience Chehalis to create a project specific website for all project information, notices of upcoming engagement, access / notice for on-line surveys and other outreach events, a library of project materials developed, summaries of past outreach activities. Link project-specific website to City's homepage.	Experience Chehalis (lead) / City
Community newsletters	Advertise upcoming outreach events and provide ongoing project updates in city newsletter(s).	Experience Chehalis / City
Public notices / flyers	Post public notices and flyers at places within the community to advertise outreach events. <i>Downtown businesses</i> <i>City Hall</i> <i>Downtown information kiosks</i> <i>Library</i> <i>Religious institutions</i> <i>Parks (nearby)</i>	HBB – flyer City – printing Experience Chehalis – distribution
Email	Send notices to project email contact list and wider parks general email list. (City) – “to all” distribution Direct emails to stakeholders and organizations to encourage partners to help spread the word and redistribute notices to their members/contacts (<i>project ambassadors</i>) –	City / Experience Chehalis

	<i>One-on-one follow-up / reminder emails. (Experience Chehalis)</i>	
Social Media	Post on social media sites for project updates, notices of upcoming meetings and links to on-line surveys; include photos, videos, testimonials, etc. where possible. <i>Facebook</i> <i>Instagram</i> <i>X (Twitter)</i>	Experience Chehalis – <i>provide written and graphic content from materials prepared by HBB for other events</i>
Media outlets	Provide public notices and flyers to media outlets – community specific and city-wide <i>The Daily Chronicle</i> <i>Lewis County Tribune</i> <i>Media / Pod-Cast Interviews (as applicable)</i>	Experience Chehalis – <i>provide written and graphic content from materials prepared by HBB for other events</i>

Schedule of Outreach & Involvement Activities

Providing a forum to support a community conversation about Crescent Creek Park is critical to the success of this project. Just as important is ensuring that the conversation goes both ways – that people receive important information about the park and the ideas proposed; and that people are able to convey their ideas and opinions for the park.

The outreach activities proposed include methods and tools to convey information to the general public, ways for the public to provide comments on ideas presented, and opportunities for an open dialog, giving participants a platform for their voice to be heard.

Project Phase	Engagement Activities
1. Background Analysis	Kick-Off Workshop - Provide an overview of the background information, initial impressions of the site, and the outline of the Public Outreach Plan. Identify opportunities and constraints for the project site and/or the planning process.
2. Visioning	<p>Advisory Committee Meeting #1 – Introduce the project, gather initial input on vision and goals; opportunities / constraints; share ideas for downtown improvements.</p> <p>Open House #1 – Introduce the project, gather initial input on vision and goals; share ideas for downtown improvements. Listen to community ideas for their hopes, dreams and concerns for future of downtown.</p>

Pop-Up #1 – Tent/booth at community events or central location to highlight the project and provide info to the public workshop and on-line survey.
(in downtown, farmers market, etc. led by Experience Chehalis)

On-Line Survey #1 - Widen public input and receive input on materials presented at the Workshop. *(4 weeks)*

Planning Commission – Project intro and results of Visioning phase. Feedback on vision and goals; Commissioners ideas or concerns for future of downtown.

Historic Preservation Commission – Project intro and results of Visioning phase. Feedback on vision and goals; Commissioners ideas or concerns for future of downtown.

City Council – Update on the process as needed.

**3. Concept
Alternatives**

Open House #2 (Studio Session) –

Day 1 - Advisory Committee Meeting #2 – Present results of Outreach #1 and listen to ideas on concept alternatives.

Day 2 – Studio Session – Share results of Outreach #1, develop concept alternatives in an open studio setting with the general public welcome to watch, listen and participate. Present results of the Studio session(s) at an Open House in the evening to gain additional feedback.

Day 3 - Studio Session – Present results of Day 2 outreach to the **Advisory Committee #3 and City** to refine ideas for the final 2-3 concept alternatives. The general public is welcome to watch, listen and participate after the Advisory / City Meeting has concluded while the final 2-3 concept alternatives are developed.

On-Line Survey #2 - Widen public input and comments on the final 2-3 concept alternatives developed during the Studio session(s). *(2 weeks)*

Planning Commission – Present results of Outreach #2 and present initial direction proposed for a preferred concept.

Historic Preservation Commission – Present results of Outreach #2 and present initial direction proposed for a preferred concept.

City Council – Update only on the process and approval for the direction proposed in the preferred concept.

**4. Preferred
Concept**

Advisory Committee Meeting #4 – Present preferred concept and receive feedback. Project priorities and implementation strategies will also be presented. Concept plans and other materials will be updated to reflect comments received in prior outreach events.

	<p>Open House #3 – Present preferred master plan concept and receive feedback. Project priorities and implementation strategies will also be presented. Concept plans and other materials will be updated to reflect comments received in prior outreach events.</p> <p>On-Line Survey #3 – Widen public input and comments on materials presented in the Workshop. <i>(4 weeks)</i></p> <p>Planning Commission – Presentation for review and discussion.</p> <p>Historic Preservation Commission – Presentation for review and discussion.</p> <p>City Council - Presentation for direction to proceed with final concept plan.</p>
5. Draft & Final Master Plan	<p>Advisory Committee Meeting #5 & #6 – Review details of draft and final master plans for costs, implementation plan and details.</p> <p>Planning Commission (if needed) – Presentation and recommendation of approval to City Council.</p> <p>Historic Preservation Commission (if needed) – Presentation and recommendation of approval to City Council.</p> <p>City Council – Presentation for review and final approval; may require two separate meetings.</p>

Public Open Houses / Studio Sessions (in-person or hybrid)

Audience: Open to the general public. Advertised to residents, visitors, and stakeholder groups / organizations. Flyers posted around the downtown and other locations, on the City's and Experience Chehalis' websites, project website, emailed to list of interest groups and individuals. Emails and direct contact with underrepresented populations.

Method/Tools:

- Boards and stations in open-house style format.
- Comment cards, post-its and mark-ups on boards / large format "vision / comment wall"
- One-on-one opportunity for discussion.

On-line survey following the meeting to obtain feedback from a wider audience. Post materials and summary of the event to website.

Special accommodation during meetings, including translation services if needed, will be provided by City as needed when requested in advance; notice and contact information to be included on public notices.

Surveys (on-line, pop-ups)

Audience: Same as Public Open House above but additional focus to larger city-wide participation.

Methods/Tools – Online survey platform with the following features:

- Graphics integrated with questions where needed.
- Demographic questions to better analyze the responses and gauge responses from target communities.
- Posted on websites
- Engage community members directly at pop-up(s); responses documented through use of a tablet or iPad.
- Translation services if needed, will be provided by City.

Post analysis of survey responses, including all survey data and demographics of survey participants, to website.

Advisory Committee Meetings

Participants. Community groups, neighbors, agencies and organizations that are affected by or interested in the project. Direct outreach to traditionally marginalized or underserved populations. Participation by these stakeholders in other outreach events for the project be encouraged to share (and hear) ideas from a variety of perspectives. Translation services, if needed, will be made available by City when requested in advance.

Outside of organized outreach events, methods will be explored for City and Experience Chehalis to continue conversations with these stakeholders throughout this project, and potentially beyond this project as future improvements in the historic downtown are developed further.

Methods/Tools:

- Presentation of project information and materials; informal working sessions – draft materials only
- Open discussion and opportunity for comments or questions

Materials will be the same as those previously prepared. Summary of comments received typically informal and not intended to be posted to the website.

Boards / Commissions / Council (virtual or in-person)

Boards and Commissions. Present results of the public outreach activities and results to solicit further input and recommendations for the next phase of the planning process.

City Council. Present to City Council for review, further input and direction for the next phase of the planning process.

Methods/Tools:

- Presentation of project information and materials
- Open discussion and opportunity for comments or questions

Post a list of meetings and materials through regular City channels.

Appendix C : Community Outreach



Survey Overview

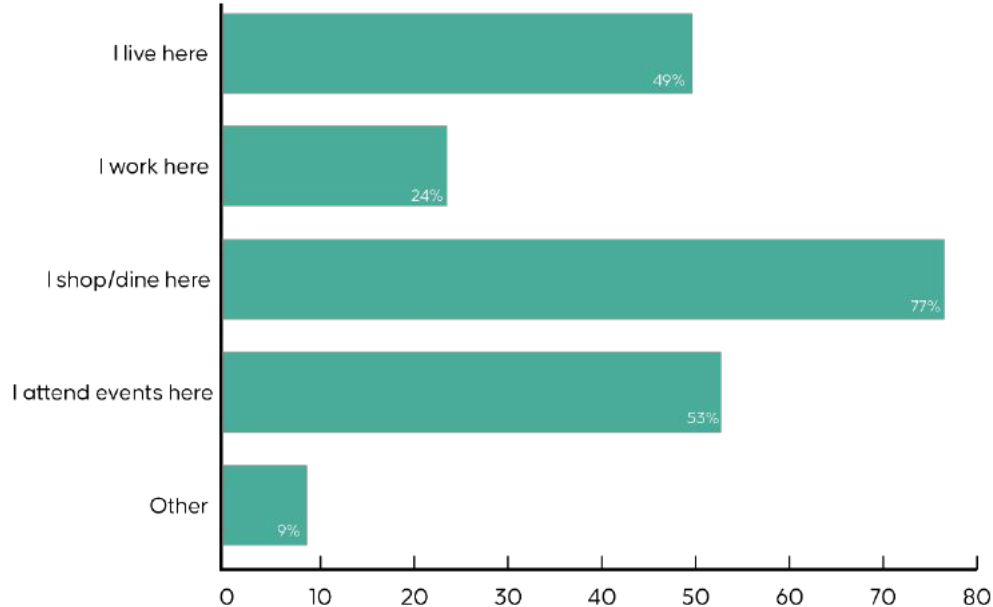
The Chehalis Visioning Survey was designed to complement the Open House event held on June 4, 2024. Like the Open House event, the intent of this on-line survey was focused on providing a brief overview of site analysis and to solicit public feedback regarding potential improvements for the project site within Downtown Chehalis. The survey was open from June 4 to July 3, 2024. In total, 147 people completed the survey. It is important to note that this is not a statistically valid survey.

The survey was presented as a series of questions with supportive graphics using the SurveyMonkey platform. More information about the project can be found on the project website at

ci.chehalis.wa.us/chehalis/imagine-downtown-chehalis or experiencechehalis.com/imagine-chehalis, including project maps, schedule, and updates. This survey was designed to take approximately 5-10 minutes to complete.

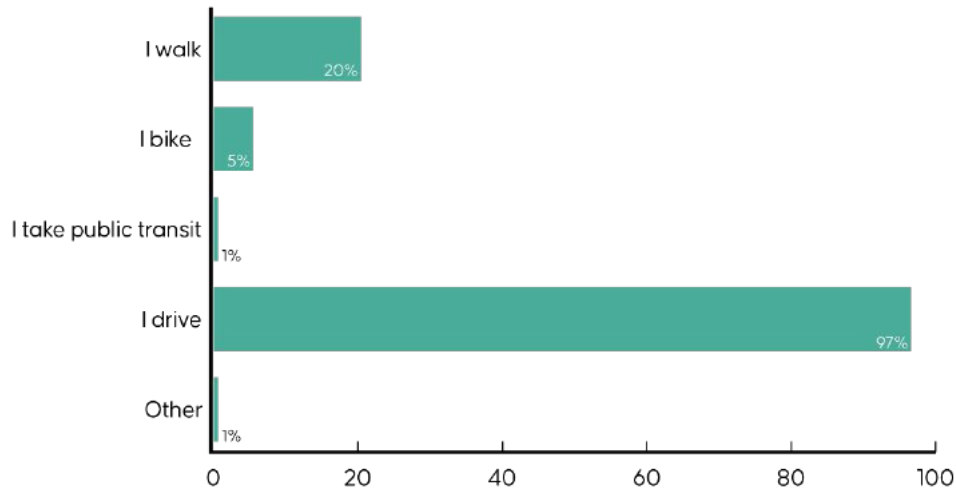
The survey was implemented to allow people to take the survey multiple times in order to allow more than one person to use the same device in order to complete the survey. For the earlier stages of public outreach, the benefits of accessibility outweighs the risk of an individual or multiple individuals weighting and skewing the data compiled. Future implementations of online surveys for this project will have greater restrictions to ensure each respondent gets one vote.

Q1. What brings you to Downtown Chehalis?



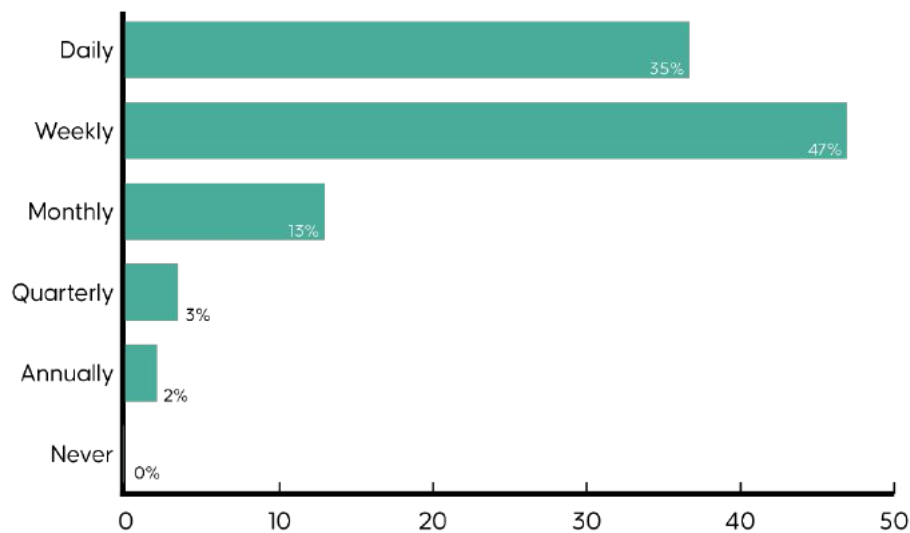
- Answered: 147 / Skipped: 0
- Almost half of respondents (48.98%) indicated that they live in Downtown Chehalis. This is a higher percentage than anticipated for this response as there are not very many residential properties within the project area. A potential reason for a discrepancy like this is that most respondents misread the question to mean Chehalis at large or the downtown area in general, rather than the project site specifically.
- 85% of those who indicated that they lived within the project area also selected “I shop/dine here” and “I attend events here.”
- 77% of those who indicated that they worked within the project area also selected “I shop/dine here” and 63% also selected “I attend events here.”
- Other responses (3 total) included a range between daily and weekly visits on average and additional detail for why visitors visit the project area.

Q2. How do you typically get to Downtown Chehalis?



- Answered: 147 / Skipped: 0
- The overwhelming majority of respondents (97%) indicated that they typically get to Downtown Chehalis by driving.
- Approximately a quarter of respondents indicated that they do not always use a vehicle to reach Downtown Chehalis with 20% of respondents indicating that they walk to Downtown and 5% indicating that they bike to Downtown Chehalis.
- 82% of respondents who indicated they drive, do not use any other mode of transportation.
- 5 respondents indicated that they never drive and only walk or cycle to reach Downtown Chehalis.
- 1 respondent out of 147 selected public transit as a typical mode of reaching Downtown Chehalis.
- Corresponding with the analysis of Question 1, there appears to be a discrepancy between the respondents who indicated that they live in Downtown Chehalis (49.98% of respondents) and those who indicated that they reach Downtown Chehalis by vehicle (97%). Further analysis of the data suggests that 94% of respondents who selected "I live here" for Question 1 also selected "I drive" for Question 2. It is not clear whether respondents who live within the project area still use their car to reach various destinations or whether respondents misread Question 1 to mean Chehalis in general or the greater downtown area, rather than the project area itself. Given that the project area has a radius of less than a quarter of a mile, it seems likely that the discrepancy lies with the responses to Question 1.
- 96% of respondents who indicated that they live within the project area (Question 1) also selected "I walk" and 25% selected "I bike" to Downtown Chehalis which indicates that these respondents potentially live within a mile of the project site.

Q3. How often do you come to Downtown Chehalis?



- Answered: 147 / Skipped: 0
- 35% of the respondents said that they visit daily. Of those respondents who selected that they visit daily, 49% also indicated that they live within the project area and 58% also indicated that they work there.
- 94% of daily visitors indicated that they use a vehicle to reach Downtown Chehalis while 25% indicated that they walk, and 6% bike to Downtown Chehalis.
- 99% of weekly visitors use a vehicle to reach Downtown Chehalis while 23% indicated that they walk, and 7% bike to Downtown Chehalis.
- For the 18% of respondents who indicated that they visited on a less frequent basis (monthly, quarterly, or annually), 40% also responded that they live outside of Chehalis, further away from the project area and more likely to drive (96% of the less frequent visitors).
- No respondents indicated that they never visit Downtown Chehalis.

Q4. Please finish the following sentence: I love Downtown Chehalis because...

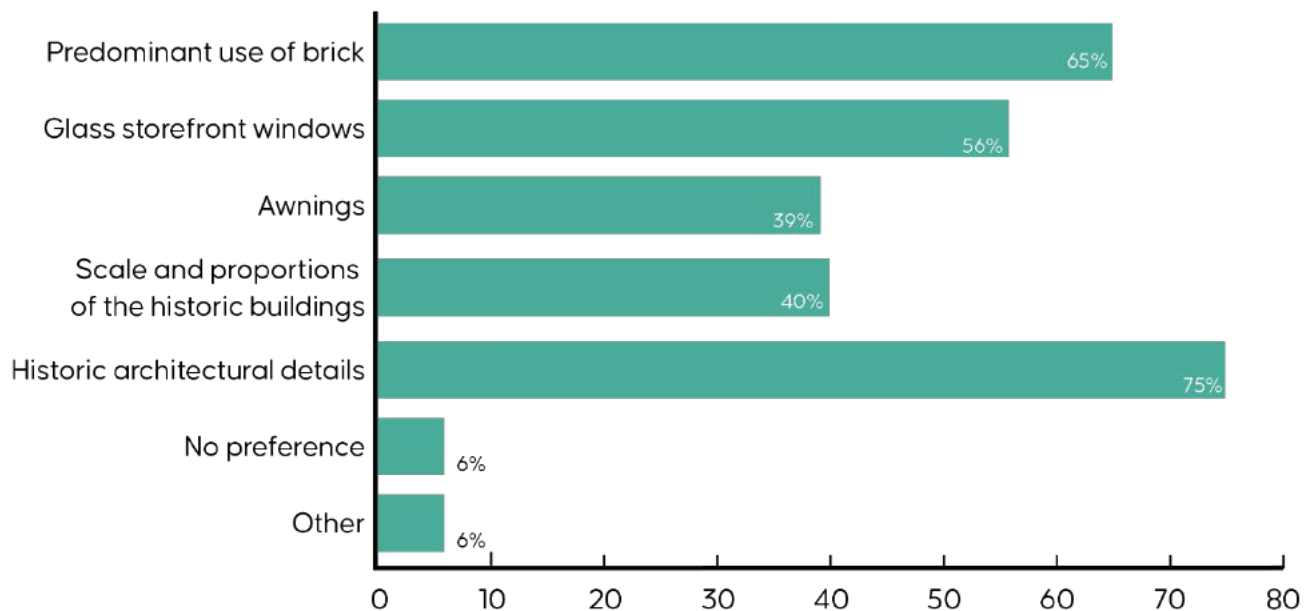


- Answered: 112 / Skipped: 35
- Many respondents open ended comments indicated that they love the shops and charm of Downtown Chehalis. 25.89% of respondents said they loved the shops and 25.89% said they love the local businesses.
- 15.18% said they loved the charm of downtown Chehalis.

Sample open-ended responses:

- *"I love all the businesses. The shop owners and workers always make me feel welcome and keep me coming back. While my daughter is in dance, we walk for exercise around the blocks and visit any shops/restaurants that may be open."*
- *"It represents our community. Local shops (not warehouses like Walmart), local farmers market, friends, a place to come together, and a great place to shop!"*
- *"Of the historic charm and the family/community connection, the way the community is so children/student focused, trying to better for future generations"*
- *"I love the one way street aspect and the diagonal parking."*

5. Which architectural or building features of Downtown Chehalis do you find the most memorable or historically significant?



- Answered: 120 / Skipped: 27
- 65% of the respondents find the predominant use of brick the most memorable or historically significant.
- 56% of the respondents find the glass storefront windows the most memorable or historically significant.
- 39% of the respondents find the awnings the most memorable or historically significant.
- 40% of the respondents find the scale and proportions of the historic buildings the most memorable or historically significant.
- 75% of the respondents find the historic architectural details the most memorable or historically significant.
- 6% of the respondents have no preference.
- Of the 6% who indicated other, examples include.

Q6. When you think about downtowns you may have visited, big or small, what elements make them your favorite? Why do they stand out to you? Some examples may be: street trees, seating, ample parking, special paving, attractive business frontages. Feel free to add the name or location of your favorite places.

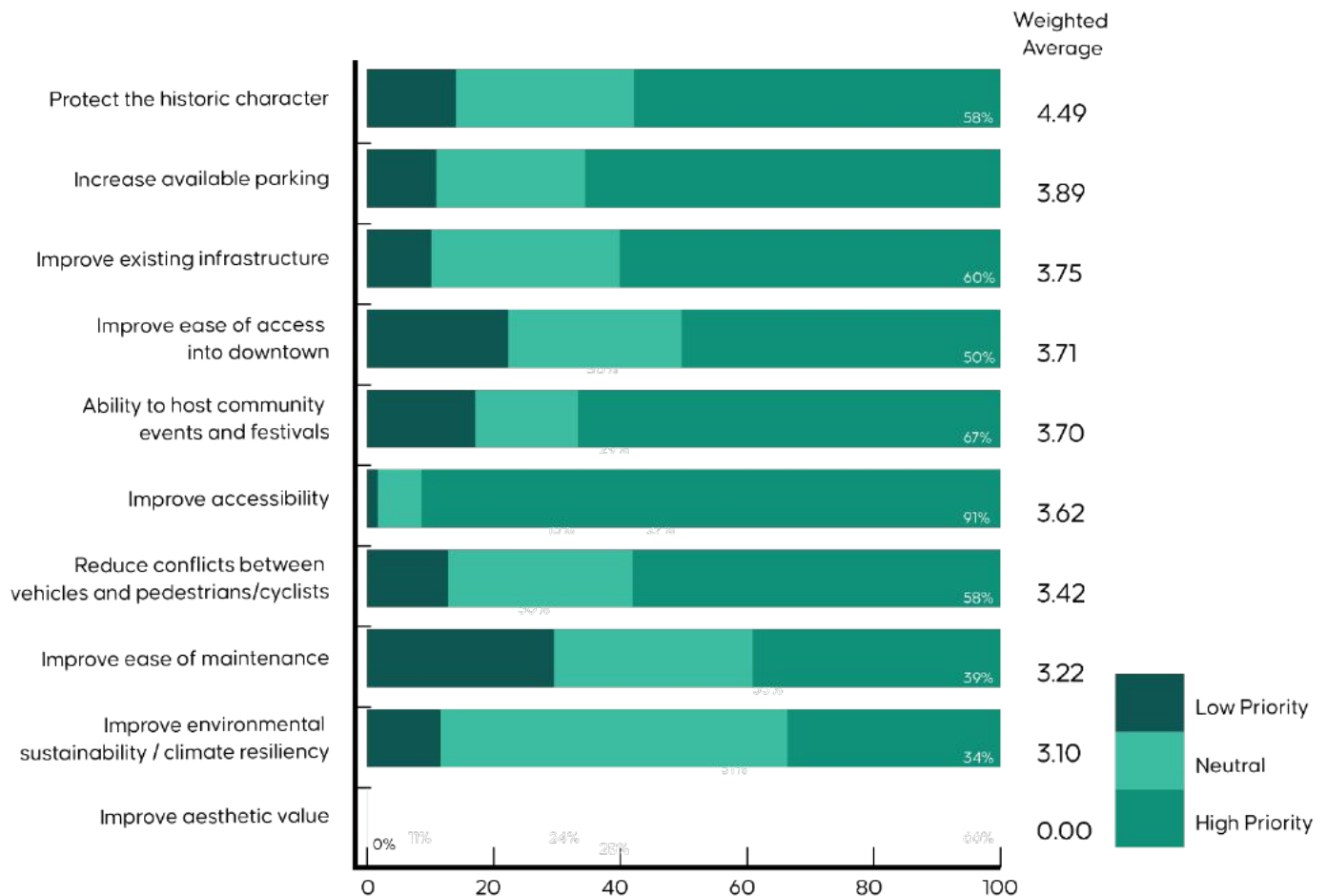


- Answered: 110 / Skipped: 37
- Responses related to planting and parking were the predominant themes that arose for this open-ended question. 37.27% of respondents mentioned parking in some way. They liked when there was ample and easy, free parking or parking lots with unlimited time allowances. For the 36.36% of responses that mentioned planting, there was a preference for downtowns with parks, trees, and flowers.
- Sidewalks were important to 17.27% of the respondents. Respondents noted that they prefer sidewalk displays, special paving, and clean, wide sidewalks, and busy sidewalks.
- Shops and dining were also mentioned several times with 13.64% of respondents mentioning shopping and 9.09% mentioning dining (indoor and outdoor).
- 11.82% of people mentioned seating is important to their vision of a good small town.

Sample open-ended responses:

- *“An eclectic mix of retail, restaurants, art & history. The exploration of walking, shopping & enjoying the sights. If I want to sit to enjoy a coffee in the morning or beer in the evening - I can take in the sights & sounds of the community. Details in architecture, outdoor markets, or special events. People watching at the very least - no empty sidewalks.”*
- *“I love the landscaping - it makes a huge difference. I have noticed some improvements to the landscaping downtown and am loving all the new flowers.”*
- *“PARKS! street trees, seating. I have really enjoyed pedestrian only downtowns, where parking is ample, but the main drag is closed to cars.”*
- *“The parking is usually generous, plus to increase income you could add parking meters.”*

Q8. Historic downtown rejuvenation plans often involve “guiding principles” that help shape and prioritize design ideas. Please rate the importance of the following guiding principles for Downtown Chehalis.

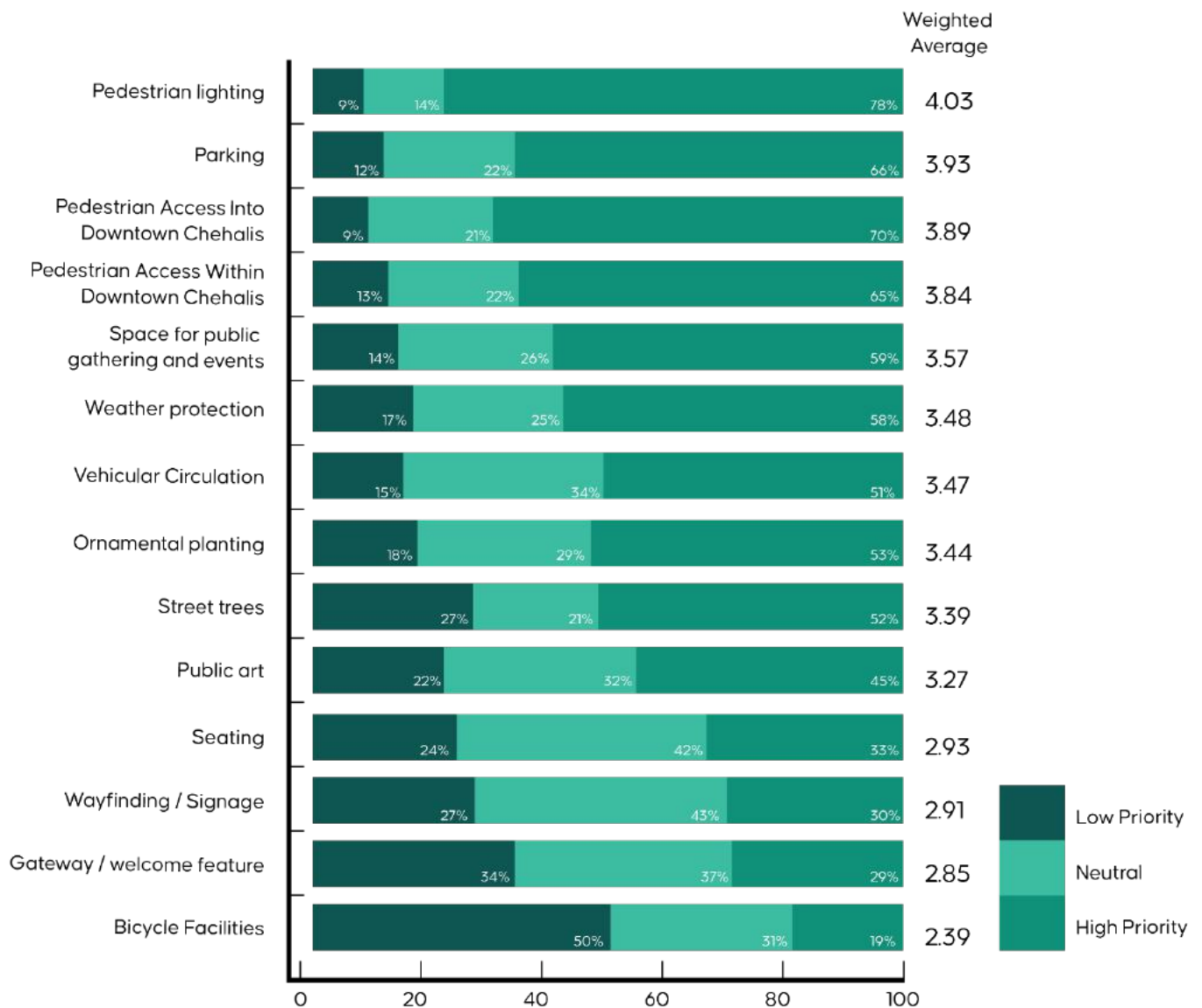


- Answered: 119 / Skipped: 28
- 60.34% of respondents indicated that protecting the historic character of Downtown Chehalis was very important. This suggests strong support for the implementation of architectural preservation guidelines.
- Of the 66% of respondents who indicated that increasing the availability of parking was a high priority, 40.34% of people said it was their highest priority in the guiding principles. 60% (47 of 78) of respondents who selected high priority for increased availability of parking also indicated high priority for improving ease of access into downtown.
- 54% (17 of 31) of respondents who indicated that they walk or bike to downtown indicated that reducing the conflicts between vehicles and peds/cyclists, improving accessibility, and improving infrastructure were all high priorities.
- 58% (18 of 31) of respondents who indicated that they walk or bike to downtown also indicated that improving access into downtown was a high priority.
- Protecting the historic character had the overwhelming consensus as a high priority guiding principle with a 4.49 out of 5 weighted average.
- Increasing available parking had the second highest score for guiding principles with a weighted average of 3.89.
- There were no responses to “improving the aesthetic value.” Given the lack of response entirely, it is

likely that the question did not resonate rather than respondents do not appreciate the aesthetic qualities of Downtown Chehalis.

- Open-ended responses for this question included applications of the guiding principles, including sidewalk restoration, loading zones for delivery trucks, open and green space, as well as parking solutions.

Q9. The City is considering numerous opportunities for improvements or additions in Downtown Chehalis. How would you prioritize the following opportunities for downtown?

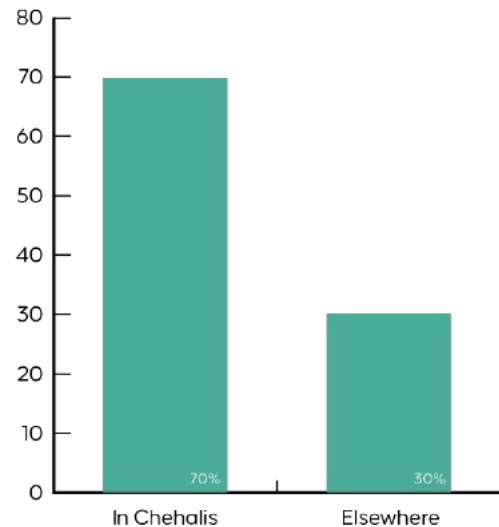


- Answered: 119 / Skipped: 28
- The most important improvement respondents identified was pedestrian lighting. It was the only element to gain a weighted average score greater than 4.0.
- Parking represented a close second with a 3.93 weighted average for prioritization.
- Sidewalk access into and within downtown was also important to respondents, which correlates with infrastructure being important in Question 8.

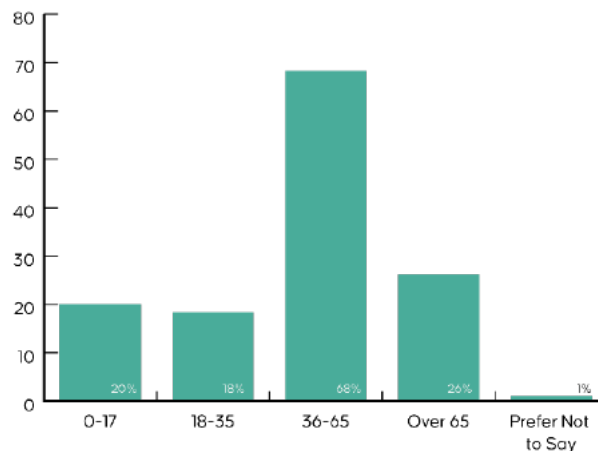
- For respondents who indicated that they bike or walk to Downtown Chehalis, 77% scored pedestrian access into Chehalis as a high priority while 56% of those who indicated that they drive to Downtown Chehalis scored pedestrian access into Downtown as a high priority.
For respondents who indicated that they bike or walk to Downtown Chehalis, 68% scored pedestrian access within the downtown area as a high priority while of those who drive, 52% scored pedestrian access within the downtown area as a high priority.

Q10. Where do you live?

- Answered: 116 / Skipped: 31
- 70% of respondents live in Chehalis.
- 30% of respondents live elsewhere.
- Of the respondents who selected Elsewhere, the open-ended responses primarily included cities or towns close by, including Olympia, Evaline, Adna, Rochester, Centralia, Winlock, Napavine, Curtis, Castle Rock, Onalaska, Littlerock, Mossyrock, Claquato. One respondent answered that they now reside in New Jersey though were previously resided in Chehalis.

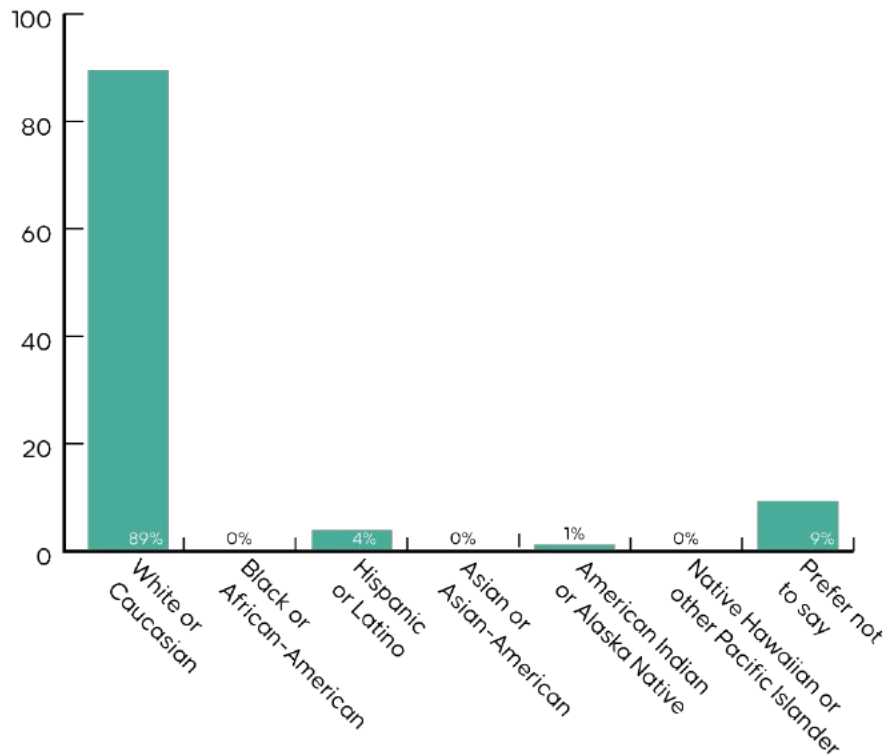


Q11. How old are you and/or the members of your household?



- Answered: 116 / Skipped: 31
- Age group Over 65 represents a quarter of the responses. This age group is over-represented in comparison to the City of Chehalis general population of 16.3% of residents aged over 65.
- 19.83% of respondents are 0-17 years old.
- 18.10% of respondents are 18-35 years old.
- 68.10% of respondents are 36-65 years old.
- 25.86% of respondents are 65+ years old.
- .86% of respondents preferred not to disclose their ages.

Q12. How would you best describe your race and/or ethnicity?



- Answered: 111 / Skipped: 36
- 89.19% of respondents were white or Caucasian.
- 0% of respondents were black or African-American.
- 3.6% of respondents were Hispanic or Latino.
- 0% of respondents were Asian or Asian-American.
- .9% of respondents were American Indian or Alaska Native.
- 0% of respondents were Native Hawaiian or other Pacific Islander.
- 9.01% of respondents preferred not to say.
- According to the United States census, only 79% of Chehalis is white meaning there was a disproportionate representation of white folks in this survey.
- 1.7% of the city is black or African-American, 1.4% is American Indian or Alaska Native, 1.2% is Asian. 13.2% of the population is Hispanic. All non-white races or ethnicities were underrepresented in this survey.

Q13. Please provide your name and email address if you would like to receive information about future opportunities to participate in the Downtown Chehalis Rejuvenation Project.

- Answered: 56 / Skipped: 91

Downtown Chehalis Rejuvenation Project

Project Concepts

Survey #2 Analysis | October 2024



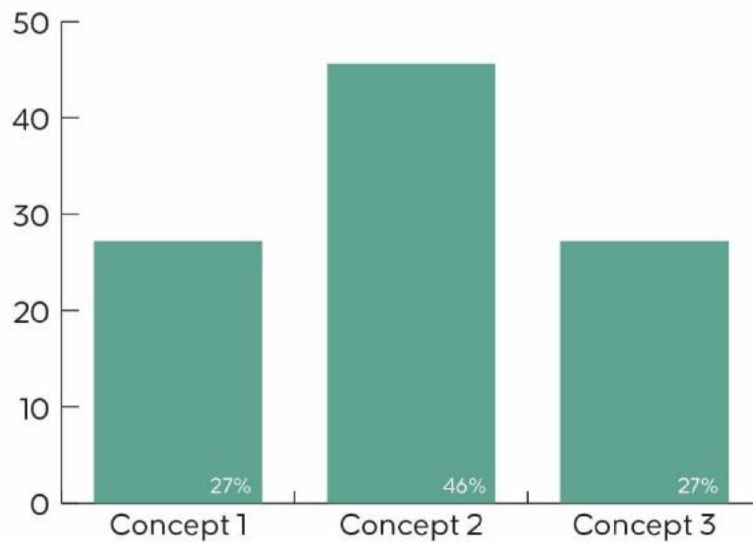
Survey Overview

The Chehalis Concepts Survey was designed to complement the Open Studio and Open House event held on August 13, 2024. During the open studio, the design team collaborated with community members to craft three concepts for Downtown Chehalis's Rejuvenation. Feedback was gathered during the open house the same evening. The survey was crafted to give folks a chance to voice their opinions if they were unable to attend the open house. The survey was open from August 19 through September 23. In total, 121 people completed the survey. It is important to note that this is not a statistically valid survey.

The survey was presented as a series of questions with supportive graphics using the SurveyMonkey platform. More information about the project can be found on the project website at ci.chehalis.wa.us/chehalis/imagine-downtown-chehalis or experiencechehalis.com/imagine-chehalis, including project maps, schedule, and updates. This survey was designed to take approximately 5-10 minutes to complete.

The survey was implemented to allow people to take the survey multiple times in order to allow more than one person to use the same device in order to complete the survey. This benefits households with limited devices. In order to ensure the survey was not disproportionately submitted by a single person multiple times, the IP addresses of all the submissions were assessed to ensure the data would not be skewed. There were no instances of this disproportionate takeover.

Q1. Which concept do you prefer for vehicle circulation and parking?

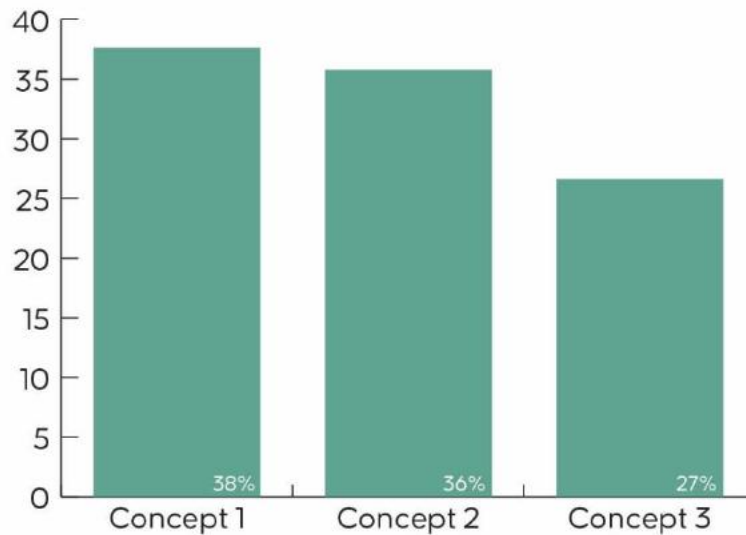


- Answered: 114 / Skipped: 7
- 27.19% of respondents preferred Concept 1.
- 45.61% of respondents preferred Concept 2.
- 27.19% of respondents preferred Concept 3.

Sample open-ended responses:

- *"Making Washington and Cascade Aves two-way would help many commuters avoid having to go all the way around town and navigate confusing one-ways to get places."*
- *"I have been proponent of angle parking on Pacific street since the city force angle parking on Chehalis Ave - and to my surprise most clients approve of the change even though we have been waiting for the promise signage 10 + years."*
- *"Plan 2 is the only practical way for people coming from the north to get into downtown Chehalis without having to go all the way around the town. There are many people living north of Chehalis, who would like to come into the downtown area."*

Q2. Which concept do you prefer for pedestrian and bicycle circulation?

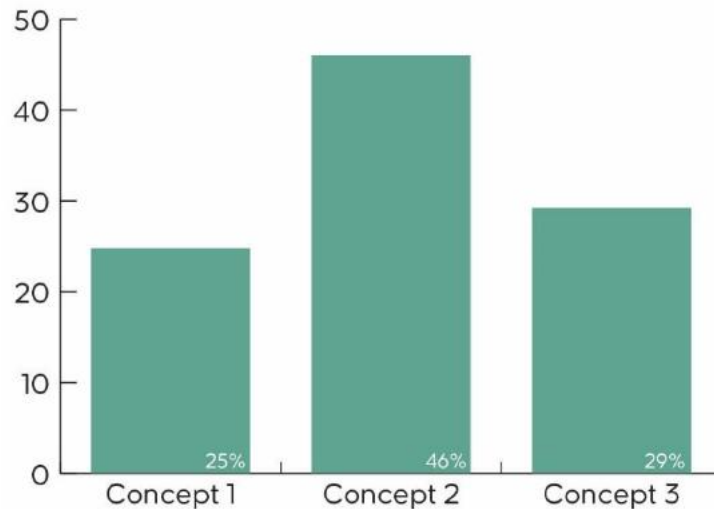


- Answered: 109 / Skipped: 12
- 37.61% of respondents preferred Concept 1.
- 35.78% of respondents preferred Concept 2.
- 26.61% of respondents preferred Concept 3.
- Interestingly, in the comments of this question, there was about an even split of people saying there is no need for bike infrastructure and people saying they would love to see bike infrastructure implemented into their community.

Sample open-ended responses:

- *"Hopefully lighting will be heavily implemented if any concepts are utilized to protect both cyclists and pedestrians."*
- *"I work with Senior Citizens, and reducing the number of crosswalks might be a problem for many of them. I was hoping there would be more benches on Market Street, not less."*
- *"There isn't a ton of bike riders in our area, but I think adding protected bike lanes would help to start outfitting all of Chehalis with bike lanes."*

Q3. Which concept do you prefer for public open space?



- Answered: 113 / Skipped: 8
- 24.78% of respondents preferred Concept 1.
- 46.02% of respondents preferred Concept 2.
- 29.20% of respondents preferred Concept 3.
-

Sample open-ended responses:

- *"I favor 2 in the hopes that the temp pedestrian only space will change to a permanent pedestrian space. I hope year round covered seating will be considered as it does rain often here. I like the gathering space in concept 3 for the St Helens residents."*
- *"Green spaces, gardens, benches please!"*
- *"We have a family that ranges in college age kids to a disabled 1st grader. It would be nice to have a space for pedestrian only. Sometimes it is hard to enjoy downtown or spaces that we worry about traffic."*
- *"More places to sit down encourages people to stay longer and go to more stores."*

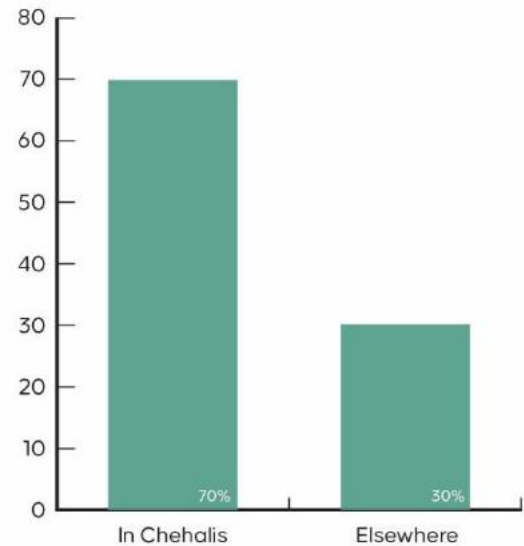
Q4. Do you have any other comments you would like us to consider as we determine a preferred concept for vehicle circulation, pedestrian and bicycle routes, and gathering areas in downtown?

Sample open-ended responses:

- *"I love the concept for adding trees - traffic calming and helps make an area feel more welcoming as we aren't as exposed. I welcome spaces for pedestrians - cars don't bring in money for our economy, people do. Parking is just a negative for our city, it doesn't bring in money the way our businesses do."*
- *"I love the emphasis on bringing trees and permanent gathering areas into the downtown core!."*
- *"Downtown Chehalis does not currently have a good place to gather. I like the concept of closing Boistfort permanently."*

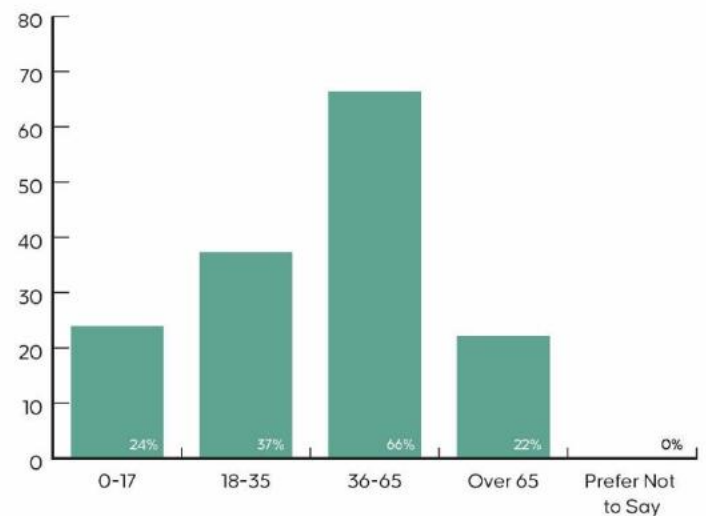
Q5. Where do you live?

- Answered: 113 / Skipped: 8
- 70% of respondents live in Chehalis.
- 30% of respondents live elsewhere.
- Of the respondents who selected Elsewhere, the open-ended responses primarily included cities or towns close by, including Centralia, Winlock, Toledo, Rochester, Adna, Tenino, Onalaska, Cinebar. It appears everyone who selected “elsewhere” is in Lewis County.

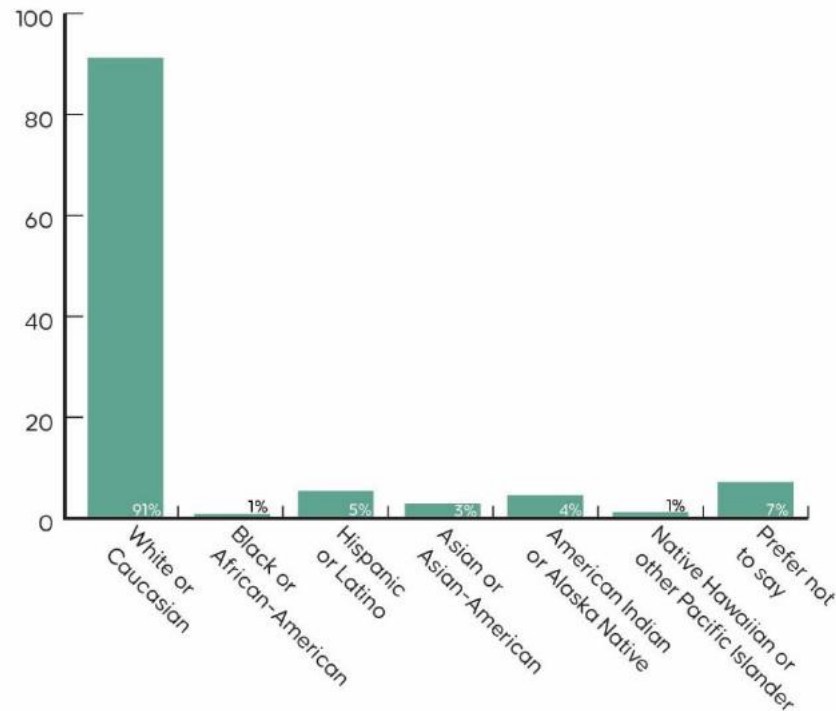


Q6. How old are you and/or the members of your household?

- Answered: 113 / Skipped: 8
- 23.89% of respondents are 0-17 years old.
- 37.17% of respondents are 18-35 years old.
- 66.37% of respondents are 36-65 years old.
- 22.12% of respondents are 65+ years old.
- None of respondents preferred not to disclose their ages.
- It is interesting to note that in the first survey, the “Over 65” age group was the second highest selected, whereas in this survey, it was the least selected.



Q7. How would you best describe your race and/or ethnicity?



- Answered: 112 / Skipped: 9
- 91.07% of respondents were white or Caucasian.
- 0.89% of respondents were black or African-American.
- 5.36% of respondents were Hispanic or Latino.
- 2.68% of respondents were Asian or Asian-American.
- 4.46% of respondents were American Indian or Alaska Native.
- 0.89% of respondents were Native Hawaiian or other Pacific Islander.
- 7.14% of respondents preferred not to say.
- According to the United States census, only 79% of Chehalis is white meaning there was a disproportionate representation of white folks in this survey.
- This survey had a better showing for all races/ethnic groups. In survey #1, 3/6 groups had no representation. In this survey, this wasn't true for any groups. That being said, people of color are still underrepresented according to census numbers.

Q8. Please provide your name and email address if you would like to receive information about future opportunities to participate in the Downtown Chehalis Rejuvenation Project.

- Answered: 52 / Skipped: 69



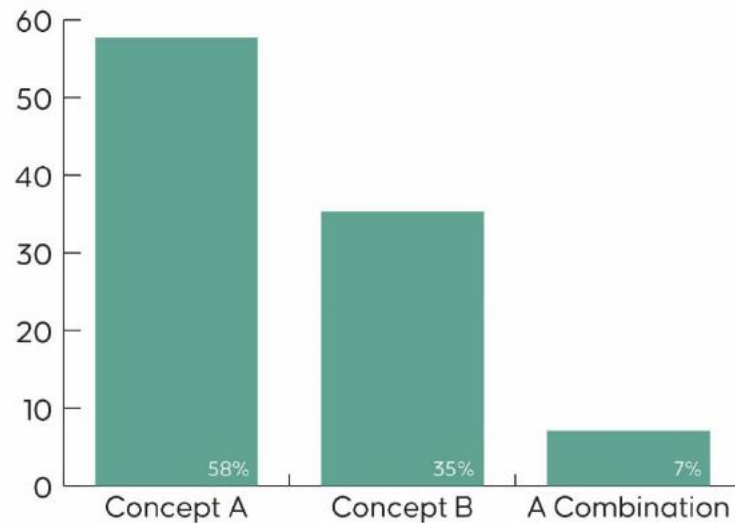
Survey Overview

The Chehalis Preferred Concept Survey was designed to complement the Open House event held on January 23, 2025. The team had previously collected feedback on multiple concepts and worked to combine all that feedback into two preferred concepts. The survey was crafted to give folks a chance to voice their opinions if they were unable to attend the open house. This survey covered the concepts, the character, and the desired programming of public space. The survey was open from January 23 through February 23. In total, 168 people completed the survey. It is important to note that this is not a statistically valid survey.

The survey was presented as a series of questions with supportive graphics using the SurveyMonkey platform. More information about the project can be found on the project website at experiencechehalis.com/imagine-chehalis, including project maps, schedule, and updates. This survey was designed to take approximately 5-10 minutes to complete.

The survey was implemented to allow people to take the survey multiple times in order to allow more than one person to use the same device in order to complete the survey. This benefits households with limited devices. In order to ensure the survey was not disproportionately submitted by a single person multiple times, the IP addresses of all the submissions were assessed to ensure the data would not be skewed. There were no instances of this disproportionate takeover.

Q1. Which concept do you prefer for NE Washington Ave and NW Pacific Ave?

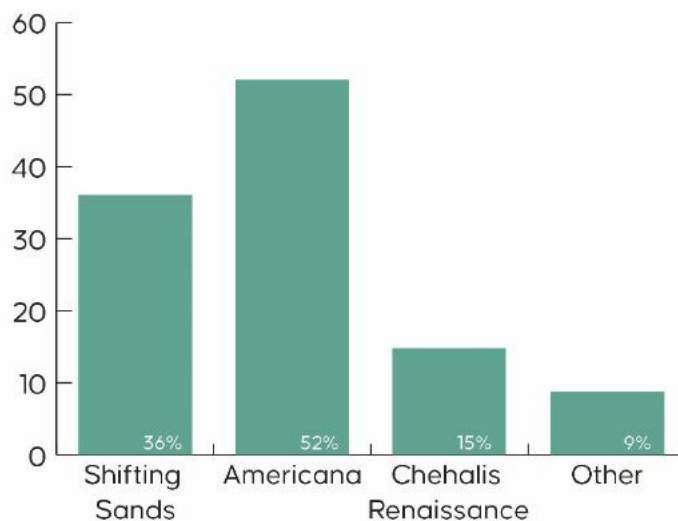


- Answered: 156 / Skipped: 12
- 57.69% of respondents preferred Concept A.
- When filtered for folks who said they live in Chehalis, 58.62% preferred Concept A.
- 35.26% of respondents preferred Concept B.
- When filtered for folks who said they live in Chehalis, 34.48% preferred Concept B.
- 7.05% of respondents preferred a combination of the two.
- When filtered for folks who said they live in Chehalis, 6.90% preferred a combination.

Sample open-ended responses:

- *"Concept A better supports long term development of a vibrant downtown."*
- *"My home fronts on the 500 block of NE Washington & the two lanes of one way traffic are traveled on at racetrack speeds! I can't see how Concept B would change that at all."*
- *"Concept A seems to give better access to the residential area up hill. Also, the traffic will be slower. Better for walking downtown. Might encourage more exploration by pedestrians."*
- *"2-way Washington from Opt A with wider Pacific from Opt B"*
- *"As a downtown business owner honestly the only thing my employees and I care about is parking. We need more!"*
- *"Great diversity of lanes would calm traffic further and prevent "racing" around the downtown core. Also, by decreasing lanes in the couplet would encourage additional traffic through the core."*
- *"I like that in Concept A NE Washington Ave will be a two-way street to allow for better traffic flow around the downtown area. I also think adding the lane of trees between the traffic lanes will help delineate the new two-way traffic flow. I also like that in Concept A for NW Pacific Ave there will be additional parking even though the street will go down to one driving lane. Curbing the driving traffic in the area I believe would be beneficial and safer for pedestrians. Also, as much greenery we can get in the downtown area the better in my opinion!"*
- *"I selected concept B because I would prefer to see the flow of traffic remain as is."*
- *"A two way Washington allows for an easier bypass of the downtown area for through traffic."*
- *"We are located on Pacific Ave and the current two-lane, one-way traffic constantly speeding down this avenue discourages foot traffic from anywhere but N Market Blvd. It is also loud and dangerous all of the time and can be especially during community events such as the Chehalis Farmers Market."*

Q2. We've heard from the community that you want Downtown Chehalis to look the way it feels. Which of the characters shown below match the feeling you have or want when you are in downtown Chehalis? (Select all that apply)

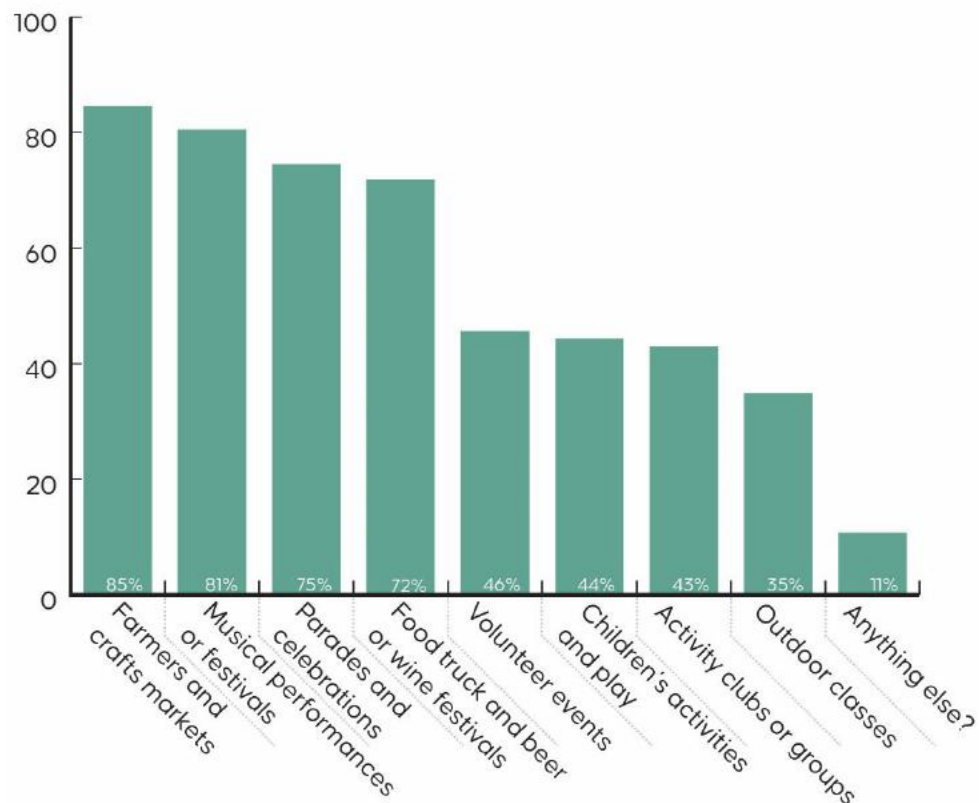


- Answered: 150 / Skipped: 18
- 36.00% of respondents preferred Shifting Sands.
- When filtered for folks who said they live in Chehalis, 39.33% preferred Shifting Sands.
- 52.00% of respondents preferred Americana.
- When filtered for folks who said they live in Chehalis, 50.56% preferred Americana.
- 14.67% of respondents preferred Chehalis Renaissance.
- When filtered for folks who said they live in Chehalis, 10.11% preferred Chehalis Renaissance.
- 8.67% of respondents preferred other, which frequently consisted of combining elements from multiple themes.
- When filtered for folks who said they live in Chehalis, 5.62% preferred other.

Sample open-ended responses:

- *"Mix of Chehalis Renaissance and Americana. The more classic lighting in the Americana is preferred."*
- *"I like the color scheme from the third one."*
- *"My favorite thing is the organic shape in the pavement, it creates energy and feels special."*
- *"I think if we are going to draw inspiration from the Lower Chehalis people and their heritage we could lean into it a little more by partnering with their cultural preservation department."*

Q3. What kind of activities or events would you like to attend or see in Downtown Chehalis? (Select all that apply)



- Answered: 149 / Skipped: 19
- 84.56% of respondents desire farmers and crafts markets.
- 80.54% of respondents desire musical performances or festivals.
- 74.50% of respondents desire parades and celebrations (examples: Christmas tree lighting, Veterans Day Parade).
- 71.81% of respondents desire food truck and beer or wine festivals.
- 45.64% of respondents desire volunteer events (examples: Flower Basket Planting Day, Arbor Day, mural painting).
- 44.30% of respondents desire children's activities and play.
- 42.95% of respondents desire activity clubs or groups (examples: walking or running groups, art groups, mahjong groups).
- 34.90% of respondents desire outdoor classes (examples: boot camp, tai chi).
- 10.74% of respondents had other ideas.

Sample open-ended responses:

- "More family friendly activities things to do downtown that create community"
- "I'd like to see more activities/events for all ages downtown. I love Chehalis Fest. I'd like to see some more fun things to do downtown on Halloween and Christmas."
- "outdoor movies"
- "Night market, car show, art walk, bicycle ride"

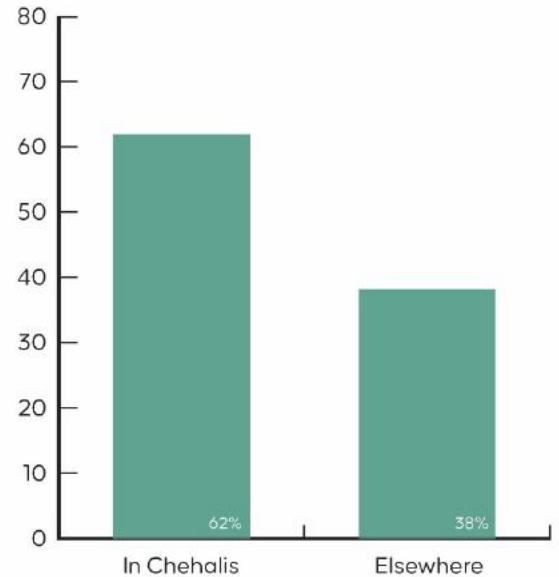
Q4. Is there anything else you want to tell us about the concepts for the Downtown Chehalis Rejuvenation Project?

Sample open-ended responses:

- *“Better parking especially when the dance school classes start or one wedding days summer weekends. Reasons to be out in downtown in the evening, community engagement, being around other people, comfortable places to stay and enjoy the community. Prioritize farmers market access.”*
- *“I think the driving thru alley way would be dangerous for tenants and backdoor to businesses”*
- *“We are rural and I would like to see it kept that way.”*
- *“I would love to see the addition of more hanging baskets or large planters with flowers, as well as flags/banners that hang from lightposts, both of which are relatively low cost things that make downtowns feel inviting.”*
- *“Pedestrian oriented should remain the focus.”*
- *“Really like the idea of outside opportunities whether eating, at a park, strolling or an event. Encouraging people to get downtown is a win,win.”*
- *“Serious thought and effort to include electrical car charging at parking spots.”*
- *“The more trees and traffic free places, the better”*
- *“I like the idea of a permanent or temporary covered shelter for music presentations or covered seating to protect from rain or sun.”*
- *“I want to be able to walk through downtown with my young children without fear of traffic. Perhaps a place for them to play after we get our pastry.”*

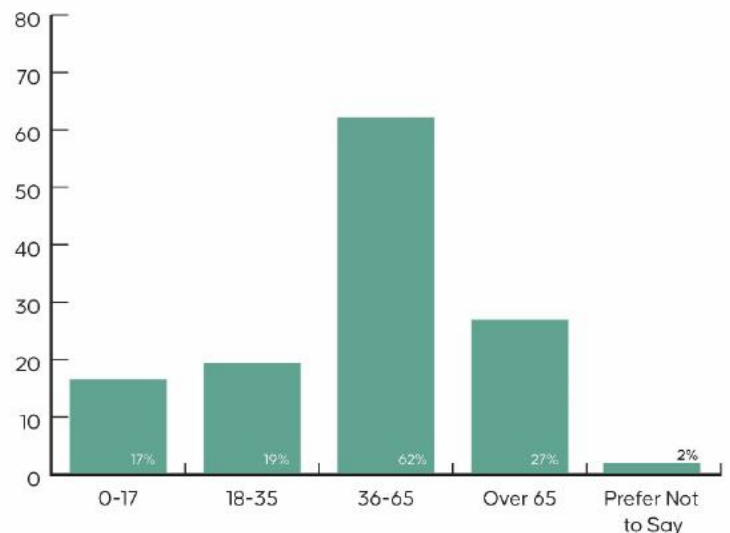
Q5. Where do you live?

- Answered: 147 / Skipped: 21
- 61.90% of respondents live in Chehalis.
- 38.10% of respondents live elsewhere.
- Of the respondents who selected Elsewhere, the open-ended responses primarily included cities or towns close by, including Olympia, Centralia, Winlock, Toledo, Rochester, Adna, Tenino, Onalaska, Cinebar.

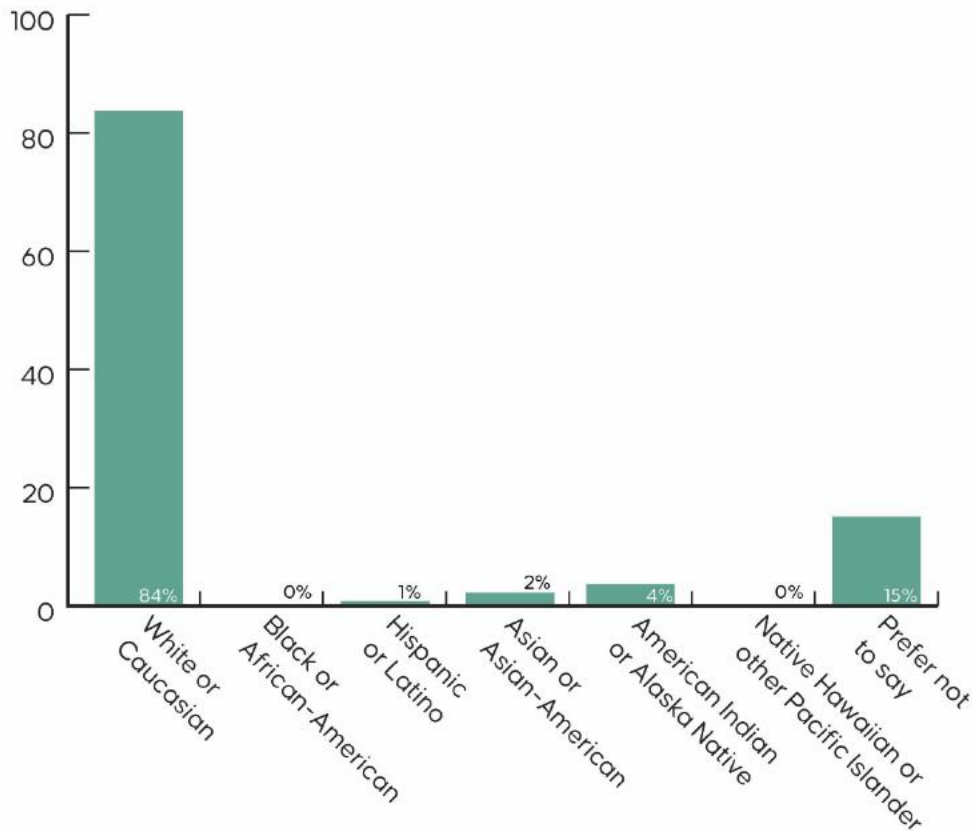


Q6. How old are you and/or the members of your household?

- Answered: 145 / Skipped: 23
- 16.55% of respondents are 0-17 years old.
- 19.31% of respondents are 18-35 years old.
- 62.07% of respondents are 36-65 years old.
- 26.90% of respondents are 65+ years old.
- 2% of respondents preferred not to disclose their ages.
- The age group "Over 65" represents about a quarter of the responses. This age group is over-represented in comparison to the City of Chehalis general population of 16.3% of residents aged over 65.



Q7. How would you best describe your race and/or ethnicity?



- Answered: 112 / Skipped: 9
- 83.57% of respondents were white or Caucasian.
- 0.00% of respondents were black or African-American.
- 0.71% of respondents were Hispanic or Latino.
- 2.14% of respondents were Asian or Asian-American.
- 3.57% of respondents were American Indian or Alaska Native.
- 0.00% of respondents were Native Hawaiian or other Pacific Islander.
- 15.00% of respondents preferred not to say.
- According to the United States census, only 79% of Chehalis is white meaning there was a slight disproportionate representation of respondents who indicated that they are white.
- People of color are underrepresented in this survey according to census numbers. This has consistently been true for all three surveys.

Q8. Please provide your name and email address if you would like to receive information about future opportunities to participate in the Downtown Chehalis Rejuvenation Project.

- Answered: 64 / Skipped: 104

Appendix D : Presentation Meeting Agendas/Materials

Downtown Chehalis Rejuvenation Project

City Council Meeting

June 24, 2024



Imagine Downtown Chehalis



City Council Meeting
June 24, 2024



Design Team

- Juliet Vong, Landscape Architect, HBB
- Aaron Luoma, Landscape Architect, HBB
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Imagine Downtown Chehalis



City Council Meeting
June 24, 2024



Imagine Downtown Chehalis

City Council Meeting
June 24, 2024



Goals

1. Reflect the vibrancy of the businesses and community
2. Celebrate Chehalis identity and history
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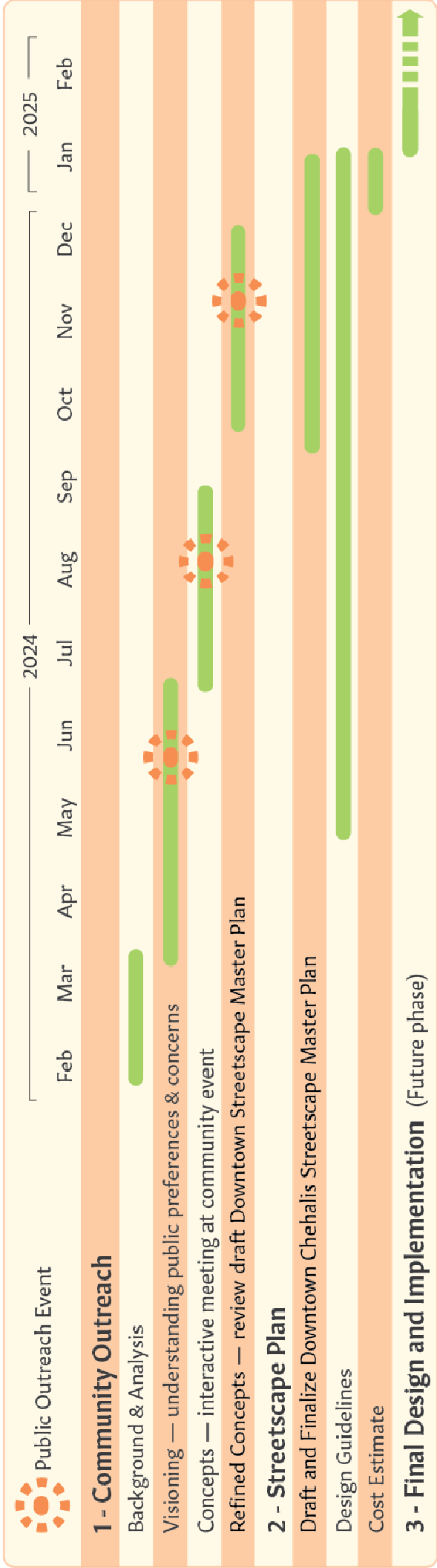
Imagine Downtown Chehalis



City Council Meeting
June 24, 2024



Schedule



Imagine Downtown Chehalis



City Council Meeting
June 24, 2024



Evaluation Guiding Principles

- Improve existing infrastructure
- Improve ease of access into downtown
- Improve ease of access within downtown
- Reduce conflicts between vehicles and pedestrians / cyclists
- Improve ease of maintenance
- Ability to host community events and festivals
- Improve environmental sustainability / climate resiliency
- Protect the historic character
- Increase available parking

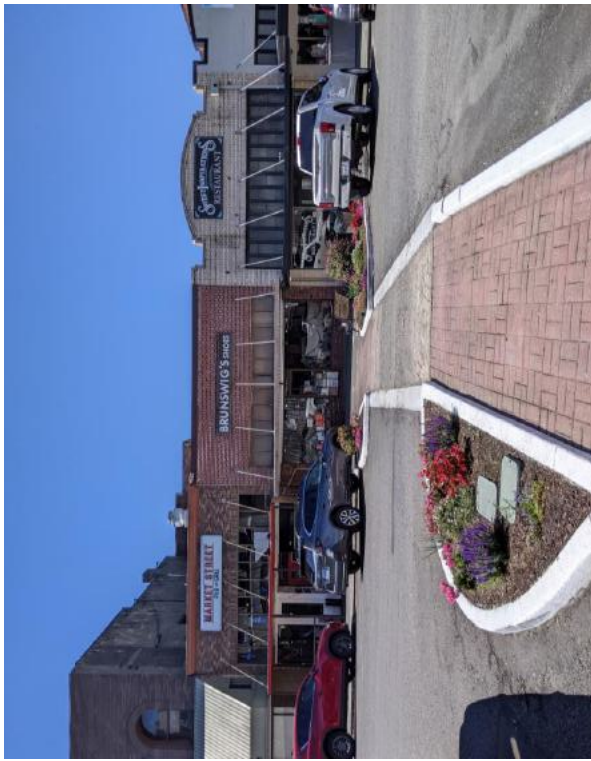
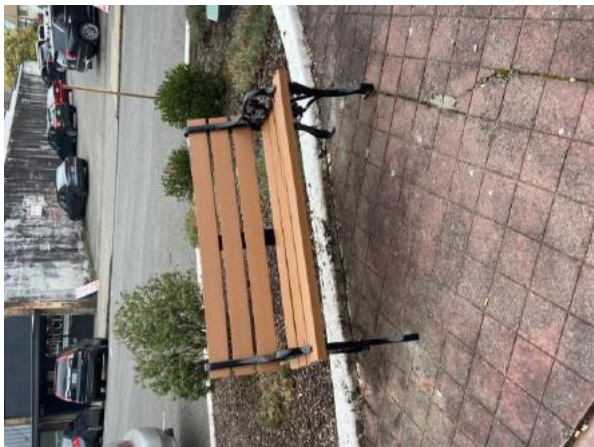


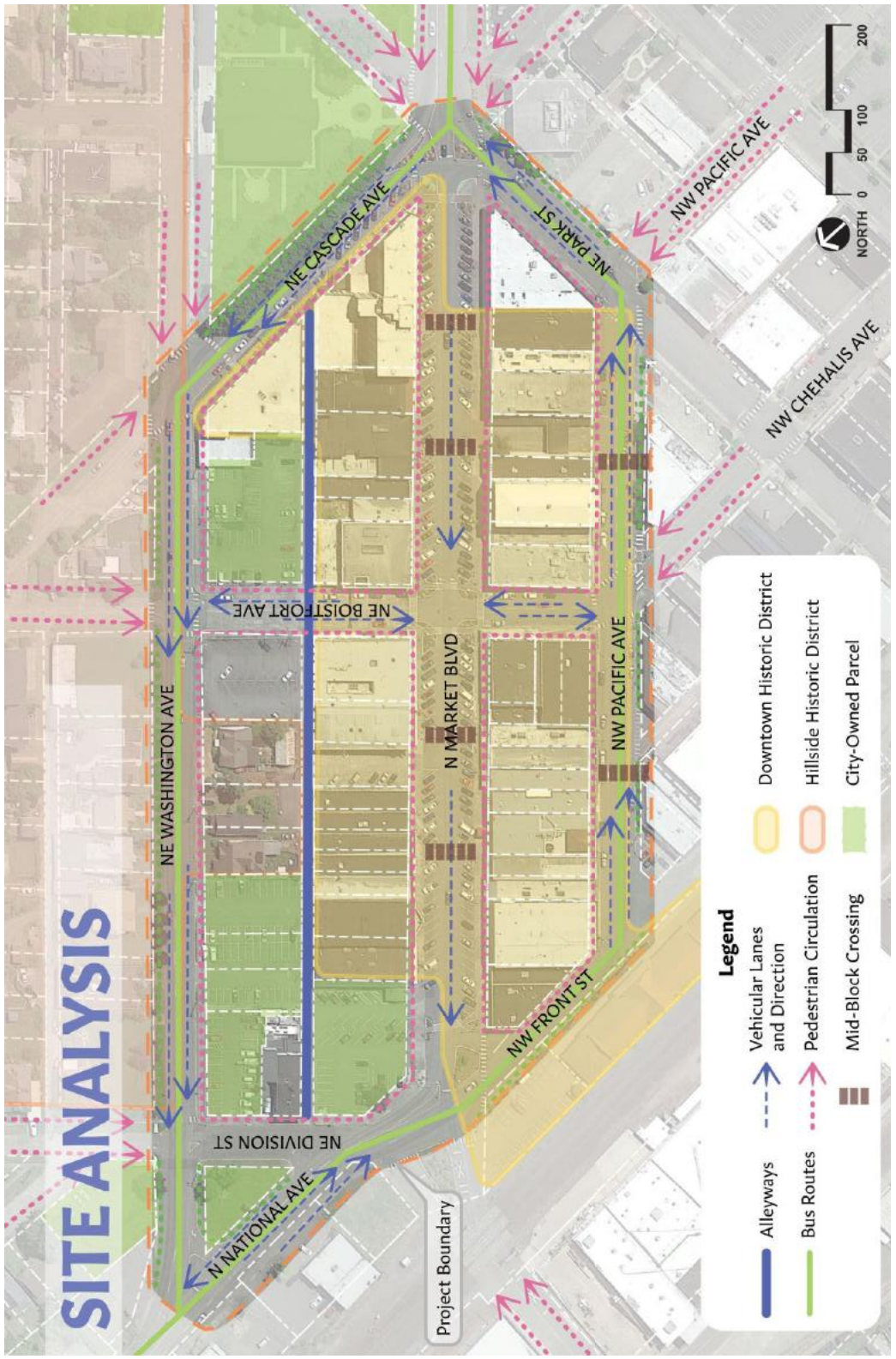
Imagine Downtown Chehalis



City Council Meeting
June 24, 2024







Imagine Downtown Chehalis



City Council Meeting
June 24, 2024



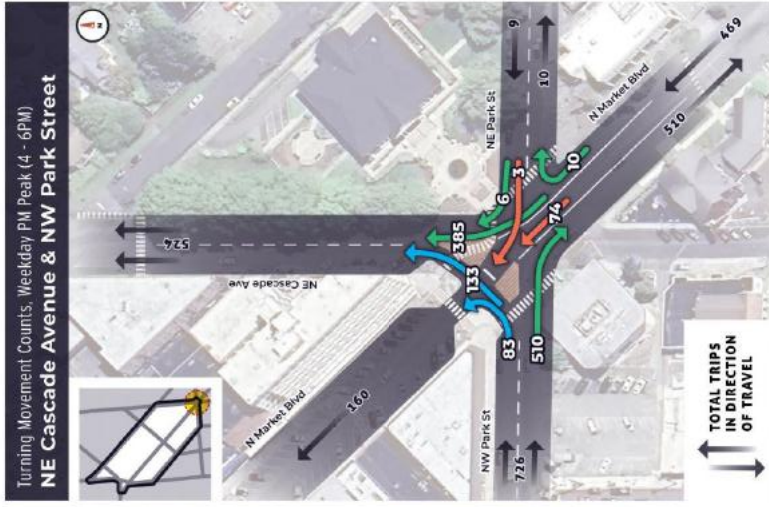
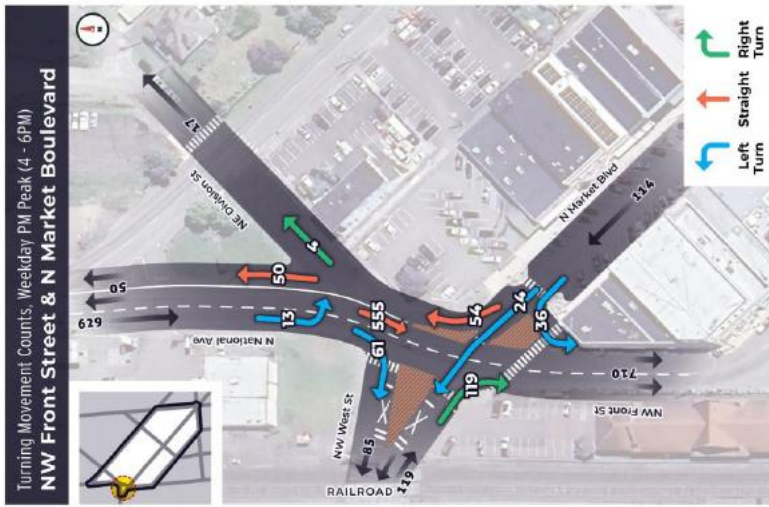
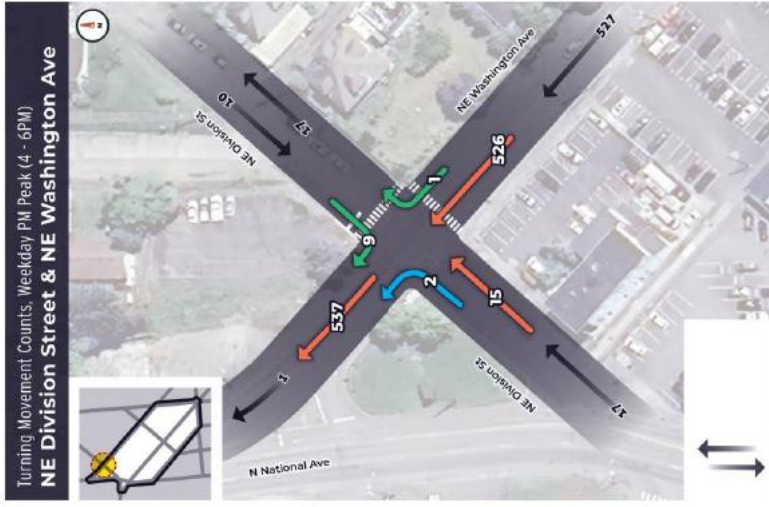
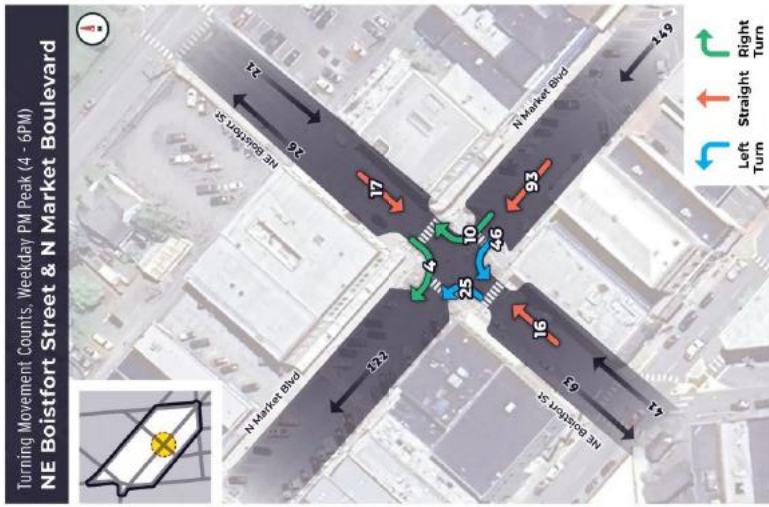
Imagine Downtown Chehalis



City Council Meeting
June 24, 2024



Traffic Patterns

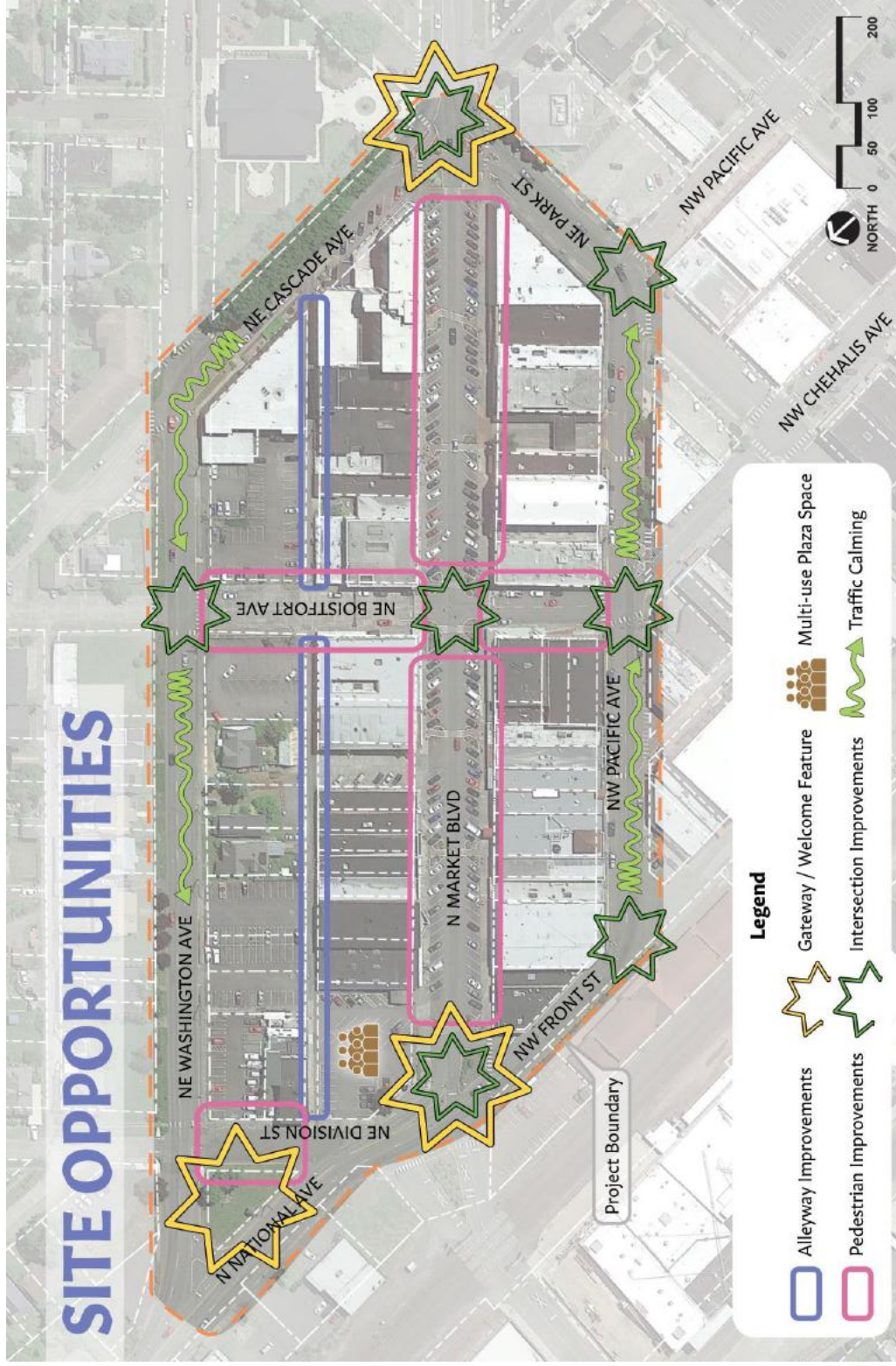


Imagine Downtown Chehalis



City Council Meeting
June 24, 2024

SITE OPPORTUNITIES



Imagine Downtown Chehalis



City Council Meeting
June 24, 2024



Possible Improvements or Additions

- Gateway /welcome feature
- Ornamental planting
- Street trees
- Pedestrian access
- Seating
- Vehicle circulation
- Parking
- Plaza space
- Public art
- Weather protection
- Historic character
- Wayfinding / signage
- Bicycle facilities
- Pedestrian lighting



Imagine Downtown Chehalis



City Council Meeting
June 24, 2024



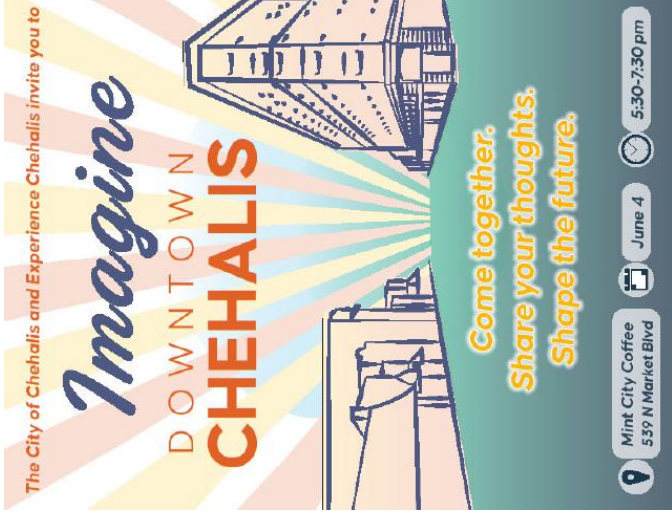
Public Engagement

Farmer's Market

- Tuesday June 4th, 11 am – 4 pm
- Appx 15 people engaged with

Open House

- Mint City Coffee
- Tuesday June 4th, 5:30 pm – 7:30 pm
- Appx 65 people attended



Imagine Downtown Chehalis




City Council Meeting
June 24, 2024



Public Engagement

Survey

- Opened June 4, closes July 3
- As of today, 138 respondents.
- 47% of respondents live in Downtown Chehalis.



Chehalis Visioning Survey

Welcome to the Imagine Downtown Chehalis Project!

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- This survey should take approximately **10 minutes to complete**.
- **Survey closes July 3rd, 2024**

If you need assistance completing the survey, please contact Celest Wilder, the Capital Improvement Project Manager for Chehalis Public Works at cwilder@ci.chehalis.wa.us & 360-748-0238.

About the Project

The Imagine Downtown Chehalis project will reconstruct Market Boulevard, Washington and Pacific Avenues, and Boistfort Street in historic downtown. This comprehensive effort includes enhancements such as upgraded sidewalks, optimized traffic flow, improved roadways, opportunities for community events, and enhanced lighting. It is intended to express the long-term vision for your downtown. This plan will also help the City secure grants for future development and is intended to guide final design implementation as funding becomes available.

The public is invited to engage and share perspectives. Your valuable input throughout 2024 will shape the final decisions, ensuring that downtown Chehalis meets the needs of its residents while becoming a



Imagine Downtown Chehalis



City Council Meeting
June 24, 2024



Public Engagement

- Preliminary survey feedback
- Preliminary survey feedback
 - Almost everyone drives to get downtown (96%)
 - Most people visit daily or weekly
- "I love downtown Chehalis because..."
 - "it feels like home"
 - clean, inviting, friendly, personal
 - story, character, charming, historic
- Possible improvements to downtown Chehalis
 - more parking, parking garage, improved parking, free parking, no timed parking
 - pedestrian street, permanent closure to cars, plaza space, pedestrian lighting
 - Pacific Ave clean up, no wires, second main street, no dumpsters, new sidewalks



Imagine Downtown Chehalis

City Council Meeting
June 24, 2024



Next Steps

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- Early August: Meet with Advisory Committee to review public feedback.
- July-August: Prepare for second phase of public engagement as a multi-day open studio downtown to develop up to 3 concepts.
- Early Fall: Multi-day open studio to develop up to 3 concepts:
 - Day 1: afternoon/evening set up, prepare
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Imagine Downtown Chehalis

City Council Meeting
June 24, 2024



Thank you!

Questions? Comments?

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Celest Wilder
Capital Improvement Project Manager
City of Chehalis Public Works

cwilder@ci.chehalis.wa.us

360-748-0238



Imagine Downtown Chehalis



City Council Meeting
June 24, 2024



Downtown Chehalis Rejuvenation Project

Historic Preservation Commission Meeting

June 20, 2024



Imagine Downtown Chehalis



Historic Preservation Commission Meeting
June 20, 2024



Design Team

- Juliet Vong, Landscape Architect, HBB
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Imagine Downtown Chehalis

Historic Preservation Commission Meeting
June 20, 2024





Imagine Downtown Chehalis

Historic Preservation Commission Meeting
June 20, 2024



Goals

1. Reflect the vibrancy of the businesses and community
2. Celebrate Chehalis identity and history
3. Activate spaces for pedestrian uses
4. Provide flexibility for a range of activities and special events
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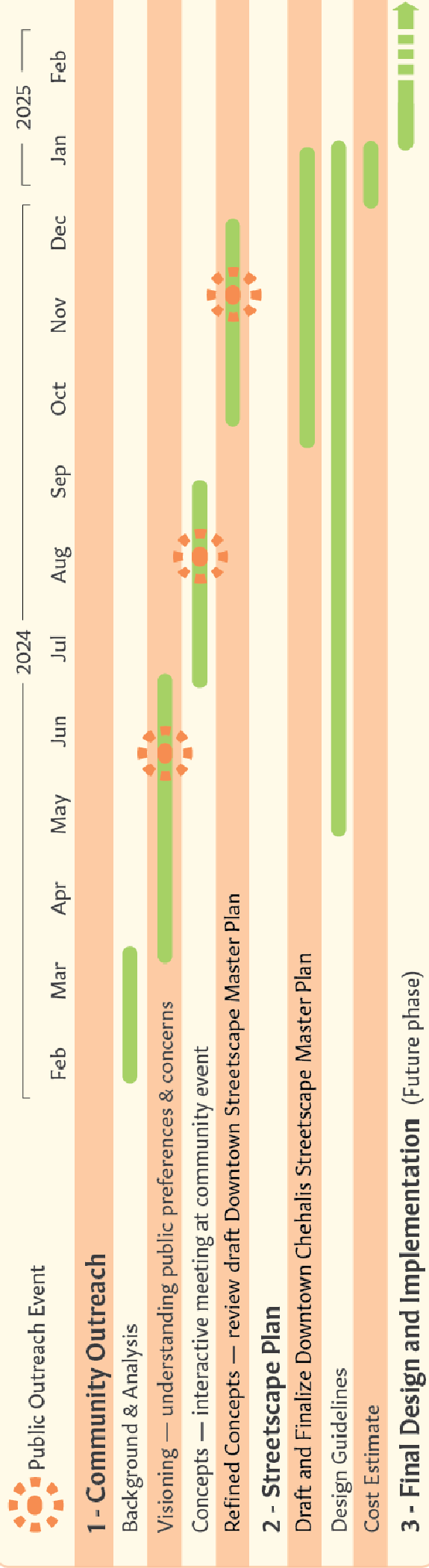


Imagine Downtown Chehalis

Historic Preservation Commission Meeting
June 20, 2024



Schedule



Imagine Downtown Chehalis

Historic Preservation Commission Meeting
June 20, 2024



Evaluation Guiding Principles

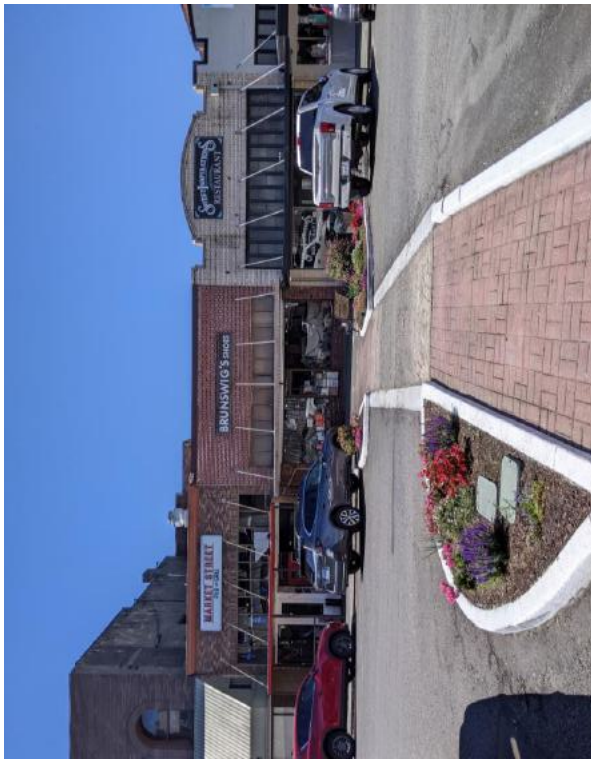
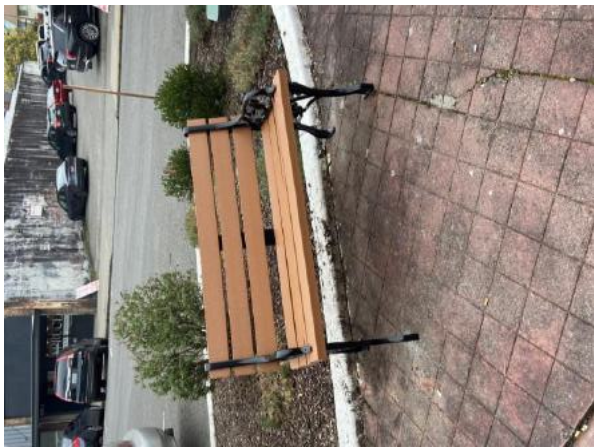
- Improve existing infrastructure
- Improve ease of access into downtown
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- Reduce conflicts between vehicles and pedestrians / cyclists
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- Ability to host community events and festivals
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- Protect the historic character
- Increase available parking

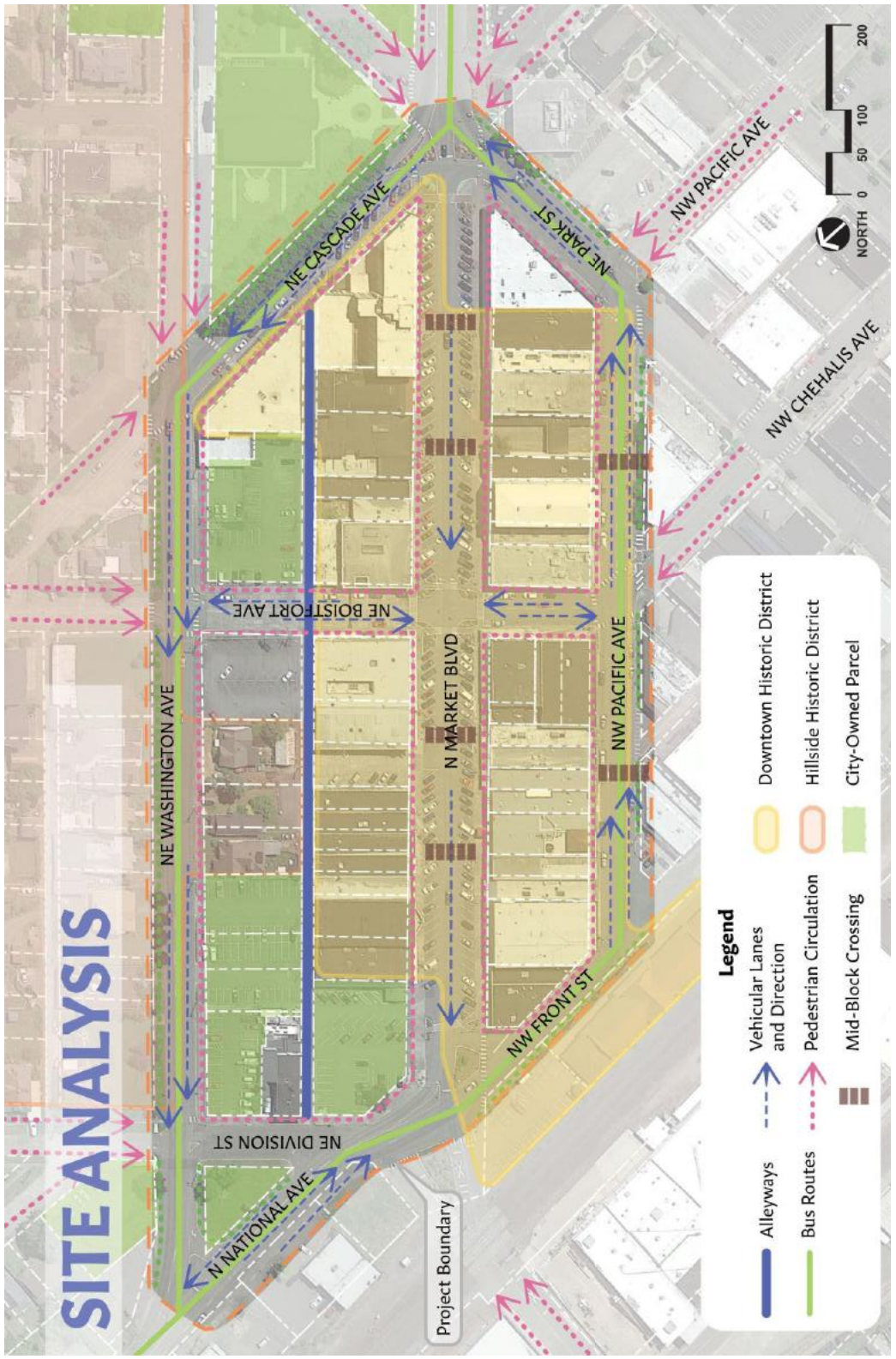


Imagine Downtown Chehalis

Historic Preservation Commission Meeting
June 20, 2024







Imagine Downtown Chehalis

Historic Preservation Commission Meeting
June 20, 2024



Public Engagement

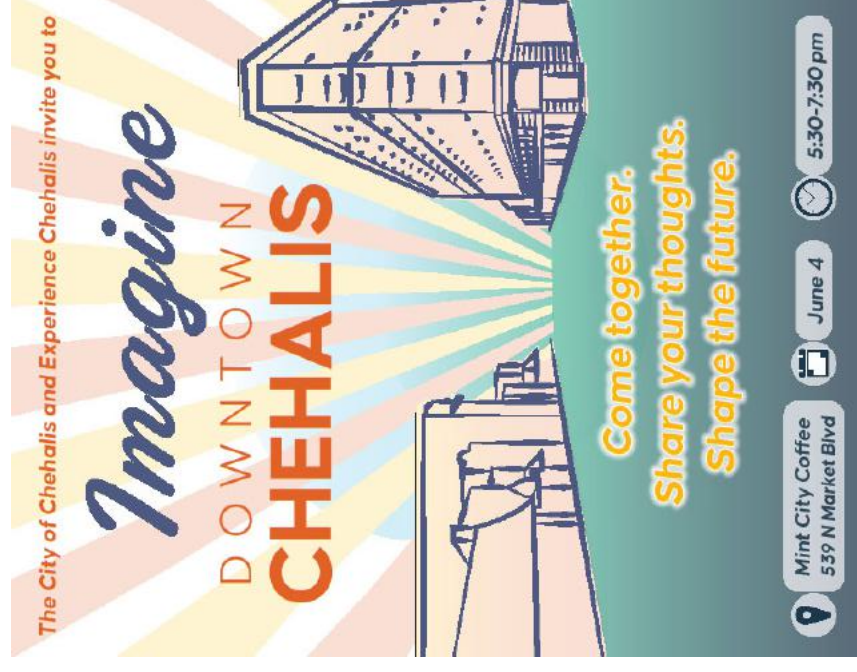
Farmer's Market

- Tuesday June 4th, 11 am – 4 pm

Open House

- Mint City Coffee
- Tuesday June 4th, 5:30 pm – 7:30 pm

- Summary of Feedback



Imagine Downtown Chehalis



Historic Preservation Commission Meeting
June 20, 2024



Public Engagement

Survey

- Opened June 4, closes July 3
- <update to be provided for June 20 meeting>

Chehalis Visioning Survey

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Imagine Downtown Chehalis



Historic Preservation Commission Meeting
June 20, 2024



Public Engagement

- Preliminary survey feedback
 - <to be included in June 20 meeting>



Imagine Downtown Chehalis

Historic Preservation Commission Meeting
June 20, 2024



Memory and Place

- Memories/Stories of Downtown

- What you remember
- Where it happened



- Expressive Features of the Buildings

- Buildings tell stories
- What features are the most expressive?



Imagine Downtown Chehalis



Historic Preservation Commission Meeting
June 20, 2024



Historic Preservation

- Historic Character Analysis
 - Identifies prominent Architectural styles, features, and exemplary buildings.
 - Incorporates feedback from public on important features.
 - Approximately 12 pg. memo



HISTORIC CHARACTER ANALYSIS

CHEHALIS DOWNTOWN HISTORIC DISTRICT
Matt Purvis and Mia Ho | Rolluda Architects



Imagine Downtown Chehalis

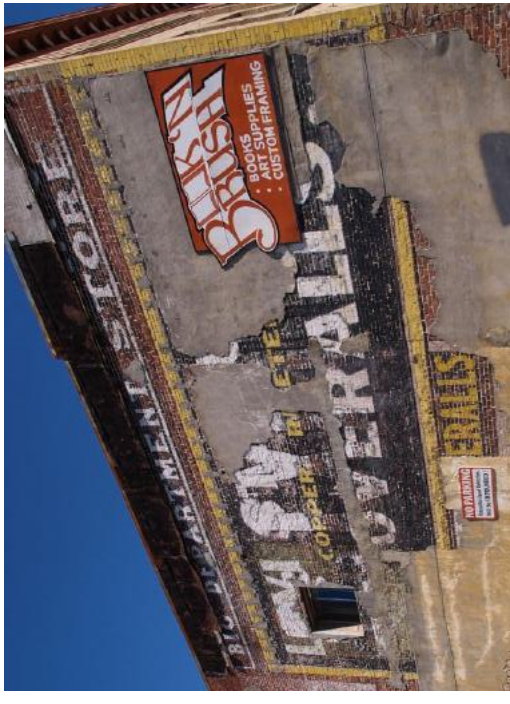


Historic Preservation Commission Meeting
June 20, 2024



Historic Preservation - Communication

- Designations
 - Local, state, national registers
- Regulations/Guidelines
 - Codes, design review
 - Secretary of the Interior Standards
- Resources
 - Historical information
 - Professionals
 - Financial resources



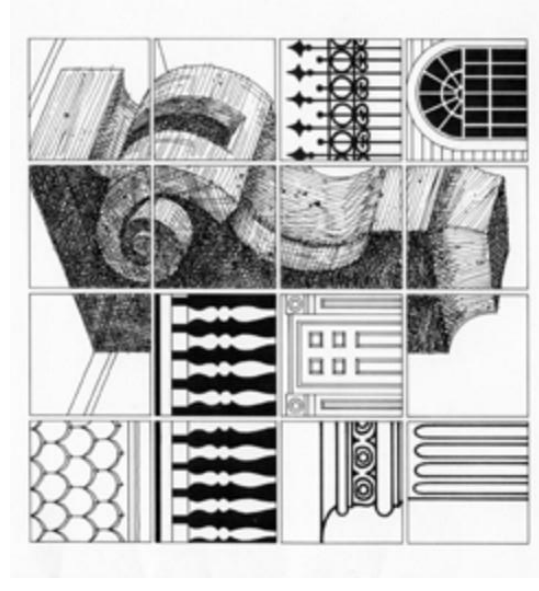
Imagine Downtown Chehalis

Historic Preservation Commission Meeting
June 20, 2024



A Preservation Framework for Chehalis

- Architectural Design Guidelines
 - Identification of areas where preservation is needed; features specific and important to the history of Downtown Chehalis
 - Incorporating Secretary of the Interior Standards
 - Coordinated with existing preservation structures
- Learning from Others
 - What works (or doesn't) and why?
 - Pioneer Square Seattle, Roslyn, Port Townsend, Leavenworth...



- Up to 40 pages
- To inform future codes



Imagine Downtown Chehalis



Historic Preservation Commission Meeting
June 20, 2024

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Imagine Downtown Chehalis

Historic Preservation Commission Meeting
June 20, 2024



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Questions? Comments?

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Celest Wilder
Capital Improvement Project Manager
City of Chehalis Public Works

cwilder@ci.chehalis.wa.us

360-748-0238



Imagine Downtown Chehalis



Historic Preservation Commission Meeting
June 20, 2024



Downtown Chehalis Rejuvenation Project

Planning Commission Meeting

June 11, 2024



Imagine Downtown Chehalis



Planning Commission Meeting
June 11, 2024



Design Team

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Imagine Downtown Chehalis

Planning Commission Meeting
June 11, 2024





Imagine Downtown Chehalis

Planning Commission Meeting
June 11, 2024



Goals

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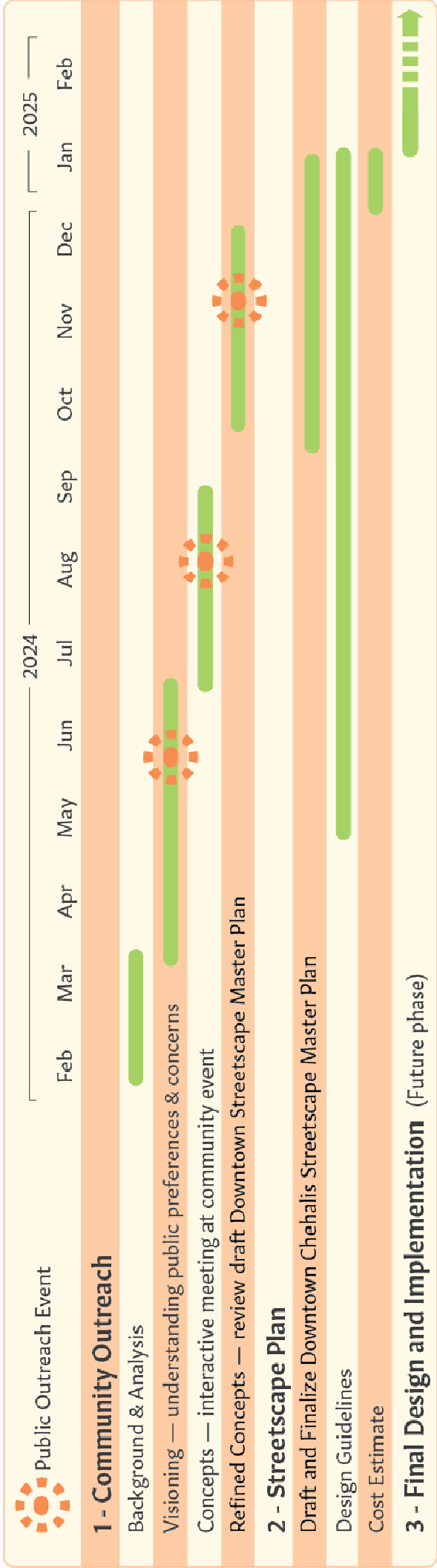


Imagine Downtown Chehalis

Planning Commission Meeting
June 11, 2024



Schedule



Imagine Downtown Chehalis



Planning Commission Meeting
June 11, 2024

Evaluation Guiding Principles

- Improve existing infrastructure
- Improve ease of access into downtown
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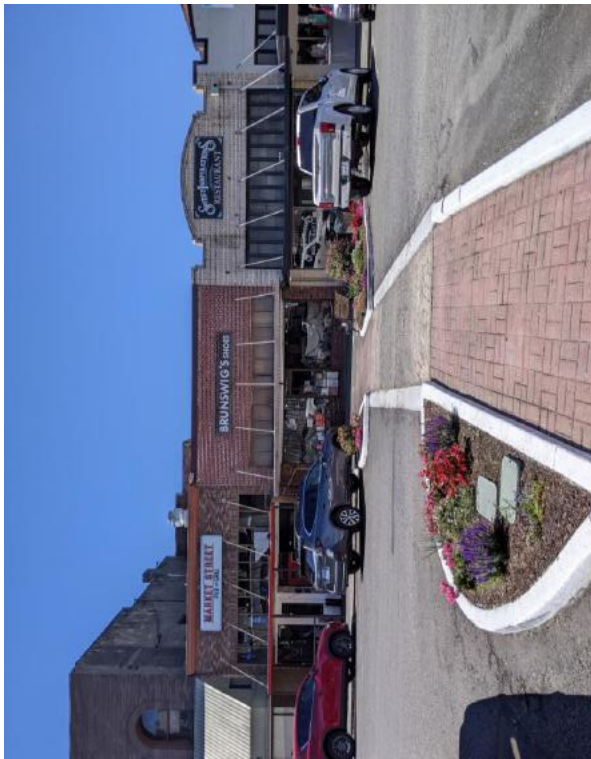
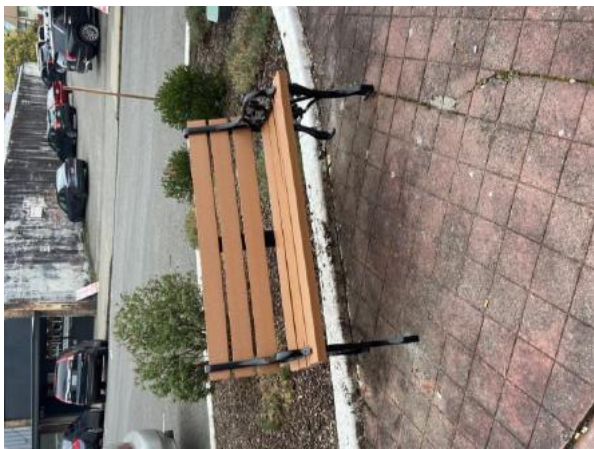


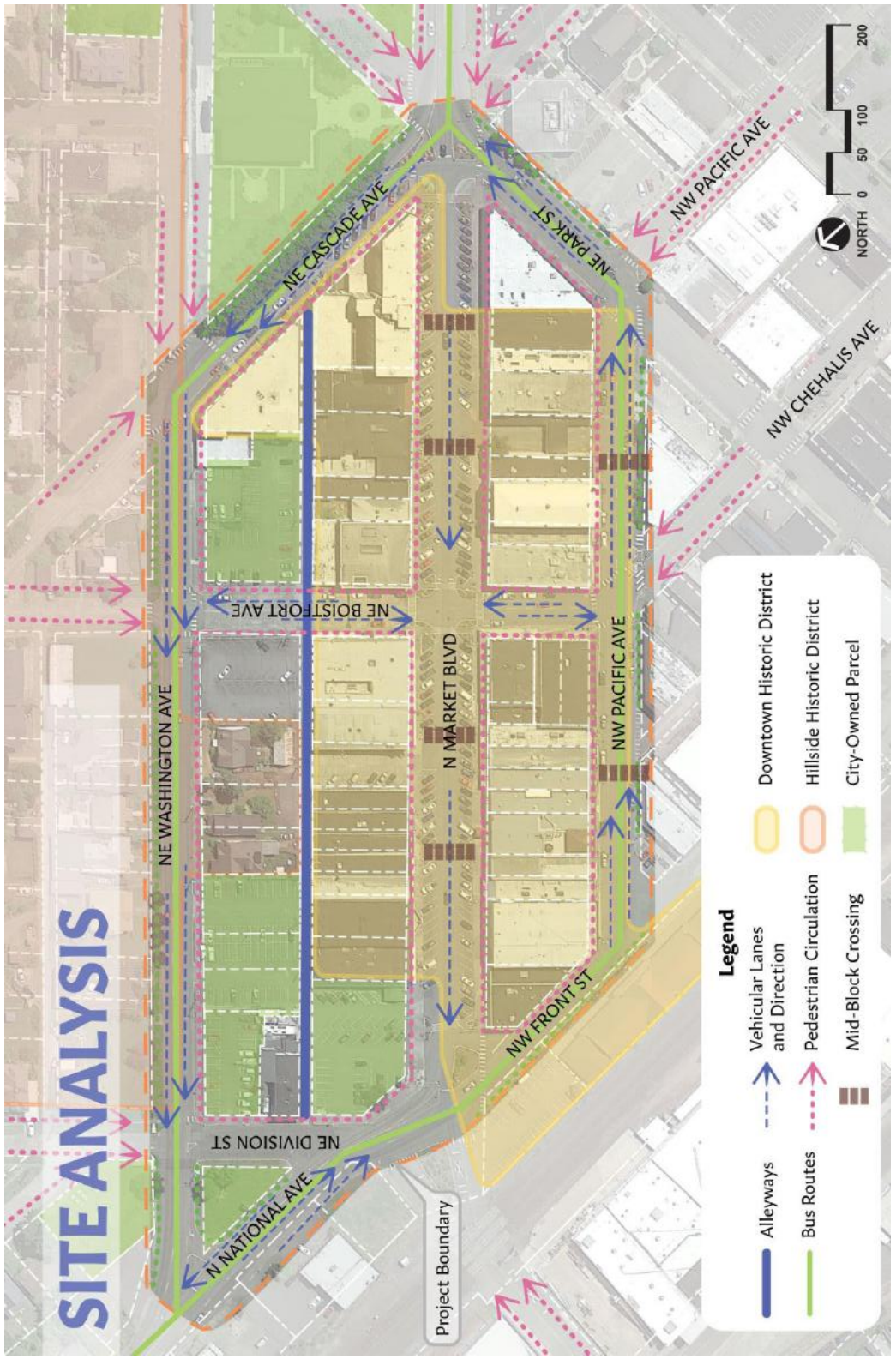
Imagine Downtown Chehalis



Planning Commission Meeting
June 11, 2024







Imagine Downtown Chehalis

Planning Commission Meeting
June 11, 2024



Parking Occupancy in Downtown Chehalis



Imagine Downtown Chehalis

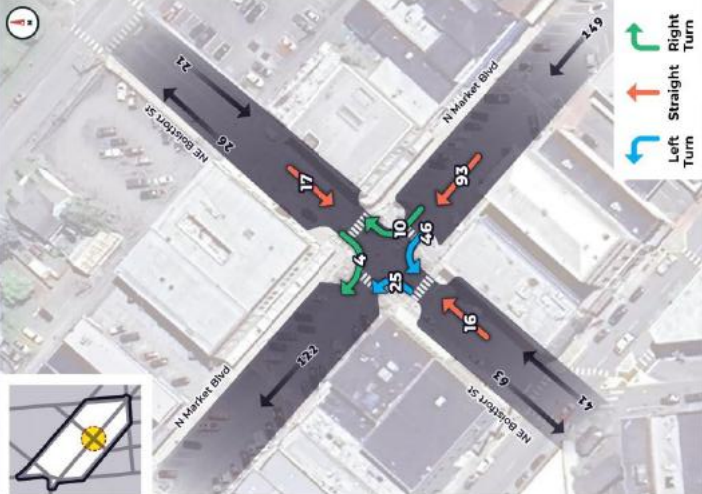


Planning Commission Meeting
June 11, 2024

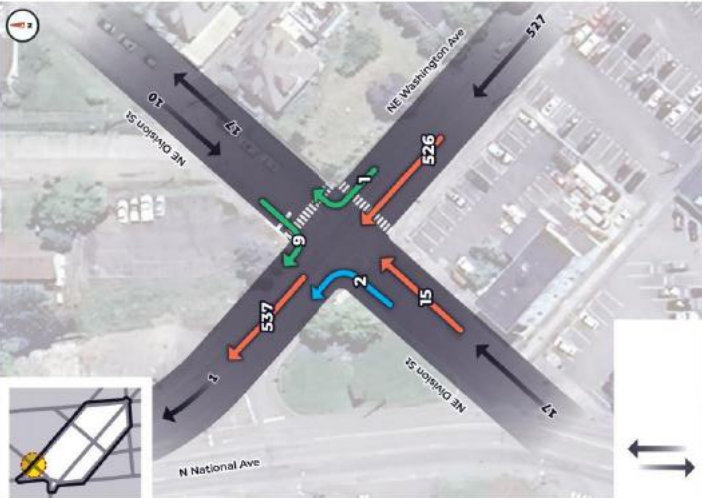


Traffic Patterns

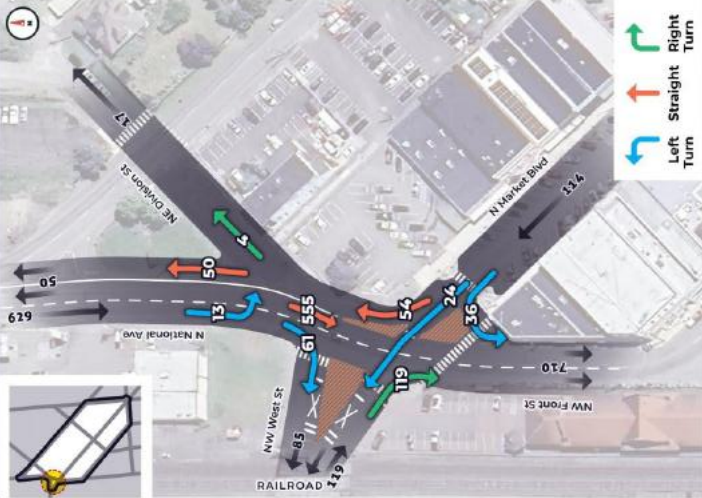
Turning Movement Counts, Weekday PM Peak (4 - 6PM)
NE Boistfort Street & N Market Boulevard



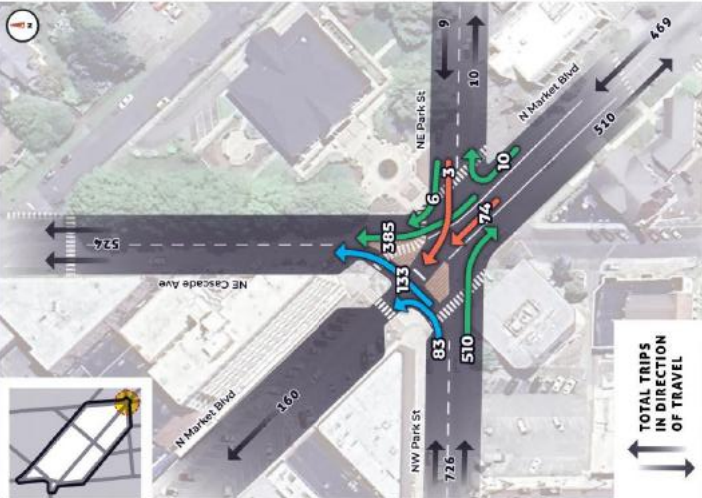
Turning Movement Counts, Weekday PM Peak (4 - 6PM)
NE Division Street & NE Washington Ave



Turning Movement Counts, Weekday PM Peak (4 - 6PM)
NW Front Street & N Market Boulevard



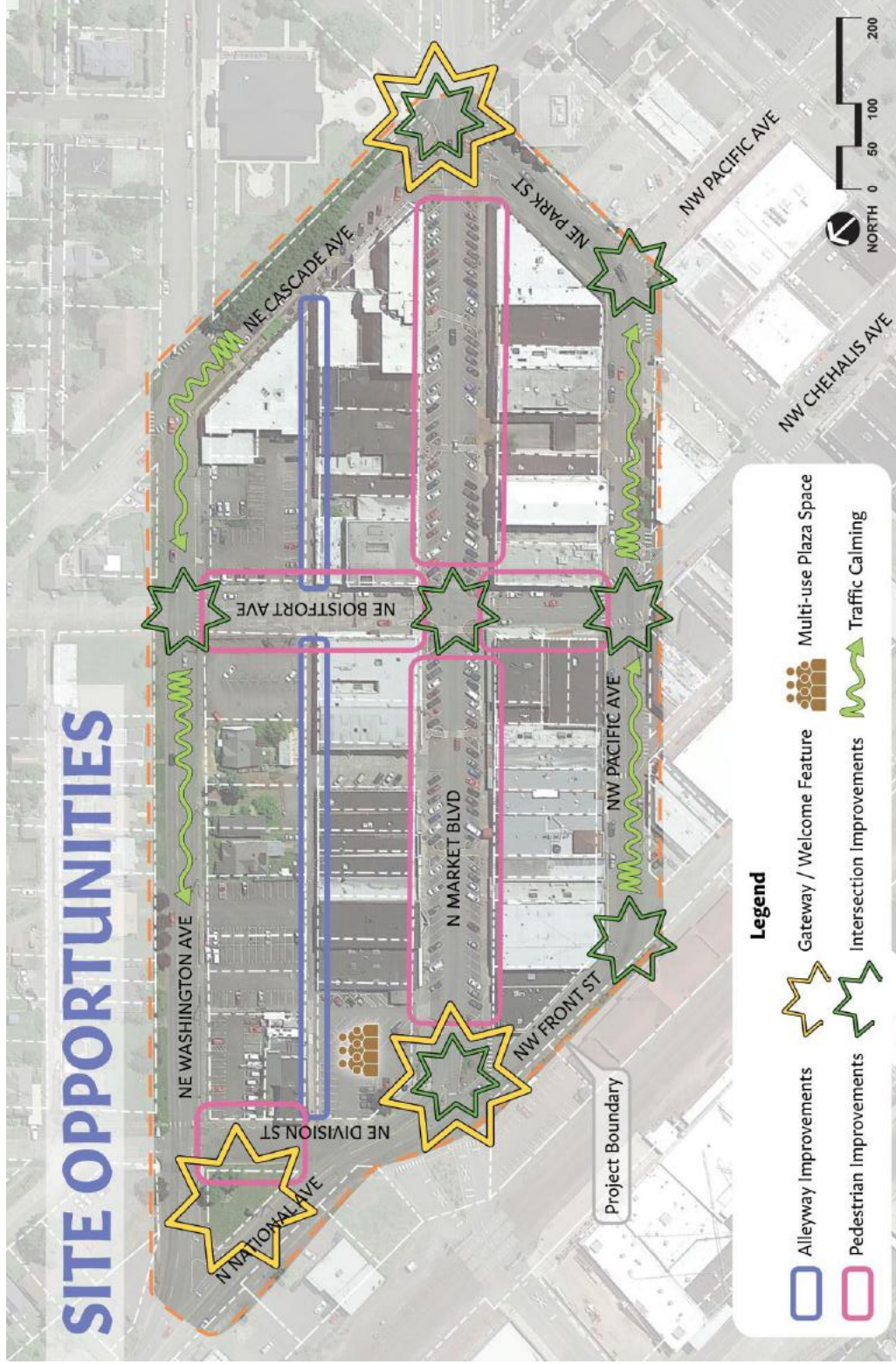
Turning Movement Counts, Weekday PM Peak (4 - 6PM)
NE Cascade Avenue & NW Park Street



Imagine Downtown Chehalis



Planning Commission Meeting
June 11, 2024



Imagine Downtown Chehalis



Planning Commission Meeting
June 11, 2024



Possible Improvements or Additions

- Gateway /welcome feature
- Ornamental planting
- Street trees
- Pedestrian access
- Seating
- Vehicle circulation
- Parking
- Plaza space
- Public art
- Weather protection
- Historic character
- Wayfinding / signage
- Bicycle facilities
- Pedestrian lighting



Imagine Downtown Chehalis



Planning Commission Meeting
June 11, 2024



Public Engagement

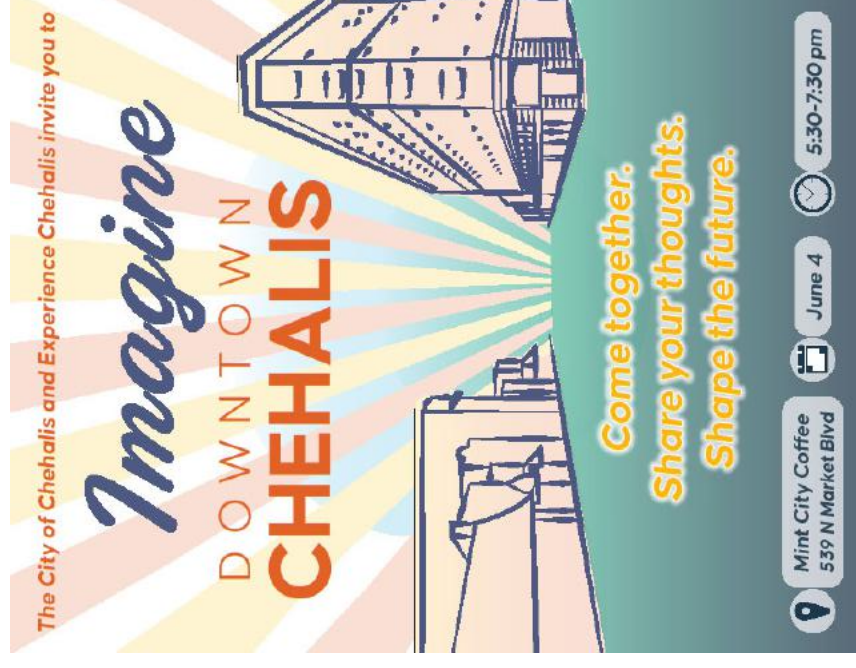
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- Tuesday June 4th, 11 am – 4 pm
- Appx 15 people engaged with

Open House

- Mint City Coffee
- Tuesday June 4th, 5:30 pm – 7:30 pm
- Appx 65 people attended the event

- Summary of Feedback



Imagine Downtown Chehalis




Planning Commission Meeting
June 11, 2024



Public Engagement

Survey

- Opened June 4, closes July 3
- As of today, 70 respondents.
- 75% of respondents live in town.



Chehalis Visioning Survey

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Imagine Downtown Chehalis



Planning Commission Meeting
June 11, 2024



Public Engagement

- Preliminary survey feedback
 - Almost everyone drives to get downtown (93%)
 - Most people visit daily or weekly
- "I love downtown Chehalis because..."
 - "it feels like home"
 - clean, inviting, friendly, personal
 - story, character, charming, historic
- Possible improvements to downtown Chehalis
 - more parking, parking garage, improved parking, free parking, no timed parking
 - pedestrian street, permanent closure to cars, plaza space, pedestrian lighting
 - Pacific Ave clean up, no wires, second main street, no dumpsters, new sidewalks



Imagine Downtown Chehalis

Planning Commission Meeting
June 11, 2024



Next Steps

- Early July: Review all feedback from first phase of public engagement.
- Early August: Meet with Advisory Committee to review public feedback.
- July-August: Prepare for second phase of public engagement as a multi-day open studio downtown to develop up to 3 concepts.
- Early Fall: Multi-day open studio to develop up to 3 concepts:
 - Day 1: afternoon/evening set up, prepare
 - Day 2: all day working session to develop concepts, present in evening to public
 - Day 3: refine ideas based on initial feedback, present refined concept to City staff and Advisory Committee, open to public



Imagine Downtown Chehalis

Planning Commission Meeting
June 11, 2024



Thank you!

Questions? Comments?

For more information, please contact:

Celest Wilder
Capital Improvement Project Manager
City of Chehalis Public Works

cwilder@ci.chehalis.wa.us

360-748-0238



Imagine Downtown Chehalis



Planning Commission Meeting
June 11, 2024



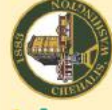
Downtown Chehalis Rejuvenation Project

City Council Meeting
September 23, 2024



Imagine Downtown Chehalis

City Council Meeting
September 23, 2024



Goals

1. Reflect the vibrancy of the businesses and community
2. Celebrate Chehalis identity and history
3. Activate spaces for pedestrian uses
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Imagine Downtown Chehalis

City Council Meeting
September 23, 2024





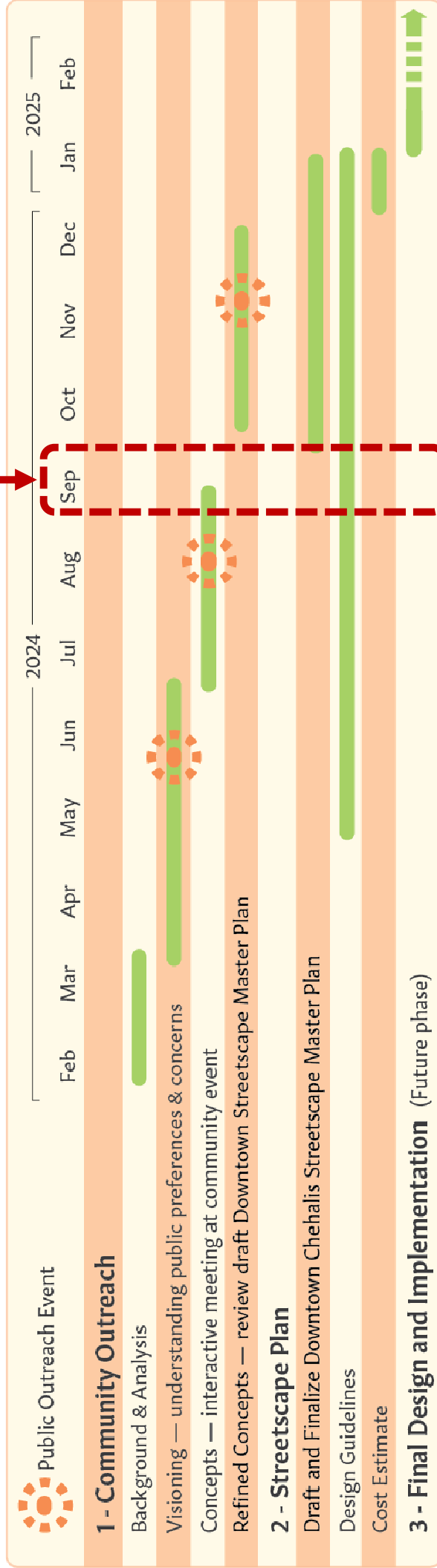
Imagine Downtown Chehalis

City Council Meeting
September 23, 2024



Schedule

We are here!



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City Council Meeting
September 23, 2024



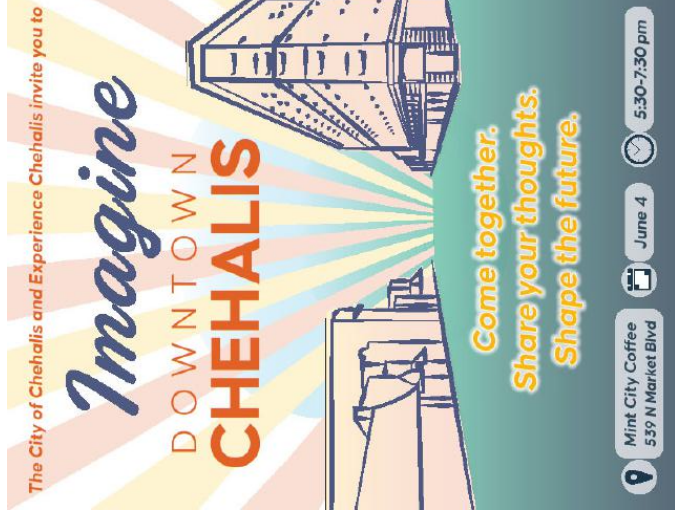
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- Tuesday June 4th, 11 am – 4 pm
- Appx 15 people engaged

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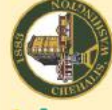
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Imagine Downtown Chehalis



City Council Meeting
September 23, 2024

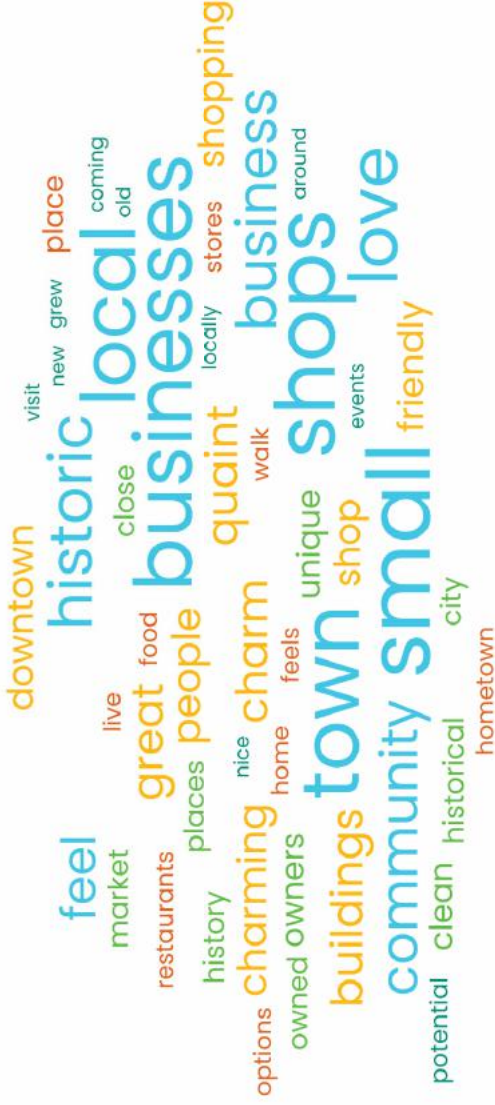


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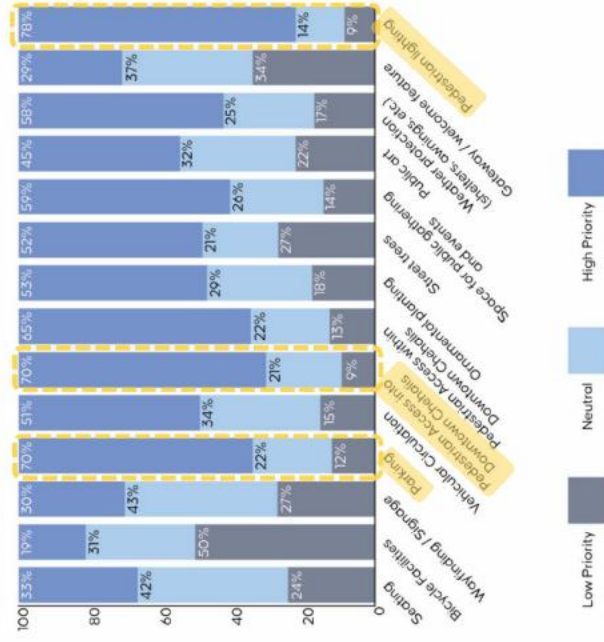
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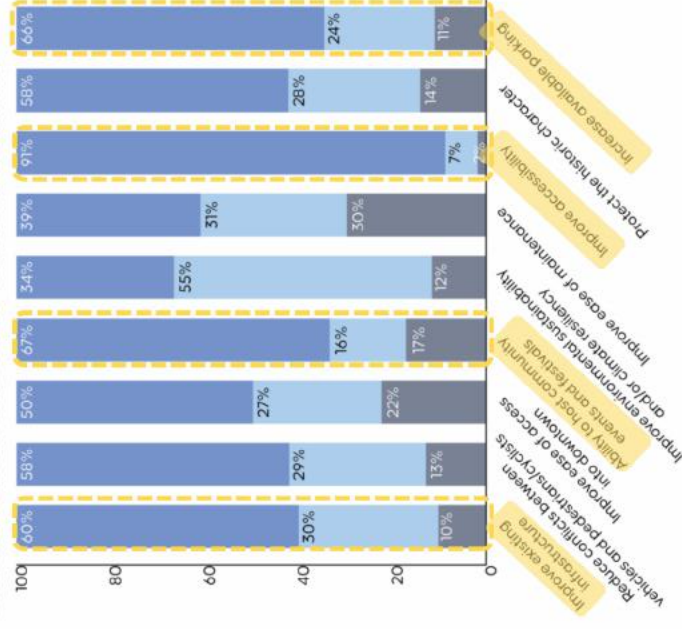


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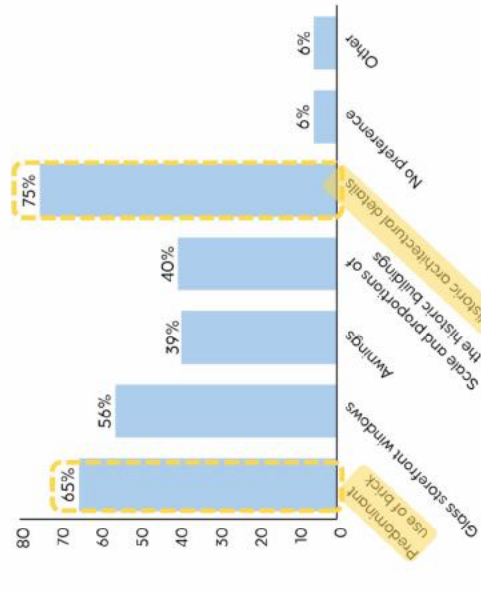
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City Council Meeting
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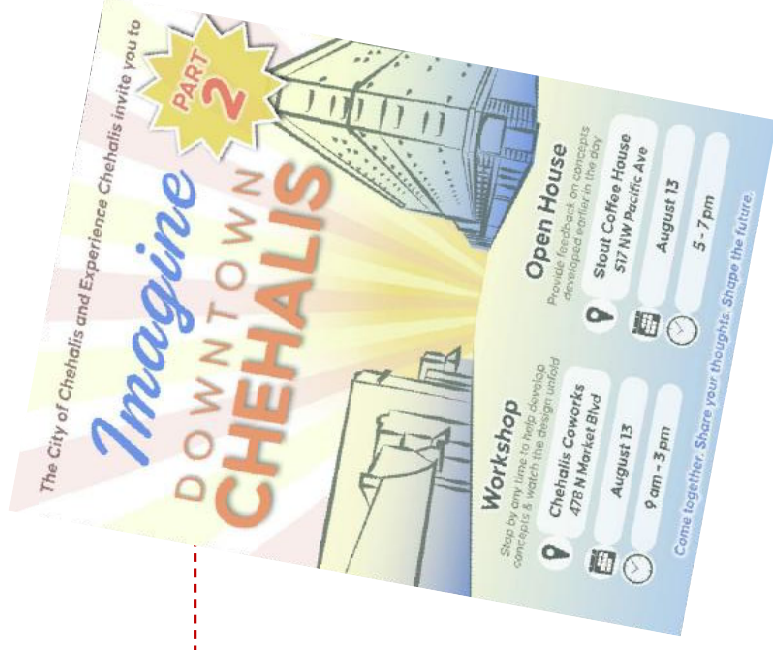
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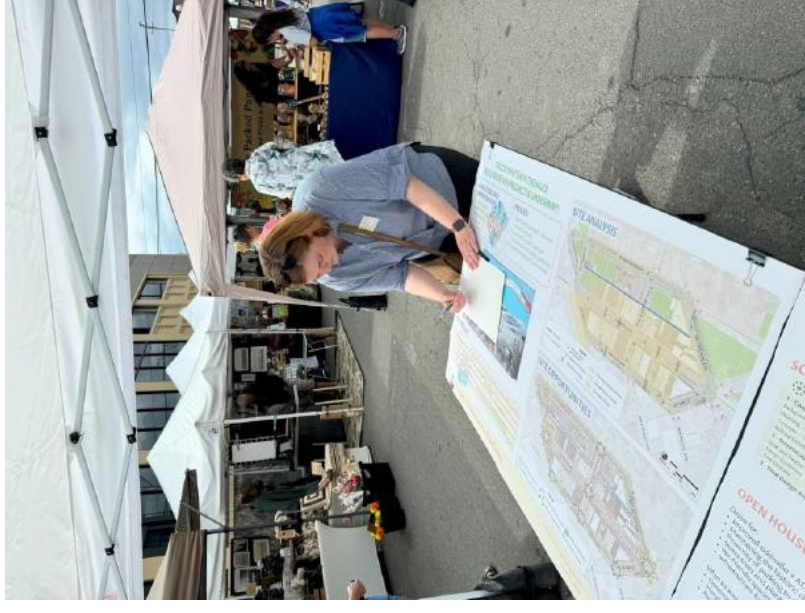
Imagine Downtown Chehalis

City Council Meeting
September 23, 2024



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City Council Meeting
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City Council Meeting
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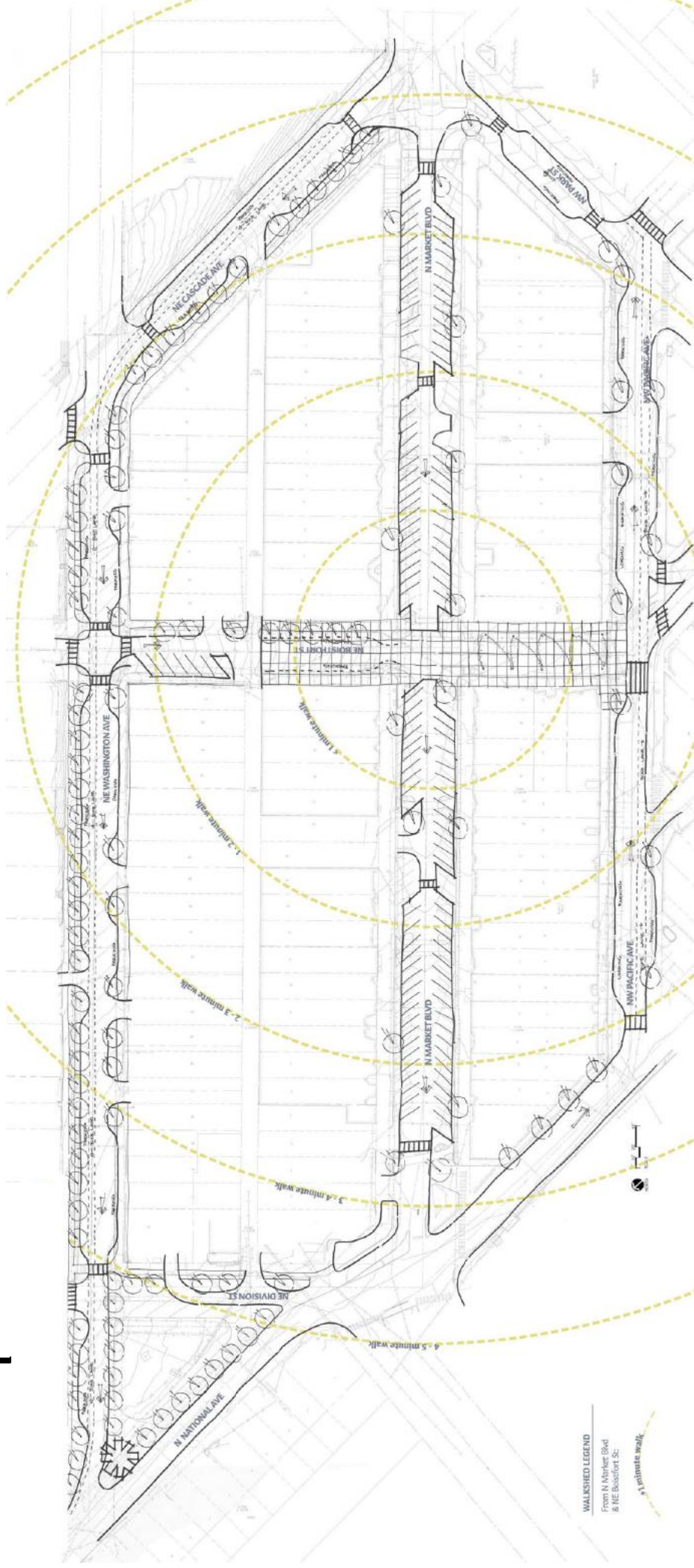


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City Council Meeting
September 23, 2024

Concept 1



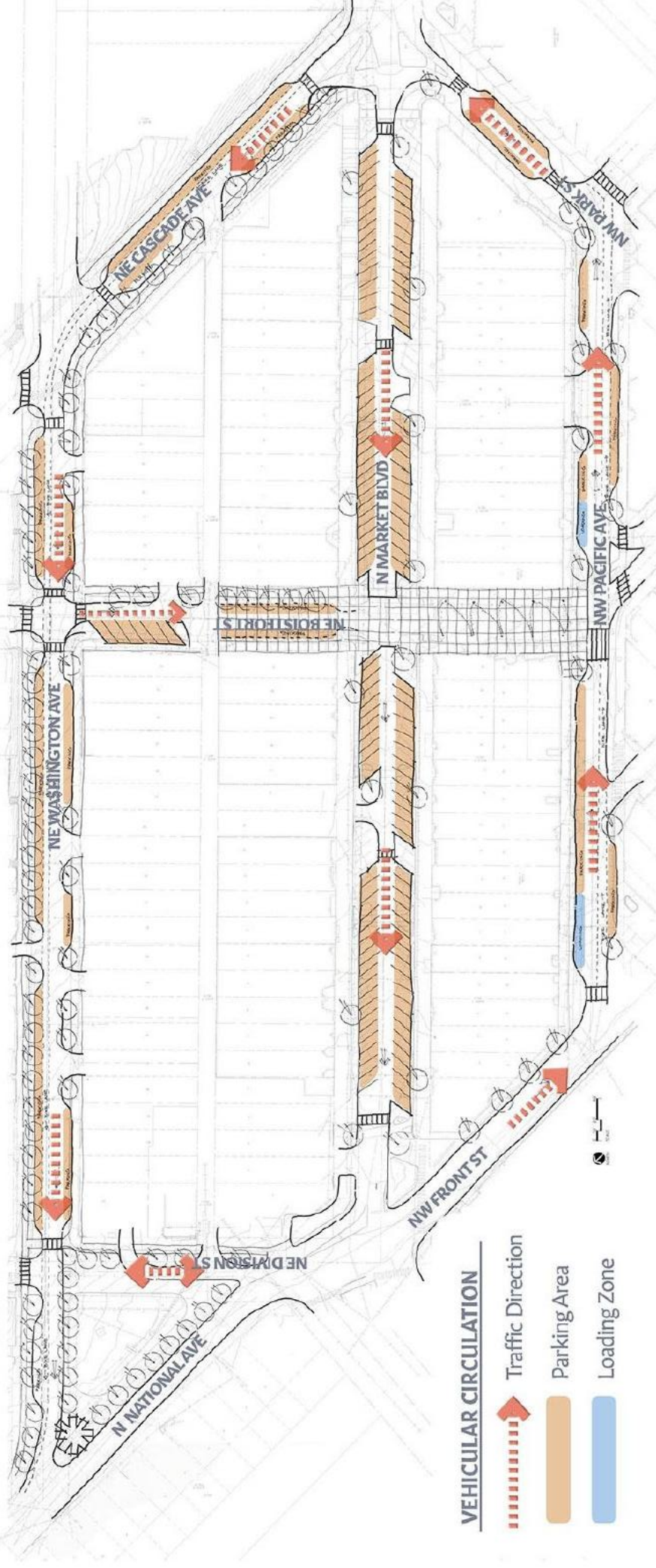
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City Council Meeting
September 23, 2024






Concept 1 - Vehicular Circulation

CONCEPT SITE PLAN 1



VEHICULAR CIRCULATION

-  Traffic Direction
-  Parking Area
-  Loading Zone



Imagine Downtown Chehalis

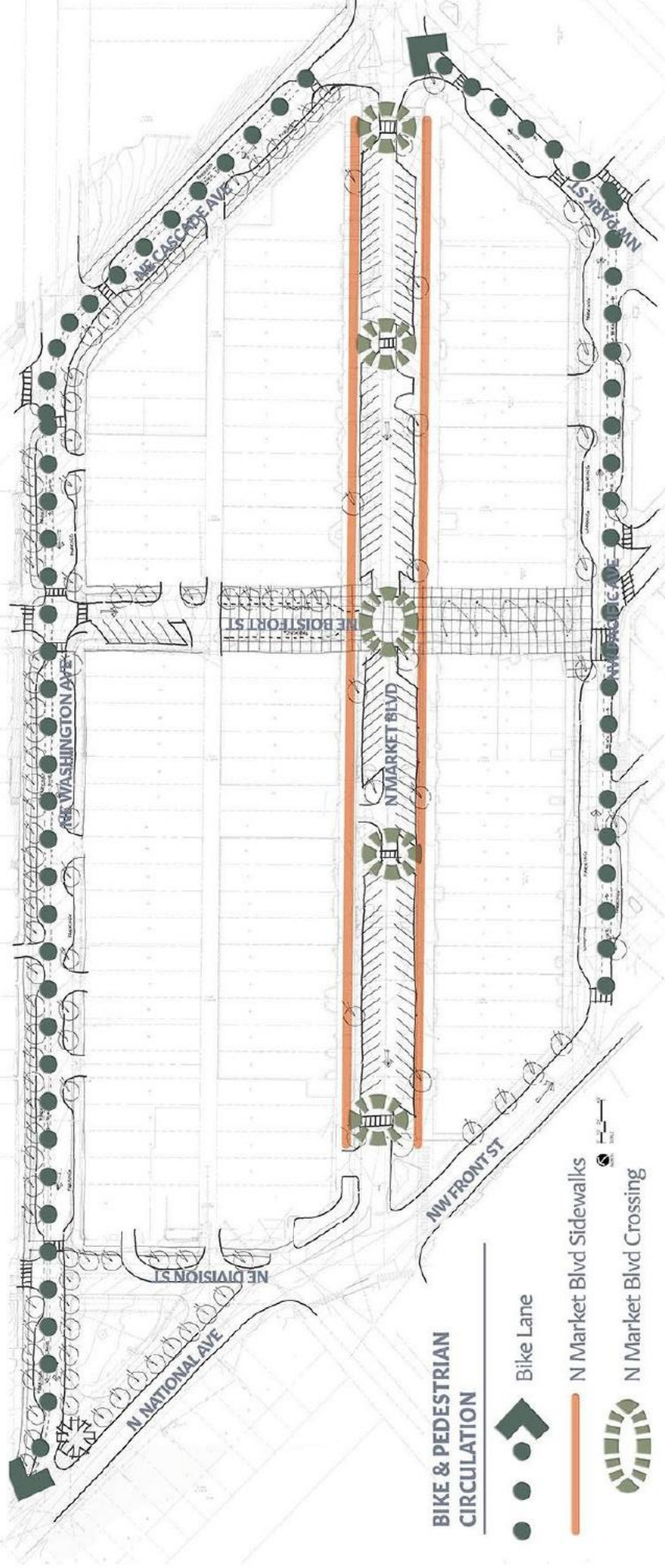


City Council Meeting
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Concept 1 - Pedestrian Circulation

CONCEPT SITE PLAN 1



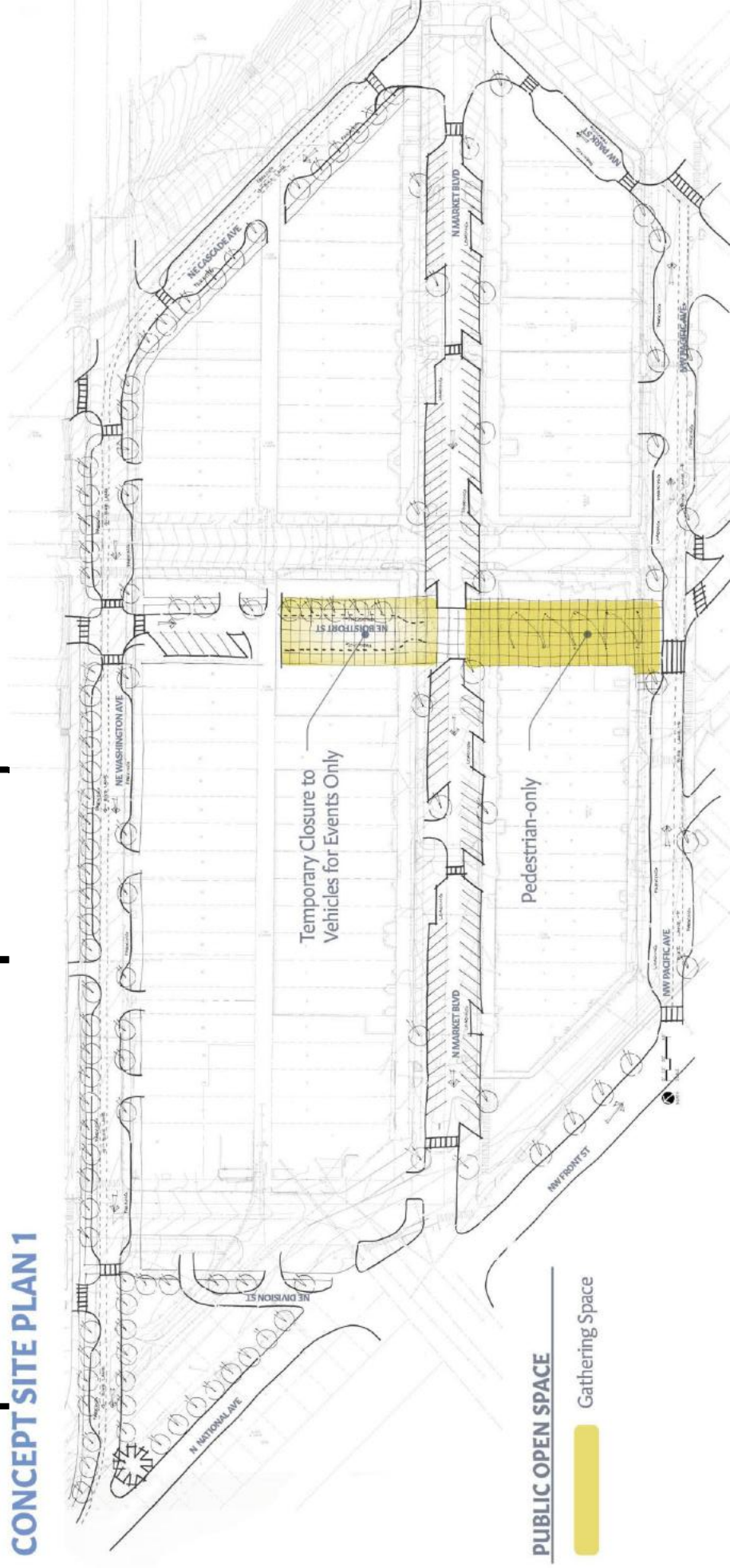
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City Council Meeting
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Concept 1 - Public Open Space

CONCEPT SITE PLAN 1



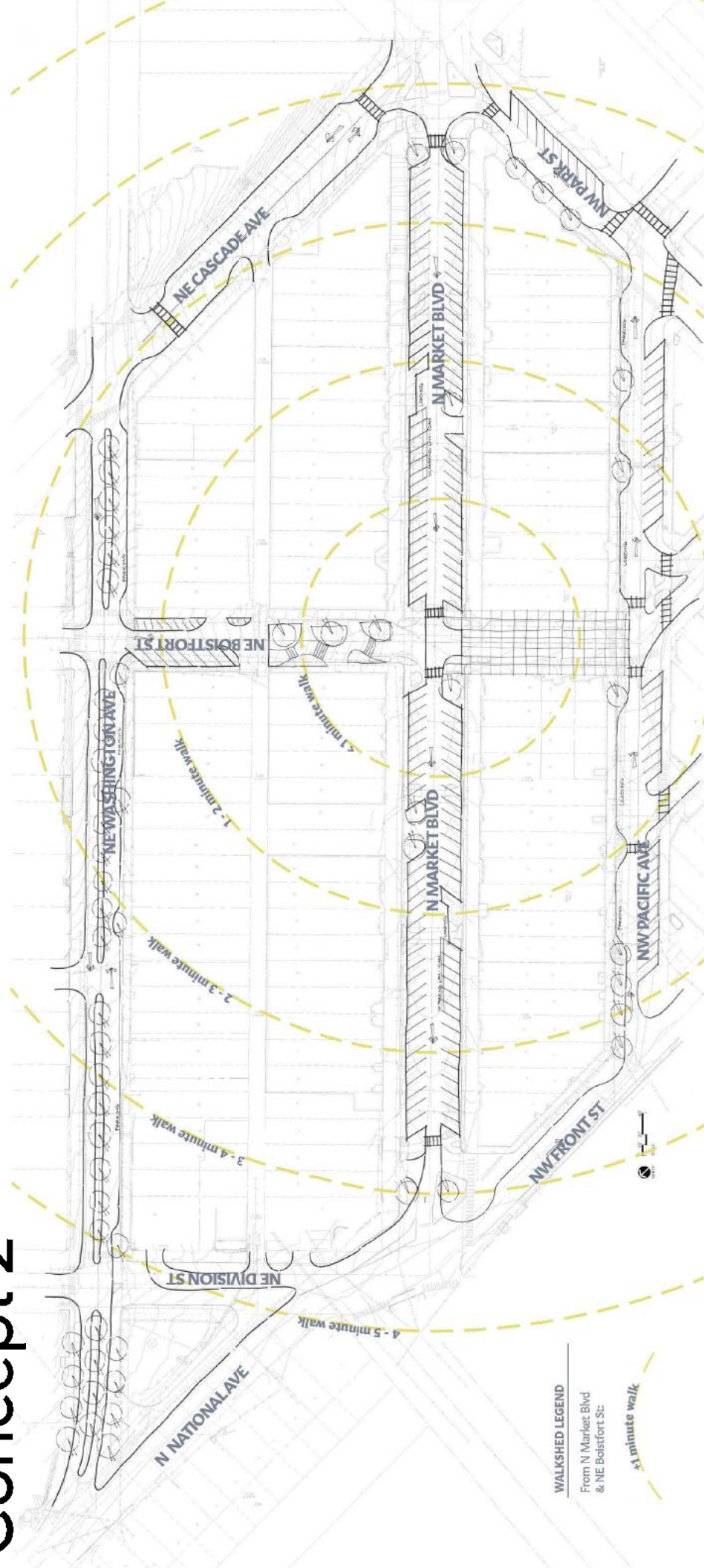
Imagine Downtown Chehalis



City Council Meeting
September 23, 2024



Concept 2



Imagine Downtown Chehalis

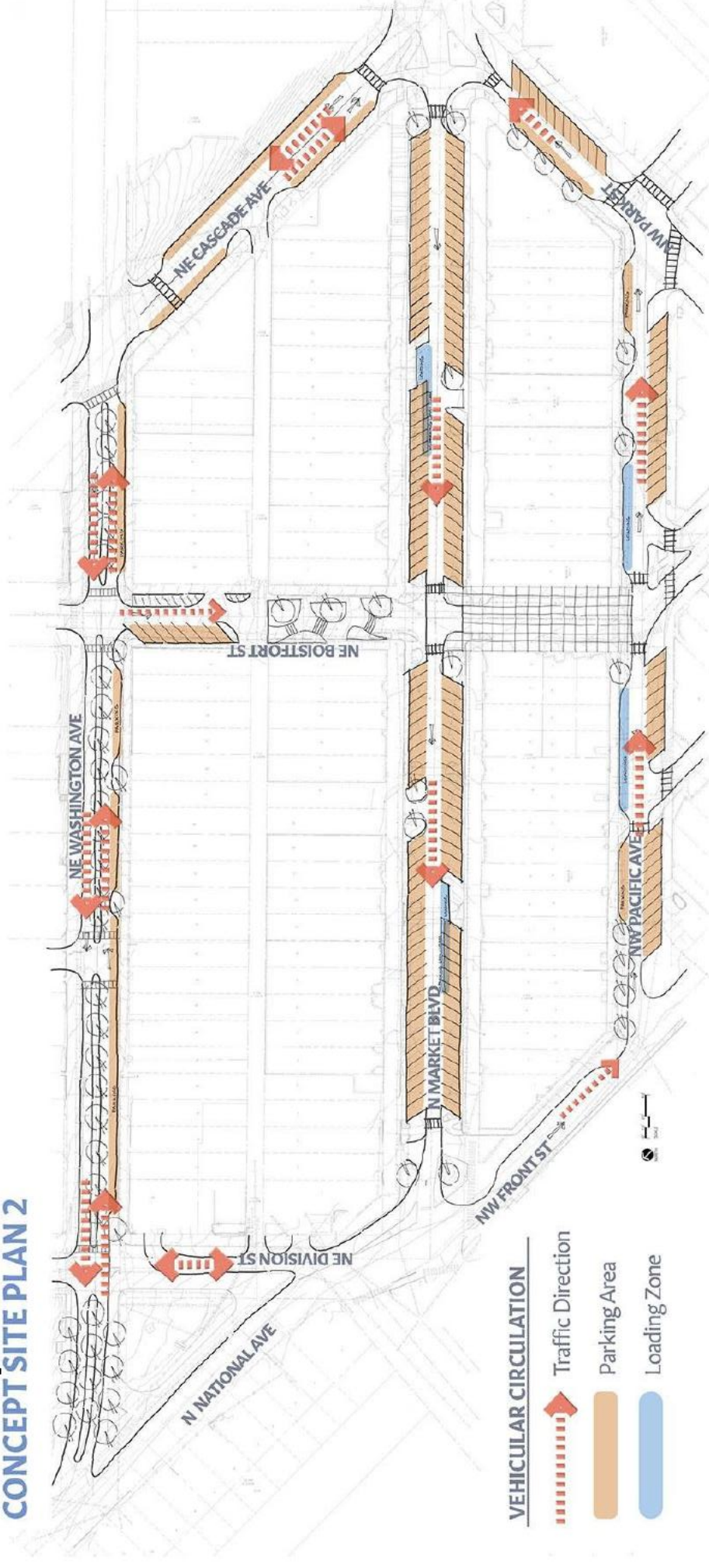


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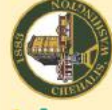
Concept 2 - Vehicular Circulation

CONCEPT SITE PLAN 2



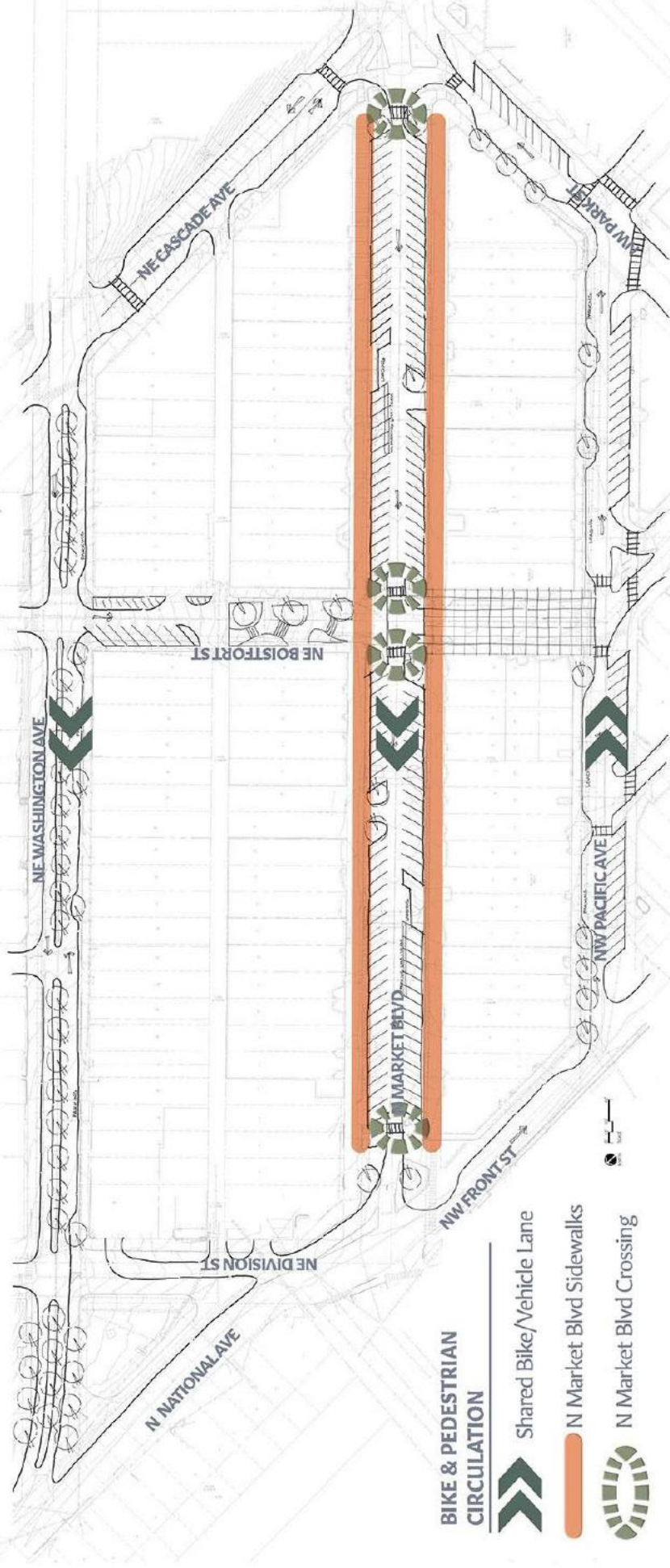
Imagine Downtown Chehalis

City Council Meeting
September 23, 2024



Concept 2 - Pedestrian Circulation

CONCEPT SITE PLAN 2



Imagine Downtown Chehalis



City Council Meeting
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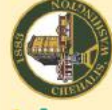
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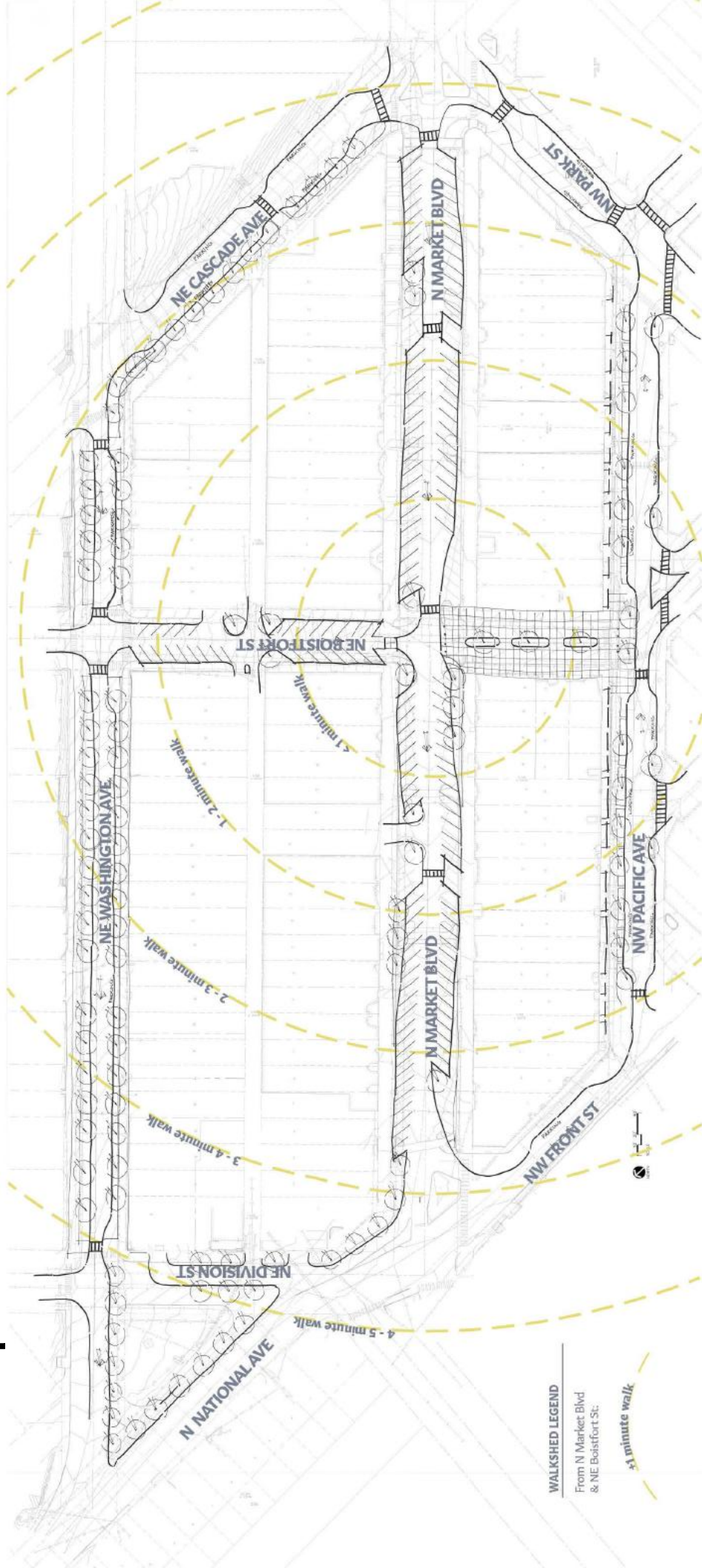
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Concept 3



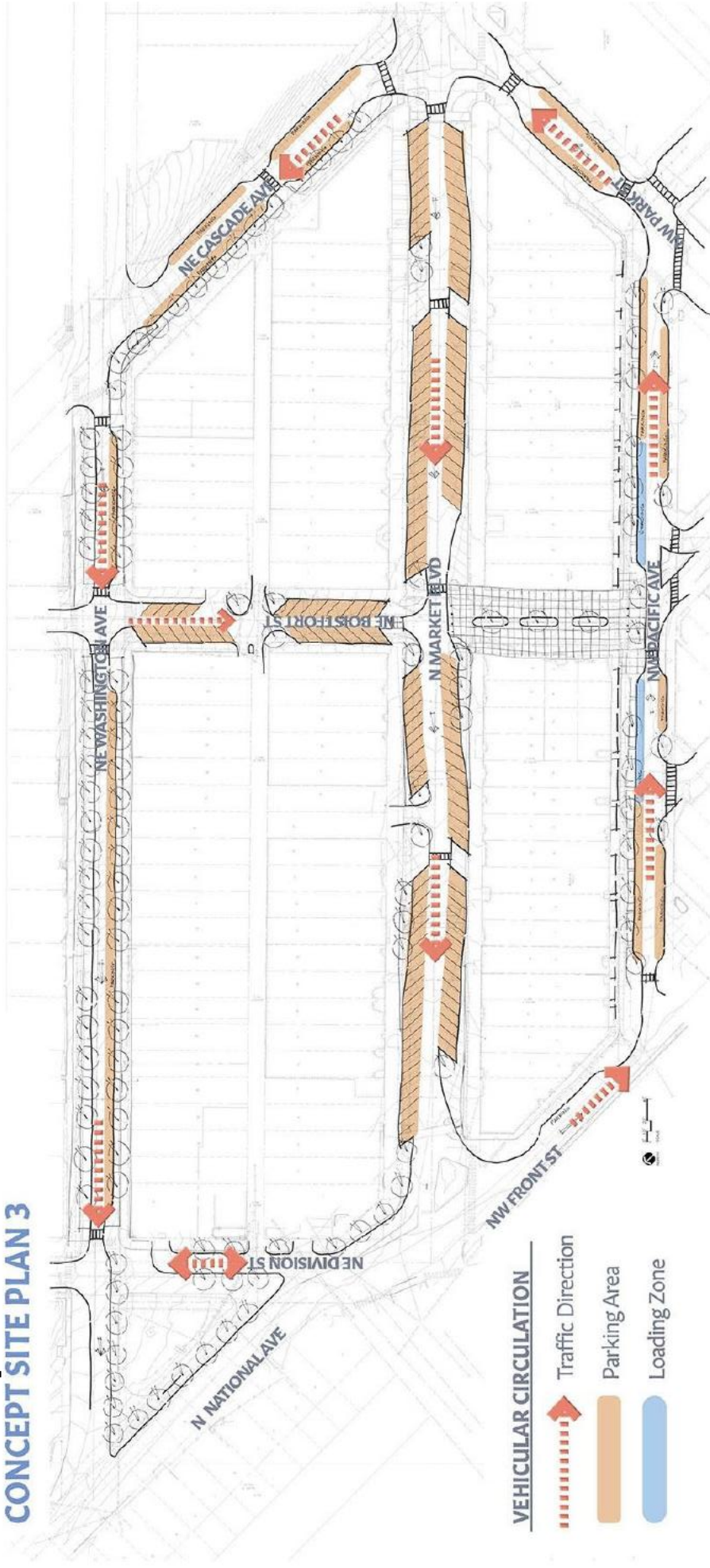
Imagine Downtown Chehalis

City Council Meeting
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Concept 3 - Vehicular Circulation

CONCEPT SITE PLAN 3



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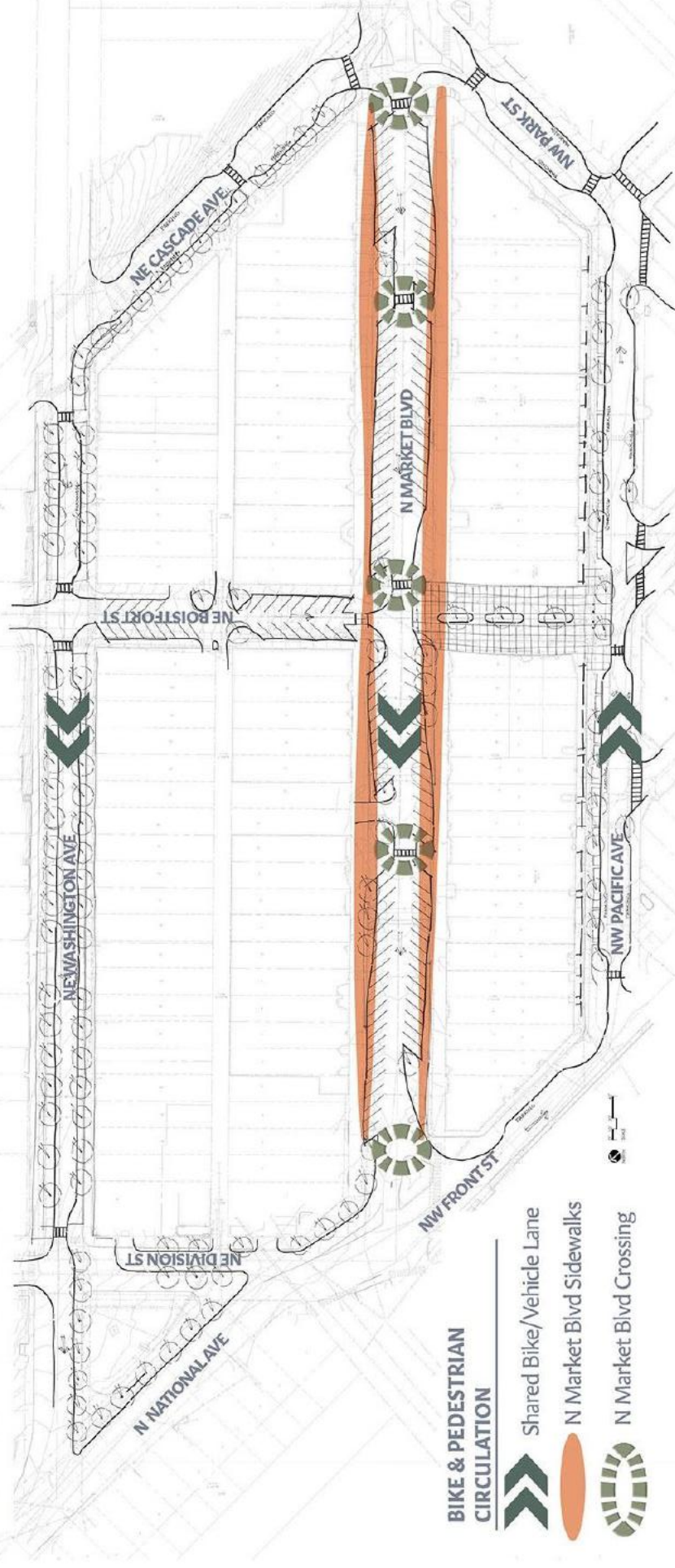


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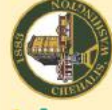
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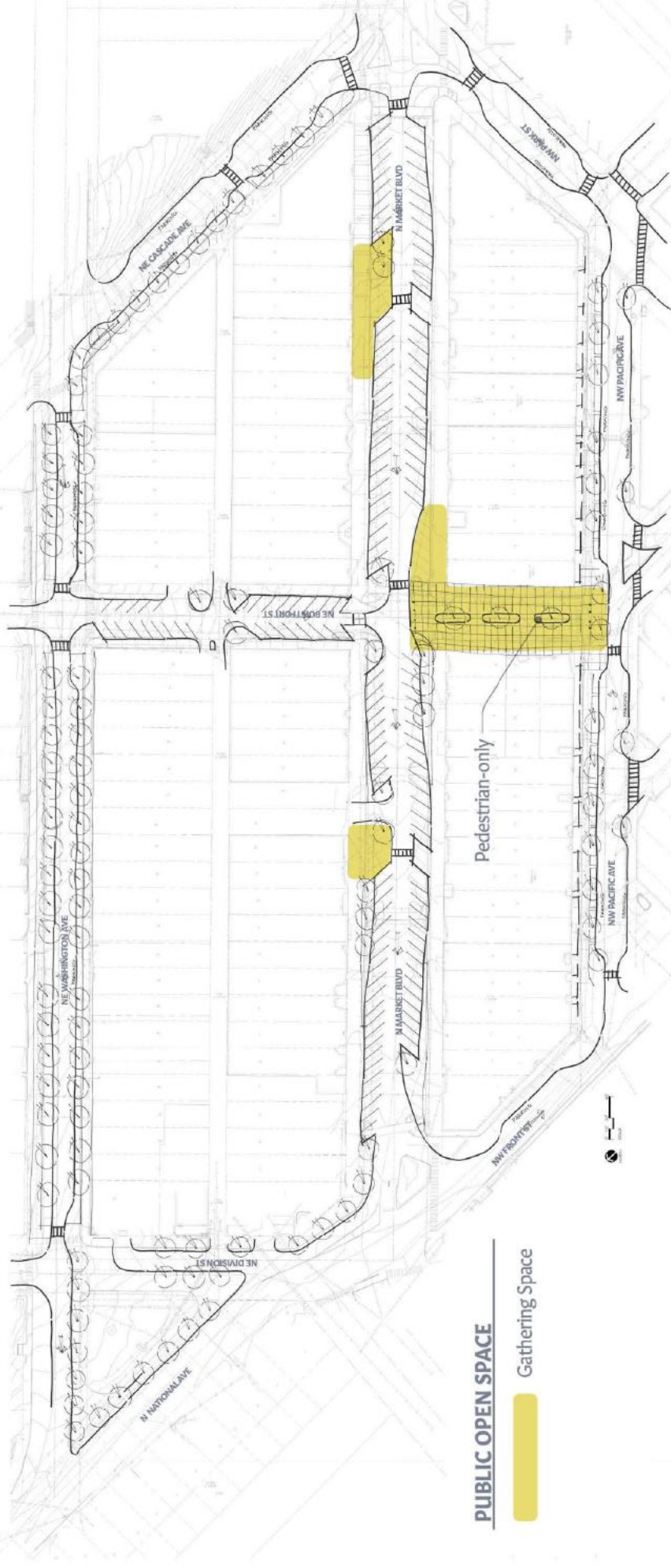


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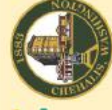
CONCEPT SITE PLAN 3



Imagine Downtown Chehalis



City Council Meeting
September 23, 2024



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Chehalis Concept Development Survey

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The City of Chehalis is developing a downtown rejuvenation plan that will enhance streetscapes and public spaces, improve accessibility and safety, and preserve the historic charm of the downtown area. The goal is to create a safer and more welcoming streetscape, fostering a sense of community and supporting economic prosperity.

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Imagine Downtown Chehalis

City Council Meeting
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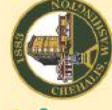
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Imagine Downtown Chehalis

City Council Meeting
September 23, 2024



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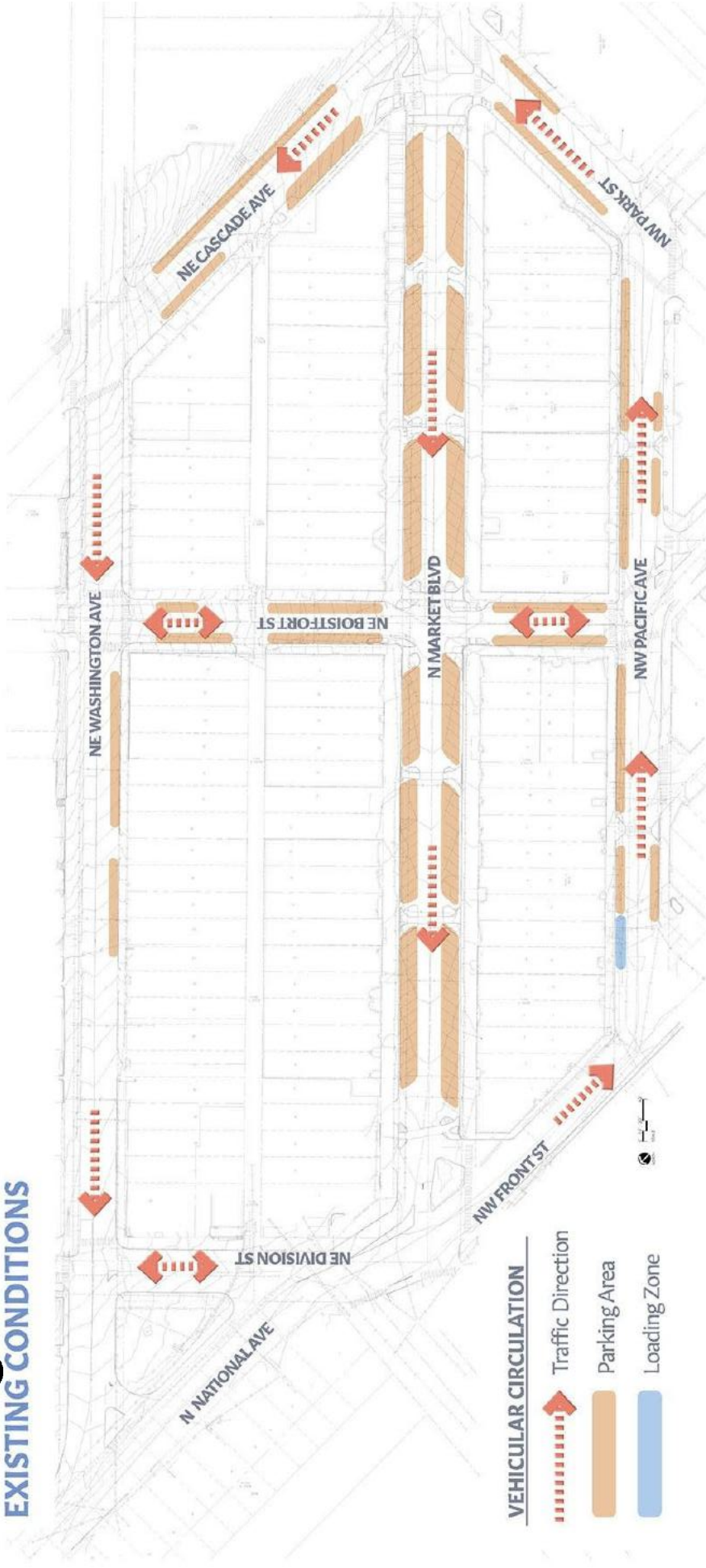


City Council Meeting
September 23, 2024



Existing Vehicular Circulation

EXISTING CONDITIONS



Imagine Downtown Chehalis

City Council Meeting
September 23, 2024



Existing Pedestrian Circulation

EXISTING CONDITIONS



Imagine Downtown Chehalis



City Council Meeting
September 23, 2024

Downtown Chehalis Rejuvenation Project

Planning Commission Meeting

October 8, 2024



Imagine Downtown Chehalis



Planning Commission Meeting
October 8, 2024



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Planning Commission Meeting
October 8, 2024





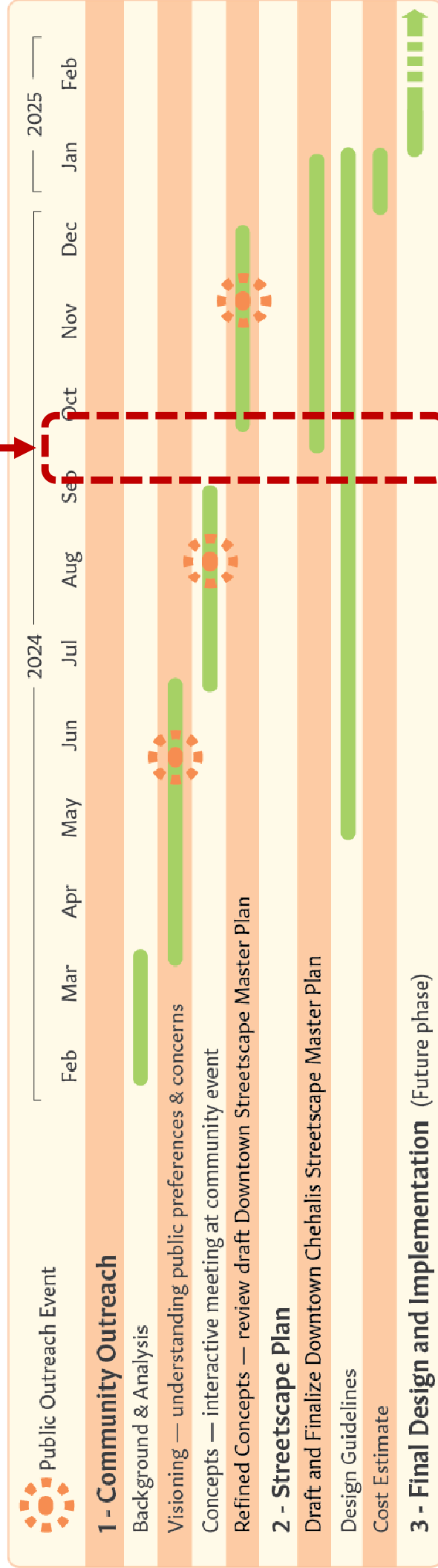
Imagine Downtown Chehalis

Planning Commission Meeting
October 8, 2024



Schedule

We are here!



Imagine Downtown Chehalis



Planning Commission Meeting
October 8, 2024

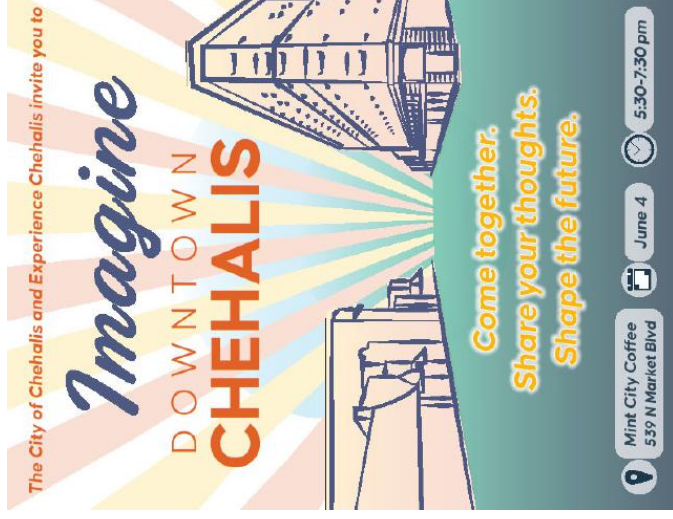
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Imagine Downtown Chehalis



Planning Commission Meeting
October 8, 2024

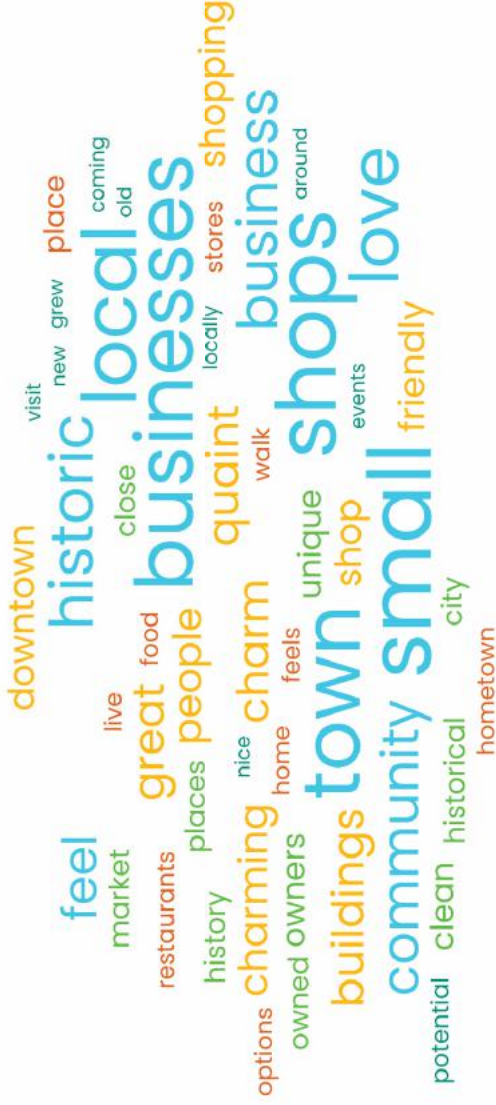


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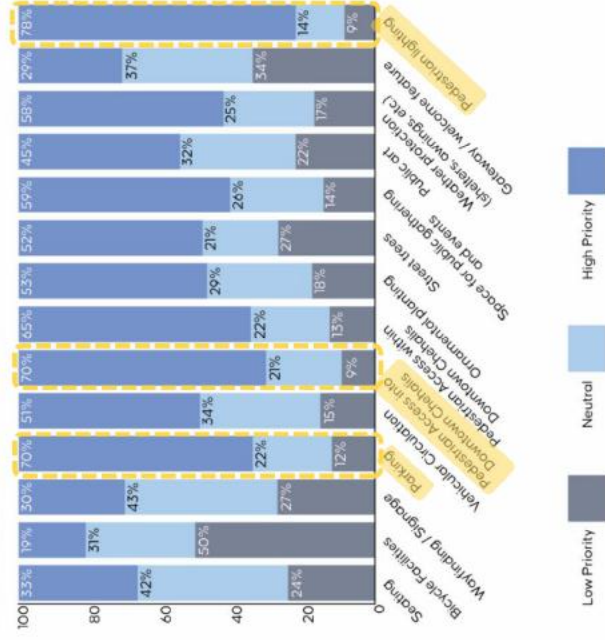
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Planning Commission Meeting
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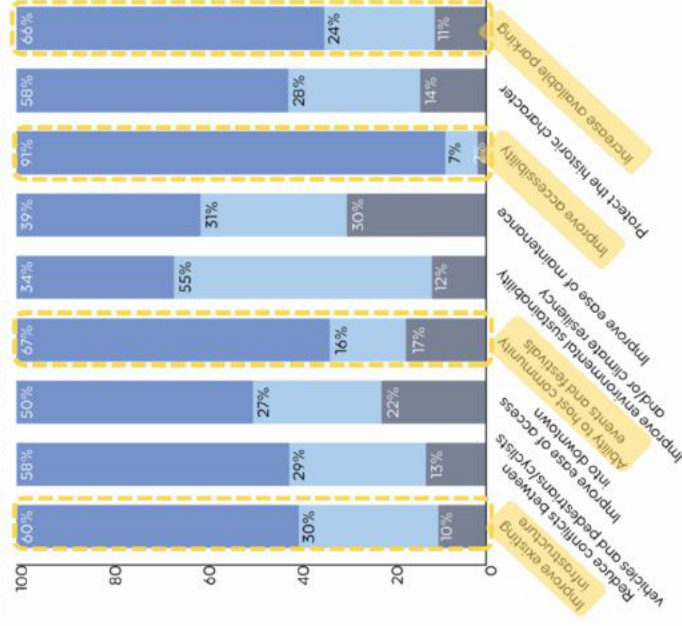


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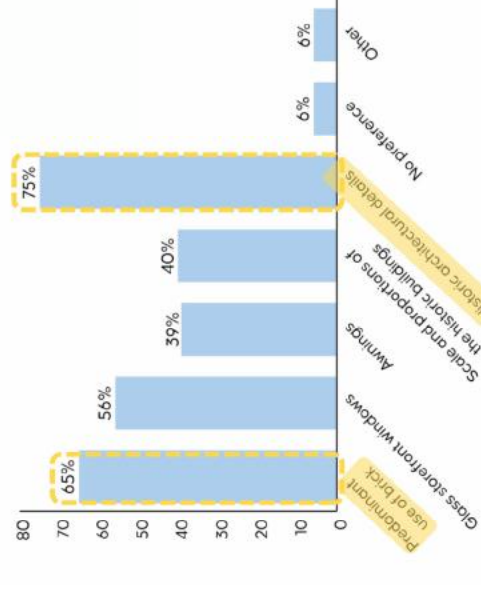
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Imagine Downtown Chehalis



Planning Commission Meeting
October 8, 2024

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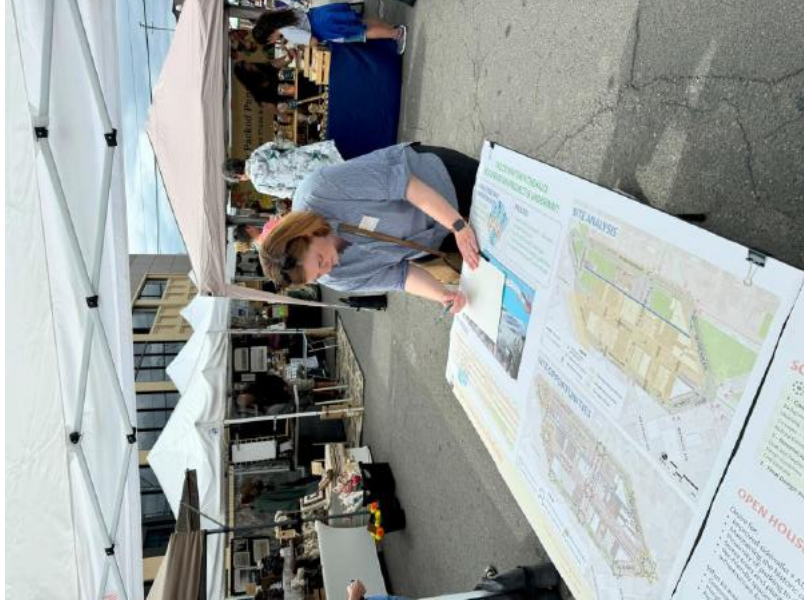


Planning Commission Meeting
October 8, 2024



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Planning Commission Meeting
October 8, 2024



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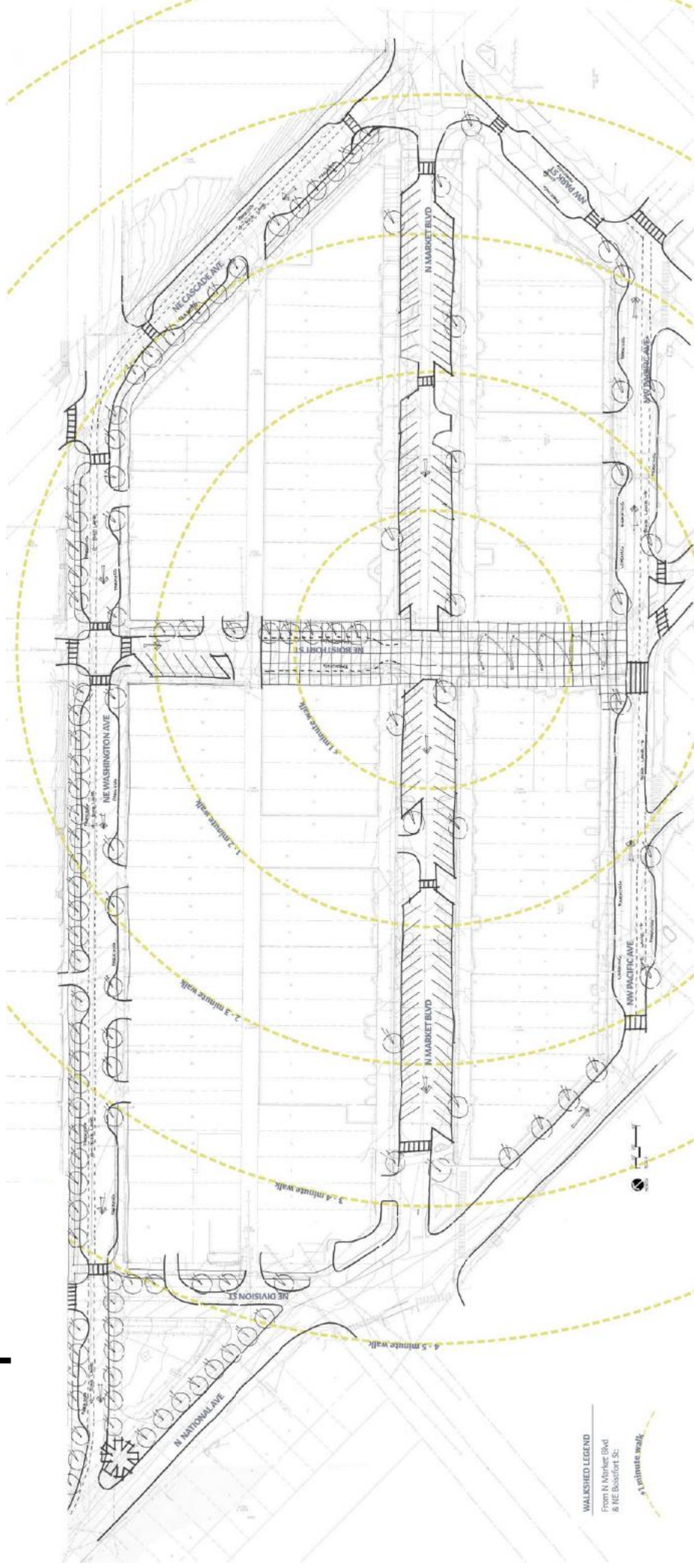


Imagine Downtown Chehalis



Planning Commission Meeting
October 8, 2024

Concept 1



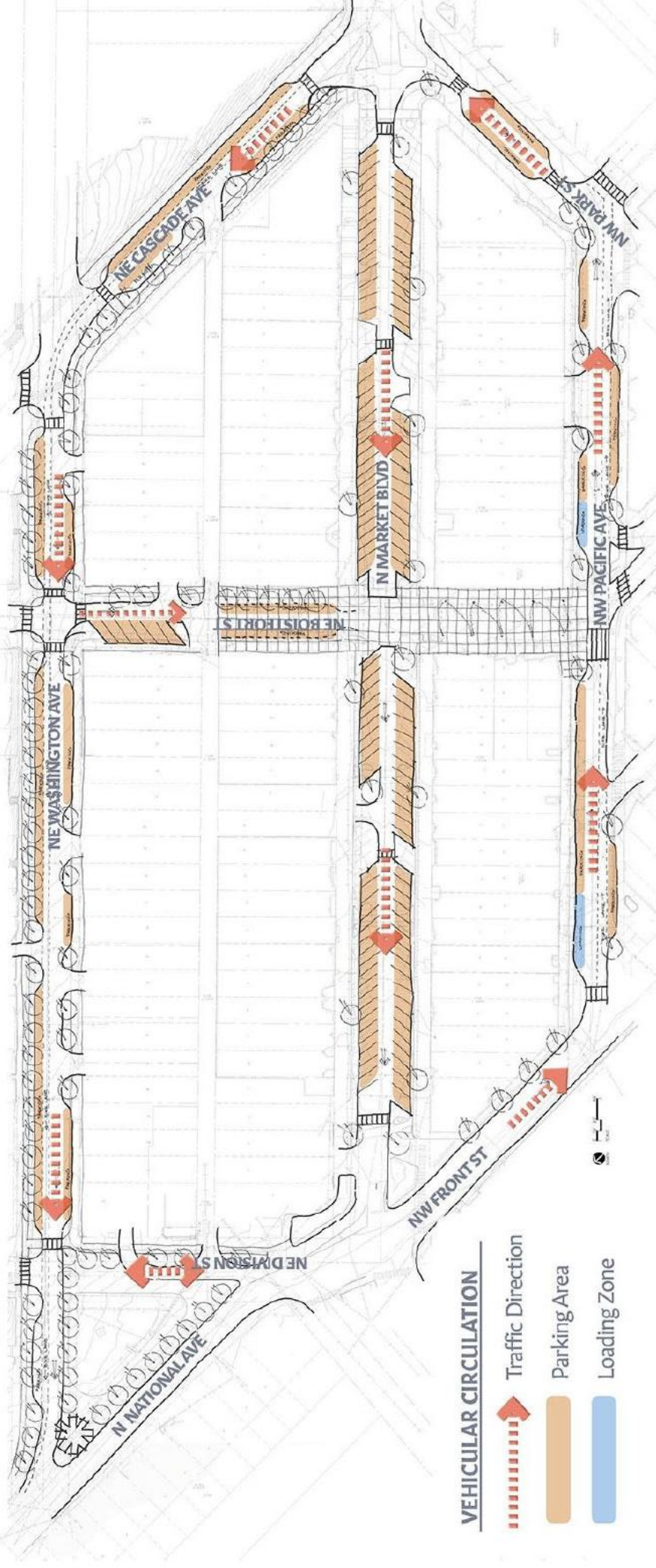
Imagine Downtown Chehalis



Planning Commission Meeting
October 8, 2024

Concept 1 - Vehicular Circulation

CONCEPT SITE PLAN 1



Imagine Downtown Chehalis

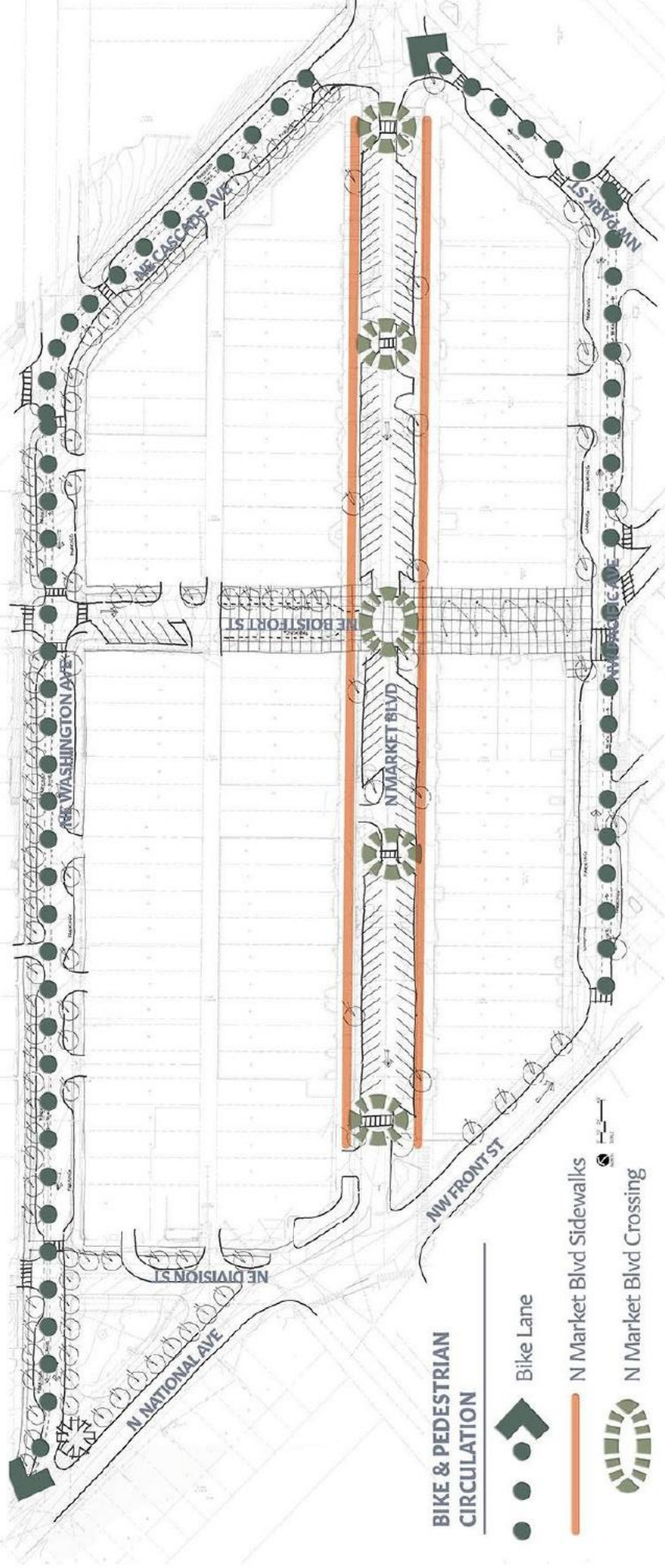


Planning Commission Meeting
October 8, 2024



Concept 1 - Pedestrian Circulation

CONCEPT SITE PLAN 1



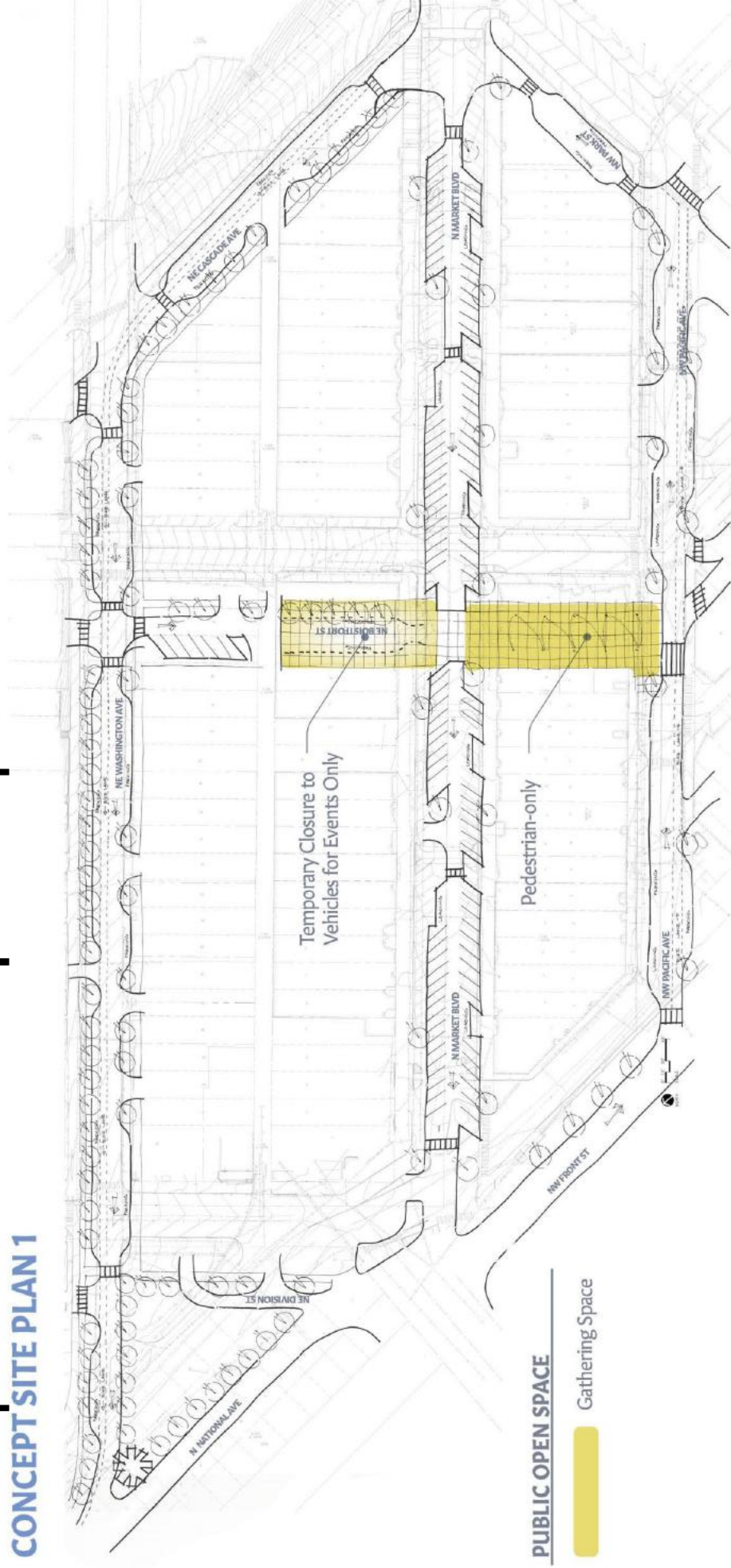
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Planning Commission Meeting
October 8, 2024



Concept 1 - Public Open Space

CONCEPT SITE PLAN 1



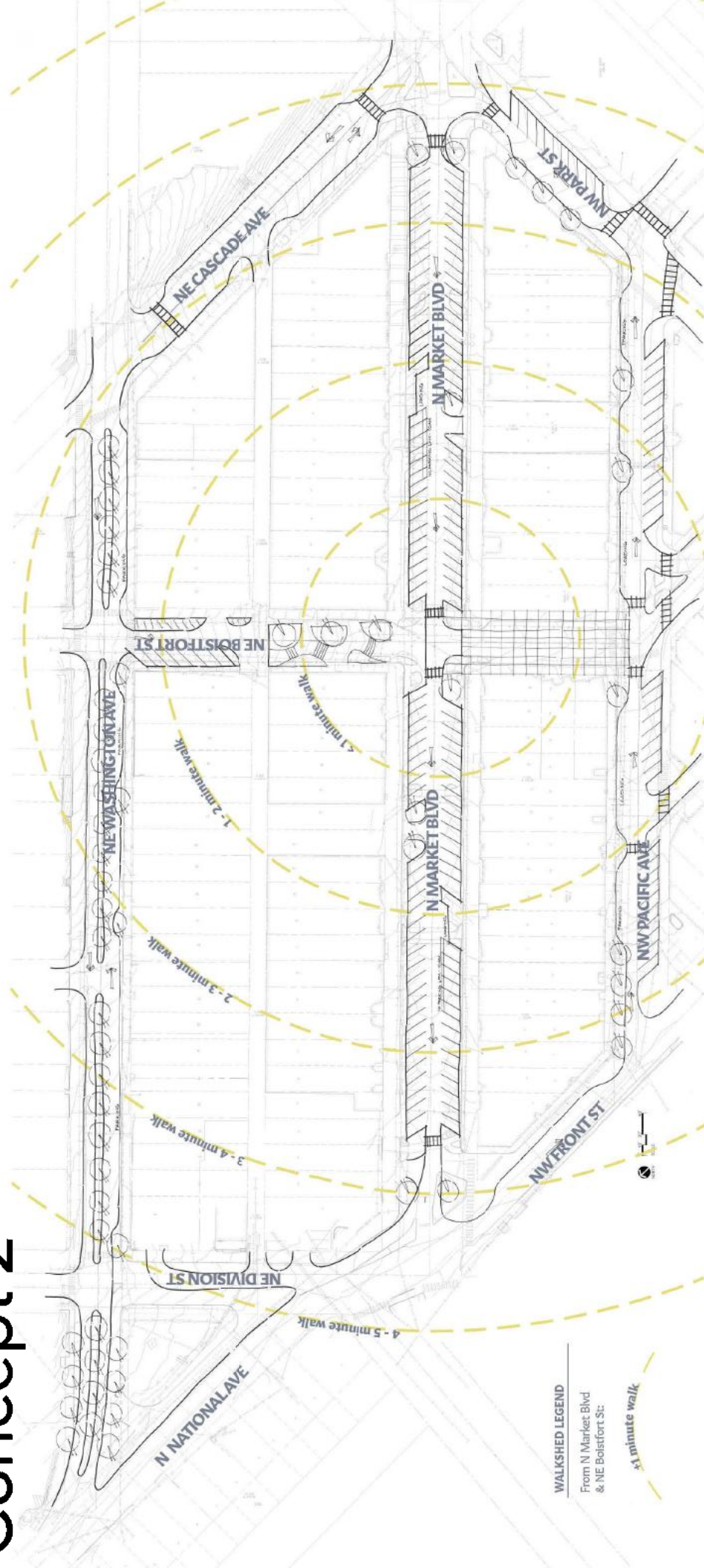
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Planning Commission Meeting
October 8, 2024



Concept 2



Imagine Downtown Chehalis

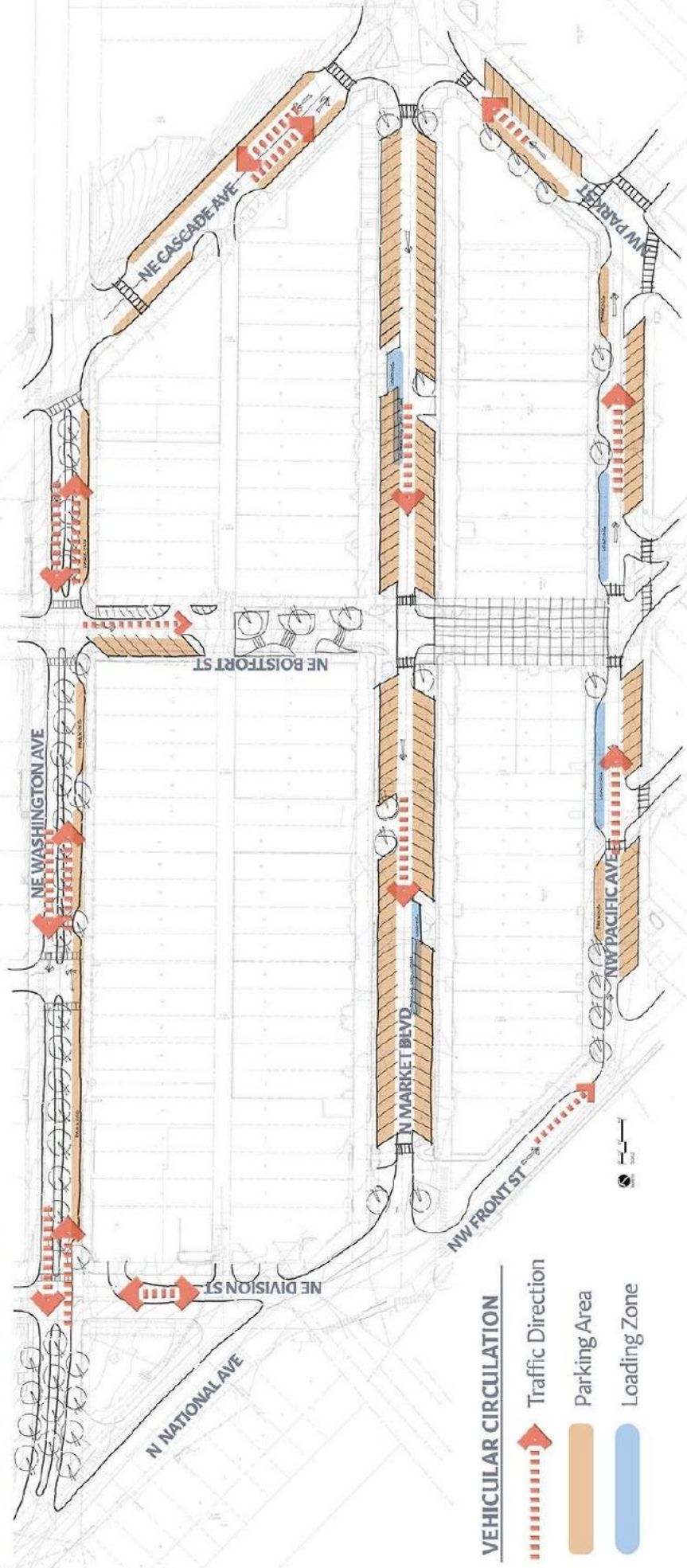


Planning Commission Meeting
October 8, 2024



Concept 2 - Vehicular Circulation

CONCEPT SITE PLAN 2



Imagine Downtown Chehalis

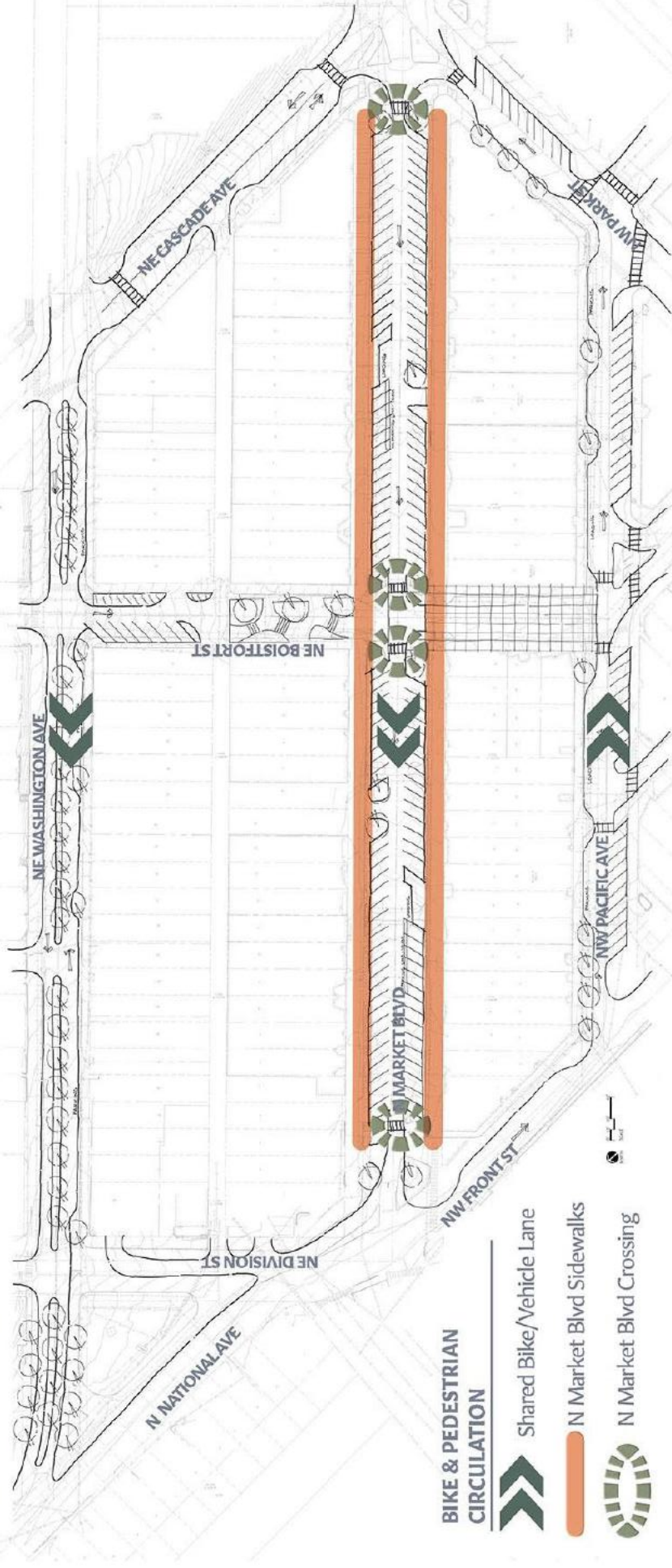


Planning Commission Meeting
October 8, 2024



Concept 2 - Pedestrian Circulation

CONCEPT SITE PLAN 2



BIKE & PEDESTRIAN
CIRCULATION



Shared Bike/Vehicle Lane



N Market Blvd Sidewalks



N Market Blvd Crossing



Imagine Downtown Chehalis



Planning Commission Meeting
October 8, 2024



Concept 2 - Public Open Space

CONCEPT SITE PLAN 2



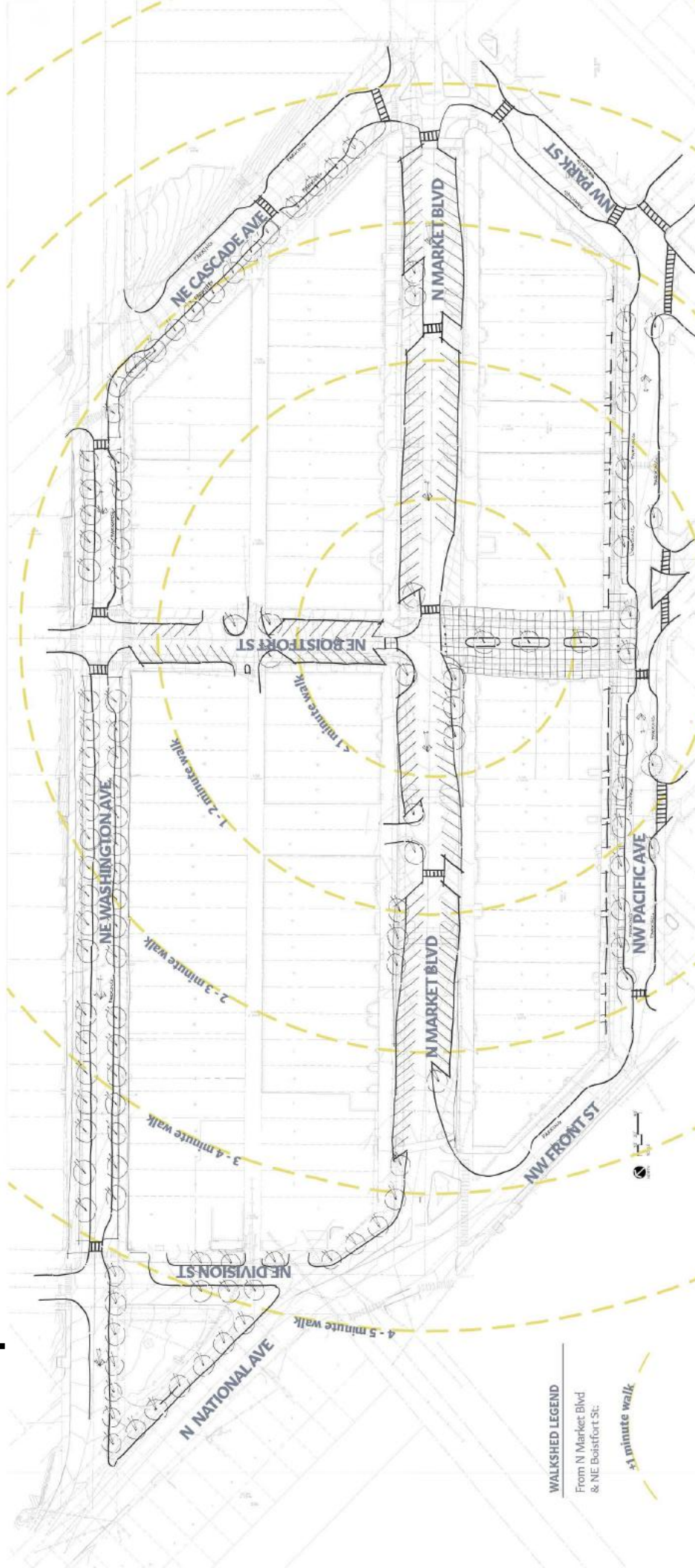
Imagine Downtown Chehalis



Planning Commission Meeting
October 8, 2024



Concept 3



Imagine Downtown Chehalis

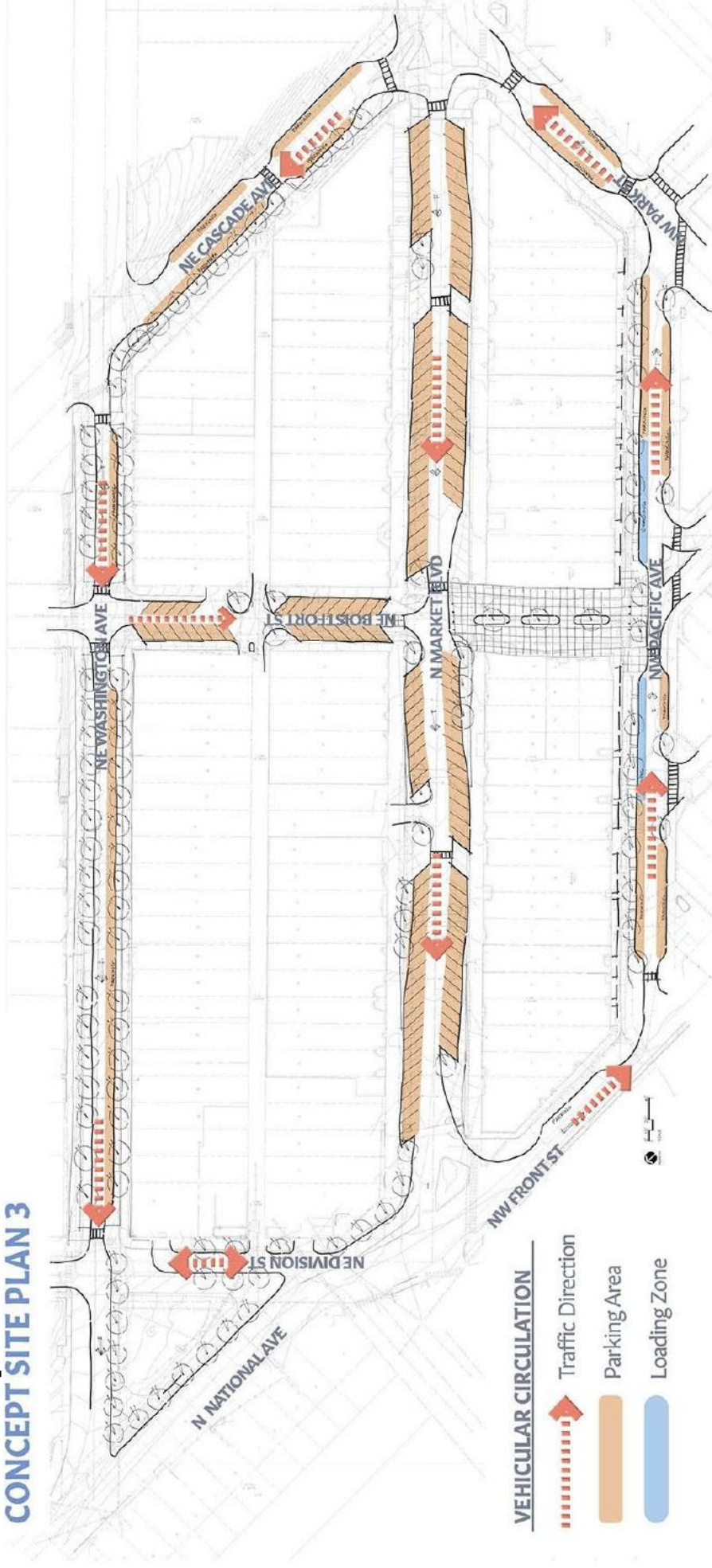


Planning Commission Meeting
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Concept 3 - Vehicular Circulation

CONCEPT SITE PLAN 3



Imagine Downtown Chehalis

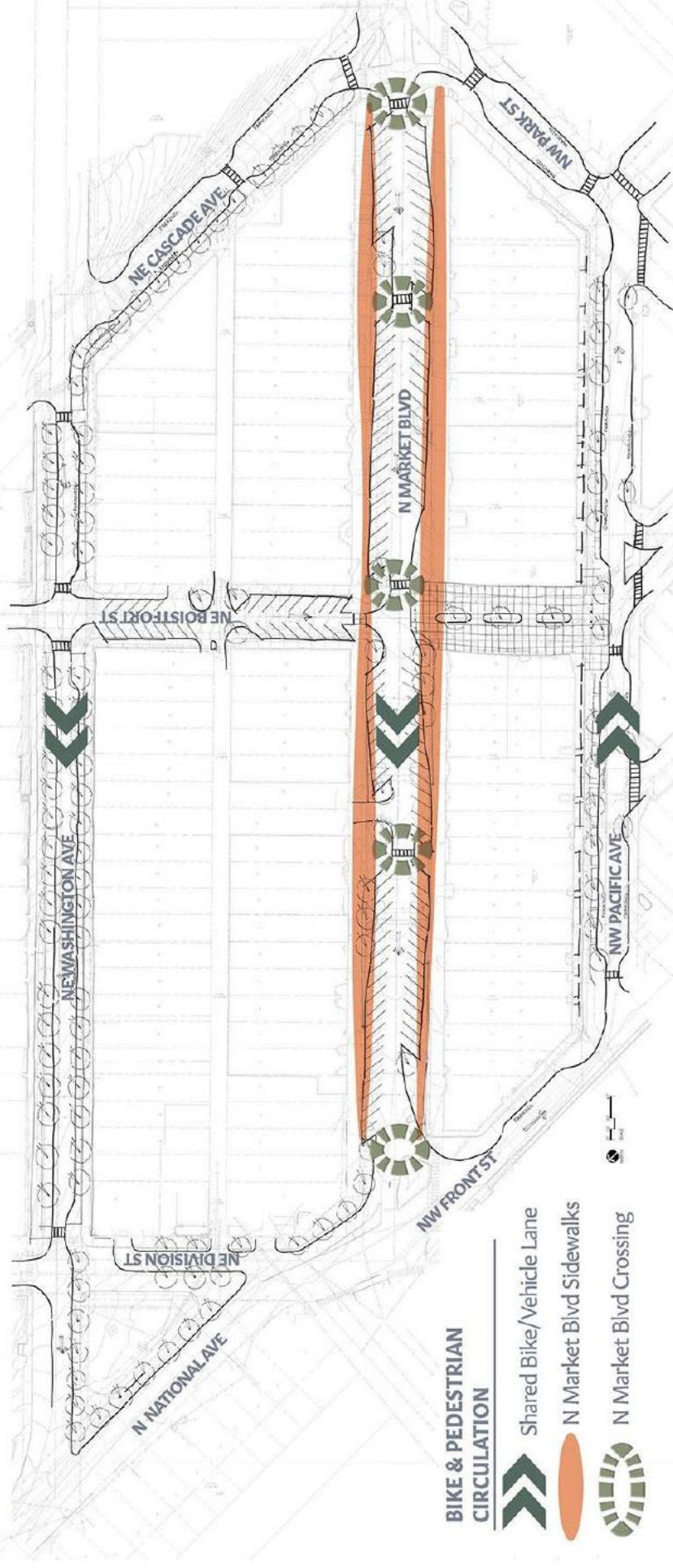


Planning Commission Meeting
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Concept 3 - Pedestrian Circulation

CONCEPT SITE PLAN 3



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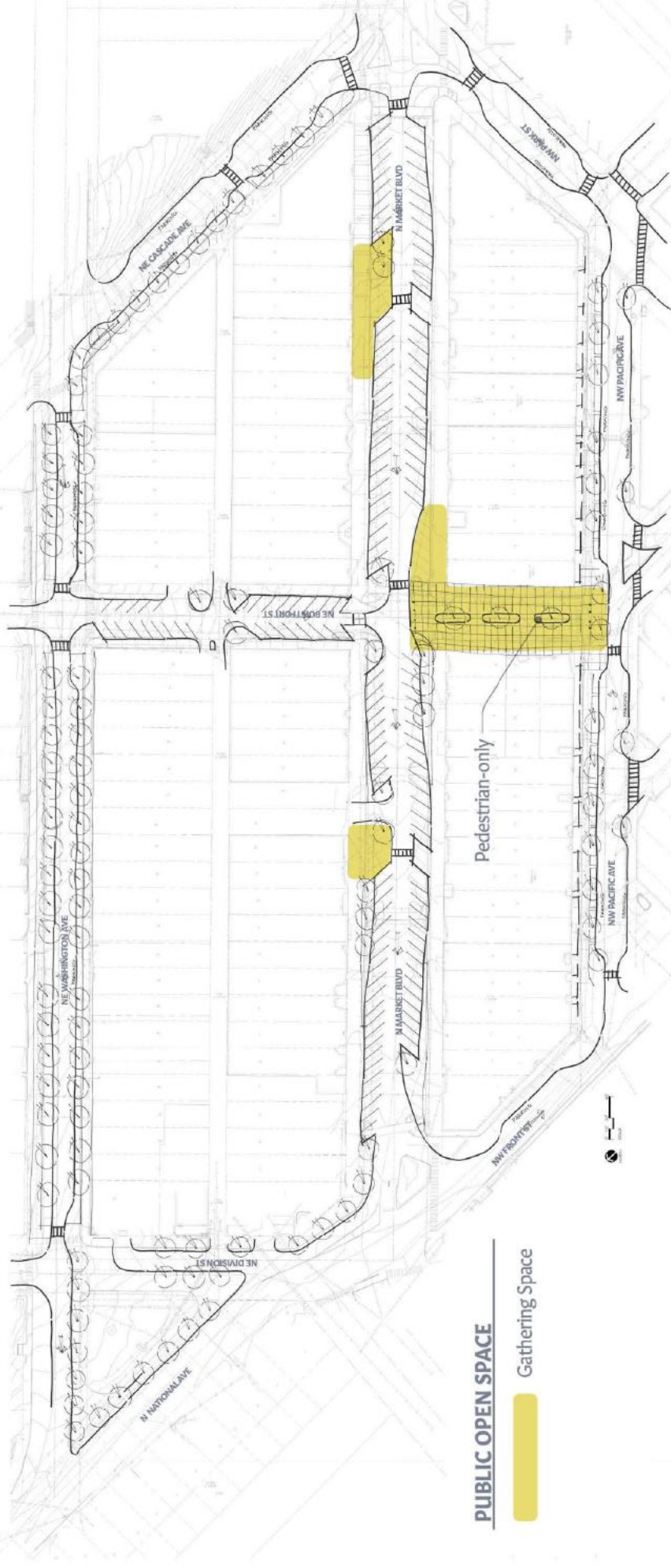


Planning Commission Meeting
October 8, 2024



Concept 3 - Public Open Space

CONCEPT SITE PLAN 3



Imagine Downtown Chehalis



Planning Commission Meeting
October 8, 2024



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Imagine Downtown Chehalis

Planning Commission Meeting
October 8, 2024



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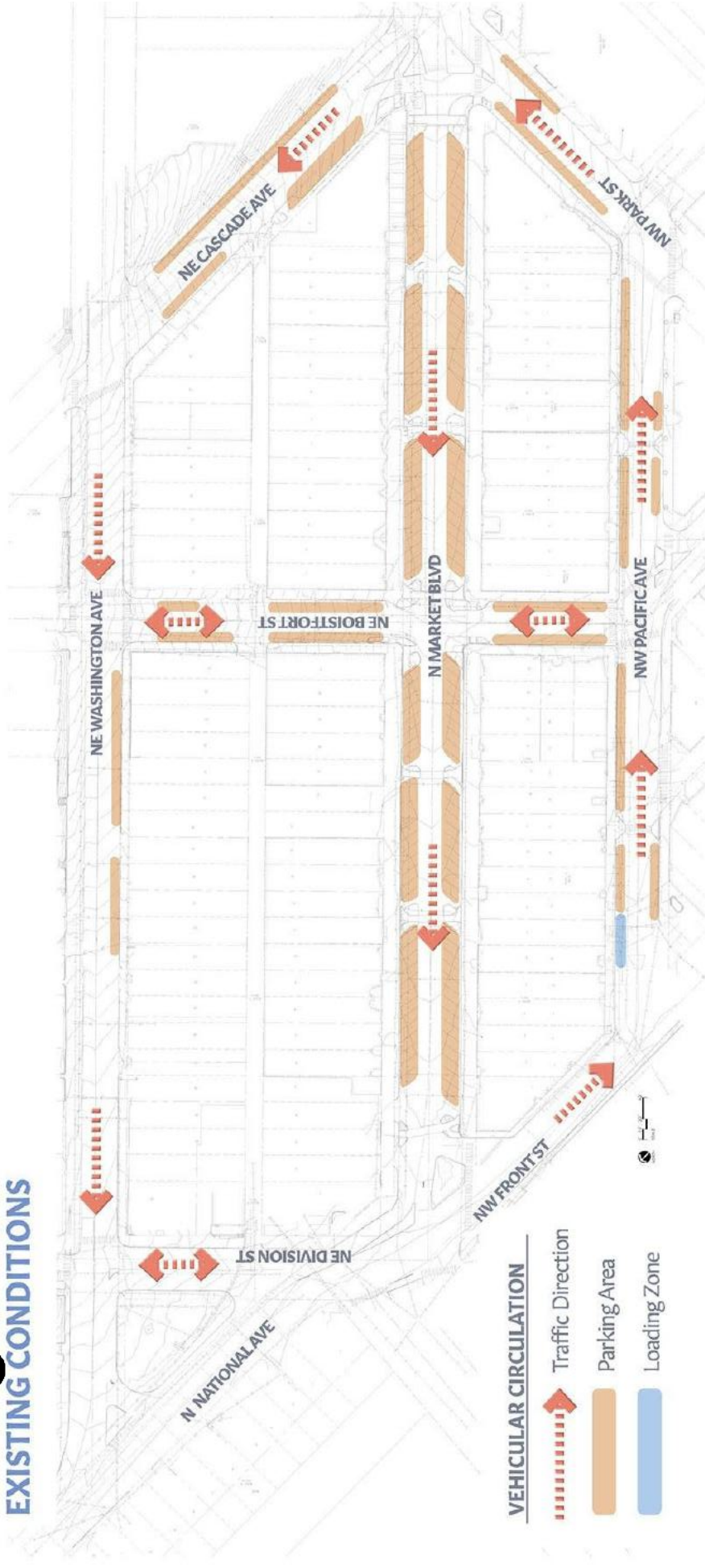


Planning Commission Meeting
October 8, 2024



Existing Vehicular Circulation

EXISTING CONDITIONS



Imagine Downtown Chehalis

Planning Commission Meeting
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Existing Pedestrian Circulation

EXISTING CONDITIONS



Imagine Downtown Chehalis



Planning Commission Meeting
October 8, 2024



Downtown Chehalis Rejuvenation Project

City Council Meeting
March 24, 2025



Imagine Downtown Chehalis



City Council Meeting
March 24, 2025



Purpose of this Presentation

- Brief summary of the Downtown Chehalis Rejuvenation Project.
- Review 3rd phase of public engagement and preferred concepts
- Design updates based on public feedback and engineering.
- Implementation Plan
- Prepare Council for adoption of the Master Plan for future grant funding opportunities.



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Goals

1. Reflect the vibrancy of the businesses and community
2. Celebrate Chehalis identity and history
3. Activate spaces for pedestrian uses
4. Provide flexibility for a range of activities and special events
5. Improve safety and mobility for all
6. Maintain parking for businesses and employees
7. Provide constructible designs to secure future funding for design and construction



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Schedule



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I LOVE DOWNTOWN CHEHALIS BECAUSE...

Visioning (Phase 1)

Key

Findings:

- Right-of-way on N Market Blvd, NE Washington Ave, and NW Pacific Ave, leads to speeds
- Lower traffic and parking counts on NE Boistfort St, opportunities for more pedestrian oriented spaces
- Historic character and charm should be preserved
- Concern for pedestrian safety, especially crossing NW Pacific Ave and NE Washington Ave. This results in the downtown commercial core being an island for pedestrians
- Pinch points and irregular intersections make for confusing traffic patterns
- Community appreciation of downtown, including local businesses, small-town feel, and the people with whom they get to share it



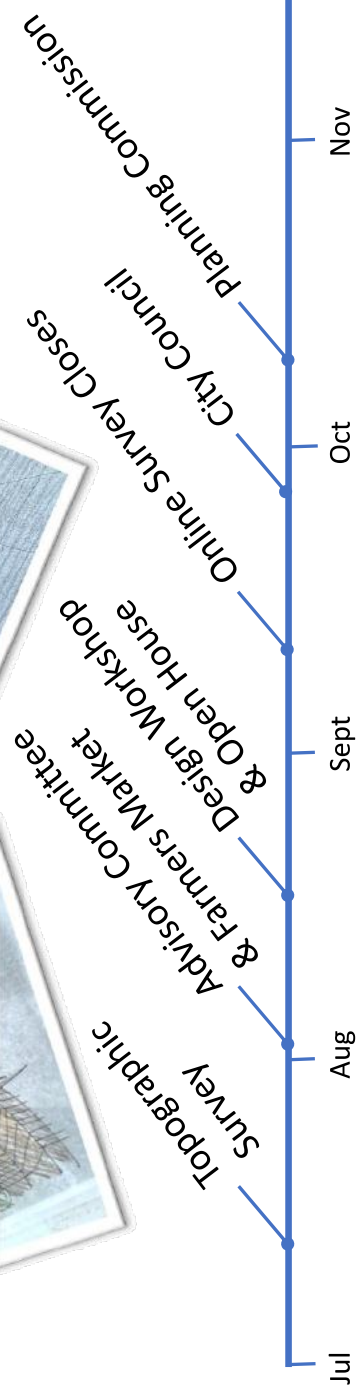
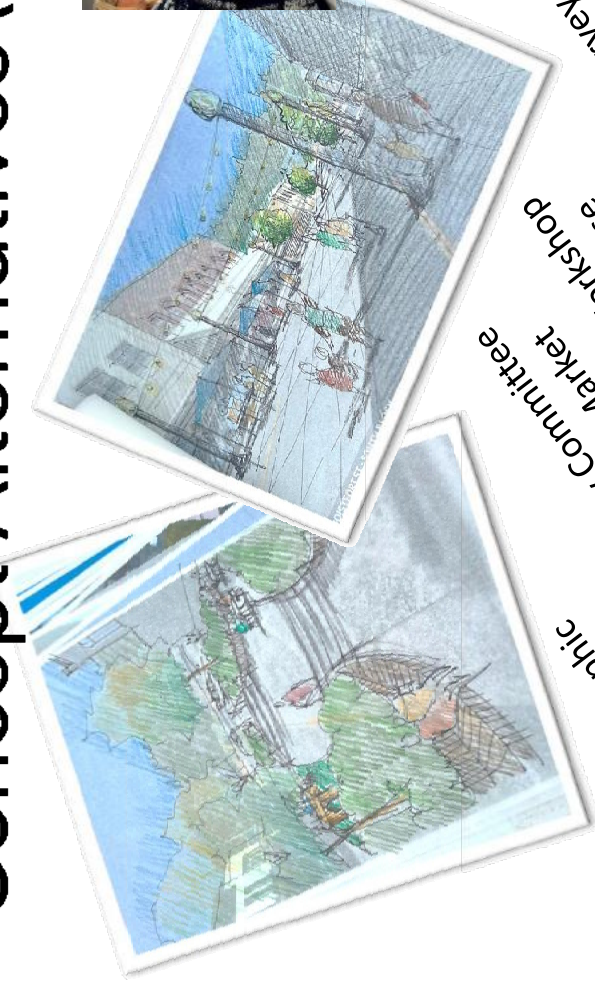
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Concept Alternatives (Phase 2)



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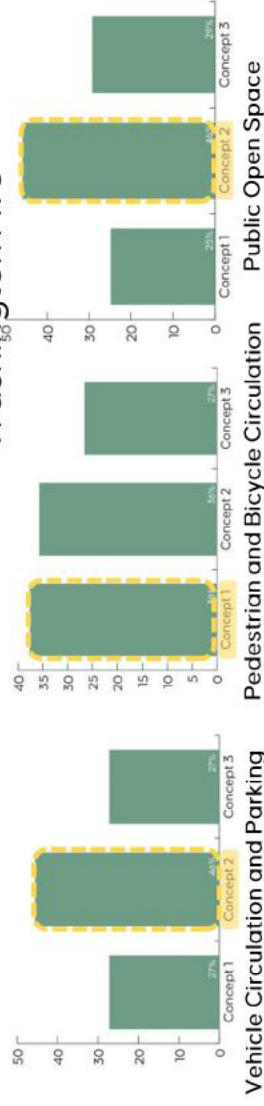
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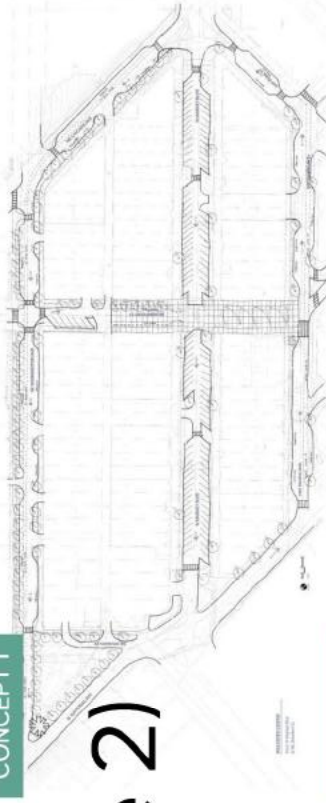
Concept Alternatives (Phase 2)

Key

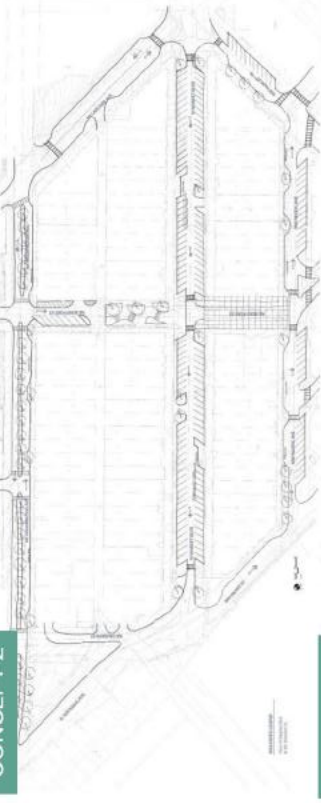
- Findings:**
- Concern for traffic flow through Chehalis, especially when I-5 is backed-up
 - Strong desire for a public gathering space for seasonal/special events
 - Desire for parking availability close to destinations
 - Mixed reactions to proposed roundabout at south end of N Market Blvd
 - Openness by the community and City staff two-way traffic flow on NE Washington Ave



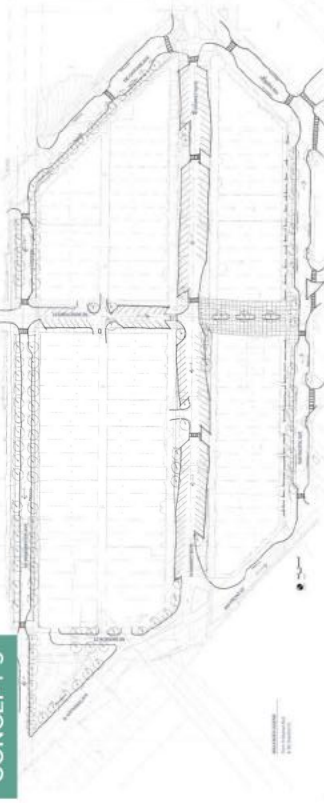
CONCEPT 1



CONCEPT 2



CONCEPT 3



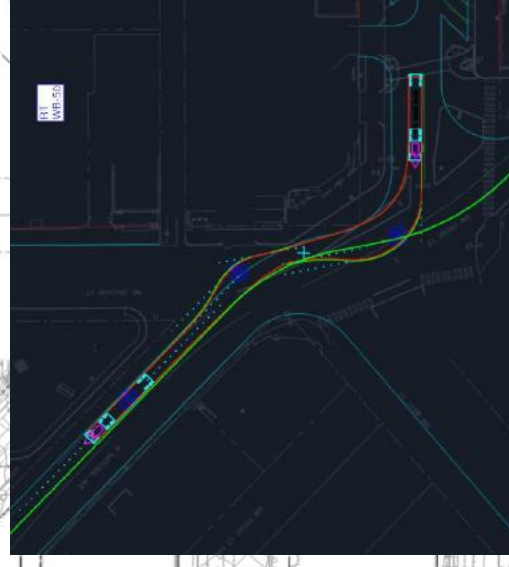
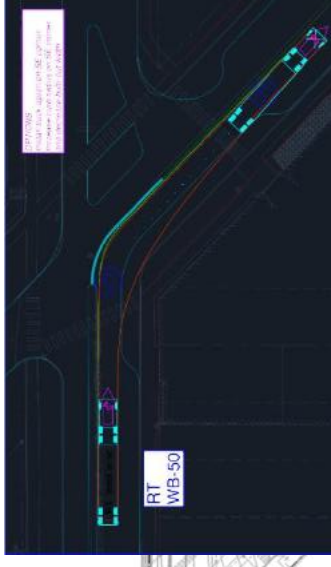
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- Topographic Survey
- Turning Movement Studies
 - Boistfort
 - Roundabout
 - Cascade & Washington
 - Market onto National Ave



Concept Refinement (Phase 3)

January 23, 2025
Advisory Committee Meeting
Open House at Mint City Coffee
5 pm – 7 pm
~60 people attended



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Concept Refinement (Phase 3)

Preferred Concept A



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Concept Refinement (Phase 3)



Washington Section
Concept A



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Concept Refinement (Phase 3)



Pacific Section
Concept A



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Concept Refinement (Phase 3)

Concept A



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Concept Refinement (Phase 3)

Preferred Concept B



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Concept Refinement (Phase 3)



Washington Section
Concept B



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Concept Refinement (Phase 3)



Pacific Section
Concept B



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Concept Refinement (Phase 3)

Concept B



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Concept Refinement (Phase 3)



Market Section
Both Concepts



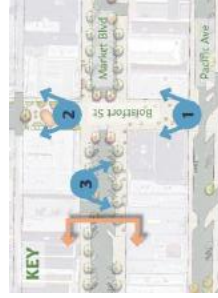
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Concept Refinement (Phase 3)



Boistfort
Perspective



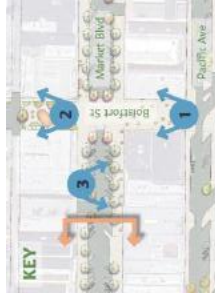
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Concept Refinement (Phase 3)



Boistfort
Perspective



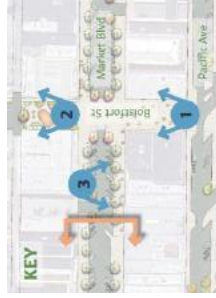
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Concept Refinement (Phase 3)



Market
Perspective



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Concept Refinement (Phase 3)

Phasing

PHASE: Perimeter
 Estimated cost:
 Concept A: **\$16M - \$20M**
 Concept B: **\$15.8 - \$19.5M**
 Parking stalls:
 Existing: 55
 Concept A: **88**
 Concept B: **101**

PHASE: Market
 Estimated cost:
\$6.3M - \$7.7M
 Parking stalls :
 Existing: 127
 Concept A: **109**
 Concept B: **109**

PHASE: North Lots
 Estimated cost:
\$2.9M - \$3.5M
 Parking stalls:
 Existing: 35
 Concept A: **45**
 Concept B: **45**

Total parking stalls: Existing: 226 stalls | Concept A: **248 stalls** | Concept B: **261**



PHASE: Boistfort
 Estimated cost:
\$1.7M - \$2.2M
 Parking stalls:
 Existing: 12
 Concept A: **6**
 Concept B: **6**

PHASE: Intersections
 Estimated cost:
\$6.2M - \$7.7M

Costs include:

- Paved surfaces
- Underground utilities
- Site furnishings
- Planting
- Soft costs
- Sales tax & permitting



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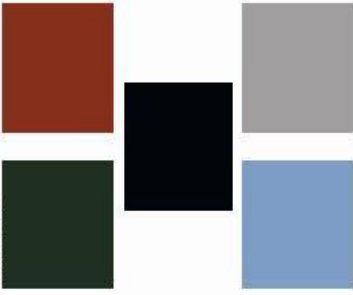


Concept Theme: Shifting Sand

INSPIRATION

"Chehalis" translates to "shifting sand" from the language of the native Lower Chehalis people. Inspired by this, the theme incorporates the feeling of the Chehalis River and Cascade Mountains. This draws in browns and greens paired with organic shapes.

Color Palette



SITE FURNISHINGS



TRASH CAN



BENCH



LIGHTING



BIKE RACKS



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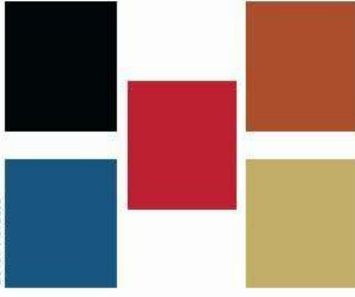


Concept Theme: Americana

INSPIRATION

Pulling from much of the current aesthetics of Chehalis, this friendly, all-american vibe is more about emphasizing existing character than about creating a new identity.

Color Palette



SITE FURNISHINGS



TRASH CAN



BENCH



LIGHTING



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Concept Theme: Chehalis Renaissance

INSPIRATION

To create a more playful experience for pedestrians, bright colors and fun shapes in the site furnishings work to incorporate a greater sense of art and creation into the city. This theme would create a very unique downtown within small towns of Washington.

Color Palette



SITE FURNISHINGS



TRASH CAN



BENCH



LIGHTING



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Summary of Public Engagement (Phase 3)

Online Survey

- Opened January 23rd, closed February 23rd
- 168 responses
- Americana theme was most preferred
- Both Concept A and Concept B had favorable comments, with A being higher



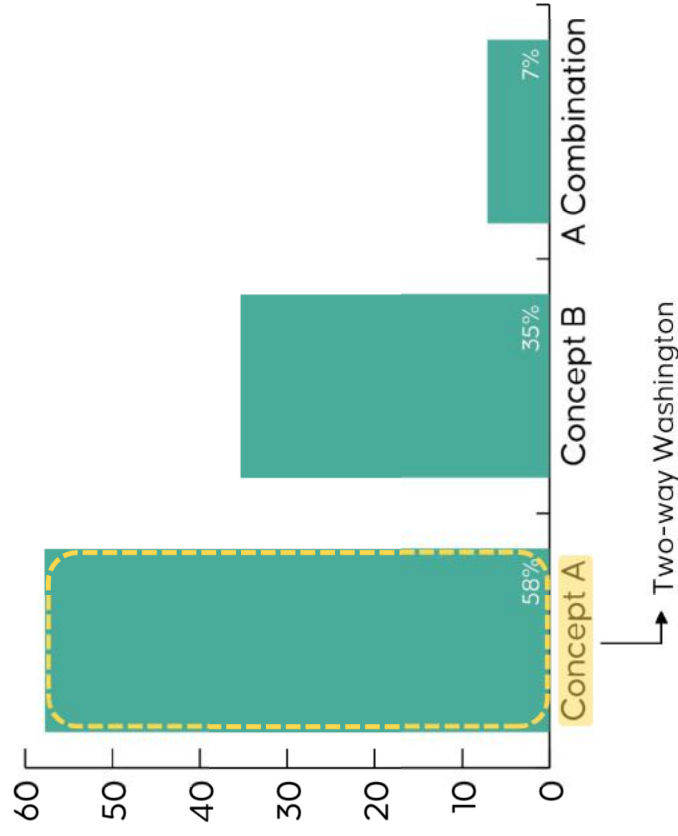
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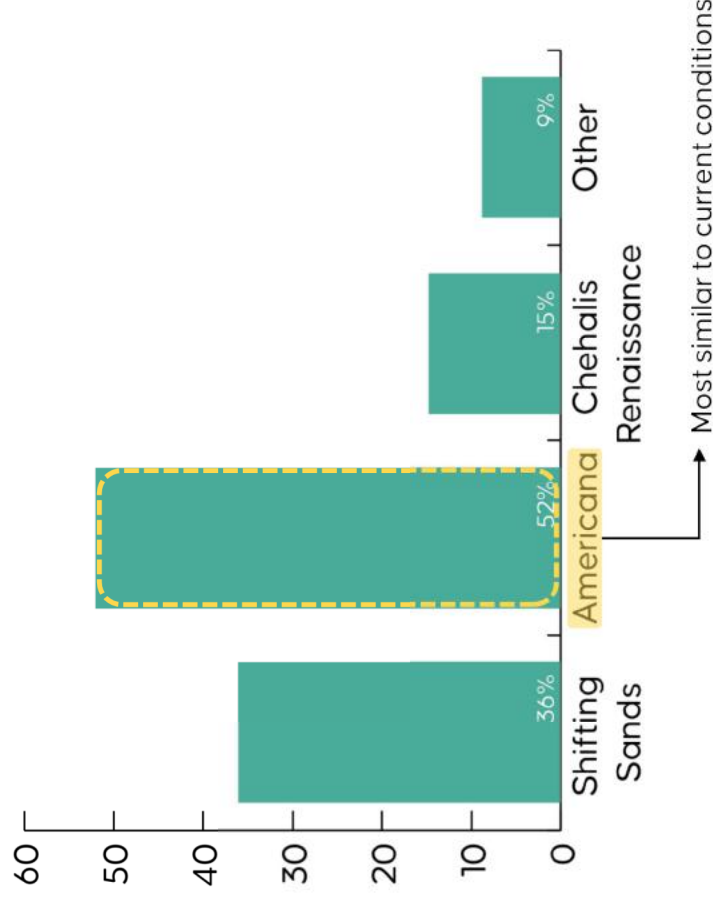


Summary of Public Engagement (Phase 3)

Concept Preference



Theme Preference



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Master Plan Updates



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March 24, 2025



Master Plan Updates - Concept A



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Master Plan Updates - Concept B



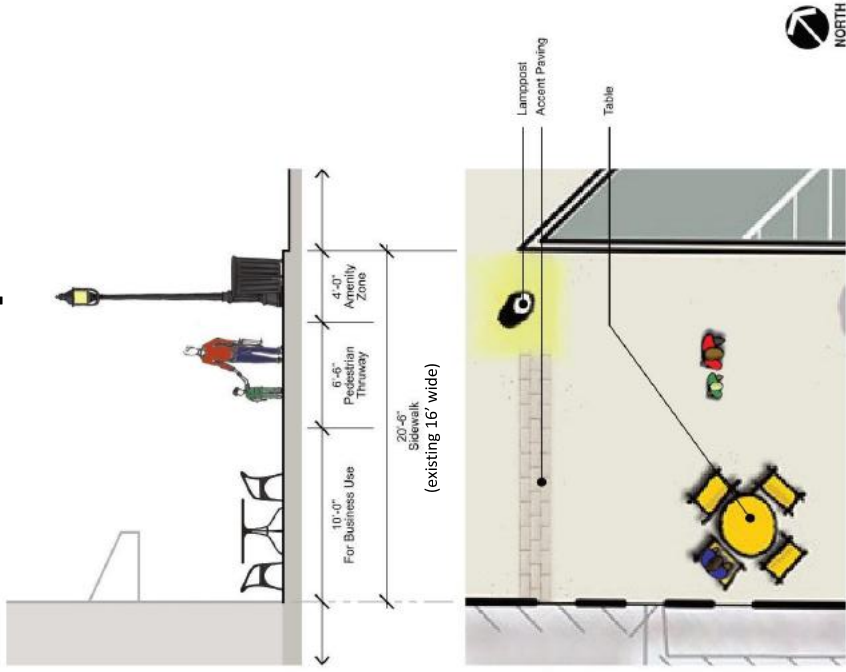
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Master Plan Updates – Market Blvd Sections



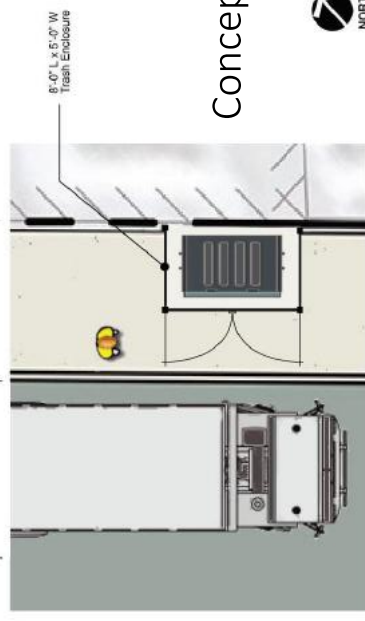
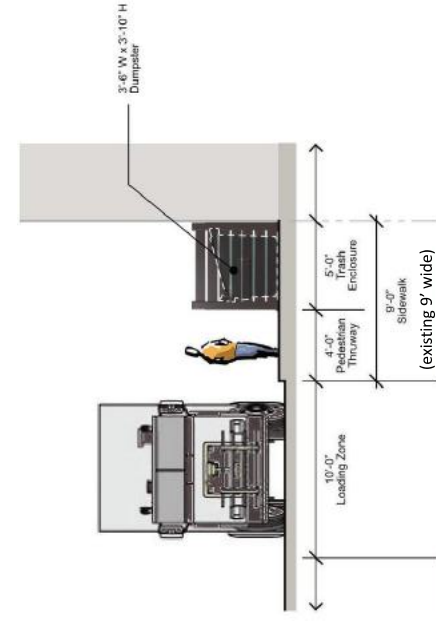
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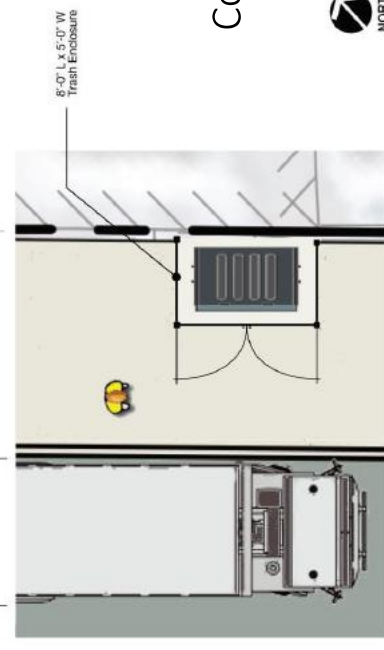
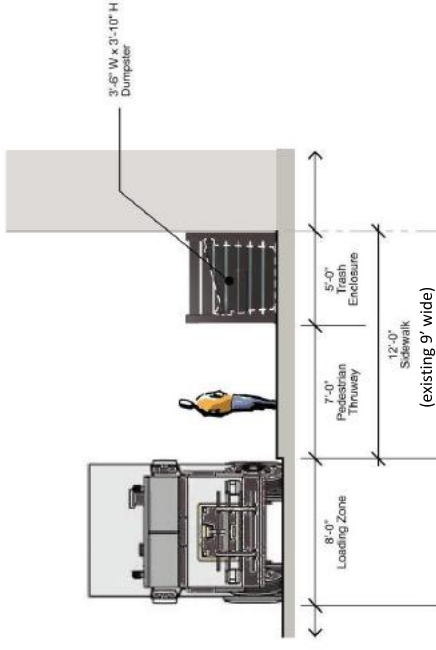
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Master Plan Updates – Trash Enclosures



Concept A



Concept B



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Implementation Plan

Prioritization:

1. Intersections: improved vehicular circulation; safer pedestrian crossing; roundabouts score well in grant applications
2. N Market Blvd: economic benefit with aesthetic enhancements; widened pedestrian areas; likely to attract further development to help fund improvements; likely eligible for Downtown Revitalization Grant Program
3. NW Pacific & NE Washington Aves: requires coordination with traffic circulation patterns and decisions between Concept A and Concept B
4. NE Boistfort St: flexible timing; dependent on funding sources
5. North Parking Lots/NE Division St: flexible timing, dependent on funding sources; keep open and accessible during construction of earlier phases could help with temporary parking disturbances



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Implementation Plan

Grant Funding Opportunities:

- Federal:
 - Highway Safety Improvement Program – City Safety Program, Federal Highway Administration through Washington State Department of Transportation
- State:
 - Pedestrian and Bicycle Program – WSDOT
 - Urban Arterial Program – Transportation Improvement Board (TIB)
 - Active Transportation Program – TIB
 - Complete Streets Program – TIB
 - Community Economic Revitalization Board – Washington State Department of Commerce



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Next Steps

Master Plan Report (April 2025)

- Executive summary
- Summary of engagement
- Designs
- Phasing Plan
- Implementation Plan
- Cost estimate
- Architectural Design Guidelines Framework



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City Council Meeting
March 24, 2025



Thank you!

Questions? Comments?

For more information, please contact:

Lance Bunker
Public Works Director

lbunker@ci.Chehalis.wa.us

360-345-1220



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City Council Meeting
March 24, 2025



Downtown Chehalis Rejuvenation Project

Historic Preservation Commission Meeting
February 19, 2025



Imagine Downtown Chehalis



Historic Preservation Commission Meeting
February 19, 2025

Goals

1. Reflect the vibrancy of the businesses and community
2. Celebrate Chehalis identity and history
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Historic Preservation Commission Meeting
February 19, 2025



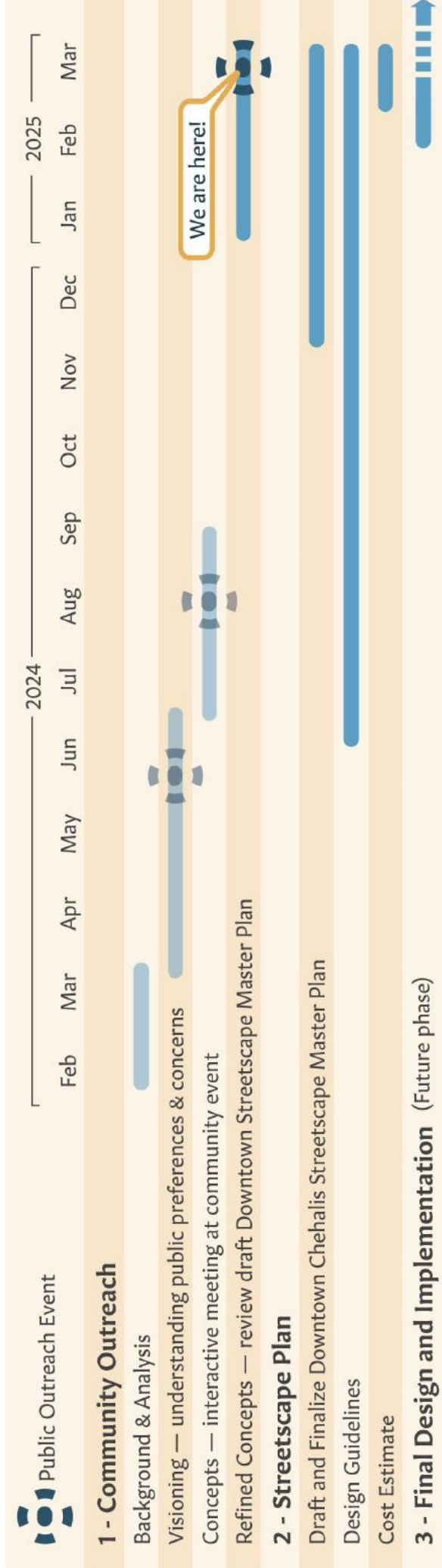


Imagine Downtown Chehalis

Historic Preservation Commission Meeting
February 19, 2025



Schedule



Imagine Downtown Chehalis

Historic Preservation Commission Meeting
February 19, 2025



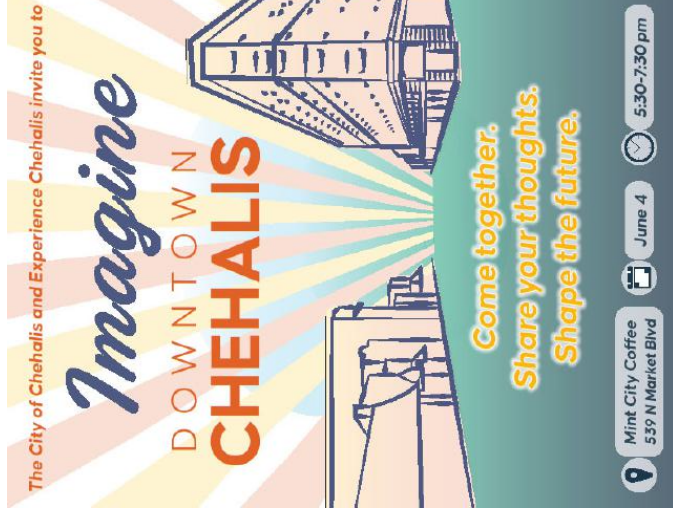
Summary of Public Engagement Phase 1

Farmer's Market

- Tuesday June 4th,
11 am – 4 pm
- ~15 people engaged

Open House

- Mint City Coffee
- Tuesday June 4th,
5:30 pm – 7:30 pm
- ~65 people attended



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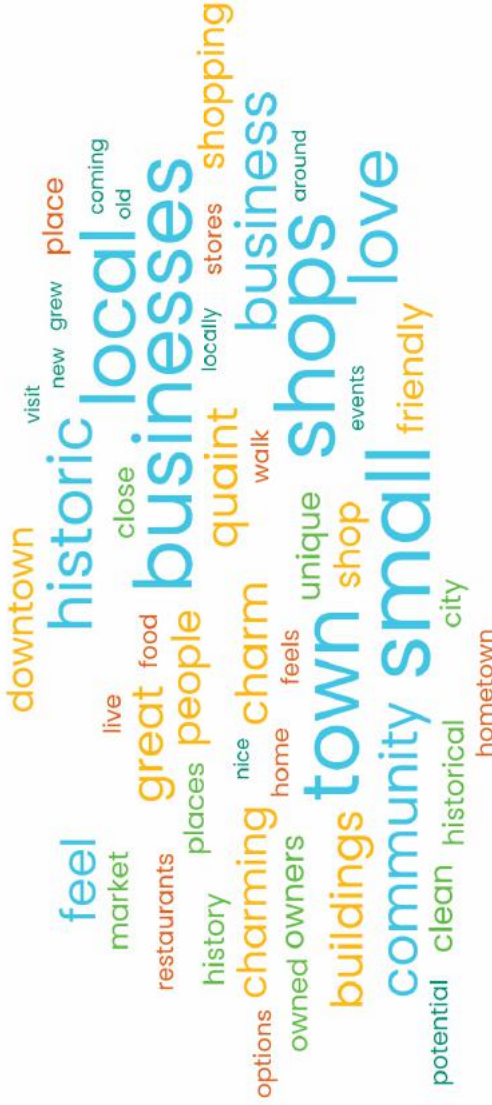
Historic Preservation Commission Meeting
February 19, 2025

Summary of Public Engagement Phase 1

Online Survey

- Opened June 4, closed July 3rd
- 147 responses
- 82% visited downtown weekly or daily
- 77% shop or dine downtown

I LOVE DOWNTOWN CHEHALIS BECAUSE...



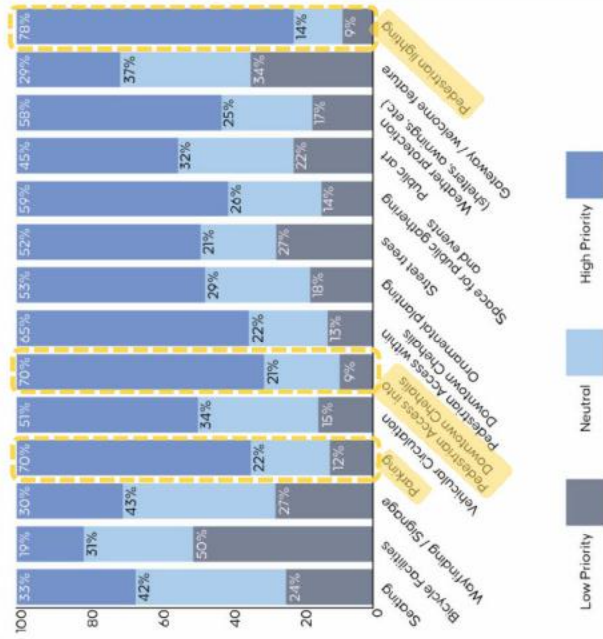
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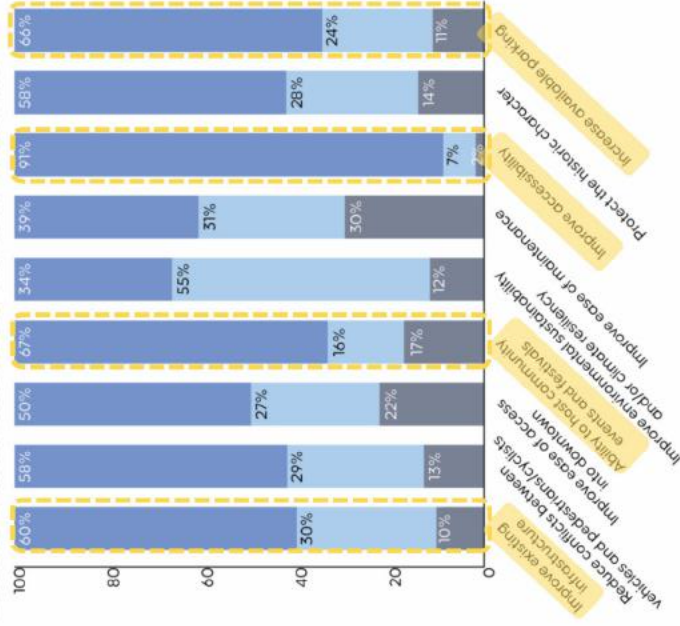


Summary of Public Engagement Phase 1

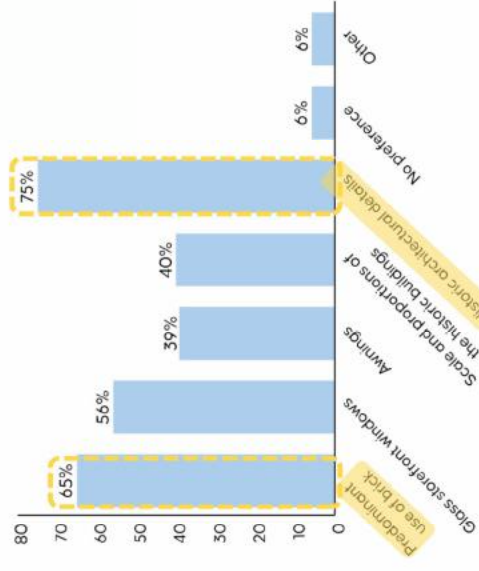
PRIORITIZE THE FOLLOWING OPPORTUNITIES FOR FUTURE IMPROVEMENTS:



PRIORITIZE THE IMPORTANCE OF THE FOLLOWING GUIDING PRINCIPLES FOR DOWNTOWN CHEHALIS:



WHICH ARCHITECTURAL OR BUILDING FEATURES DO YOU FIND THE MOST MEMORABLE OR HISTORICALLY SIGNIFICANT?



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Historic Preservation Commission Meeting
February 19, 2025

Summary of Public Engagement Phase 2

Monday, August 12th
Advisory Committee Meeting

Tuesday, August 13th
Table at Farmer's Market

Workshop at Chehalis Coworks

Open House at Stout Coffee House



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Historic Preservation Commission Meeting
February 19, 2025



Summary of Public Engagement Phase 2

Tuesday, August 13th
Farmer's Market
11 am - 4 pm
Appx 20 people engaged



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Historic Preservation Commission Meeting
February 19, 2025



Summary of Public Engagement Phase 2

Workshop
Chehalis Coworks
9am - 3pm
Appx 15 people dropped in



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Historic Preservation Commission Meeting
February 19, 2025

Summary of Public Engagement Phase 2

Open House
Stout Coffee
5pm - 7pm
Appx 20 people attended

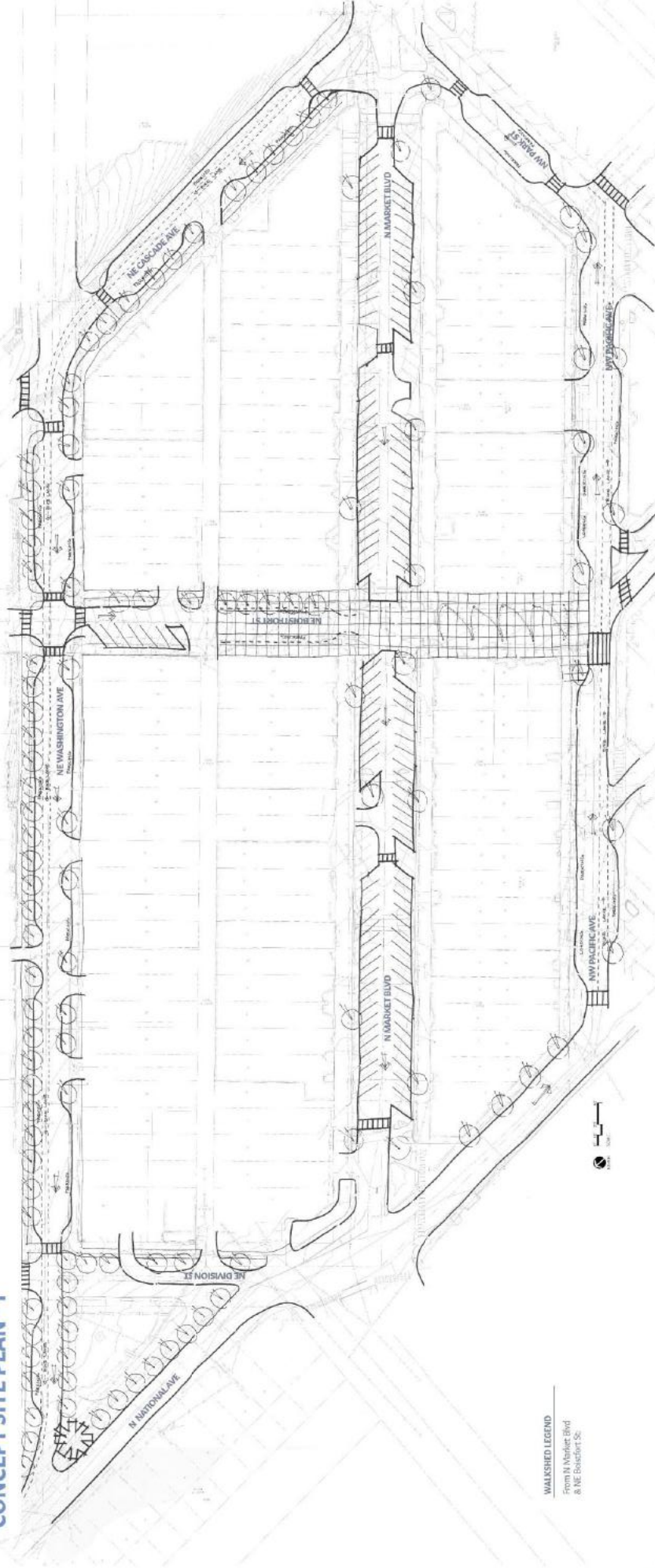


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Historic Preservation Commission Meeting
February 19, 2025

CONCEPT SITE PLAN - 1



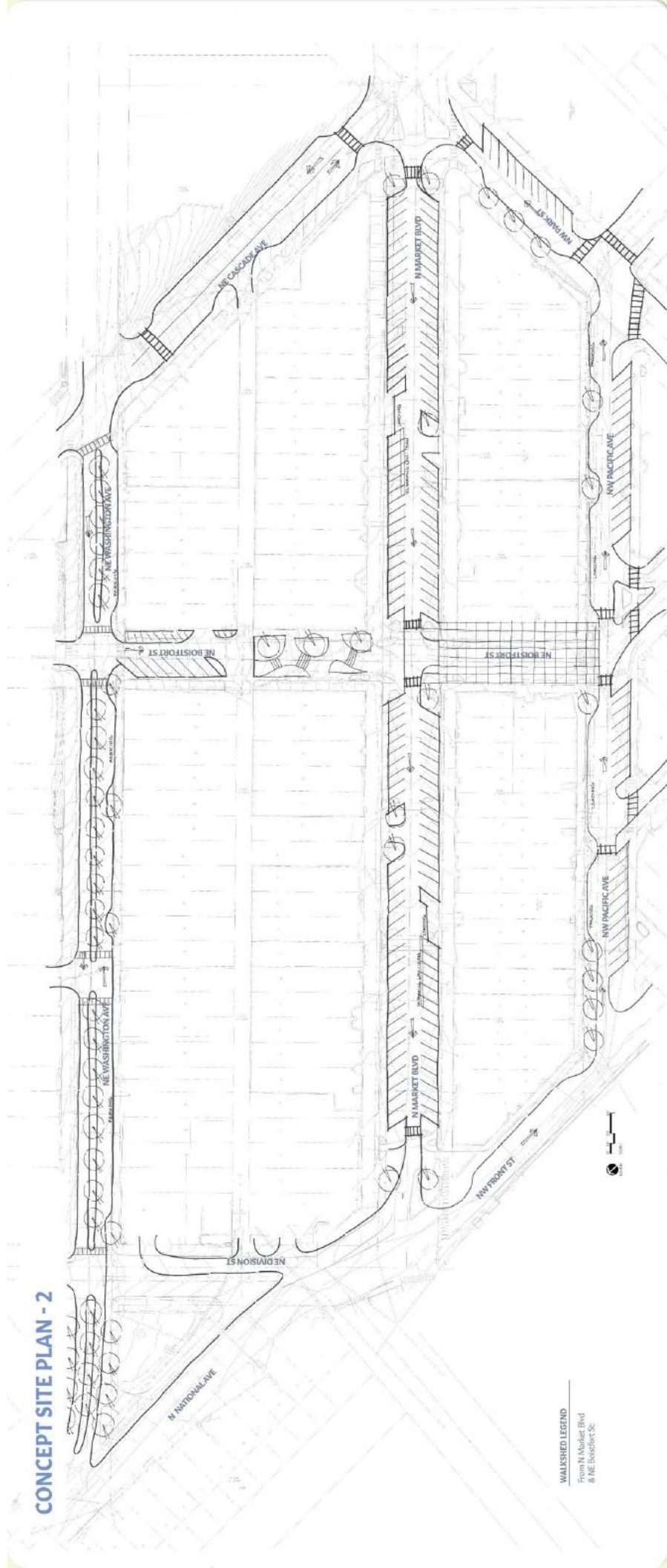
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February 19, 2025



Summary of Public Engagement Phase 2

CONCEPT SITE PLAN - 2



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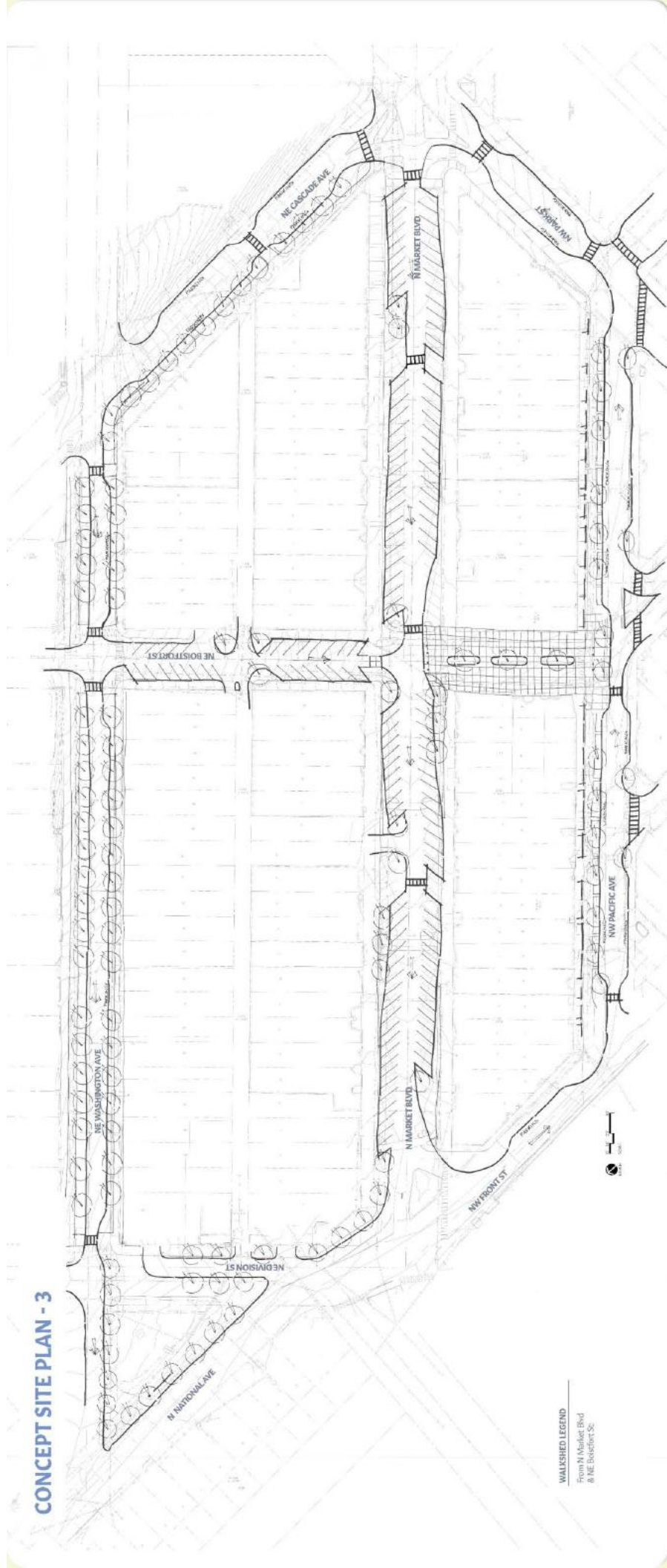


Historic Preservation Commission Meeting
February 19, 2025



Summary of Public Engagement Phase 2

CONCEPT SITE PLAN - 3



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Historic Preservation Commission Meeting
February 19, 2025



Summary of Public Engagement Phase 2

Online Survey

- Opened August 19th, closed September 23rd
- 121 responses
- Overall, concept 2 was most preferred.



Chehalis Concept Development Survey

Welcome to the Imagine Downtown Chehalis Project!

The City of Chehalis is developing a downtown rejuvenation plan that will enhance streetscapes and public spaces, improve accessibility and safety, and preserve the historic charm of the downtown area. The goal is to create a safer and more welcoming streetscape, fostering a sense of community and supporting economic prosperity.

- This survey should take approximately **10 minutes to complete**
- **Survey closes September 15th, 2024**

If you need assistance completing the survey, please contact Celest Wilder, the Capital Improvement Project Manager for Chehalis Public Works at cwilder@ci.chehalis.wa.us & 360-748-0238.

About the Project

The Imagine Downtown Chehalis project will reconstruct Market Boulevard, Washington and Pacific Avenues, and Bonstorf Street in the historic downtown area. This will be a comprehensive effort that includes enhancements such as upgraded sidewalks, optimized traffic flow, improved roadways, opportunities for community events, and enhanced lighting. It is intended to express the long-term vision for your downtown. This plan will also help the City secure grants for future development and is intended to guide final design implementation as funding becomes available.

The public is invited to engage and share perspectives. Your valuable input throughout 2024 will shape the final decisions, ensuring that downtown Chehalis meets the needs of its residents while becoming a safer, more accessible, and cohesive hub for businesses, locals, and visitors.

This is the second of three opportunities to participate in the public outreach process. The first outreach event and on-line survey was held in June 2024 as the project kicked off. The concepts you see here are based on that initial feedback as well as early input during this second series of outreach events where the community was invited to help develop three concepts for the historic downtown during an open studio session and open house on August 13th, 2024. The three concepts developed during that event are presented here for further consideration and input from the community.



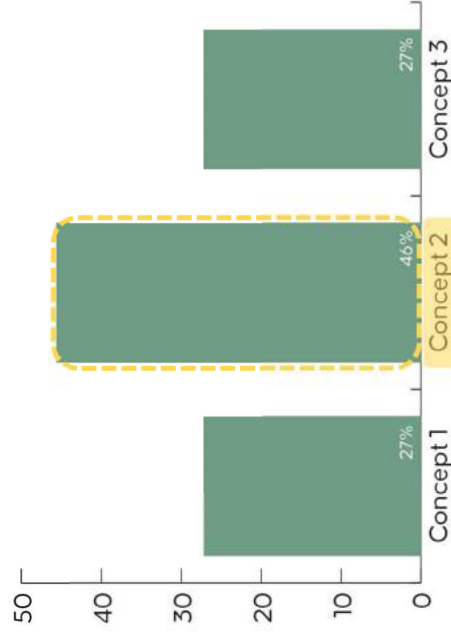
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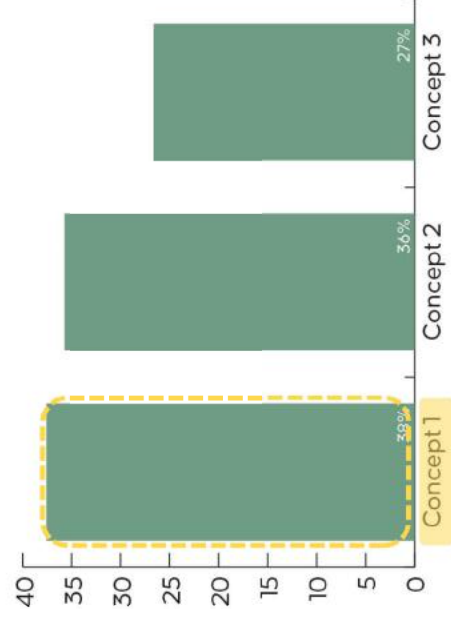


Summary of Public Engagement Phase 2

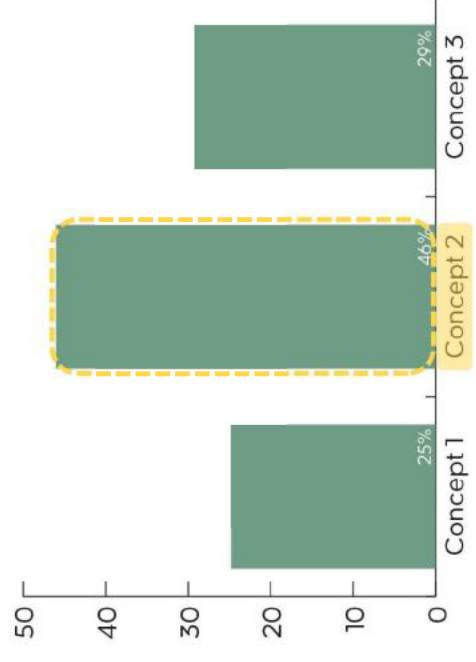
Vehicle Circulation and Parking



Pedestrian and Bicycle Circulation



Public Open Space



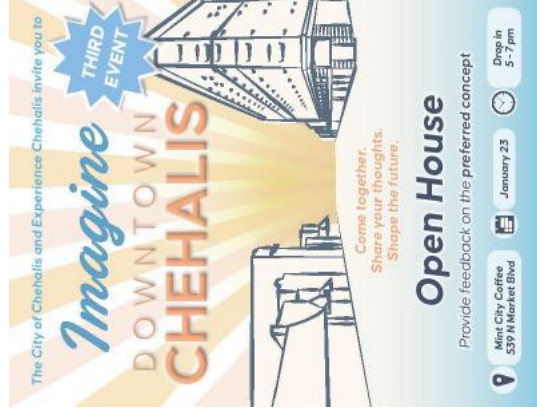
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Historic Preservation Commission Meeting
February 19, 2025

Summary of Public Engagement Phase 3

January 23, 2025
Advisory Committee Meeting
Open House at Mint City Coffee
5 pm – 7 pm
~60 people attended



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Historic Preservation Commission Meeting
February 19, 2025

Summary of Public Engagement Phase 3

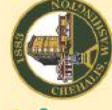
Preferred Concept A



Imagine Downtown Chehalis



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February 19, 2025



Summary of Public Engagement Phase 3

Preferred Concept B



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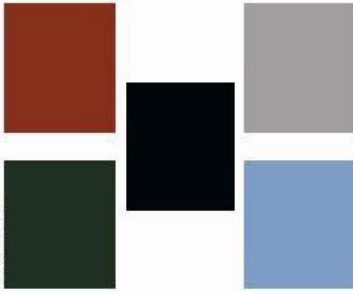


Concept Theme: Shifting Sand

INSPIRATION

"Chehalis" translates to "shifting sand" from the language of the native Lower Chehalis people. Inspired by this, the theme incorporates the feeling of the Chehalis River and Cascade Mountains. This draws in browns and greens paired with organic shapes.

Color Palette



SITE FURNISHINGS



TRASH CAN



BENCH



LIGHTING



BIKE RACKS



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February 19, 2025

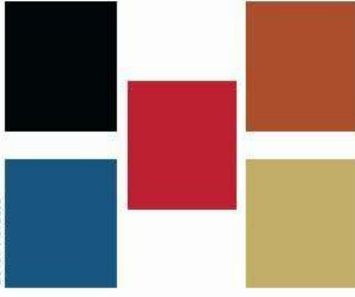


Concept Theme: Americana

INSPIRATION

Pulling from much of the current aesthetics of Chehalis, this friendly, all-american vibe is more about emphasizing existing character than about creating a new identity.

Color Palette



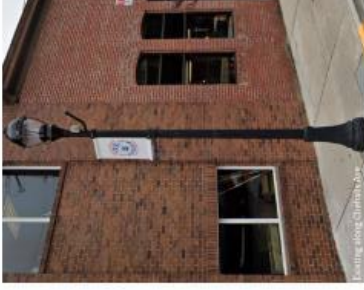
SITE FURNISHINGS



TRASH CAN



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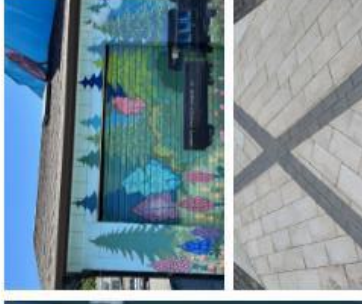
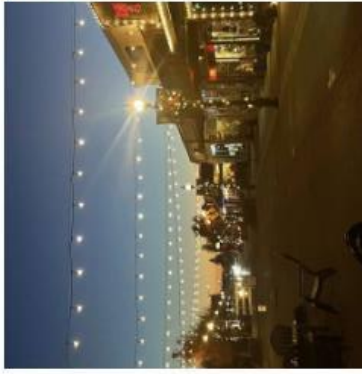


Concept Theme: Chehalis Renaissance

INSPIRATION

To create a more playful experience for pedestrians, bright colors and fun shapes in the site furnishings work to incorporate a greater sense of art and creation into the city. This theme would create a very unique downtown within small towns of Washington.

Color Palette



SITE FURNISHINGS



TRASH CAN



BENCH



LIGHTING



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Historic Preservation Commission Meeting
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Next Steps

Online Survey

Open until February 23, 2025
So far 118 respondents

Master Plan Report

Includes Implementation Plan



Imagine Downtown Chehalis

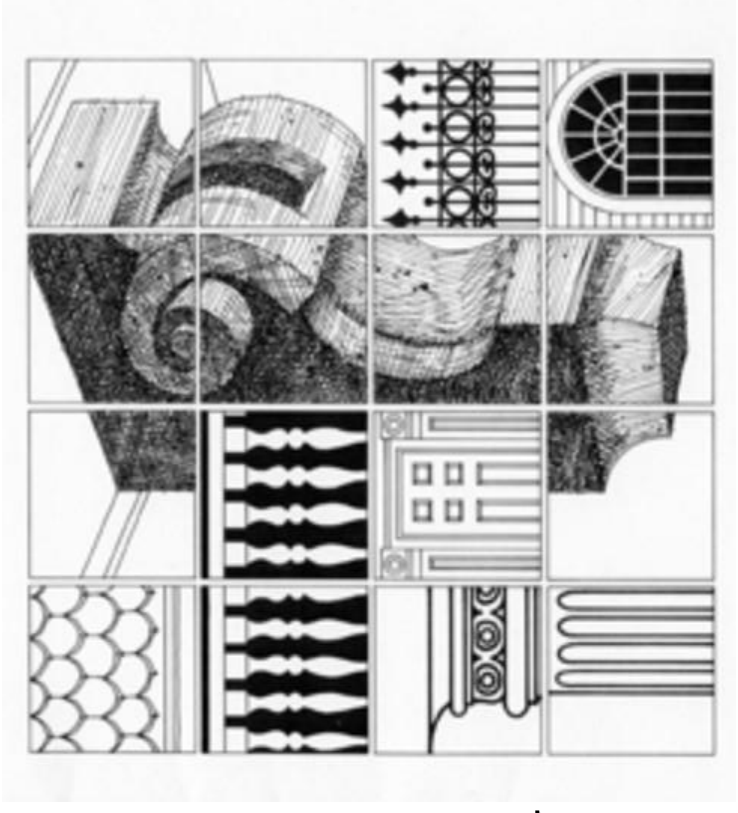


Historic Preservation Commission Meeting
February 19, 2025



A Preservation Framework for Chehalis

- Introduction
 - To further the goals of historic preservation in Chehalis, Architectural Design Guidelines will be established for the Chehalis Downtown Historic District
- Overseen by Historic Preservation Commission
- Commission will certify appropriate use, site development, and architecture of buildings and design of public right of way



Imagine Downtown Chehalis

Historic Preservation Commission Meeting
February 19, 2025



Guiding Principles

- Historic Preservation
 - Connection to the past through preserving the integrity of the district's historic buildings and spaces
- Compatibility
 - Uses and structures shall be compatible with the historic district
- Pedestrian Friendly
 - Maintain/enhance pedestrian experience of authentic historic downtown



Imagine Downtown Chehalis



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Scope of Guidelines

- Actions Governed
 - Construction (new, addition, modification)
 - Demolition
 - Right-of-way improvements
 - Changes to/additions of Signage and Murals



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Historic Preservation Commission Meeting
February 19, 2025



Implementation

- Local Historic Register
 - Historic District
 - Protected through CMC Chapter 17.33 – Historic District
- Certificate of Appropriateness
 - Guidelines used to determine appropriateness of proposed work in the Downtown Historic District
 - Implemented through CMC Chapter 2.66 – Historic Preservation



Imagine Downtown Chehalis



Historic Preservation Commission Meeting
February 19, 2025



Elements of Design Addressed

- Site Use
 - Building mass, access/circulation
- Building Design
 - Proportions, transparency, fenestration, awnings, detailing
- Signs and Murals
- Materials
- Colors
- Paving and Street Furniture



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Historic Preservation Commission Meeting
February 19, 2025



Architectural Design Guidelines

- Subjective “Style Guide”
 - Historical styles of the district
 - Complement, Harmonize, Blend
 - Distinguish, Contrast, Balance
- Prescriptive Requirements
 - Windows (façade transparency),
Awnings, Façade articulation/rhythm
 - Materials
- Pre-approved Items
 - Color Palette? Street Furniture?



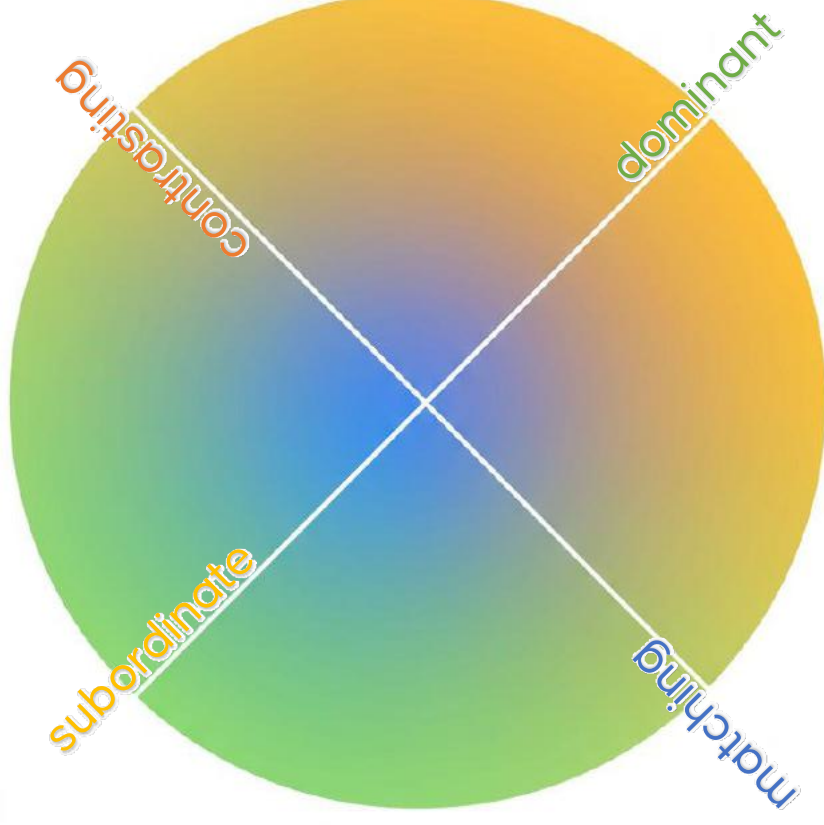
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Compatibility Target



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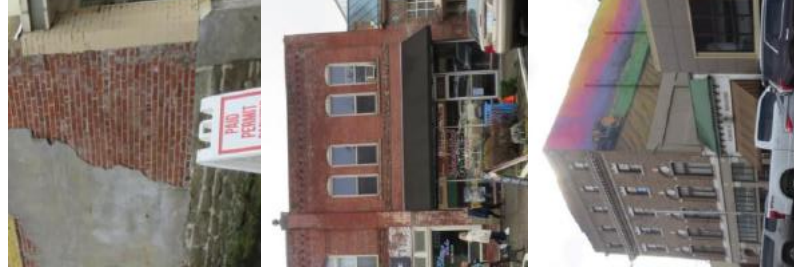


Historic Preservation Commission Meeting
February 19, 2025



Informed by Theme

- Shifting Sands
 - Emphasis on harmony, cohesion, and natural materials such as Tenino Sandstone
- Americana
 - Emphasis on preservation, compatibility, and standardized elements such as street lamps
- Chehalis Renaissance
 - Emphasis on creativity, culture, and public artwork



Imagine Downtown Chehalis

Historic Preservation Commission Meeting
February 19, 2025



Thank you!

Questions? Comments?

For more information, please contact:

Lance Bunker
Public Works Director

cwilder@ci.chehalis.wa.us

360-748-0238



Imagine Downtown Chehalis



Historic Preservation Commission Meeting
February 19, 2025



Downtown Chehalis Rejuvenation Project

Planning Commission Meeting
March 11, 2025



Imagine Downtown Chehalis

Planning Commission Meeting
March 11, 2025



Goals

1. Reflect the vibrancy of the businesses and community
2. Celebrate Chehalis identity and history
3. Activate spaces for pedestrian uses
4. Provide flexibility for a range of activities and special events
5. Improve safety and mobility for all
6. Maintain parking for businesses and employees
7. Provide constructible designs to secure future funding for design and construction



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Planning Commission Meeting
March 11, 2025



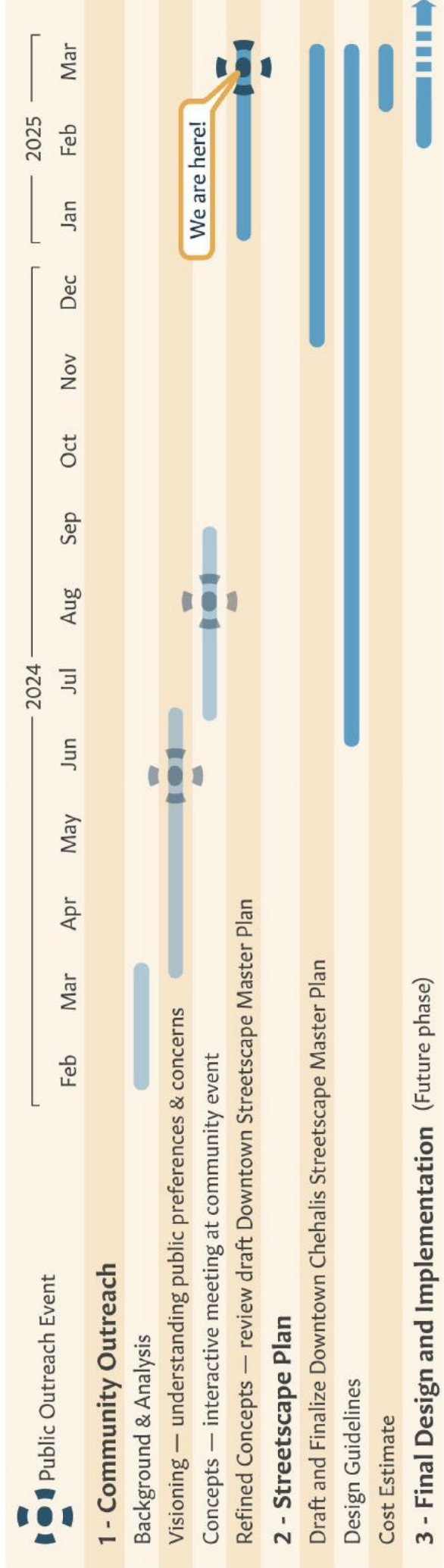


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Planning Commission Meeting
March 11, 2025



Schedule



Imagine Downtown Chehalis

Planning Commission Meeting
March 11, 2025



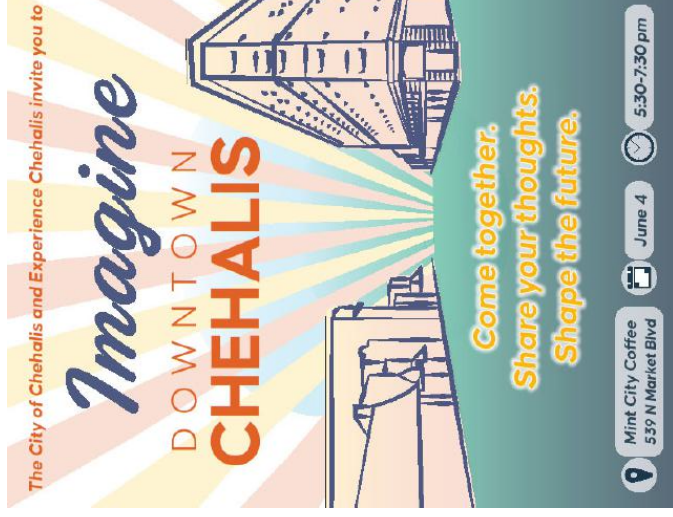
Summary of Public Engagement Phase 1

Farmer's Market

- Tuesday June 4th,
11 am – 4 pm
- ~15 people engaged

Open House

- Mint City Coffee
- Tuesday June 4th,
5:30 pm – 7:30 pm
- ~65 people attended



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Planning Commission Meeting
March 11, 2025

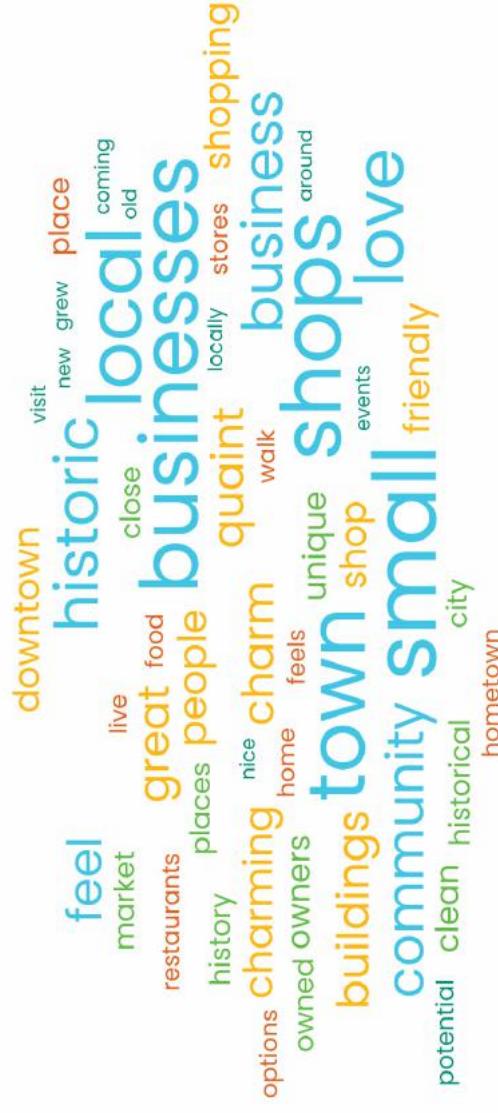


Summary of Public Engagement Phase 1

Online Survey

- Opened June 4, closed July 3rd
- 147 responses
- 82% visited downtown weekly or daily
- 77% shop or dine downtown

I LOVE DOWNTOWN CHEHALIS BECAUSE...



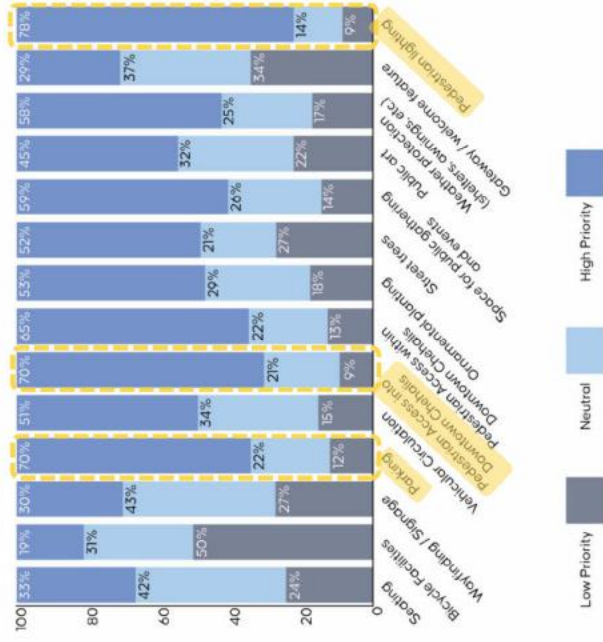
Imagine Downtown Chehalis

Planning Commission Meeting
March 11, 2025

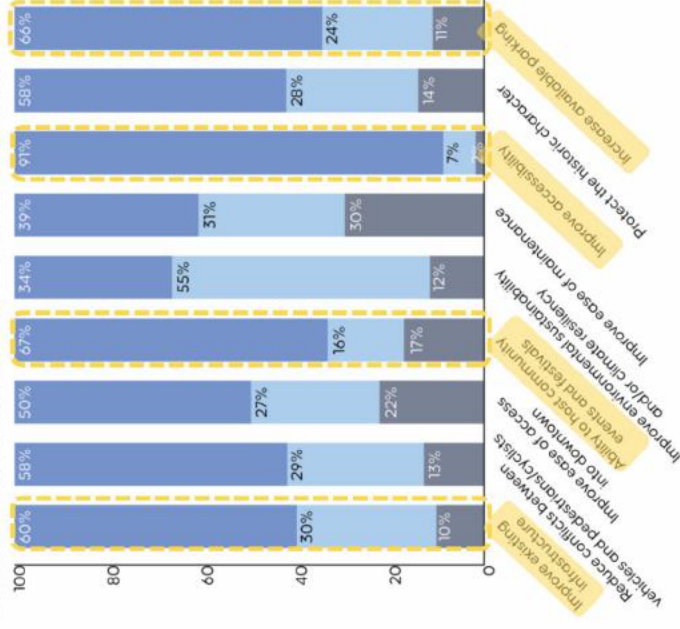


Summary of Public Engagement Phase 1

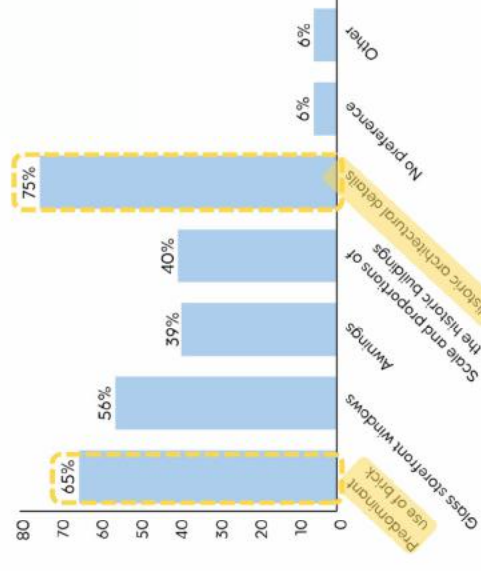
PRIORITIZE THE FOLLOWING OPPORTUNITIES FOR FUTURE IMPROVEMENTS:



PRIORITIZE THE IMPORTANCE OF THE FOLLOWING GUIDING PRINCIPLES FOR DOWNTOWN CHEHALIS:



WHICH ARCHITECTURAL OR BUILDING FEATURES DO YOU FIND THE MOST MEMORABLE OR HISTORICALLY SIGNIFICANT?



Imagine Downtown Chehalis



Planning Commission Meeting
March 11, 2025



Summary of Public Engagement Phase 2

Monday, August 12th
Advisory Committee Meeting

Tuesday, August 13th
Table at Farmer's Market

Workshop at Chehalis Coworks

Open House at Stout Coffee House



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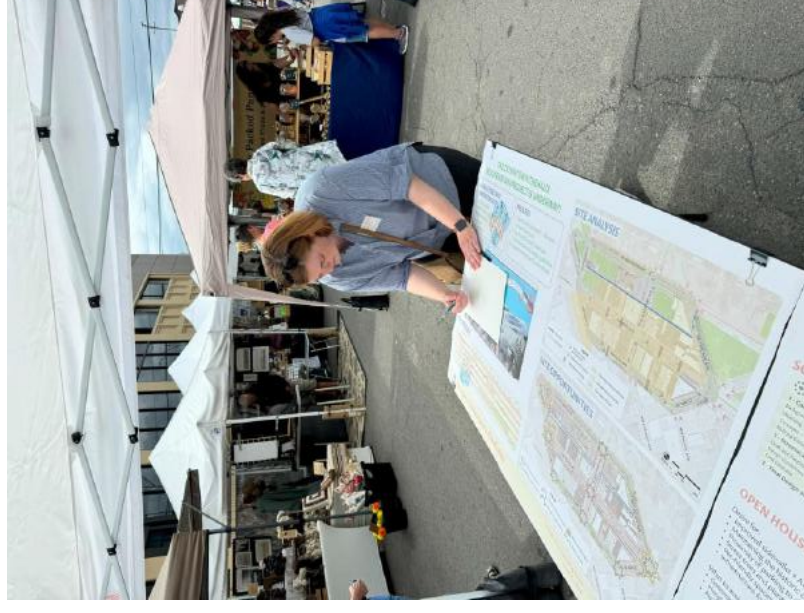


Planning Commission Meeting
March 11, 2025



Summary of Public Engagement Phase 2

Tuesday, August 13th
Farmer's Market
11 am - 4 pm
Appx 20 people engaged



Imagine Downtown Chehalis



Planning Commission Meeting
March 11, 2025



Summary of Public Engagement Phase 2

Workshop
Chehalis Coworks
9am - 3pm
Appx 15 people dropped in



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Planning Commission Meeting
March 11, 2025



Summary of Public Engagement Phase 2

Open House
Stout Coffee
5pm - 7pm
Appx 20 people attended



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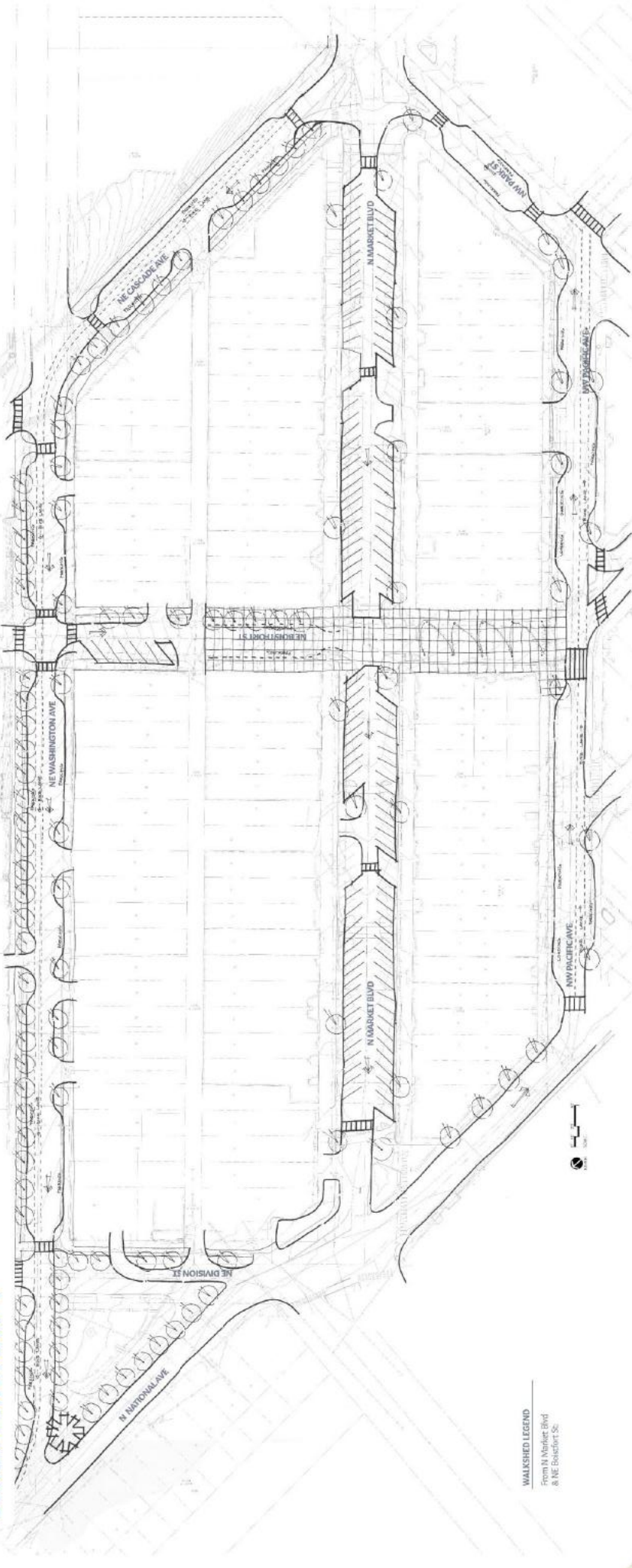


Planning Commission Meeting
March 11, 2025



Summary of Public Engagement Phase 2

CONCEPT SITE PLAN - 1



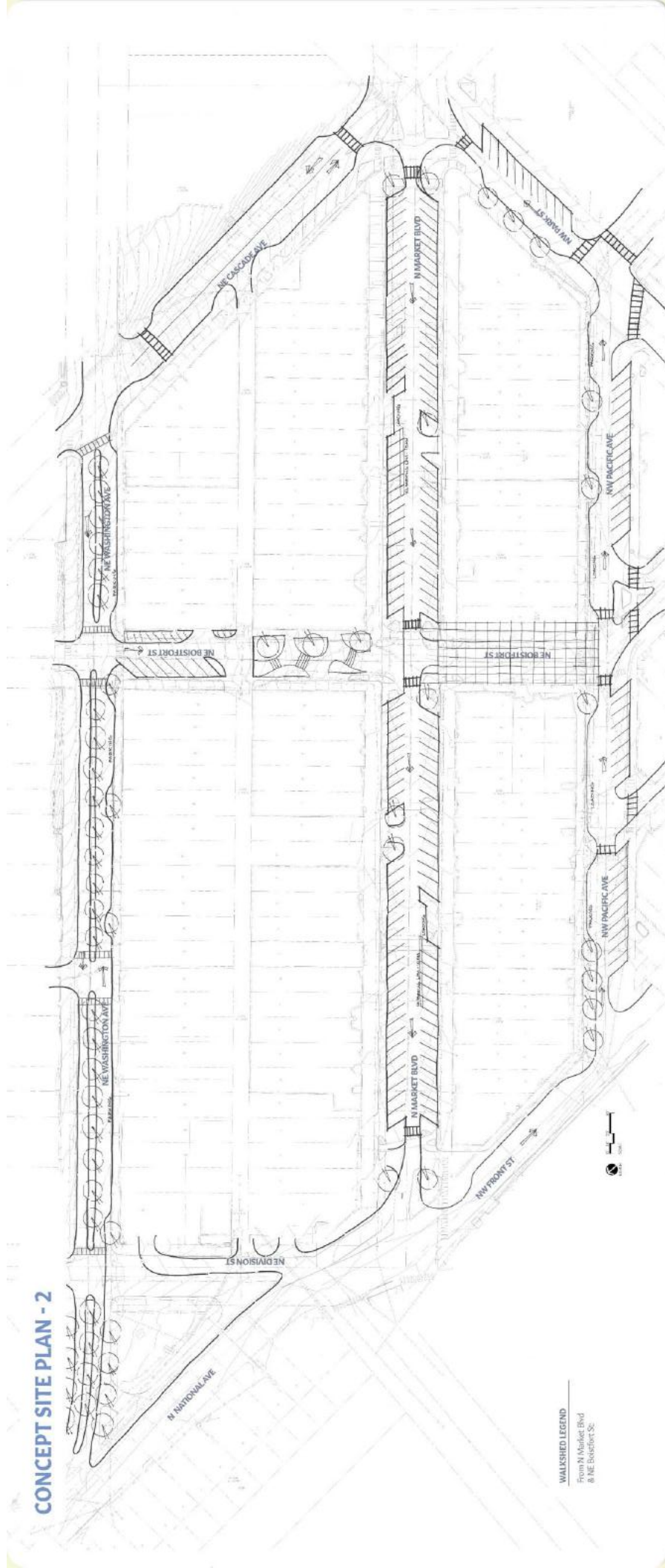
Imagine Downtown Chehalis



Planning Commission Meeting
March 11, 2025



Summary of Public Engagement Phase 2



Imagine Downtown Chehalis

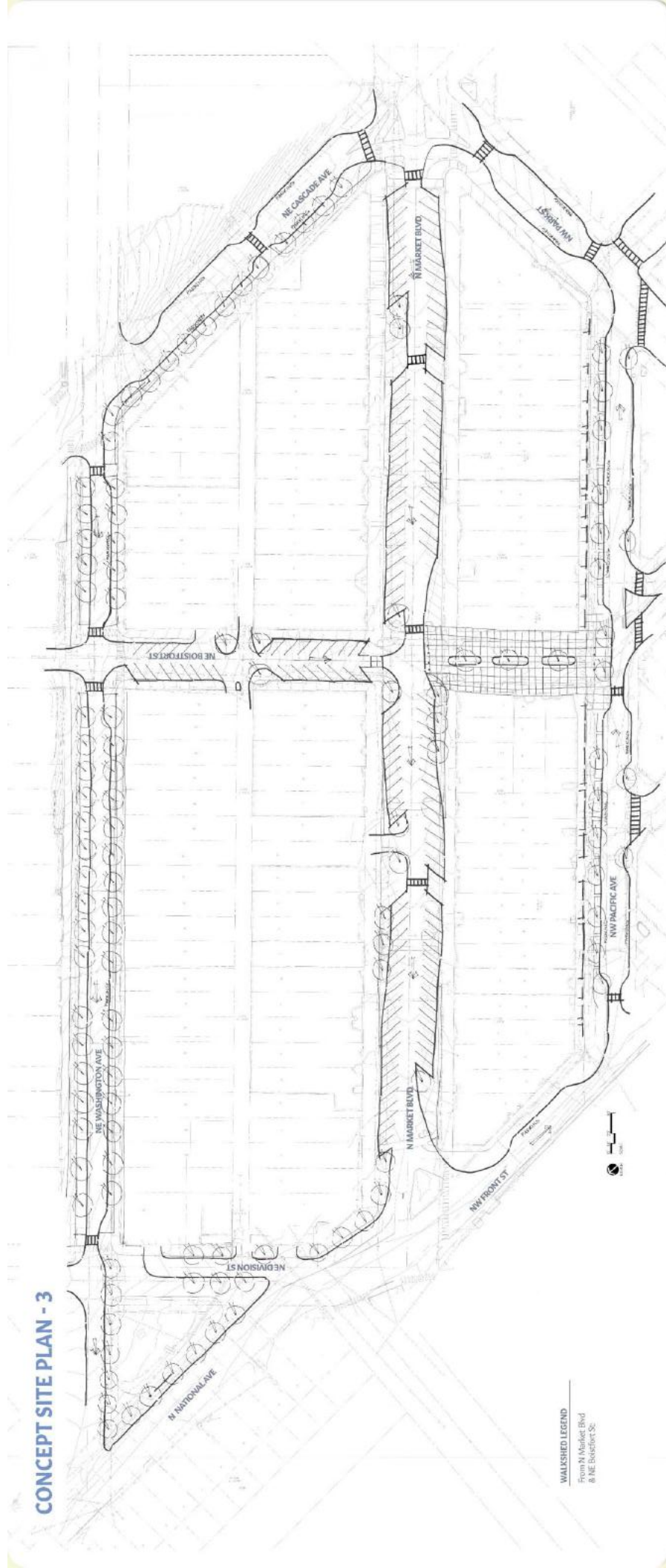


Planning Commission Meeting
March 11, 2025



Summary of Public Engagement Phase 2

CONCEPT SITE PLAN - 3



Imagine Downtown Chehalis



Planning Commission Meeting
March 11, 2025



Summary of Public Engagement Phase 2

Online Survey

- Opened August 19th, closed September 23rd
- 121 response
- Meeting with City of Chehalis Fire & Police Departments
- Meeting with TIB Grant board members



Chehalis Concept Development Survey

Welcome to the Imagine Downtown Chehalis Project!

The City of Chehalis is developing a downtown rejuvenation plan that will enhance streetscapes and public spaces, improve accessibility and safety, and preserve the historic charm of the downtown area. The goal is to create a safer and more welcoming streetscape, fostering a sense of community and supporting economic prosperity.

- This survey should take approximately **10 minutes to complete**
- **Survey closes September 15th, 2024**

If you need assistance completing the survey, please contact Celest Wilder, the Capital Improvement Project Manager for Chehalis Public Works at cwilder@ci.chehalis.wa.us & 360-748-0238.

About the Project

The Imagine Downtown Chehalis project will reconstruct Market Boulevard, Washington and Pacific Avenues, and Boisdorf Street in the historic downtown area. This will be a comprehensive effort that includes enhancements such as upgraded sidewalks, optimized traffic flow, improved roadways, opportunities for community events, and enhanced lighting. It is intended to express the long-term vision for your downtown. This plan will also help the City secure grants for future development and is intended to guide final design implementation as funding becomes available.

The public is invited to engage and share perspectives. Your valuable input throughout 2024 will shape the final decisions, ensuring that downtown Chehalis meets the needs of its residents while becoming a safer, more accessible, and cohesive hub for businesses, locals, and visitors.

This is the second of three opportunities to participate in the public outreach process. The first outreach event and on-line survey was held in June 2024 as the project kicked off. The concepts you see here are based on that initial feedback as well as early input during this second series of outreach events where the community was invited to help develop three concepts for the historic downtown during an open studio session and open house on August 13th, 2024. The three concepts developed during that event are presented here for further consideration and input from the community.



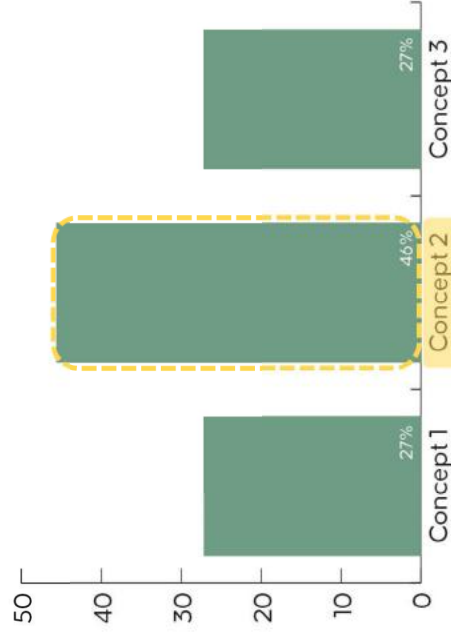
Imagine Downtown Chehalis

Planning Commission Meeting
March 11, 2025

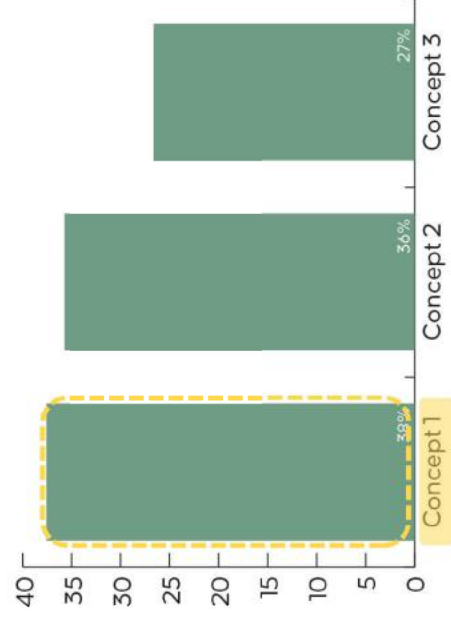


Summary of Public Engagement Phase 2

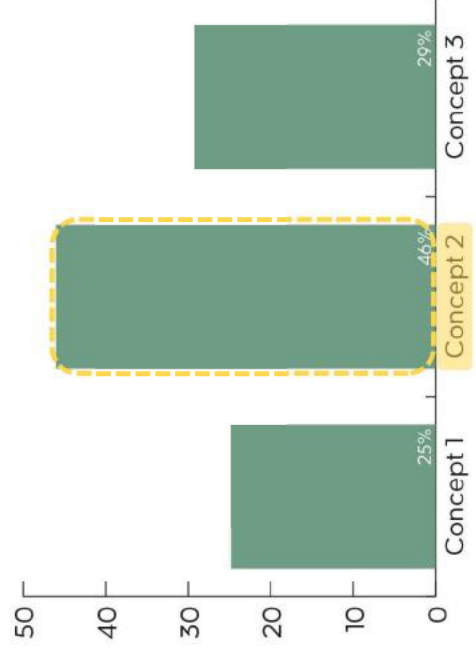
Vehicle Circulation and Parking



Pedestrian and Bicycle Circulation



Public Open Space



Imagine Downtown Chehalis



Planning Commission Meeting
March 11, 2025



Summary of Public Engagement Phase 3

January 23, 2025
Advisory Committee Meeting
Open House at Mint City Coffee
5 pm – 7 pm
~60 people attended



Imagine Downtown Chehalis



Planning Commission Meeting
March 11, 2025



Summary of Public Engagement Phase 3

Preferred Concept A



Imagine Downtown Chehalis



Planning Commission Meeting
March 11, 2025



Summary of Public Engagement Phase 3



Imagine Downtown Chehalis

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March 11, 2025



Summary of Public Engagement Phase 3

Preferred Concept B



Imagine Downtown Chehalis



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March 11, 2025



Summary of Public Engagement Phase 3



Imagine Downtown Chehalis



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March 11, 2025



Summary of Public Engagement Phase 3

Phasing

PHASE: Perimeter
 Estimated cost:
 Concept A: **\$16M - \$20M**
 Concept B: **\$15.8 - \$19.5M**
 Parking stalls:
 Existing: 55
 Concept A: **88**
 Concept B: **101**

PHASE: Market
 Estimated cost:
\$6.3M - \$7.7M
 Parking stalls :
 Existing: 127
 Concept A: **109**
 Concept B: **109**

PHASE: North Lots
 Estimated cost:
\$2.9M - \$3.5M
 Parking stalls:
 Existing: 35
 Concept A: **45**
 Concept B: **45**

Total parking stalls: Existing: 226 stalls | Concept A: **248 stalls** | Concept B: **261**

PHASE: Boistfort
 Estimated cost:
\$1.7M - \$2.2M
 Parking stalls:
 Existing: 12
 Concept A: **6**
 Concept B: **6**

PHASE: Intersections
 Estimated cost:
\$6.2M - \$7.7M



Imagine Downtown Chehalis



Planning Commission Meeting
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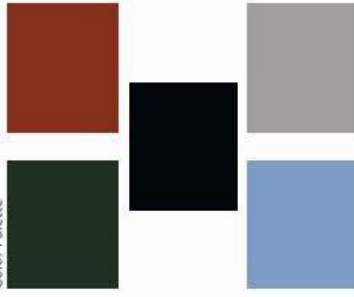


Concept Theme: Shifting Sand

INSPIRATION

"Chehalis" translates to "shifting sand" from the language of the native Lower Chehalis people. Inspired by this, the theme incorporates the feeling of the Chehalis River and Cascade Mountains. This draws in browns and greens paired with organic shapes.

Color Palette



SITE FURNISHINGS



TRASH CAN



BENCH



LIGHTING



BIKE RACKS



Imagine Downtown Chehalis

Planning Commission Meeting
March 11, 2025

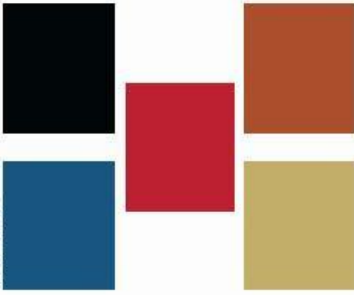


Concept Theme: Americana

INSPIRATION

Pulling from much of the current aesthetics of Chehalis, this friendly, all-american vibe is more about emphasizing existing character than about creating a new identity.

Color Palette



SITE FURNISHINGS



TRASH CAN



BENCH



LIGHTING



BIKE RACKS



Imagine Downtown Chehalis



Planning Commission Meeting
March 11, 2025

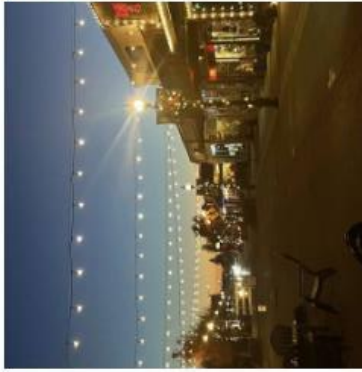


Concept Theme: Chehalis Renaissance

INSPIRATION

To create a more playful experience for pedestrians, bright colors and fun shapes in the site furnishings work to incorporate a greater sense of art and creation into the city. This theme would create a very unique downtown within small towns of Washington.

Color Palette



SITE FURNISHINGS



TRASH CAN



BENCH



LIGHTING



BIKE RACKS



Imagine Downtown Chehalis

Planning Commission Meeting
March 11, 2025



Summary of Public Engagement Phase 3

Online Survey

- Opened January 23rd, closed February 23rd
- 168 responses
- Americana theme was most preferred.
- Both Concept A and Concept B had favorable comments, with A being higher.



Imagine Downtown Chehalis

Planning Commission Meeting
March 11, 2025



Next Steps

Master Plan Report

- Executive summary
- Design refinements based on feedback
- Implementation Plan
- Cost estimate
- Summary of public engagement



Imagine Downtown Chehalis

Planning Commission Meeting
March 11, 2025



Thank you!

Questions? Comments?

For more information, please contact:

Lance Bunker
Public Works Director

cwilder@ci.chehalis.wa.us

360-748-0238



Imagine Downtown Chehalis



Planning Commission Meeting
March 11, 2025



Appendix E : Architectural Design Guidelines Framework



A FRAMEWORK FOR DESIGN GUIDELINES

For the Chehalis Downtown Historic District

April 3, 2025

ABSTRACT

A roadmap for preserving and enhancing the unique character of Downtown Chehalis, this document aims to guide the City in the implementation of Design Guidelines for the Historic District.

Matt Purvis, Rolluda Architects

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A Framework for Design Guidelines for the Chehalis Downtown Historic District

Introduction

The City of Chehalis recognizes the importance of preserving its historic character and architectural heritage, especially within the Downtown Historic District. To support this goal, the city will develop and implement a comprehensive set of Design Guidelines specifically tailored to the unique qualities of the historic district. These guidelines will serve as a vital tool in maintaining the district's sense of place, ensuring that future development, renovations, and improvements are consistent with its historic fabric. The Historic Preservation Commission will help guide the development and support the implementation of these guidelines. The design guidelines will encompass a wide range of elements, including site development and architectural character of buildings. Furthermore, the commission will be responsible for reviewing proposed changes on public rights of way and open spaces within the district. By providing a clear framework for the creation and application of these Design Guidelines, the City of Chehalis demonstrates its commitment to protecting and enhancing the distinctive character of its Downtown Historic District for the benefit of current and future generations.

Purpose

The purpose of this framework is to guide the City of Chehalis in the establishment of Design Guidelines for the Downtown Historic District. This report recommends parameters that will safeguard the integrity of the district's historic architectural character and steer new development toward complementary forms and expression. The Design Guidelines will play a crucial role in preserving the unique character and historical significance of the city's commercial core.

The guidelines should be comprehensive in scope, addressing a wide range of elements that contribute to the district's historic character. This includes providing guidance on appropriate architectural styles, building materials, facade designs, signage, murals, lighting, and other public-facing elements. The predominant historic architectural styles in the district, such as Vernacular Commercial, Neoclassical, Italianate, and Beaux Arts, should serve as the foundation for the guidelines, ensuring that any changes or new development remain in harmony with the area's architectural heritage. The guidelines should provide detailed recommendations on the treatment of key architectural elements like windows, doors, awnings, cornices, and moldings to maintain the authentic character

of the buildings. By emphasizing the importance of preserving original buildings, materials, and features while allowing for sensitive new development, adaptations, and energy-efficient upgrades, the guidelines can strike a balance of preserving the town's character while fostering economic health.

The Design Guidelines should ensure that new development is well-integrated into the historic context. By establishing parameters for building height, scale, facade design, materials, and pedestrian-friendly features, the city can ensure that new construction complements rather than detracts from the district's character. The goal is to foster a vibrant, evolving downtown that respects its historical roots while adapting to contemporary needs and use.

Implementation

To ensure effective implementation, the City of Chehalis shall adopt updated rules of procedure to codify a clear rubric (Design Guidelines) for the design review and approval process. Development proposals that meet the guidelines should be issued a "Certificate of Appropriateness". By expanding the applicability of the established Certificate of Appropriateness to regulate most changes to the Downtown Historic District, the Historic Preservation Commission will be empowered to assess and make recommendations about the appropriateness of developments in the district. Minor changes, small projects, and projects implementing pre-approved designs should be given a pathway for administrative review, conducted by the Chair or designated Commissioner, while typical projects of moderate complexity, and waivers of the Certificate of Appropriateness should require review by the full Historic Preservation Commission. It is recommended that complex projects go through a preliminary review by the Commission, based on a schematic level of design, to provide project guidance before final design and application for Certificate of Appropriateness. In all cases governed by the Certificate of Appropriateness, the Chair or full Historic Preservation Commission should recommend approval, denial, or waiver of the certificate to the Development Review Committee, Planning Commission, and/or City Council.

The framework also recommends providing educational resources to inform the public about the purpose and implementation of the guidelines. Existing incentives, such as tax breaks and grants, should be publicized to support economic development while property owners adhere to the preservation and development standards.

Recognizing that community engagement is crucial to the success of historic preservation efforts, the framework emphasizes the importance of public outreach and education. This includes recommending community events, educational materials, and resources to raise

awareness about the significance of the historic district and the role of the guidelines in shaping its future.

Ultimately, the Chehalis Downtown Historic District Design Guidelines will serve as a vital tool for stewarding the City's built heritage, ensuring that future generations can continue to appreciate and learn from the rich history embedded in its architecture. By providing a clear, comprehensive framework for preservation and compatible development, the guidelines will contribute to the long-term vitality and authenticity of Chehalis' cherished downtown district.

Guiding Principles

1. Historic Preservation: Maintain Chehalis' connection to its past through preserving the integrity of its historic buildings and spaces.
2. Compatibility: Ensure modifications, new developments, and new uses are compatible with the historic context.
3. Pedestrian-Friendly: Maintain and enhance the pedestrian experience with fidelity toward the authentic historic character.

Cohesion with Other Regulatory Structures

1. The Historic Preservation Commission oversees implementation of local ordinances and historic register.
 - a. Recommend adding reviews and recommendations on the appropriateness of work in the Historic District as a responsibility of the commission.
2. Historic Preservation Ordinances of the City of Chehalis
 - a. This framework is intended to inform updates to preservation ordinances found in Chehalis Municipal Code (CMC) Chapter 2.66.
 - b. Recommend updating ordinances to require Certificate of Appropriateness for Building and Planning Permits within the district.
 - c. Recommend updating CMC Title 17 (Chapter 17.33) to require that qualifying work in the district complies with Design Guidelines and is subject to Certificate of Appropriateness requirements.
 - d. Recommend updating CMC Title 17 (Chapter 17.86) to require that modifications to, and additions of signs and murals in the Historic District comply with the Design Guidelines and require a Certificate of Appropriateness.
3. Chehalis Register of Historic Places

- a. Existing register shall determine applicability of Design Guidelines to specific properties/districts.
- 4. State Register of Historic Places
 - a. The existing register shall remain independent of the Design Guidelines, providing further protection for listed properties.
- 5. National Register of Historic Places
 - a. The existing register shall remain independent of the Design Guidelines, providing further protection for listed properties.
- 6. Secretary of the Interior's Standards for the Treatment of Historic Properties
 - a. Govern preservation, rehabilitation, restoration, and reconstruction of structures listed on local, state and federal registers.
 - b. Currently protects historic structures in the downtown district.
 - c. The Design Guidelines proposed in this framework will supplement the Secretary of the Interior's standards by identifying locally significant architectural features that should be preserved, rehabilitated, restored, or reconstructed.
 - d. The Design Guidelines proposed in this framework will complement the Secretary of the Interior's standards by mandating ways in which additions shall be designed to harmonize with historic structures.
- 7. Design Guidelines shall cover public elements that aren't addressed by existing regulatory structures:
 - a. Design of public hardscaping; pedestrian and vehicle infrastructure
 - b. Provision of public amenities such as street furniture, bike racks, public art/murals, and right-of-way lighting
 - c. Regulation of building exterior service infrastructure such as trash area screening

Applicability and Scope

- 1. The Design Guidelines shall govern the following actions within the boundaries of the district:
 - a. Alteration, remodeling, or restoration of a structure
 - b. Construction or reconstruction of a structure
 - c. Demolition of a structure
 - d. Changes to the exterior appearance of a structure
 - e. Addition of, or modifications to signage and murals
 - f. Changes to the use of a structure (triggers Certificate of Appropriateness requirement; permitted uses are regulated by land use code)

2. Minor modifications, small projects, and projects implementing only pre-approved designs shall be eligible for administrative review, conducted by the Chair or designated Commissioner.
3. Complex/large developments or significant changes shall require preliminary and final approval while small, simple and minor changes may require only final approval.
4. Guidelines shall address the following aspects of development:
 - i. Site use: massing, height, setbacks of all levels, building access and configuration.
 - ii. Building design: proportions, horizontal or vertical expression, street-front transparency, fenestration patterns, detailing and ornamentation
 - iii. Signage and murals: location, size, type, character
 - iv. Building materials: consistency with historic materials, durability
 - v. Colors
 - vi. Additions: compatibility
 - vii. Paving and right-of-way features: seating, lighting

Guidelines for Construction

General

The district has retained a high density of historical buildings that give it the feel of a historic small downtown. However, it also includes various buildings from throughout the 20th Century that differ stylistically from the earlier historic period architecture. The district is not a purely historical relic transported to the present from Chehalis early 20th century commercial boom period. It is an ever-evolving, vibrant downtown that gives residents and visitors a tangible link to its living history. The guidelines should ensure that as the district continues to evolve, it remains a cohesive neighborhood with a strong and authentic connection to its past.

a. Architectural Styles and Features

- i. Predominant historic architectural styles in the district are from the late 19th and early 20th Centuries, most notably Vernacular Commercial, Neoclassical, Italianate, and Beaux Arts. The district includes a high concentration of such historical buildings, rooting it firmly in the history of that period.
- ii. Historic buildings and architectural features should be preserved per the Secretary of the Interior's standards.
- iii. Changes to the neighborhood should be in harmony with the predominant historical styles. This can be achieved not through

mimicry but through following similar principles of design in response to contemporary needs, uses, and context.

b. Preservation Techniques

- i. **Preservation:** Retaining a building or object without alteration.
- ii. **Rehabilitation:** Returning a property to a state of utility through work that preserves its character-defining features.
- iii. **Restoration:** Returning a property to a particular period in its history.

c. Materials and Finishes

- i. Specify acceptable materials for facades and other exterior elements.
- ii. Encourage the use of traditional materials and techniques.
- iii. Provide guidance on color palettes and paint schemes.

d. Signage

- i. Preservation of historic signs including “ghost signs” painted directly on historic buildings.
- ii. Guidelines for appropriate signage type, design, size, and placement.

e. Murals and Public Art

- i. Located and designed to complement, not overwhelm or clash with, the district’s historic architecture.

f. Lighting

- i. Guidelines for exterior lighting types, colors, intensity, and placement.
- ii. Use of lighting, both for illumination and aesthetic purposes.

g. Security, Screening, and Trash Enclosures

- i. Guidelines for the design of screening and security enclosures/barriers
- ii. Guidelines for trash enclosure design, materials, and placement

h. Right-of-Way Improvements

- i. Guidelines for provision of public amenities
- ii. Guidelines for sidewalk, street, and alley hardscape design
- iii. Guidelines for street furniture design and placement

f. Enforcement and Incentives

- i. **Design Review:** The role of the commission in reviewing proposed projects and ensuring compliance with the guidelines.
 - 1. Administrative Review for small, simple projects and implementation of pre-approved, standard designs
 - 2. Preliminary Review for large, complex projects
 - a. Application
 - b. Presentation to the commission
 - c. Response with notes, conditions

3. Certificate of Appropriateness
 - a. Application
 - b. Commission Review
 - c. Written approval, conditional approval, corrections, or rejection.
 - i. If corrections required: Response to corrections submitted for review, repeat steps b. and c.
4. Waiver of a Certificate of Appropriateness
 - a. Required for demolition.
 - b. Require full review (not administrative)
 - c. Public notice
- ii. **Incentives:** encourage development adhering to the guidelines
 1. Exemptions for historic buildings allowed by IEBC Chapter 12 – Historic Buildings
 2. Exemptions from requirements of other code sections per CMC 17.33.150
 3. Design assistance per CMC 17.33.170
 4. Tax breaks
 - a. Federal Historic Tax Credit
 - b. Property Tax – Special Valuation
 5. Grants and loans for restoration and rehabilitation
 - a. See Washington State Department of Archeology and Historic Preservation
 6. Expedited permitting process
 - a. Certificate of Appropriateness review can run concurrently with Plan Review

New Development

- a. Architectural Compatibility: New buildings should be compatible with the historic character of the district. This includes using materials, colors, and design elements that reflect (but do not mimic) the historic period of the area, typically from 1889-1930. However, new developments should not mimic the appearance of historical architecture.
- b. Building Height and Scale: The height and scale of new structures should be consistent with existing historic buildings. Buildings in the district are typically one or two stories, with notable exceptions in the Elk's Building and the St. Helens apartments. Facades along a public street should be limited to two stories in height (with penthouses or additional stories set back from

the building line) to create continuity in street-facing facades while allowing the notable tall historic buildings to maintain their prominence. The continuity of commercial facades along sidewalks is essential to the character of the district, so commercial buildings should not be set back from the sidewalk or adjoining commercial properties.

- c. **Facade Design:** Facades should include features common in the district's historic buildings, such as vertically oriented divided windows, large storefront windows on the first floor, capped parapets or cornices, and vertical pilasters or bays. Facades should be visually balanced, symmetrical, and maintain a regular "rhythm" or spacing of design elements. Large areas of unarticulated walls should not be allowed. To maintain a consistent pedestrian scale, multi-story facades fronting on Market and Pacific should include a strong horizontal division between the pedestrian-oriented ground floor and the upper floor.
- d. **Materials and Colors:** Preferred materials include brick, wood, metal, stone, and clear glass. Contemporary, non-historical materials may be used if they are durable and are not designed to mimic traditional building materials. Colors should be historically appropriate and complement the surrounding buildings.
- e. **Site Design:** New developments should maintain the traditional street grid and building alignment, forming a continuous façade along commercial streets. Buildings on N Market Blvd. are typically located at the front property line with services located along the alley or Pacific.
- f. **Pedestrian-Friendly Features:** The district emphasizes pedestrian activity, so ground floor commercial facades should feature large areas of transparency to the adjacent sidewalk. New developments should include pedestrian amenities like wide sidewalks, street trees, and pedestrian-scale lighting.
- g. **Signage and Awnings:** Signs and awnings should be designed to complement the historic character of the district. Awnings may be required to protect pedestrians from the weather. They should relate to the traditional forms of awnings found in the district and employ appropriate materials and colors. Building signage should utilize historical signage forms such as awning signs, wall signs, or projecting signs. Certain types of monumental signage and electrically lighted signage should be prohibited.

Additions

- a. Any additions to the building should be compatible with the historic character of the existing building in terms of scale, materials, and design.

Additions should not overwhelm the original structure in scale, material or color expression, or level of detail.

Preservation, Rehabilitation, Restoration, Reconstruction

- a. Reference Secretary of the Interior's Standards for the Treatment of Historic Properties
- b. *Architectural Integrity*: Alterations should maintain the building's original architectural style and character. This includes preserving or restoring historic features and materials.
- c. *Building Materials*: Use materials that are consistent with the historic character of the building. Preferred materials include brick, wood, stone, and metal. Modern materials may be considered if they closely resemble historic materials in appearance and durability. Un-painted historic masonry materials should not be painted.
- d. Facade Design: Changes to the building facade should be sympathetic to the original design. This includes maintaining traditional storefront designs with large display windows, transoms, and recessed entries.
- e. Windows and Doors: Replacement windows and doors should match the original in size, style, and materials. Retaining and repairing original windows and doors is preferred.
- f. Signage: Signs should be designed to complement the historic character of the building and district. This includes using traditional materials and styles. Historic "ghost signs" (painted directly on buildings) should be maintained or preserved. New murals or signage should not be painted on unpainted historic masonry materials.
- g. Color: The color palette for exterior painting should be historically appropriate and complement the surrounding buildings.
- h. Maintenance: Regular maintenance of historic features is encouraged to prevent deterioration. This includes cleaning, painting, and repairing as needed.

Demolition

- a. Historical and Architectural Integrity: Demolition is generally discouraged, especially for buildings that contribute to the historic character of the district. The goal is to maintain the historical and architectural integrity of the area.

- b. **Public Notice and Hearing:** The public should be notified of any demolition application for a property in the district. A public hearing may be required at the discretion of the building or zoning officials.
- c. **Review Process:** Any proposal for demolition (Waiver of a Certificate of Appropriateness) should be reviewed and approved by the Historic Preservation Commission. This includes a thorough evaluation of the building's historical significance and the impact of its removal on the district. Alternatives to demolition should be fully explored.
- d. **Documentation:** Before demolition, detailed documentation of the building's historical and architectural features is recommended. This includes photographs, drawings, and written descriptions.
- e. **Replacement Plans:** Proposals for demolition should include plans for the new construction that will replace the demolished building. The new construction must be compatible with the historic character of the district.
- f. **Economic Hardship:** In some cases, demolition may be considered if the owner can demonstrate that preserving the building would cause undue economic hardship. This requires substantial evidence and is subject to strict review.
- g. **Public Benefit:** Demolition may also be considered if it can be shown that the removal of the building and the proposed new construction will provide a significant public benefit that outweighs the loss of the historic structure.

Detailed Design Guidelines

- i. Guidance on the use of appropriate architectural features:
 - 1. Rooflines
 - 2. Windows (size, shape, materials)
 - a. **Preservation of original windows:** Emphasize preserving original windows whenever possible. This includes their size, shape, proportion, and placement.
 - b. **Replacement windows:** If replacement is necessary, new windows should closely match the original in terms of materials, style, and appearance.
 - c. **Window materials:** Wood or metal windows that mimic the look of traditional windows are preferred.
 - d. **Window configuration:** The window sizes and proportions, number of panes, the type of glass, and any decorative elements should be consistent with the original design.

- e. **Energy efficiency:** While preserving the historic character is important, energy-efficient features like insulated glass can be incorporated.
 - f. **Architectural style:** The window design should respect the specific architectural style of the building.
3. Doors (style, hardware)
- a. **Preservation of original doors:** Whenever possible, original doors should be preserved, including their material, style, hardware, and paint color.
 - b. **Replacement doors:** If replacement is necessary, new doors should closely match the original in terms of size, shape, proportion, and material.
 - c. **Door materials:** Wood or metal materials that mimic the look of traditional doors are preferred.
 - d. **Door hardware:** Hardware, such as hinges, handles, or kick plates should be historically appropriate and compatible with the original design.
 - e. **Door style:** The style of the door should be consistent with the architectural style of the building.
 - f. **Door placement:** The placement of doors within the storefront should maintain the historic character of the building.
4. Awnings
- a. **Preservation of original awnings:** Whenever possible, original awnings should be preserved, including their material, style, and color.
 - b. **Replacement awnings:** If replacement is necessary, new awnings should closely match the original in terms of size, shape, and material.
 - c. **Awning materials:** Traditional materials like canvas or metal are preferred.
 - d. **Awning style:** The style of the awning should be consistent with the architectural style of the building.
 - e. **Awning color:** The color of the awning should be historically appropriate and compatible with the building's color scheme.

- f. **Awning placement:** Awnings should be placed to avoid covering significant architectural features or obstructing views of the building.
 - g. **Awning maintenance:** Awnings should be regularly maintained to ensure their longevity and appearance.
 - 5. Cornices, eaves, and moldings
 - a. **Preservation of original features:** Whenever possible, original cornices, moldings, and eaves should be preserved.
 - b. **Replacement materials:** If replacement is necessary, materials that are compatible with the original, such as wood, metal, brick, or stone should be used.
 - c. **Style and detailing:** The style and detailing of new elements should match the original design, including any decorative elements like dentils, modillions, or brackets.
 - d. **Color and finish:** The color and finish of new elements should be compatible with the original or historically appropriate colors.
 - e. **Maintenance:** Regular maintenance is essential to preserve the integrity of cornices, moldings, and eaves
- ii. Guidelines on appropriate signage, murals, and public art
 - 1. Building commercial signage
 - a. Sign size, projection from building, and character size limited to a range consistent with historical commercial signs.
 - b. New self-illuminated signs strongly discouraged.
 - c. Signage placement on buildings limited to the portion of the façade between the top of street level glazing and the bottom of upper floor glazing, or consistent with historical precedent.
 - d. Encourage use of traditional geometric forms, pre-approved colors and fonts
 - 2. Murals and public art
 - a. Designed with appropriate location, scale and level of detail to be viewed/experienced by pedestrians rather than passing motorists.
 - b. Do not locate on primary street-facing facades.

- c. Do not cover or obscure unpainted historic brick or stone masonry or historic façade articulation.
 - d. Layout and design should complement the historic architecture through proportional harmony and balanced framing within historic architectural elements.
 - e. Employ materials and colors that match or complement the surrounding historic materials.
- iii. Pre-Approved Items
 - 1. Color Palette
 - 2. Architectural Elements
 - a. Awnings
 - b. Doors and Windows
 - c. Fencing/screening
 - d. Roofing materials
 - 3. Signage
 - a. Materials, sizes, colors, fonts
 - 4. Street Furniture
 - a. Seating and tables
 - b. Bicycle racks
 - c. Trash cans
 - d. Flower baskets/pots
 - e. Street Lighting

Public Engagement and Education

The City of Chehalis should implement a multi-faceted public engagement campaign to educate residents and property owners about the proposed Design Guidelines, generate public support, and solicit valuable feedback. Building upon the work of existing organizations like Experience Chehalis and the Centralia-Chehalis Chamber of Commerce, this outreach effort should focus on raising awareness about the district's historic significance and the importance of architectural preservation, while providing resources to help the public understand the proposed guidelines and their implications. Public outreach should be ongoing after the implementation of the Design Guidelines, providing information and resources that will help property owners navigate the development process and utilize incentives.

By partnering with owners of historic buildings to host open house events, the city encourages the public to explore these structures firsthand and develop a deeper

appreciation for their beauty and historical value. Cultural and arts events also play a powerful role in engaging the community. Storytelling sessions, where older residents can share their memories and experiences related to the district, foster a strong sense of continuity and shared history. Art exhibits or installations showcasing works by local artists that focus on historical themes, or the architecture of the district's buildings can further inspire residents and solidify their connection to the historic downtown.

Educational initiatives should be coordinated with the Historic Downtown Walking Tour. The tour can be expanded to cover a holistic overview of the district's architectural heritage and preservation efforts. Historic plaques per CMC 17.33.180 should be made readily available to owners of qualifying properties.

Workshops should be offered on topics like proper techniques for maintaining historic structures, understanding and adhering to the new preservation guidelines, and the process of applying for available incentives. The city should also update and expand its collection of educational materials like informative brochures, flyers detailing the benefits of preservation, and comprehensive booklets serving as how-to guides for property owners.

Digital engagement will also be critical to successful preservation efforts. A dedicated website should be created to serve as the go-to resource for all things related to the historic district and new guidelines. This site can host interactive maps highlighting points of interest and self-guided walking tours, documentary videos showcasing preservation success stories, and instructional videos demonstrating proper maintenance and restoration techniques. The city should also harness the power of social media to launch awareness campaigns, keep residents updated on the latest district-related news, and encourage the community to share their own stories, photos, and reflections related to the area's history and architecture.

Educating property owners and the public at-large about financial incentives to preserving historic structures will help quell concerns about the burden of following new historic preservation requirements. Properties in the Downtown Historic District are eligible for tax incentives, including Federal Historic Tax Credits and Special Property Tax Valuation, intended to encourage economic development through preservation and revitalization of historic structures. A myriad of grant and loan funding opportunities are available for preservation projects in the district. The Washington State Department of Archeology and Historic Preservation provides information on available financial incentives. The City of Chehalis can foster economic growth and development that is in line with its historic preservation goals by promoting these existing financial incentives.

By employing a strategic combination of in-person events, workshops, printed resources, digital tools, and community engagement initiatives, Chehalis can successfully foster public support and gather crucial input to guide the thoughtful implementation of the Downtown Historic District Architectural Design Guidelines.

Appendices

Appendix A – District Map

Appendix B – Historic Character Analysis



HISTORIC CHARACTER ANALYSIS

CHEHALIS DOWNTOWN HISTORIC DISTRICT
7/3/2024

Abstract
The Chehalis Downtown Historic District represents the culmination of commercial developments dating from the late nineteenth century to early twentieth century and comprises an intact collection of properties that reflect period architectural values.

Matt Purvis and Mia Ho | Rolluda Architects

Chehalis Downtown District – Historic Character Analysis

1. Introduction

2. Existing Architectural Character Defining Features

3. Evaluation of the Existing Architectural Significance

4. Potential National Registered of Historic Places and

Recommendations

Reference

1. Introduction

Midway between Seattle and Portland, along the route of the once-great transcontinental railroad systems, Chehalis maintains its role as a hub for culture and trade in the regions abundant resources. The proposed Historic Downtown District runs along Market Boulevard, the heart of the city's past. Within this historic downtown core lie two properties listed in the National Register of Historic Places—the St. Helens Inn and the Lewis County Museum. Chehalis' Downtown District stands as a living testament to the city's heritage. It is the third civic center of Chehalis, developed along North Market Boulevard a few years before the fires of 1892. Although new commercial buildings continued to be erected on Chehalis Avenue and Main Street, Market Boulevard has been the prominent downtown since the 1890s. Today, the district is adorned with a diverse array of vibrant shops, boutiques, and eateries.

The Chehalis Downtown Historic District represents the culmination of several commercial developments dating back to the nineteenth century. In 1889, the First National Bank was built on Market Boulevard. The Chehalis Improvement Company constructed two buildings: the Improvement Block (1891) and Columbus Block (1892). Market Boulevard remained the main street of Chehalis into the 20th Century, with the addition of significant structures in the 1910s. The southern end saw the construction of a new civic center, consisting of the city hall and library, while the Northern Pacific Railroad depot (1912) anchored the northern end. These structures solidified Market Boulevard as the heart of downtown Chehalis.

2. Existing Architectural Character Defining Features

The Downtown Historic District is a living museum that reveals a compelling story through its architectural evolution over its commercial development periods (see NPS). Centered on North Market Boulevard (hereafter Market Bvd.), which is dissected by Northeast Boistfort Street (hereafter Boistfort St.), the core area of the Downtown District is nearly a hexagon framed by Northwest Front Street (hereafter Front St.), Northwest Pacific Avenue (hereafter Pacific Ave.), Northwest Park Street (hereafter Park St.), Northeast Cascade Avenue (hereafter Cascade Ave.), and Northeast Washington Avenue (hereafter as Washington Ave.) (see map).

Predominantly comprised of nineteenth-to-twentieth-century commercial style, the buildings within the core were erected during a period of expansion of Chehalis between the 1890s and

1920s (see Fig.1). Buildings from 1910 to 1920 are the majority in this inventory (29%).

Ranging from one to six stories, with footprints consuming one to four plates, the prevalent architectural form was the two-part commercial block. With the street level catering to retail stores or banking facilities while upper levels housed offices or hotel rooms, such design featured a flexible layout and accommodated multiple uses. These buildings were constructed primarily of brick with minimal ornamentation, which was transitioned from original wood to enduring brick, reflecting the city's resilience and adaptation to the challenges posed by fires in its early history.

Another distinctive aspect of this district lies in the compact use on the west block of Market Blvd. (the east block of Pacific Ave.): this block accommodates single buildings spanning the block with entrances on both streets. This unique dual-facade arrangement underscores the adaptability and unique layout of each structure.

The following architectural analysis for the district is categorized into three sections. The first two sections are about the architectural characteristics of the two arterial streets—Market Blvd. and Pacific Ave. An analysis of the two streets begins on Market Blvd. from the southern end (St. Helen's) toward the northern end (Shano's Food). Secondly, the analysis goes to Pacific Ave., from its northwest end (Front St.) to the southeast end (Park St.). The third section addresses the significant historic buildings anchored around the perimeter of the core area, including the Lewis County Museum (Railroad Depot) on Front St.; two buildings on Pacific Ave. (Frank Everett & Co and Security State Bank); and the San Juan Arms Apartments on Cascade Avenue.

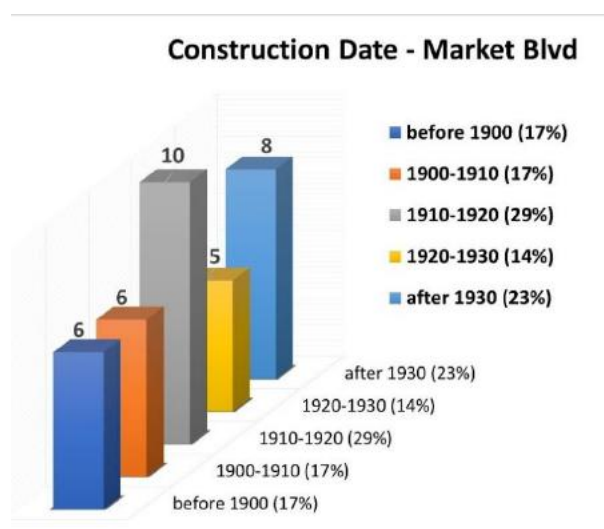


Fig. 1: Construction dates of buildings on Market Blvd

TABLE 2.1: Market Boulevard East Buildings (#440-#570)

ADDRESS	Current Business	BLDG NAME	DATE	Story	STYLE
440-448 Market	St. Helens Apartments	St. Helens Hotel (Landmark)	1917-1920	6	Chicago Style
452-456 Market	City Farm Chehalis	St. John's Garage /St. Helen's Theater (1924)	1914	2	mixed
460-466 Market	H & C Pallas Bldg (My Hearing Centers)	Bush Building	1910	2	20th commercial
470 Market	unknown	Ever Ready Shoe Store	1919	2	20th commercial
476 Market	Sister's Quilt Shop	Chehalis Electric Company	1920	1	20th commercial
478 Market	Chehalis Coworks	vacant	1923		
486-492 Market	Closed/Café	Improvement Block	1891	2	19th commercial
506-514 Market	Rose Nails & spa/Billie's Designer Fabrics/closed	Columbus Block	1892	2	restoration
516-520 Market	Book 'n' Brush	Hartman & Nathan Block	1904	2	20th commercial
534 Market	Spruce Skin & Wax Shoppe	Smith's Millinery + parking	1904	1	20th commercial
536 Market	Iglesia de Dios Pentecostes Peniel	--	--	1	
542 Market	Pema Nail	--	--	1	
548 Market	Bigfoot Treasure Jewelry & gifts	--	--	1	
550 Market	unknown	Zopolos Block	1910	1	20th commercial
556-558 Market	McFiler's Chehalis Theater	Chehalis Garage (Theater?)	1923	2	Art Deco? 1996 renovated
564-570 Market	Ewe and I/Black Sheep Creamery/Shona's Food	Mug Tree+2	1910	1	Beaux Arts

TABLE 2.2: Market Boulevard West Buildings (#403-575)

ADDRESS	Current Business	BLDG NAME	DATE	Story	STYLE
403 Market	HUB Northwest Insurance	--	--	1	
425 Market	Gifted Hallmark	--	--	2	
429-433 Market	Advocate Printing	Judd Building	1926	2	20th commercial
437 Market	Southwest Washington Dance Center	Golden Rule Store	1925	2	20th commercial
443 Market	unknown	--	--	0	
453 Market/450 Pacific	Edward Jones	Edward Jones Investments	1930	1	1989 remodel
455-463 Market	Totally Pawsome	Elk's Building	1920	4	Renaissance Revival
465 Market	Smiths Mercantile	Rosenthal & Large Clothing DryGoods Shoes	1907	1	20th commercial
473 Market	unknown	--	--	2	
505-515 Market	M & K Town Store	Commercial Block	1898	2	1980 facelift
521-523 Market	Market Street Pub	Buster Brown Shoe Store	1918	1	20th commercial
525 Market	Brunswig's Shoe Store	Northern Brewery Company	XX	1	20th commercial
531 Market	Sweet Inspirations	Claude Day Fruits_Howard's Meats	1918	1	20th commercial
535 Market	Be-YOU-tiful Boutique	Fechtner's Jewelry	1918	1	20th commercial
539 Market	Mint City Coffee Roasting	Foster Bakery	1920	2	20th commercial
545 Market	The Vintage Grand Room at Hotel Washington+ Mackinaw's	Hotel Washington	1889	4	19th commercial
551 Market	Diversified Games	Murphy & Johnson Saloon	1894	2	19th commercial
553-555 Market	Shakespeare & Company/ American Legion	Little Gem Lunch	1915	1	20th commercial
563 Market	Furniture World NW	--	--	2	
571-575 Market	Doggie Designs Pet Grooming/ Royal Sushi & Teriyaki	--	--	1	

2.1 North Market Boulevard, East and West Street Facades

North Market Boulevard is lined with buildings of one to six stories constructed during a period of major growth for the city (1889-1926). The broad sidewalks enhance the overall ambiance, creating an inviting atmosphere for pedestrians. This historic core consists of 35 buildings; 20 on its west side and 15 on its east side (see Table 2.1 & Table 2.2). These buildings are primarily characterized by nineteenth-to-twentieth-century commercial style.

Market Boulevard witnessed the construction of notable structures, including the First National Bank, the Chehalis Improvement Company's Improvement Block, and the Columbus Block (now Market Square¹). Designated as “Chehalis Downtown District” on the list of the National Historic Places in 1997, the Boulevard includes 22 contributing buildings (10 on the east side, 12 on the west side).

2.1.1 *Vernacular Commercial Style*

The dominant nineteenth-to-twenty-century Commercial Style generally adopted the forms, scale, and materials of more high-style buildings of their period. Without a unifying characteristic or stylistic details, these buildings can be described under the term of “Vernacular Commercial Style.” These Vernacular Commercial buildings are primarily designed for commercial purposes, standing from one to four stories high, and constructed with bricks. On Market Boulevard, one and two-story are mainstream. These commercial blocks present a utilitarian appearance without major architectural embellishments. Most of the commercial-style structures are composed of simple, functional entrances and windows (including large pane windows on the ground floor), and flat roofs, often with tall parapets. Some exhibit limited influences from other popular styles of the era, such as Italianate or Baux Arts. Ground floors are used as retail shops while upper floors may be divided into office spaces and open areas for storage or work purposes.

¹ Columbus Block was completed in 1892 to commemorate Christopher Columbus' landing, evolving into a modern building known as Market Square.

One-story Vernacular Commercial Buildings:

East Side of N. Market:

476 N. Market
534 N. Market
536-550 N. Market (Non-Contributing)



Fig. 2: (East side) 534, 536, 542 N. Market

West Side of N. Market:

403 N. Market (Non-Contributing)
453 N. Market (Non-Contributing)
465 N. Market
521~535 N. Market
553/555 N. Market
571-575 N. Market (Non-Contributing)



Fig. 3: (West side) 525, 531, 535 N. Market

Two-story Vernacular Commercial Buildings:

East Side of N. Market:

460-470 N. Market
486-492 N. Market
506-514 N. Market
516-520 N. Market



Fig. 4: (East side) 518 N. Market looking south



Fig. 5: (West side) 429, 437 N. Market looking north

West Side of N. Market:

425 N. Market (Non-Contributing)
429-433 N. Market
437 N. Market
473 N. Market (Non-Contributing)
505-515 N. Market (Non-Contributing)
539 N. Market
545 N. Market
551 N. Market
563 N. Market (Non-Contributing)

Representative Vernacular Commercial Building (19th Century Commercial): 545 N. Market
Washington Hotel, 1889

Originally established by Mr. Berry and Mr. Loomis, the 1889 Washington Hotel stands as a testament to 19th-century commercial architecture. Divided into three sections by four imposing piers, the frontage of this two-story building showcases rows of windows arranged in a symmetrical pattern. The ground-level windows have been renovated with large panes. While the upper-level central window comprises two-part sashes and rock-faced sills, the two side windows are three-part semi-elliptical double-hung. Dentil brick corbel decorates the parapet area above the window arches with sphere finials atop the four columns.



Fig. 6: Washington Hotel on N. Market

2.1.2 LATE 19TH AND 20TH CENTURY REVIVALS

Some commercial buildings on Market Boulevard adopted decorative details from established architectural styles. These buildings use elements that echo the style of a previous architectural era that defy a singular or simpler classification title. Following the National Service categories, they are called the “Late 19th and 20th Century Revivals.” Each revival style identifies specifically with an architecture of an earlier time and place, especially those related to early American or European precedents.

2.1.2a: Neoclassical Style

Drawing inspiration from history, the Neoclassical Revival emerged as a prevalent architectural style for domestic buildings nationwide from the early 1900s to the 1940s, especially in the first two decades of the 20th century. Neoclassical structures are characterized by classical symmetry, full-height porches supported by columns, temple-fronts, and various classical adornments. They often adhere to pure Greek architectural elements, such as trabeated post-and-lintel, classical columns, entablatures, and triangular pediments.

Representative Building: 440-448 N. Market

St. Helens Apartments, 1912

Listed in the National Register of Historic Places and featured on the city's seal, St. Helens Apartments is the most prominent structure in Chehalis. Designed by architect C. E. Troutman, this six-story, Neoclassical building is typical of the grand hotels of the early twentieth century.

Unchanged from its form in 1920, the present building was constructed in several stages between 1917 and 1921. On top, a decorative cornice lines the roof's edge; between the fourth and fifth floors, two rows of short coursing frame a brick tapestry design. On the upper floors, the eight-over-one double-hung sash windows set in flat arches unify its yellowish façade, while the first story fenestration shows rows of small glass panes over display windows. Except for the new metal awnings obscuring the ceramic tiles embossed with the firm's initials above the display windows, the building maintains its original historic charm.



Fig. 7: St. Helens' on N. Market
(Photo Credit: www.city-data.com/picfiles/vpicv15931.php)

2.1.2b: Italianate Style

Prevalent in mid-to-late-19th century commercial buildings that graced the main streets of many American towns, the Italianate style adorned contiguous rowhouses and commercial structures with a bracketed cornice, arched or ornate windows, and decorative brickwork. Italianate windows frequently sport round arch tops and may be crowned by pediments or entablatures with brackets. Tall, narrow windows, often embellished with elaborate hoods resembling inverted U shapes are typical as well. Additionally, Italianate buildings commonly boast columned porticoes or porches, sometimes extending the full width of the front façade.

Representative Building (Italianate): 455-463 N. Market

Elk's Lodge, 1920

Featuring a slightly stepped parapet, this unique four-story commercial brick building represents an Italianate architecture. Topped by a plain cornice, leading to the stepped parapet, the fourth floor exhibits six-over-six windows with keystones. The third and fourth stories are divided by a cornice adorned with modillions and dentils. Six-over-six double-hung sash windows are framed by flat arches with keystones on the third floor. The second-story windows consist of four lights over a pair of casement windows, each adorned with arches bearing the initials "B. P. O. E.", signifying the Benevolent and Protective Order of Elks. This building stands as a testament to the significant role lodges played in the community.



Fig. 10: Elk's Building on Market

Representative Building (Italianate): 452-456 N. Market

St. John's Garage /St. Helen's Theater (1914/1924)

Converted into a theater in 1924, the building operated for twenty-six years and significantly enhances the architectural character of the streetscape of Market Boulevard. Rather than the original era of Arthur St. John's Ford Garage, the current red tile standout shed roof and decorative brackets reflect the period of the theater. Under the roof, a brick tapestry design adorned with symmetrically arranged tiles is followed by a row of header courses. The fenestration consists of three-over-one double-hung sash windows set within arches with a circular pattern. Between the three arched windows, there are two pairs of small rectangular windows set in flat arches. Serving as a modern display area, its ground floor is now covered by a metal awning characteristic of the theater typology.



Fig. 11: St. Helen's Theater on Market

2.1.2c: Beaux Arts influence

Often seen in banks, civic buildings, museums, and courthouses, the Beaux-Arts architecture, akin to Neoclassical design, is characterized by large stone or terra cotta units, along with prominent columns. Emphasizing bold classical elements, Beaux-Arts architecture incorporates both Greek and Roman forms and is known for its formal symmetry and elaborate decorative features.

Representative Building: 556-558 N. Market
Chehalis Theater, 1923

Constructed under the influence of Beaux-Arts style, this two-story building has a flat roofline and is clad in gray granite. Positioned above a row of four simple arches, its construction date is intricately carved into the stone. Originally built for other uses, the structure underwent a transformation in 1996 when it was repurposed into a theater for showcasing movies.



Fig. 8: Chehalis Theater on Market

Representative Building: 564-570 N. Market

Mug Tree Restaurant/General Nutrition Center/Paperbacks Plus, 1910.



Fig. 9: 564-570 N. Market

Complementing the adjacent theater, this one-story building shows some decorative motifs from the Beaux-Arts style: four Doric pilasters topped with carved urn-shaped finials, a flat roofline comprised of a plain cornice and frieze, and gray granite siding.

2.2 Northwest Pacific, East and West Street Facades

Sharing the same buildings within one block with the west side of N. Market, the facades on the east of NW Pacific Avenue exhibit significant parallels with its Market twins in terms of construction dates, building heights, materials, and functions. Thus, the details regarding the eastern Pacific Avenue buildings can be cross-referenced with those listed in TABLE 2.2: Market Boulevard West Buildings.

While often serving as secondary entrances or rear access points, the facades along NW Pacific Avenue tend to be relatively modest with minimal decorative elements. Notable among them, the **Elk's Building** (455-463 N. Market, see Fig.12) is distinguished by its four-story height and a nearly identical façade to its front counterpart. The primary discrepancy lies in the modification of the five-bay windows on Market reduced to four on the Pacific side. Similarly, the **Judd Building** (429 N. Market, see Fig.13) retains much of its historic character with original wood sashes, brackets, and brick corbel patterns. **Washington Hotel** (545 N. Market, see Fig.14) is another prominent structure along Pacific Avenue East. Facing NW Pacific Avenue, the rear façade of Washington Hotel maintains the same three fenestrations at the upper level framed by four brick pillars with a stepped corbel.

It's worth noting that most of the northern section Pacific Ave. façades (between NW Front and Boistfort) are covered with paint. Particularly eye-catching is the grey mural featuring a woman's face at the **Chehalis Eye Center** (520 Pacific; 505-515 N. Market, see Fig.15), which transforming the outdoor experience with its expansive use of color and graphic design.



Fig. 12: Elk's Building on Pacific



Fig. 13: Judd Building on Pacific



Fig. 14: Washington Hotel on Pacific



Fig. 15: Chehalis Eye Center on Pacific

2.3 Other Significant Buildings

Outside the two major arterial streets, there are several independent historically significant buildings at the perimeter of the core area.

2.3.1. Railroad Depot (599 NW Front Street)

2.3.2. Frank Everett & Co (547 NW Pacific Avenue)

2.3.3. Security State Bank (442 NW Chehalis Avenue)

2.3.4. Cascade Ave - San Juan Arms Apartments (75 NE Cascade Avenue)

3. Evaluation of the Existing Architectural Significance

The current state of the Chehalis Downtown District mirrors that of many small historic downtowns in Washington State. Far more than just a cluster of buildings, this District embodies a vibrant community where locals and visitors converge to honor their shared heritage.

Predominantly composed of commercial structures, the Downtown District retains the distinct form and fabric of its historic buildings, with recognizable features such as window openings and belt courses. Despite the evident effects of the modernization infills, the overall integrity of the area remains.

Market Boulevard, a focal point of the district, requires attention for improvements:

- Approximately half of the buildings on Market Boulevard are non-contributing, failing to harmonize with the historical context of the streetscape.
- Inappropriate alterations to storefronts, fenestrations, roofing, or exterior materials that are adverse to the architectural integrity.
- New additions have obscured the original architectural features of facades, including wall coverings, signage, awnings, and paintwork, among other changes.

4. Potential Nominations and Recommendations

4.1 Potential Nominations

The district's dedication to preservation safeguards these architectural treasures, preserving their original charm and providing insight into the progressive design trends of the early 20th century. Based on the historical survey and architectural analysis provided earlier, numerous buildings meet the criteria for listing on the National Register of Historic Places due to their historical significance, architectural integrity, and cultural importance.²

Potential National Register of Historic Places:

- McFiler's Chehalis Theater (556-558 N Market)
- Elk's Building (455-463 N Market)
- Washington Hotel (545 N Market)
- Judd Building (429 N Market)
- Mint City (539 N Market)

4.2 Recommendations

Anchoring the two ends of N. Market Boulevard are two existing National Register Historic Places: St. Helens' Apartment and the Railroad Depot. Both structures have been fully restored and remain in excellent condition. To the Historic Downtown District, a comprehensive plan coupled with design guidelines offers a viable strategy to achieve the objectives of Downtown Rejuvenation. These measures will set forth suitable standards and offer guidance for future development endeavors, guaranteeing the safeguarding and enrichment of the district's cherished historic ambiance.

² The criteria for listing a property on the National Register of Historic Places in the United States are outlined by the National Park Service (NPS).

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Appendix F : Cost Estimate

Estimate of

Probable Cost of Construction

HBB Landscape Architecture

Project Name: Chehalis Downtown Rejuvenation Project

Project Number: 2024-06

Project Phase: Master Plan

Prepared By: E. Stone

Checked By: A. Luoma

Date:

May 12, 2025

	Subtotal	Mobilization & Overhead (10%)	Contingency (30%)	Sales Tax (8.4%)	Construction Total	Soft Costs (15%)	Total Project Cost
Phase: Perimeter, Concept A	\$12,259,100	\$1,225,910	\$3,677,730	\$1,029,764	\$18,192,504	\$1,906,865	\$20,099,369
Phase: Perimeter, Concept B	\$12,304,204	\$1,230,420	\$3,691,261	\$1,033,553	\$18,259,439	\$1,913,631	\$20,173,069
Phase: N Market Blvd	\$5,822,426	\$582,243	\$1,746,728	\$489,084	\$8,640,480	\$891,364	\$9,531,844
Phase: Intersections	\$5,346,098	\$534,610	\$1,603,829	\$449,072	\$7,933,609	\$819,915	\$8,753,524
Phase: North Parking Lots	\$1,985,988	\$198,599	\$595,796	\$166,823	\$2,947,206	\$315,898	\$3,263,104
Phase: NE Boistfort St	\$2,250,334	\$225,033	\$675,100	\$189,028	\$3,339,496	\$355,550	\$3,695,046
Total Cost For Improvements							\$45,416,587.70

Note: Costs are in 2025 dollars. Escalation is not included

Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: May 12, 2025

Project Name: Chehalis Downtown Rejuvenation Project
Project Number: 2024-06
Project Phase: Master Plan
Prepared By: E. Stone
Checked By: A. Luoma

NW Pacific Ave/NE Washington Ave A Improvements Total: \$20,099,369.40

Phase 1A: NW Pacific & NE Washington Aves Concept A

Item	Description	Qty	Unit	Unit Cost	Item Total
1	Right-of-Way				\$ 46,800.00
	Temporary Construction Easements	3,900	SF	\$ 12.00	\$ 46,800.00
2	Site Preparation				\$ 89,800.00
	Removal of Structures & Obstructions	1	LS	\$ 89,800.00	\$ 89,800.00
3	Earthwork				\$ 539,000.00
	Roadway Excavation, including Haul	7,700	CY	\$ 40.00	\$ 308,000.00
	Borrow, including Haul	7,700	TON	\$ 30.00	\$ 231,000.00
4	Stormwater Mitigation				\$ 2,504,000.00
	Detention	115,200	CF	\$ 20.00	\$ 2,304,000.00
	Runoff Treatment	1	LS	\$ 200,000.00	\$ 200,000.00
5	Storm Sewer				\$ 721,100.00
	Catch Basin Type 1	38	EA	\$ 1,800.00	\$ 68,400.00
	Catch Basin Type 2	10	EA	\$ 5,000.00	\$ 50,000.00
	Schedule A Storm Sewer Pipe, 12" dia.	7,350	LF	\$ 65.00	\$ 477,750.00
	Schedule A Storm Sewer Pipe, 18" dia.	1,470	LF	\$ 85.00	\$ 124,950.00
6	Structure				\$ 127,500.00
	Retaining Walls (Modular Block) and Stairs	1,700	SF	\$ 75.00	\$ 127,500.00
7	Roadway Surfacing				\$ 657,500.00
	Hot Mix Asphalt	4,300	TON	\$ 125.00	\$ 537,500.00
	Crushed Surfacing	2,000	TON	\$ 60.00	\$ 120,000.00
8	Pedestrian Paving				\$ 344,500.00
	Sidewalk Paving	5,300	SY	\$ 65.00	\$ 344,500.00
9	Roadside Development				\$ 169,000.00
	Fencing	200	LF	\$ 20.00	\$ 4,000.00
	Temporary Water Pollution & Erosion Control (2%)	1	LS	\$ 165,000.00	\$ 165,000.00
10	Traffic				\$ 4,448,400.00
	Pedestrian Safety & Crossing Improvements	1	LS	\$ 1,300,000.00	\$ 1,300,000.00
	Roadway & Pedestrian Illumination	1	LS	\$ 960,000.00	\$ 960,000.00
	Signing	1	LS	\$ 25,000.00	\$ 25,000.00
	Striping	5,800	LF	\$ 3.00	\$ 17,400.00
	Curbs	9,200	LF	\$ 45.00	\$ 414,000.00
	Curb Ramp	44	EA	\$ 8,000.00	\$ 352,000.00
	Decorative Stamped Concrete (Truck Apron)	500	SY	\$ 250.00	\$ 125,000.00
	Adjust Manhole or Catch Basin	30	EA	\$ 800.00	\$ 24,000.00
	Traffic Control (15%)	1	LS	\$ 1,231,000.00	\$ 1,231,000.00
11	Planting				\$ 392,096.00
	Tree (tree, soil, root barrier)	57	EA	\$ 650.00	\$ 37,050.00
	Shrub/ Groundcover Planting (4' OC/12" OC spacing, soil)	15,647	SF	\$ 18.00	\$ 281,646.00
	Underground Soil Cells	64	EA	\$ 600.00	\$ 38,400.00
	Permanent Irrigation	1	LS	\$ 35,000.00	\$ 35,000.00

12	Furnishings					\$	10,000.00
	Bench	2	EA	\$	2,500.00	\$	5,000.00
	Trash/Recycle Receptacle	2	EA	\$	2,500.00	\$	5,000.00
13	Miscellaneous					\$	2,946,000.00
	Surveying (1%)	1	LS	\$	83,000.00	\$	83,000.00
	Utility Relocations (Water Hydrants)	1	EST	\$	3,000.00	\$	3,000.00
	Utility Undergrounding	1	LS	\$	2,860,000.00	\$	2,860,000.00
					<i>Subtotal</i>		\$12,259,100.00
					<i>Contractor Mobilization & Overhead (10%)</i>		\$1,225,910.00
					<i>Contingency (30%)</i>		\$3,677,730.00
					<i>Sales Tax (8.4%)</i>		\$1,029,764.40
					Construction Total		\$18,192,504.40
					Soft Costs (15%)		\$1,838,865.00
					Environmental Permits		\$68,000.00
					Total Project Cost		\$20,099,369.40

Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: May 12, 2025

Project Name: Chehalis Downtown Rejuvenation Project
Project Number: 2024-06
Project Phase: Master Plan
Prepared By: E. Stone
Checked By: A. Luoma

NW Pacific Ave/NE Washington Ave B Improvements Total: \$20,173,069.34

Phase 1A: NW Pacific & NE Washington Aves Concept B

Item	Description	Qty	Unit	Unit Cost	Item Total
1	Right-of-Way				\$ 46,800.00
	Temporary Construction Easements	3,900	SF	\$ 12.00	\$ 46,800.00
2	Site Preparation				\$ 89,800.00
	Removal of Structures & Obstructions	1	LS	\$ 89,800	\$ 89,800.00
3	Earthwork				\$ 567,000.00
	Roadway Excavation, including Haul	8,100	CY	\$ 40.00	\$ 324,000.00
	Borrow, including Haul	8,100	TON	\$ 30.00	\$ 243,000.00
4	Stormwater Mitigation				\$ 2,504,000.00
	Detention	115,200	CF	\$ 20.00	\$ 2,304,000.00
	Runoff Treatment	1	LS	\$ 200,000.00	\$ 200,000.00
5	Storm Sewer				\$ 721,100.00
	Catch Basin Type 1	38	EA	\$ 1,800.00	\$ 68,400.00
	Catch Basin Type 2	10	EA	\$ 5,000.00	\$ 50,000.00
	Schedule A Storm Sewer Pipe, 12" dia.	7,350	LF	\$ 65.00	\$ 477,750.00
	Schedule A Storm Sewer Pipe, 18" dia.	1,470	LF	\$ 85.00	\$ 124,950.00
6	Structure				\$ 127,500.00
	Retaining Walls (Modular Block) and Stairs	1,700	SF	\$ 75.00	\$ 127,500.00
7	Roadway Surfacing				\$ 688,500.00
	Hot Mix Asphalt	4,500	TON	\$ 125.00	\$ 562,500.00
	Crushed Surfacing	2,100	TON	\$ 60.00	\$ 126,000.00
8	Pedestrian Paving				\$ 396,500.00
	Sidewalk Paving	6,100	SY	\$ 65.00	\$ 396,500.00
9	Roadside Development				\$ 164,000.00
	Temporary Water Pollution & Erosion Control (2%)	1	LS	\$ 164,000.00	\$ 164,000.00
10	Traffic				\$ 4,315,400.00
	Pedestrian Safety & Crossing Improvements	1	LS	\$ 1,300,000.00	\$ 1,300,000.00
	Roadway Illumination	1	LS	\$ 960,000.00	\$ 960,000.00
	Signing	1	LS	\$ 25,000.00	\$ 25,000.00
	Striping	6,800	LF	\$ 3.00	\$ 20,400.00
	Curbs	6,800	LF	\$ 45.00	\$ 306,000.00
	Curb Ramp	44	EA	\$ 8,000.00	\$ 352,000.00
	Decorative Stamped Concrete (Truck Apron)	400	SY	\$ 250.00	\$ 100,000.00
	Adjust Manhole or Catch Basin	30	EA	\$ 800.00	\$ 24,000.00
	Traffic Control (15%)	1	LS	\$ 1,228,000.00	\$ 1,228,000.00
11	Planting				\$ 300,604.00
	Tree (tree, soil, root barrier)	51	EA	\$ 650.00	\$ 33,150.00
	Shrub/ Groundcover Planting (4' OC/12" OC spacing, soil)	10,503	SF	\$ 18.00	\$ 189,054.00
	Underground Soil Cells	64	EA	\$ 600.00	\$ 38,400.00
	Permanent Irrigation	1	LS	\$ 40,000.00	\$ 40,000.00

12	Furnishings					\$	10,000.00
	Bench	2	EA	\$	2,500.00	\$	5,000.00
	Trash/Recycle Receptacle	2	EA	\$	2,500.00	\$	5,000.00
13	Miscellaneous					\$	2,373,000.00
	Surveying (1%)	1	LS	\$	82,000.00	\$	82,000.00
	Utility Relocations (Water Hydrants)	1	EST	\$	3,000.00	\$	3,000.00
	Utility Undergrounding	1	LS	\$	2,288,000.00	\$	2,288,000.00
					<i>Subtotal</i>		\$12,304,204.00
					<i>Contractor Mobilization & Overhead (10%)</i>		\$1,230,420.40
					<i>Contingency (30%)</i>		\$3,691,261.20
					<i>Sales Tax (8.4%)</i>		\$1,033,553.14
					Construction Total		\$18,259,438.74
					Soft Costs (15%)		\$1,845,630.60
					Environmental Permits		\$68,000.00
					Total Project Cost		\$20,173,069.34

Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: May 12, 2025

Project Name: Chehalis Downtown Rejuvenation Project
Project Number: 2024-06
Project Phase: Master Plan
Prepared By: E. Stone
Checked By: A. Luoma

N Market Blvd Total: \$9,531,844.08

Phase 2: N Market Blvd

Item	Description	Qty	Unit	Unit Cost	Item Total
1	Site Preparation				\$ 10,000.00
	Removal of Structures & Obstructions	1	LS	\$ 10,000	\$ 10,000.00
2	Earthwork				\$ 230,000.00
	Roadway Excavation, including Haul	3,500	CY	\$ 40.00	\$ 140,000.00
	Borrow, including Haul	3,000	TON	\$ 30.00	\$ 90,000.00
3	Stormwater Mitigation				\$ 1,560,000.00
	Detention	72,000	CF	\$ 20.00	\$ 1,440,000.00
	Runoff Treatment	1	LS	\$ 120,000.00	\$ 120,000.00
4	Storm Sewer				\$ 197,250.00
	Catch Basin Type 1	10	EA	\$ 1,800.00	\$ 18,000.00
	Catch Basin Type 2	4	EA	\$ 5,000.00	\$ 20,000.00
	Schedule A Storm Sewer Pipe, 12" dia.	1,940	LF	\$ 65.00	\$ 126,100.00
	Schedule A Storm Sewer Pipe, 18" dia.	390	LF	\$ 85.00	\$ 33,150.00
5	Roadway Surfacing				\$ 278,500.00
	Hot Mix Asphalt	1,700	TON	\$ 125.00	\$ 212,500.00
	Crushed Surfacing	1,100	TON	\$ 60.00	\$ 66,000.00
6	Pedestrian Paving				\$ 908,220.00
	Sidewalk Paving	3,900	SY	\$ 65.00	\$ 253,500.00
	Accent Paving	8,184	SF	\$ 80.00	\$ 654,720.00
7	Roadside Development				\$ 72,000.00
	Temporary Water Pollution & Erosion Control (2%)	1	LS	\$ 72,000.00	\$ 72,000.00
8	Traffic				\$ 1,576,200.00
	Pedestrian Safety & Crossing Improvements	1	LS	\$ 330,000.00	\$ 330,000.00
	Roadway & Pedestrian Lighting	1	LS	\$ 260,000.00	\$ 260,000.00
	Signing	1	LS	\$ 9,000.00	\$ 9,000.00
	Striping	3,400	LF	\$ 3.00	\$ 10,200.00
	Curbs	2,400	LF	\$ 45.00	\$ 108,000.00
	Curb Ramp	5	EA	\$ 8,000.00	\$ 40,000.00
	Decorative Stamped Concrete (Truck Apron)	1,100	SY	\$ 250.00	\$ 275,000.00
	Adjust Manhole or Catch Basin	10	EA	\$ 800.00	\$ 8,000.00
	Traffic Control (15%)	1	LS	\$ 536,000.00	\$ 536,000.00
9	Planting				\$ 784,856.00
	Tree (tree, soil, root barrier)	47	EA	\$ 650.00	\$ 30,550.00
	Shrub/ Groundcover Planting (4' OC/12" OC spacing, soil)	3,317	SF	\$ 18.00	\$ 59,706.00
	Underground Soil Cells	1,091	EA	\$ 600.00	\$ 654,600.00
	Permanent Irrigation	1	LS	\$ 40,000.00	\$ 40,000.00

10	Signage				\$	8,000.00
	Kiosk	2	EA	\$	4,000.00	\$ 8,000.00
11	Furnishings				\$	159,400.00
	Bench	10	EA	\$	2,500.00	\$ 25,000.00
	Trash/Recycle Receptacle	6	EA	\$	2,500.00	\$ 15,000.00
	Movable Seating	21	EA	\$	5,000.00	\$ 105,000.00
	Bollard	12	EA	\$	1,200.00	\$ 14,400.00
12	Miscellaneous				\$	38,000.00
	Surveying (1%)	1	LS	\$	36,000.00	\$ 36,000.00
	Utility Relocations (Water Hydrants)	1	EST	\$	2,000.00	\$ 2,000.00
					Subtotal	\$5,822,426.00
					Contractor Mobilization & Overhead (10%)	\$582,242.60
					Contingency (30%)	\$1,746,727.80
					Sales Tax (8.4%)	\$489,083.78
					Construction Total	\$8,640,480.18
					Soft Costs (15%)	\$873,363.90
					Environmental Permits	\$18,000.00
					Total Project Cost	\$9,531,844.08

Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: May 12, 2025

Project Name: Chehalis Downtown Rejuvenation Project
Project Number: 2024-06
Project Phase: Master Plan
Prepared By: E. Stone
Checked By: A. Luoma

Intersections Total: \$8,753,524.13

Phase 3: Intersections

Item	Description	Qty	Unit	Unit Cost	Item Total
1	Site Preparation				\$ 10,000.00
	Removal of Structures & Obstructions	1	LS	\$ 10,000	\$ 10,000.00
2	Earthwork				\$ 187,000.00
	Roadway Excavation, including Haul	2,800	CY	\$ 40.00	\$ 112,000.00
	Borrow, including Haul	2,500	TON	\$ 30.00	\$ 75,000.00
3	Stormwater Mitigation				\$ 1,128,000.00
	Detention	50,400	CF	\$ 20.00	\$ 1,008,000.00
	Runoff Treatment	1	LS	\$ 120,000.00	\$ 120,000.00
4	Storm Sewer				\$ 319,500.00
	Catch Basin Type 1	17	EA	\$ 1,800.00	\$ 30,600.00
	Catch Basin Type 2	5	EA	\$ 5,000.00	\$ 25,000.00
	Schedule A Storm Sewer Pipe, 12" dia.	3,210	LF	\$ 65.00	\$ 208,650.00
	Schedule A Storm Sewer Pipe, 18" dia.	650	LF	\$ 85.00	\$ 55,250.00
5	Structure				\$ 127,500.00
	Retaining Walls (Modular Block) and Stairs	1,700	SF	\$ 75.00	\$ 127,500.00
6	Roadway Surfacing				\$ 229,000.00
	Hot Mix Asphalt	1,400	TON	\$ 125.00	\$ 175,000.00
	Crushed Surfacing	900	TON	\$ 60.00	\$ 54,000.00
7	Pedestrian Paving				\$ 823,720.00
	Sidewalk Paving	2,600	SY	\$ 65.00	\$ 169,000.00
	Accent Paving	8,184	SF	\$ 80.00	\$ 654,720.00
8	Roadside Development				\$ 73,000.00
	Temporary Water Pollution & Erosion Control (2%)	1	LS	\$ 73,000.00	\$ 73,000.00
10	Traffic				\$ 2,119,600.00
	Pedestrian Safety & Crossing Improvements	1	LS	\$ 580,000.00	\$ 580,000.00
	Roadway & Pedestrian Illumination	1	LS	\$ 420,000.00	\$ 420,000.00
	Signing	1	LS	\$ 11,000.00	\$ 11,000.00
	Striping	2,200	LF	\$ 3.00	\$ 6,600.00
	Curbs	3,400	LF	\$ 45.00	\$ 153,000.00
	Curb Ramp	19	EA	\$ 8,000.00	\$ 152,000.00
	Decorative Stamped Concrete (Truck Apron)	1,000	SY	\$ 250.00	\$ 250,000.00
	Adjust Manhole or Catch Basin	5	EA	\$ 800.00	\$ 4,000.00
	Traffic Control (15%)	1	LS	\$ 543,000.00	\$ 543,000.00
11	Planting				\$ 291,778.00
	Tree (tree, soil, root barrier)	28	EA	\$ 650.00	\$ 18,200.00
	Shrub/ Groundcover Planting (4' OC/12" OC spacing, soil)	12,421	SF	\$ 18.00	\$ 223,578.00
	Permanent Irrigation	1	LS	\$ 50,000.00	\$ 50,000.00

12	Miscellaneous					\$	37,000.00
	Surveying (1%)	1	LS	\$	37,000.00	\$	37,000.00
					Subtotal		\$5,346,098.00
					Contractor Mobilization & Overhead (10%)		\$534,609.80
					Contingency (30%)		\$1,603,829.40
					Sales Tax (8.4%)		\$449,072.23
					Construction Total		\$7,933,609.43
					Soft Costs (15%)		\$801,914.70
					Environmental Permits		\$18,000.00
					Total Project Cost		\$8,753,524.13

Estimate of Probable Cost of Construction

HBB Landscape Architecture

Project Name:	Chehalis Downtown Rejuvenation Project	Date:	May 12, 2025
Project Number:	2024-06		
Project Phase:	Master Plan		
Prepared By:	E. Stone		
Checked By:	A. Luoma		

North Parking Lots Total: \$3,263,104.39

Phase 4: North Parking Lots

Item	Description	Qty	Unit	Unit Cost	Item Total
1	Earthwork				\$ 102,000.00
	Roadway Excavation, including Haul	1,800	CY	\$ 40.00	\$ 72,000.00
	Borrow, including Haul	1,000	TON	\$ 30.00	\$ 30,000.00
2	Stormwater Mitigation				\$ 600,000.00
	Detention	26,000	CF	\$ 20.00	\$ 520,000.00
	Runoff Treatment	1	LS	\$ 80,000.00	\$ 80,000.00
3	Storm Sewer				\$ 173,400.00
	Catch Basin Type 1	9	EA	\$ 1,800.00	\$ 16,200.00
	Catch Basin Type 2	3	EA	\$ 5,000.00	\$ 15,000.00
	Schedule A Storm Sewer Pipe, 12" dia.	1,730	LF	\$ 65.00	\$ 112,450.00
	Schedule A Storm Sewer Pipe, 18" dia.	350	LF	\$ 85.00	\$ 29,750.00
4	Roadway Surfacing				\$ 161,500.00
	Hot Mix Asphalt	1,100	TON	\$ 125.00	\$ 137,500.00
	Crushed Surfacing	400	TON	\$ 60.00	\$ 24,000.00
5	Pedestrian Paving				\$ 6,500.00
	Sidewalk Paving	100	SY	\$ 65.00	\$ 6,500.00
6	Roadside Development				\$ 29,000.00
	Temporary Water Pollution & Erosion Control (2%)	1	LS	\$ 29,000.00	\$ 29,000.00
7	Traffic				\$ 588,700.00
	Roadway & Pedestrian Illumination	1	LS	\$ 190,000.00	\$ 190,000.00
	Signing	1	LS	\$ 4,000.00	\$ 4,000.00
	Striping	1,400	LF	\$ 3.00	\$ 4,200.00
	Curbs	1,500	LF	\$ 45.00	\$ 67,500.00
	Curb Ramp	7	EA	\$ 8,000.00	\$ 56,000.00
	Decorative Stamped Concrete (Truck Apron)	200	SY	\$ 250.00	\$ 50,000.00
	Adjust Manhole or Catch Basin	5	EA	\$ 800.00	\$ 4,000.00
	Traffic Control (15%)	1	LS	\$ 213,000.00	\$ 213,000.00
8	Planting				\$ 319,888.00
	Tree (tree, soil, root barrier)	36	EA	\$ 650.00	\$ 23,400.00
	Shrub/ Groundcover Planting (4' OC/12" OC spacing, soil)	13,416	SF	\$ 18.00	\$ 241,488.00
	Permanent Irrigation	1	LS	\$ 55,000.00	\$ 55,000.00

9	Signage						\$	5,000.00
	Wayfinding	2	EA	\$	2,500.00		\$	5,000.00
						Subtotal		\$1,985,988.00
						Contractor Mobilization & Overhead (10%)		\$198,598.80
						Contingency (30%)		\$595,796.40
						Sales Tax (8.4%)		\$166,822.99
						Construction Total		\$2,947,206.19
						Soft Costs (15%)		\$297,898.20
						Environmental Permits		\$18,000.00
						Total Project Cost		\$3,263,104.39

Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: May 12, 2025

Project Name: Chehalis Downtown Rejuvenation Project
Project Number: 2024-06
Project Phase: Master Plan
Prepared By: E. Stone
Checked By: A. Luoma

NE Boistfort St Total: \$3,695,045.76

Phase 5: NE Boistfort St					
Item	Description	Qty	Unit	Unit Cost	Item Total
1	Earthwork				\$ 51,000.00
	Roadway Excavation, including Haul	600	CY	\$ 40.00	\$ 24,000.00
	Borrow, including Haul	900	TON	\$ 30.00	\$ 27,000.00
2	Stormwater Mitigation				\$ 80,000.00
	Runoff Treatment	1	LS	\$ 80,000.00	\$ 80,000.00
3	Storm Sewer				\$ 77,900.00
	Catch Basin Type 1	5	EA	\$ 1,800.00	\$ 9,000.00
	Catch Basin Type 2	2	EA	\$ 5,000.00	\$ 10,000.00
	Schedule A Storm Sewer Pipe, 12" dia.	710	LF	\$ 65.00	\$ 46,150.00
	Schedule A Storm Sewer Pipe, 18" dia.	150	LF	\$ 85.00	\$ 12,750.00
4	Structure				\$ 193,000.00
	Cement Concrete Seatwall	160	LF	\$ 300.00	\$ 48,000.00
	Cement Concrete Stairs	200	SF	\$ 125.00	\$ 25,000.00
	Pedestrian Handrail	300	SF	\$ 400.00	\$ 120,000.00
5	Roadway Surfacing				\$ 61,500.00
	Hot Mix Asphalt	300	TON	\$ 125.00	\$ 37,500.00
	Crushed Surfacing	400	TON	\$ 60.00	\$ 24,000.00
6	Pedestrian Paving				\$ 773,100.00
	Sidewalk Paving	1,100	SY	\$ 65.00	\$ 71,500.00
	Accent Paving	7,865	SF	\$ 80.00	\$ 629,200.00
	Ramp and Stair Handrail	362	LF	\$ 200.00	\$ 72,400.00
7	Roadside Development				\$ 24,000.00
	Temporary Water Pollution & Erosion Control (2%)	1	LS	\$ 24,000.00	\$ 24,000.00
8	Traffic				\$ 408,600.00
	Roadway & Pedestrian Illumination	1	LS	\$ 170,000.00	\$ 170,000.00
	Signing	1	LS	\$ 3,000.00	\$ 3,000.00
	Striping	200	LF	\$ 3.00	\$ 600.00
	Curbs	200	LF	\$ 45.00	\$ 9,000.00
	Curb Ramp	6	EA	\$ 8,000.00	\$ 48,000.00
	Adjust Manhole or Catch Basin	5	EA	\$ 800.00	\$ 4,000.00
	Traffic Control (15%)	1	LS	\$ 174,000.00	\$ 174,000.00
9	Planting				\$ 61,234.00
	Tree (tree, soil, root barrier)	11	EA	\$ 650.00	\$ 7,150.00
	Shrub/ Groundcover Planting (4' OC/12" OC spacing, soil)	2,338	SF	\$ 18.00	\$ 42,084.00
	Permanent Irrigation	1	LS	\$ 12,000.00	\$ 12,000.00
10	Signage				\$ 5,000.00
	Kiosk	1	EA	\$ 5,000.00	\$ 5,000.00

11	Furnishings				\$	175,000.00
	Trash/Recycle Receptacle	2	EA	\$	2,500.00	\$ 5,000.00
	Movable Seating	16	EA	\$	5,000.00	\$ 80,000.00
	Option: Playground (includes rubberized surfacing & play equipment)	1	LS	\$	90,000.00	\$ 90,000.00
	Option: Dog Parklet	1	LS	\$	20,000.00	\$ 20,000.00
12	Miscellaneous				\$	340,000.00
	Utility Undergrounding	1	LS	\$	340,000.00	\$ 340,000.00
					Subtotal	\$2,250,334.00
					Contractor Mobilization & Overhead (10%)	\$225,033.40
					Contingency (30%)	\$675,100.20
					Sales Tax (8.4%)	\$189,028.06
					Construction Total	\$3,339,495.66
					Soft Costs (15%)	\$337,550.10
					Environmental Permits	\$18,000.00
					Total Project Cost	\$3,695,045.76

Appendix G : Vehicle Turning Studies

[illegible]

From N Market Blvd
& NE Boistfort St:

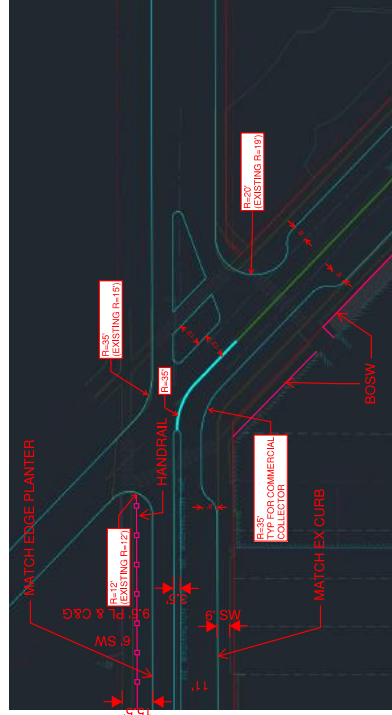
+1 minute walk

OPTION: 8-FT SIDEWALK WITH 10-FT LANES

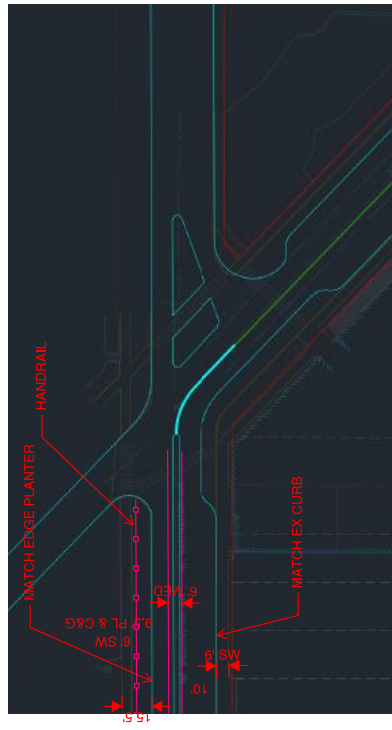


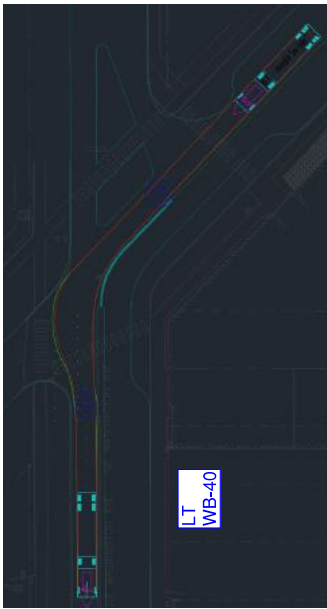
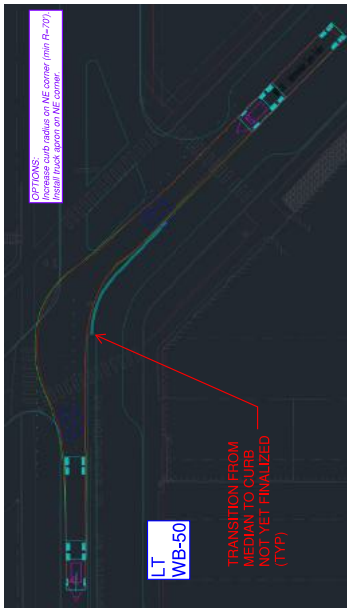
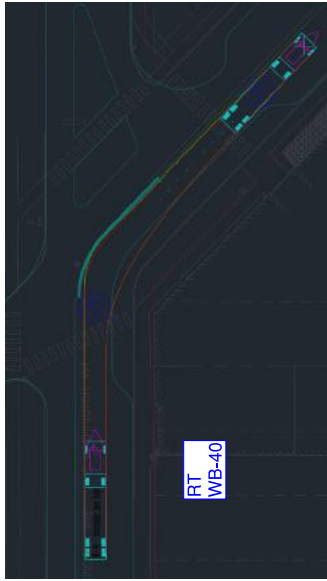
NOTE: CURRENT TURN MOVEMENTS SHOWN ARE BASED ON THIS LAYOUT

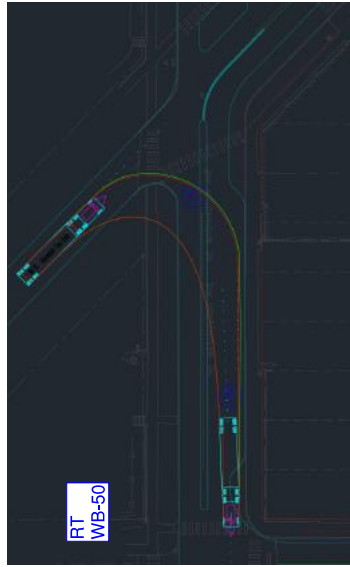
OPTION: MATCH EXISTING CURB/PLANTER EDGE LOCATION WITH 11-FT LANES



OPTION: MATCH EXISTING CURB/PLANTER EDGE LOCATION WITH 10-FT LANES







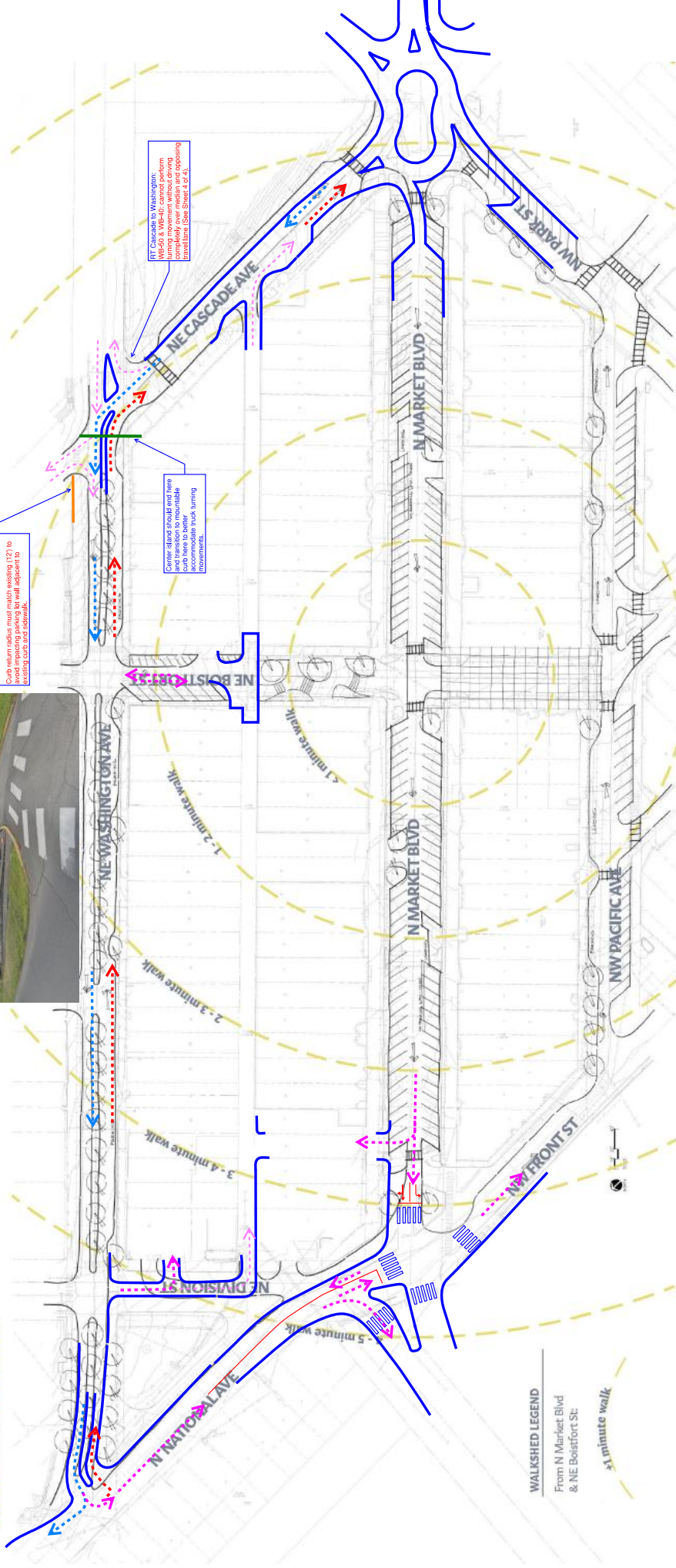


CONCEPT SITE PLAN 2

RT Cascade & Washington
WB-50 & WB-50 cannot make RT movement
here without driving completely over median and
opposing travel lanes (See Sheet 4 of 6).
Curb return radius must match existing (12' to
14') and be adjacent to wall adjacent to
existing curb and sidewalk.

RT Cascade & Washington
WB-50 & WB-40 cannot perform
turning movement without driving
completely over median and
opposing travel lanes (See Sheet 4 of 6).

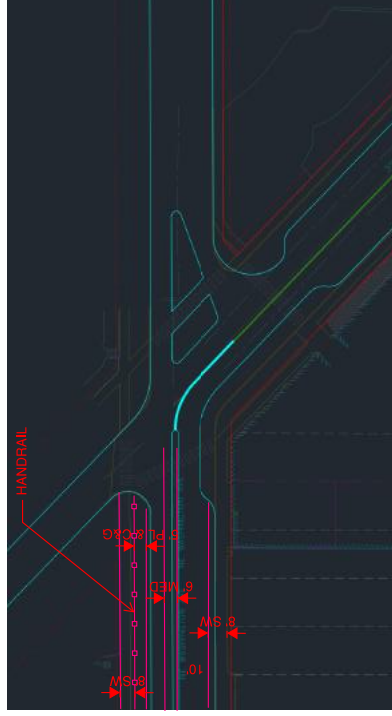
Center island should and here
curb here to better
accommodate truck turning
movements.

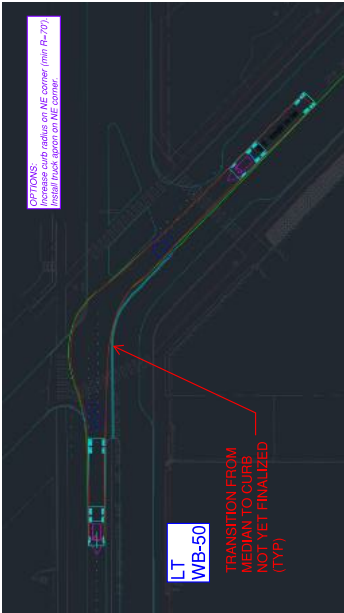


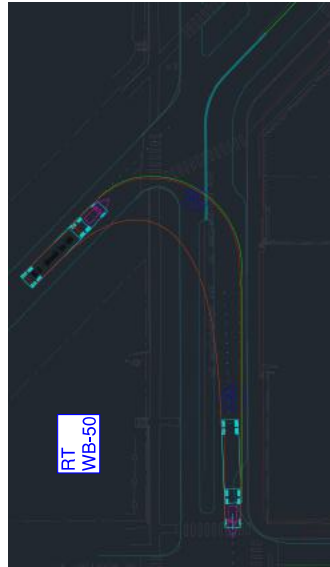
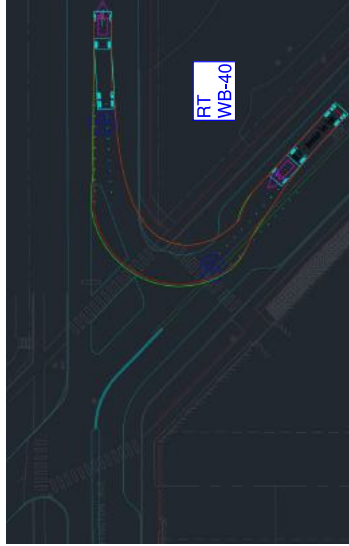
WALKSHED LEGEND
From N Market Blvd
& NE Boistfort St

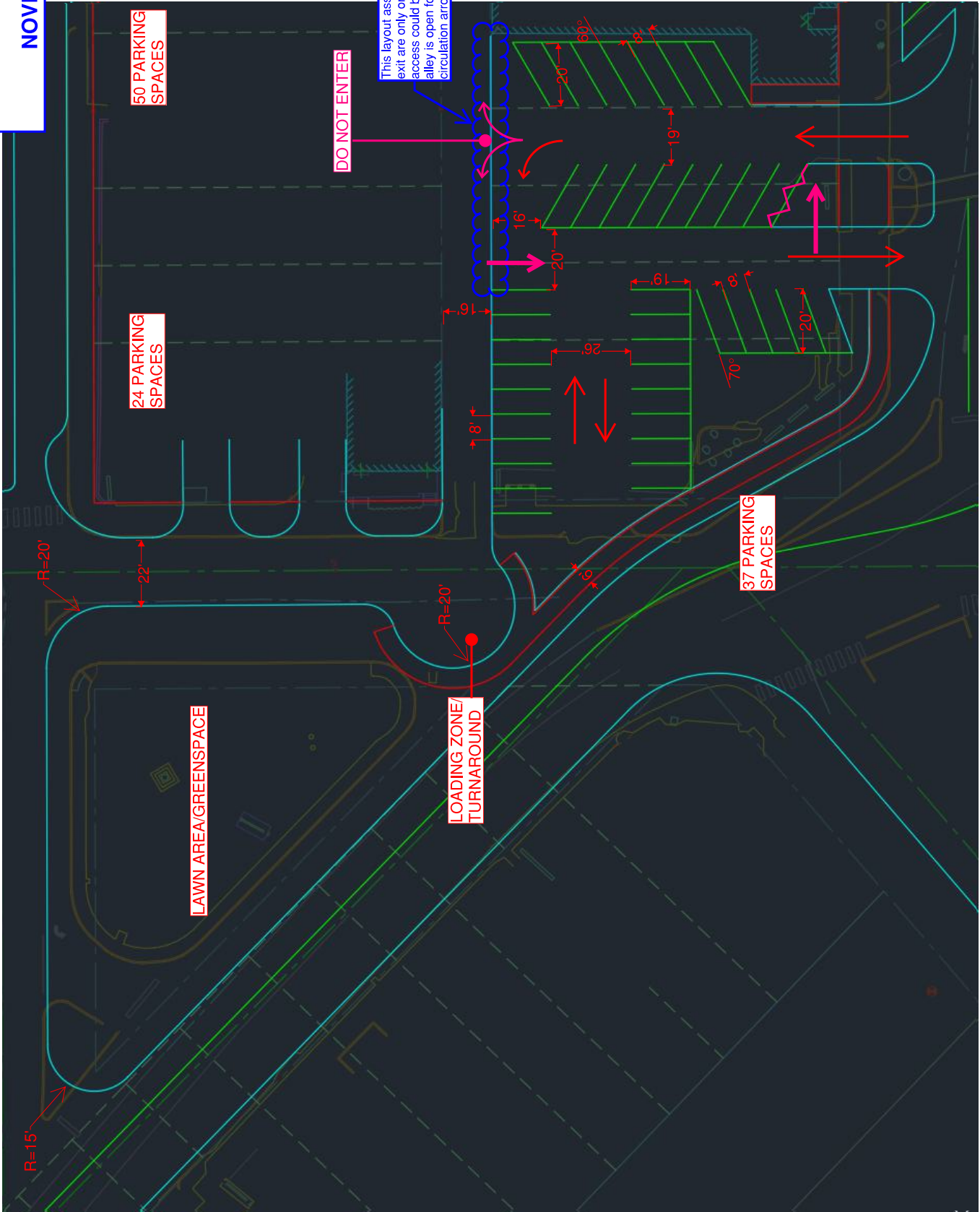
±1 minute walk

OPTION: 8-FT SIDEWALK WITH 10-FT LANES

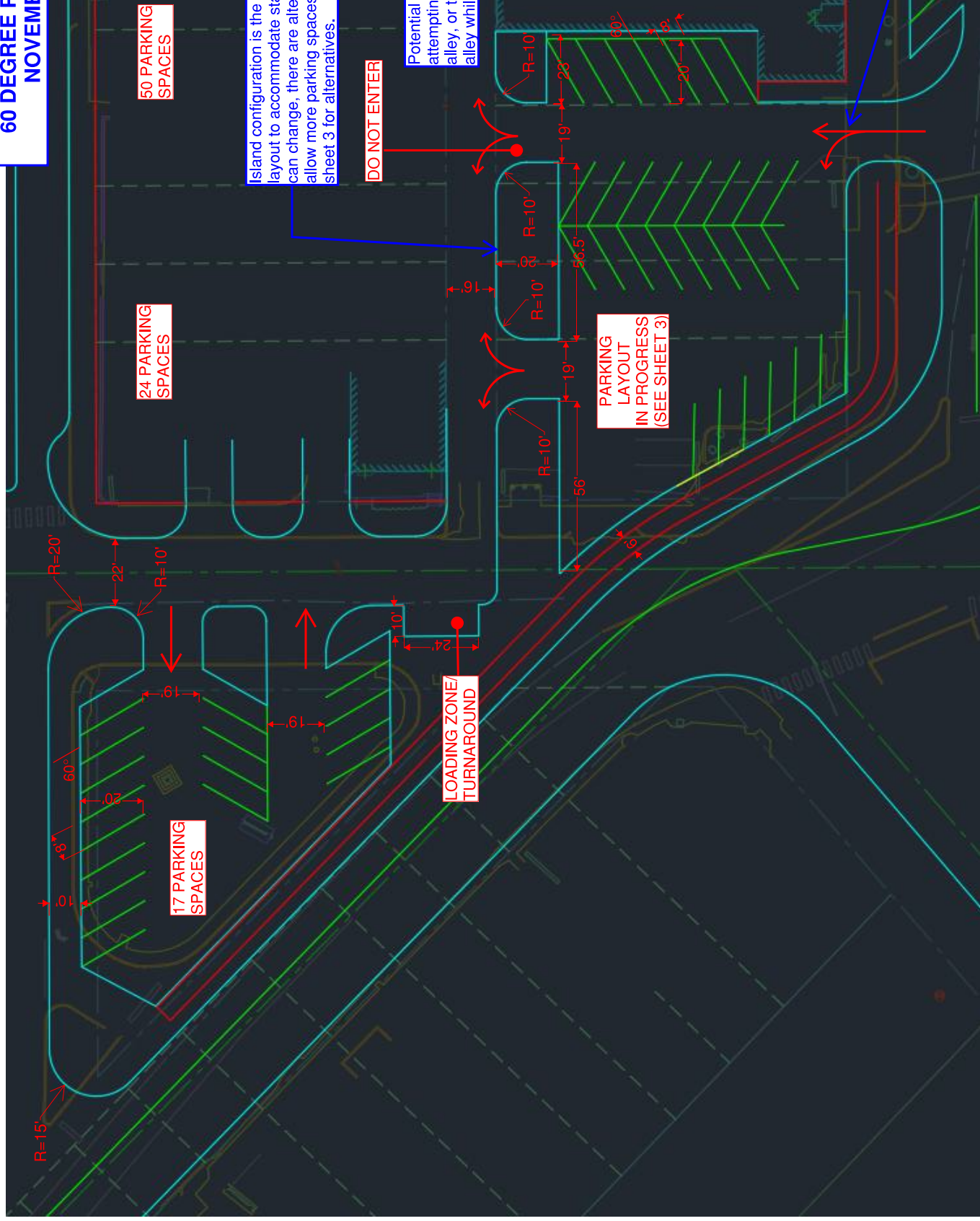




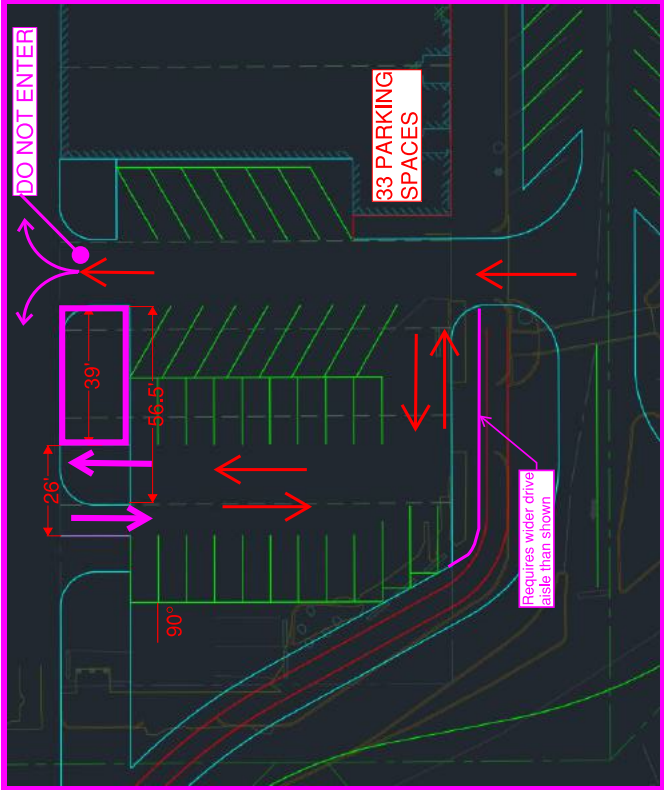




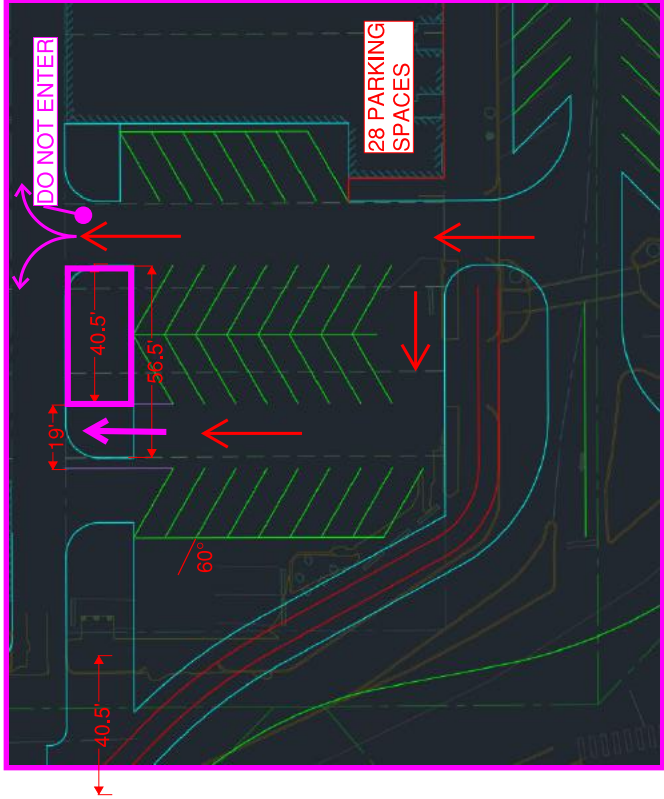
**NORTH LOTS OPTION 2
60 DEGREE PARKING STALLS
NOVEMBER 15, 2024**



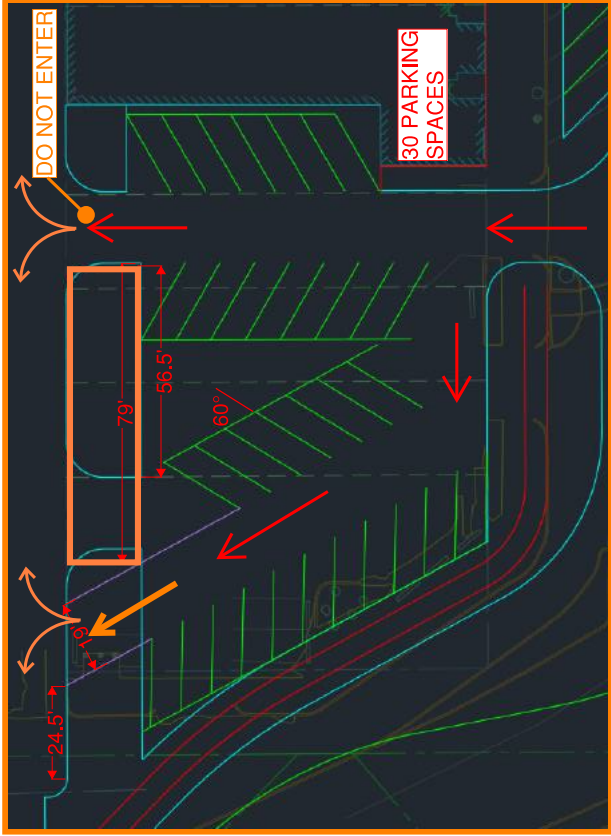
Option A



Option B



Option C



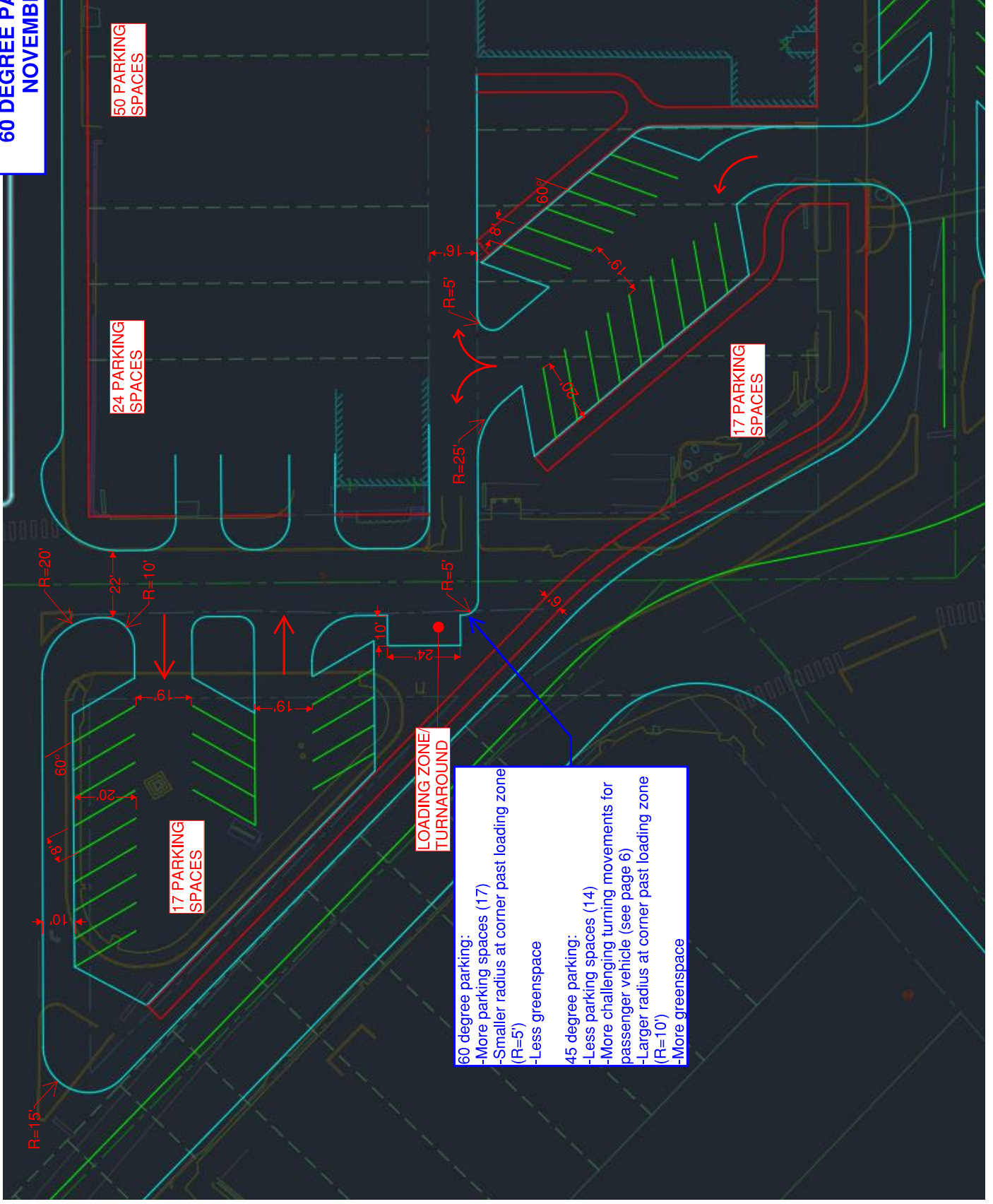
What is the desired stage island width? For better stall layout for Option 2, island width should be adjusted.

Decreasing width of island:

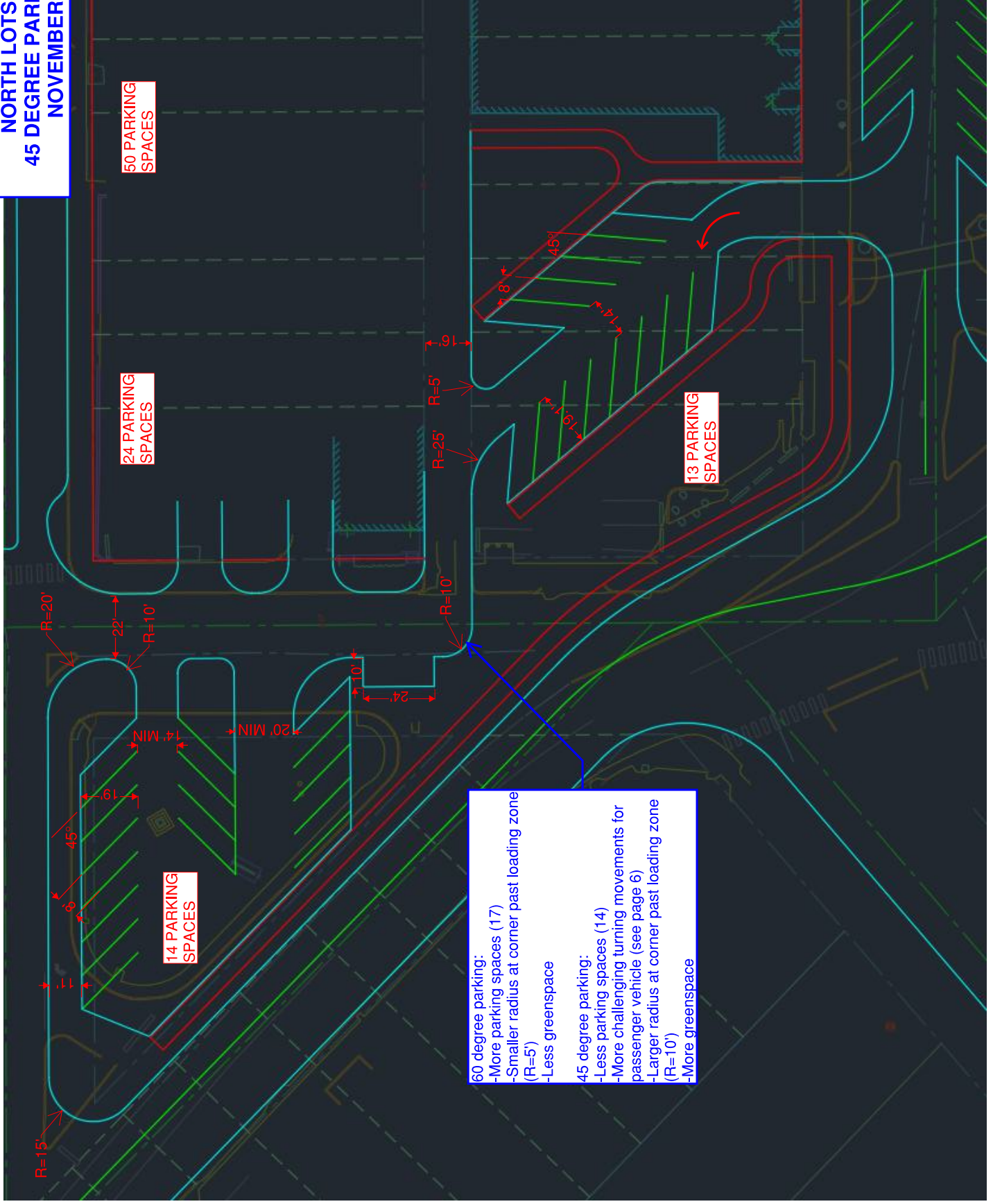
- Shifts parking stalls to east
- Creates space for a perpendicular drive aisle
- Creates space for 90 degree parking and more available stalls (2-way, Option A) or angled parking (1-way, Option B)
- Additional greenspace to NW of parking lot

Increasing width of island:

- Shifts parking stalls to west
- Creates space for an angled drive aisle, similar to Option C
- Pushes exit closer to alley corner
- Additional greenspace in center of parking lot



**PERTEET
NORTH LOTS OPTION 3
45 DEGREE PARKING STALLS
NOVEMBER 15, 2024**

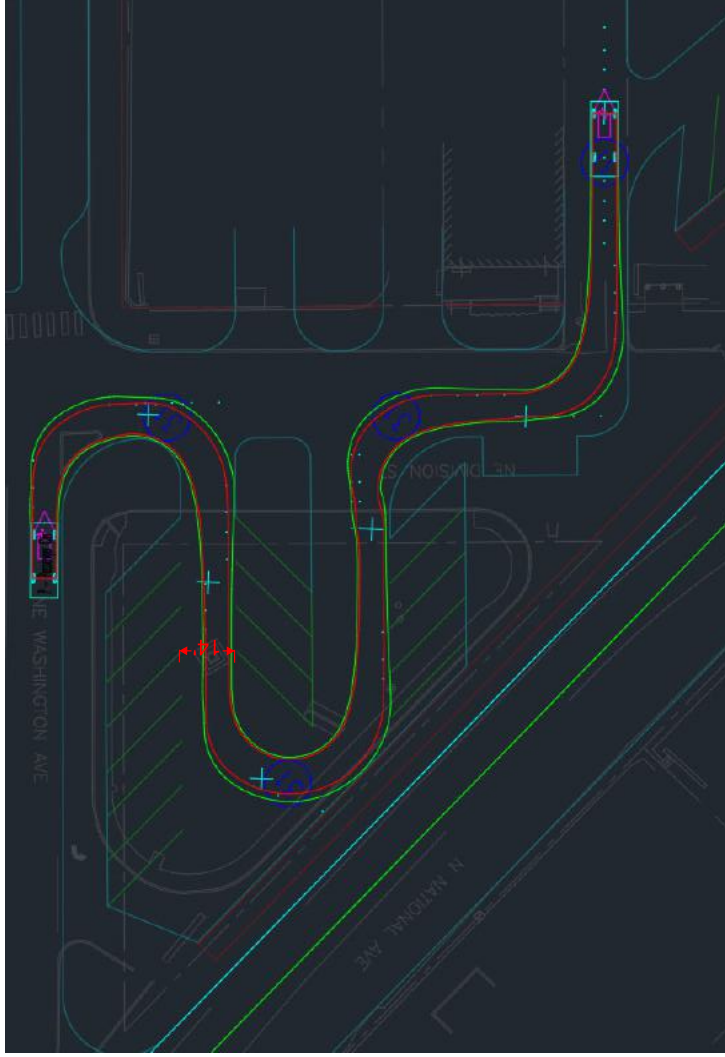


PERTEET

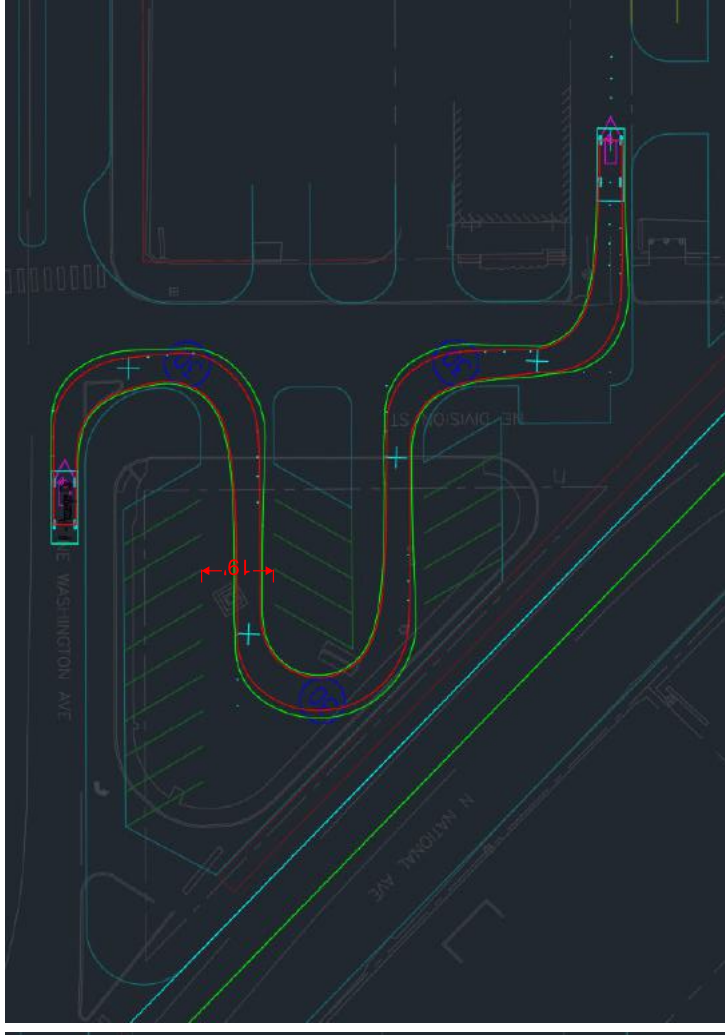
NORTH LOTS OPTIONS 2&3

PASSENGER VEHICLE TURNING MOVEMENTS

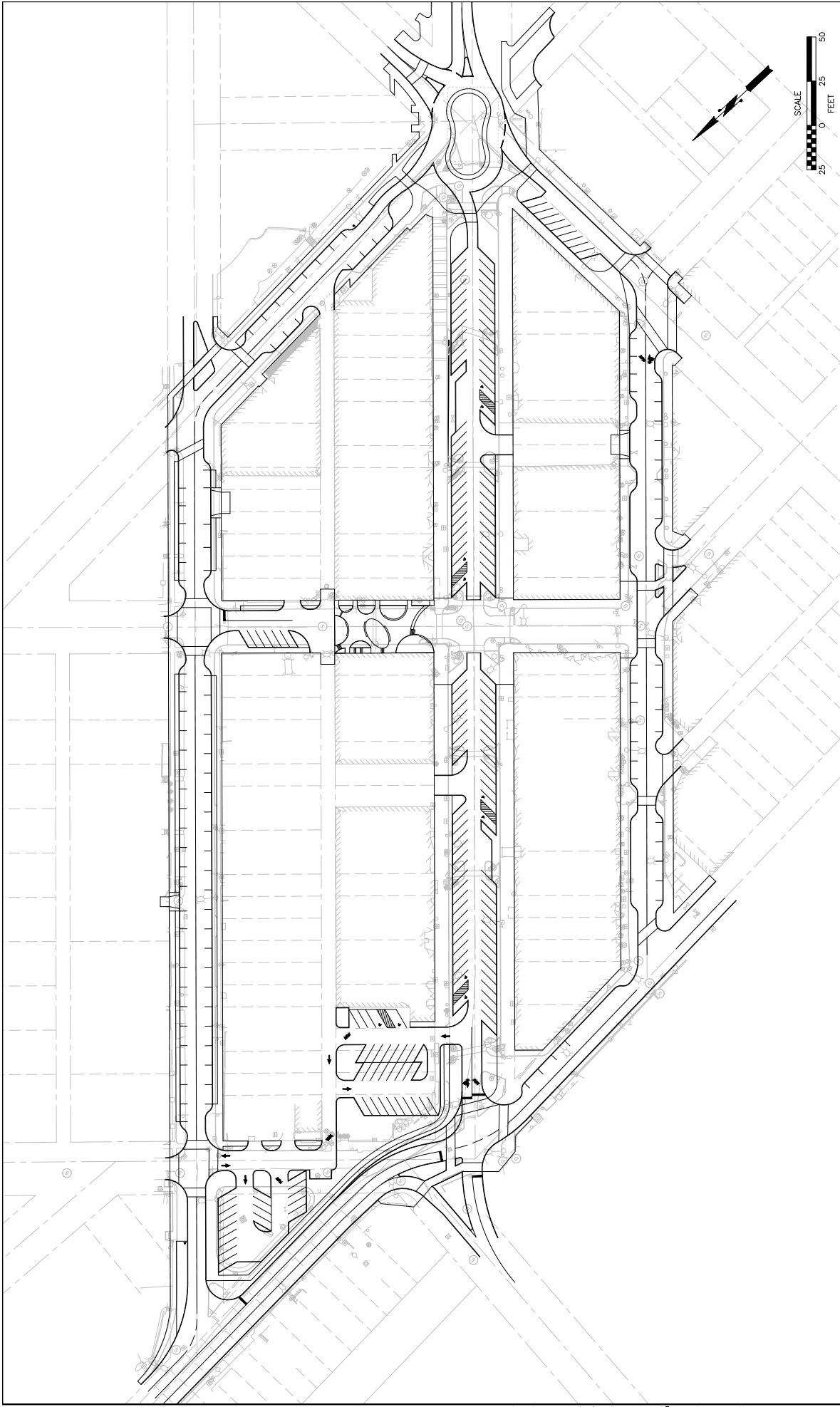
NOVEMBER 15, 2024



45 DEGREE PARKING STALLS



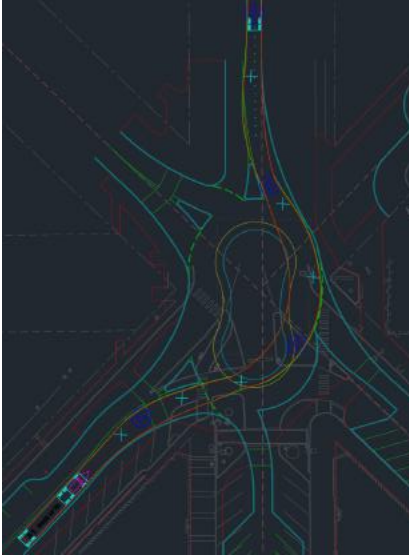
60 DEGREE PARKING STALLS



<p>CONCEPT B ROLL-OUT</p> <p>DATE: MARCH 2025</p> <p>SHEET: 2 OF 2</p>	<p>CHEHALIS DOWNTOWN REJUVENATION</p>	<p>PERTEET ARCHITECTS P.L.L.C.</p>	<p>EXHIBIT DRAWING FOR INFORMATIONAL PURPOSES ONLY</p>
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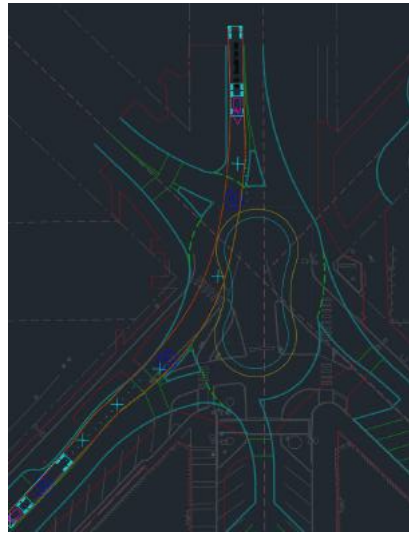
WB-50
NE PARK ST TO NE CASCADE AVE



WB-50
NE CASCADE AVE TO EB N MARKET BLVD



WB-50
NE CASCADE AVE TO WB N MARKET BLVD



WB-50
N MARKET BLVD TO NE CASCADE AVE

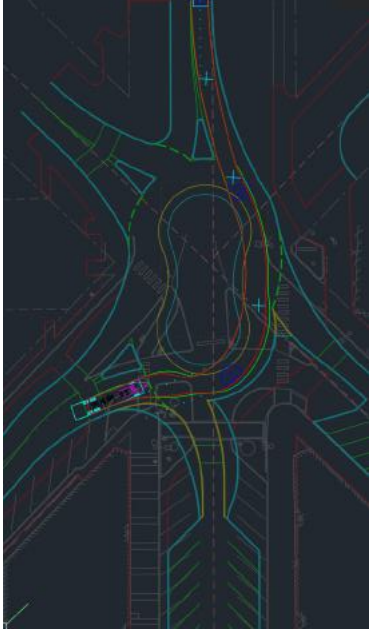


WB-50
WB N MARKET BLVD

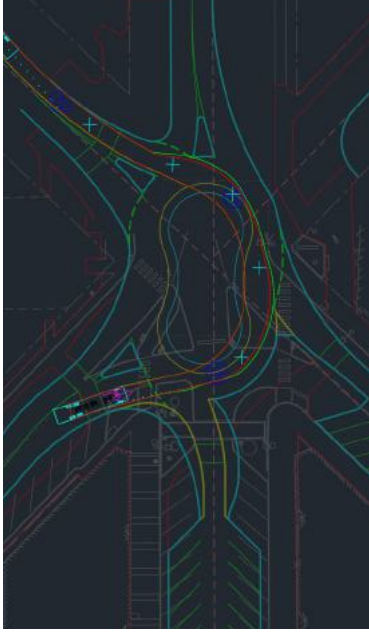


WB-50
NW PARK ST TO EB N MARKET BLVD

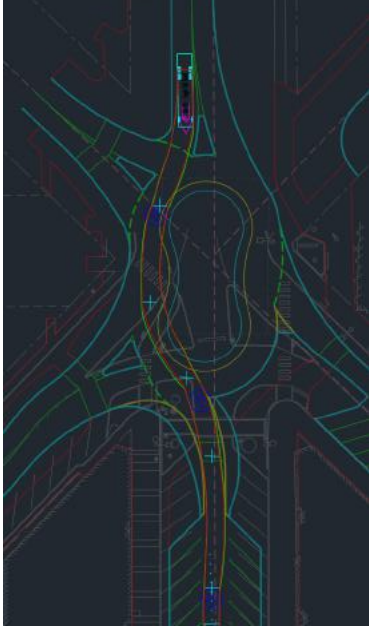
PERTEET
WB-50 TRUCK TURNING MOVEMENTS
PEANUT ROUNDABOUT
MARCH 21, 2025



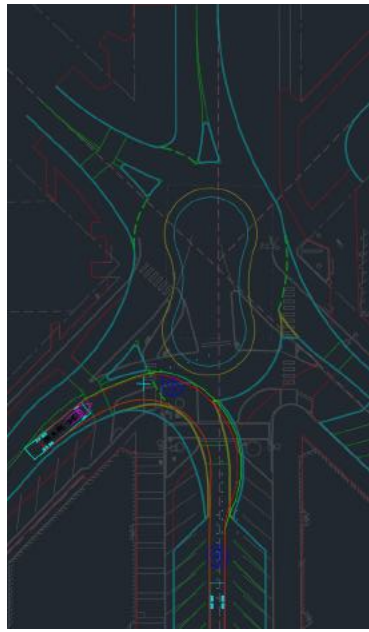
SU-40
NE CASCADE AVE TO EB N MARKET BLVD



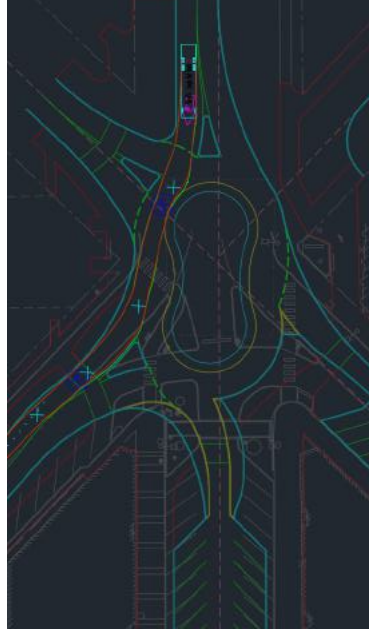
SU-40
NE CASCADE AVE TO NE PARK ST



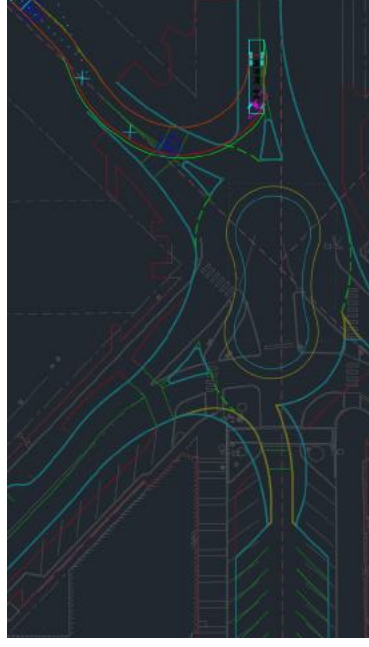
SU-40
WB N MARKET BLVD



SU-40
NE CASCADE AVE TO WB N MARKET BLVD



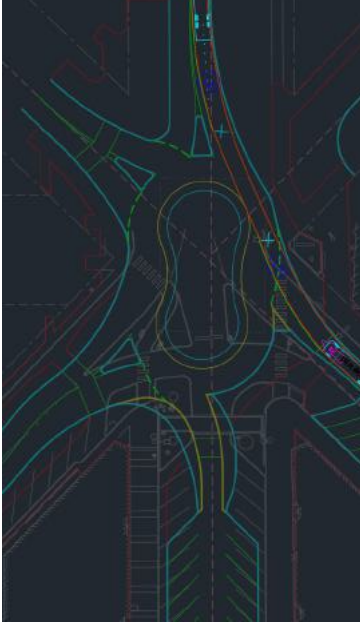
SU-40
N MARKET BLVD TO NE CASCADE AVE



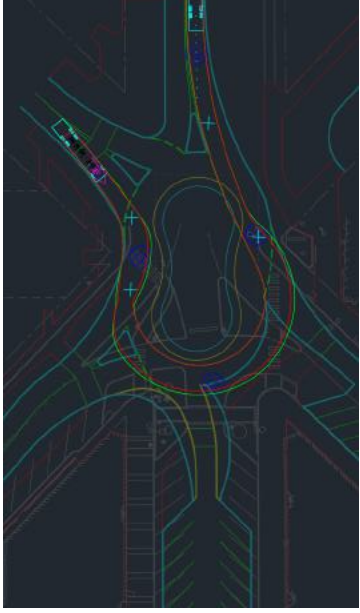
SU-40
N MARKET BLVD TO NE PARK ST



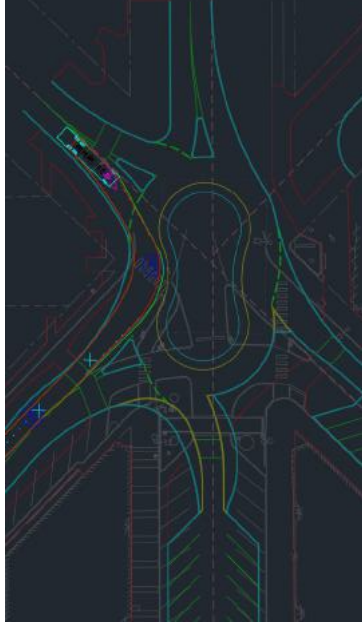
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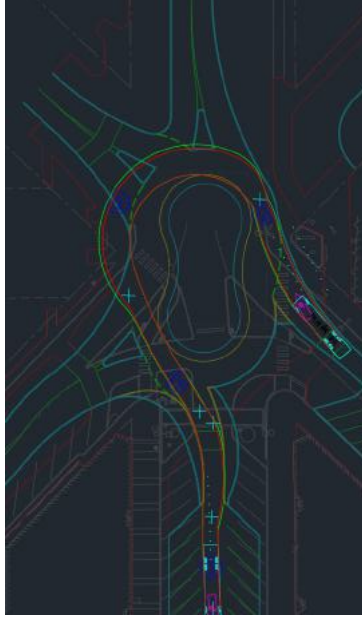
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NW PARK ST TO EB N MARKET BLVD



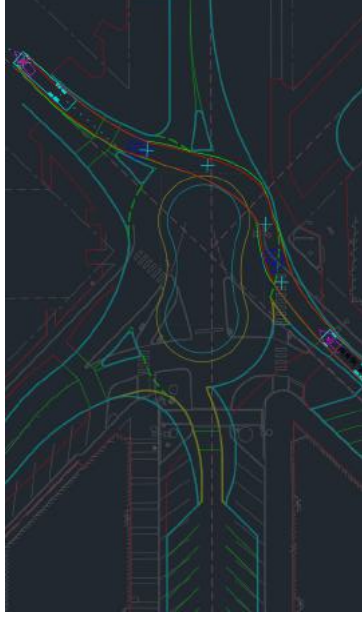
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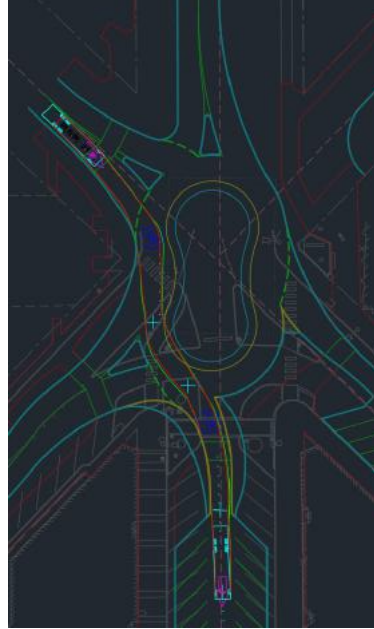
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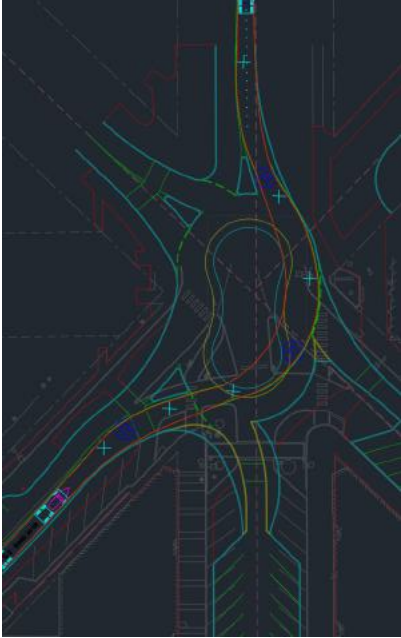
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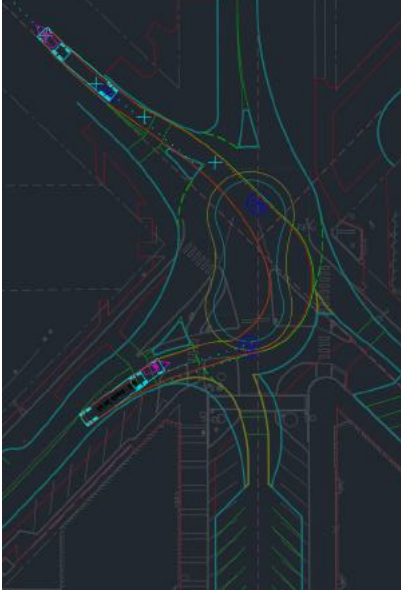
SU-40
NW PARK ST TO NE PARK ST



SU-40
NE PARK ST TO WB N MARKET BLVD



WB-50
NE CASCADE AVE TO EB N MARKET BLVD



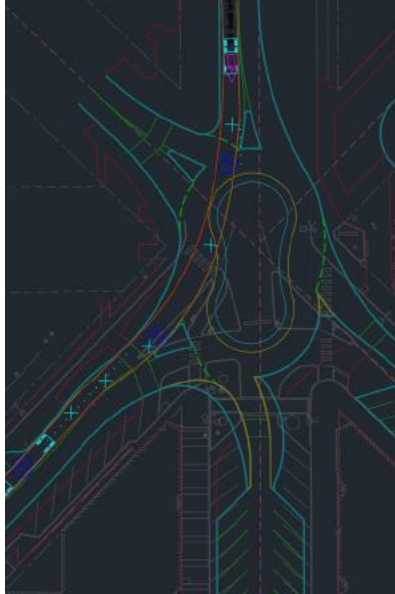
WB-50
NE CASCADE AVE TO NE PARK ST



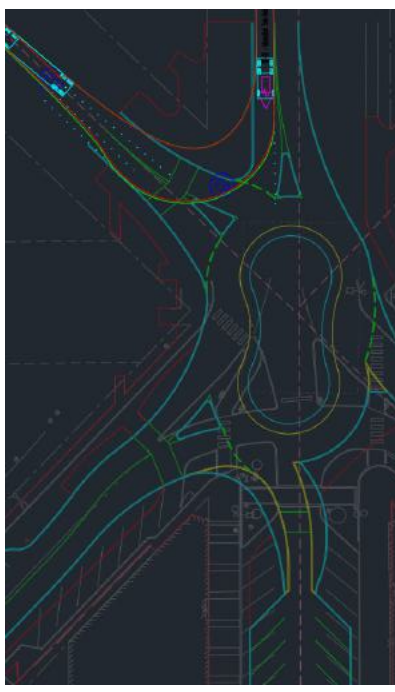
WB-50
WB N MARKET BLVD



WB-50
NE CASCADE AVE TO WB N MARKET BLVD



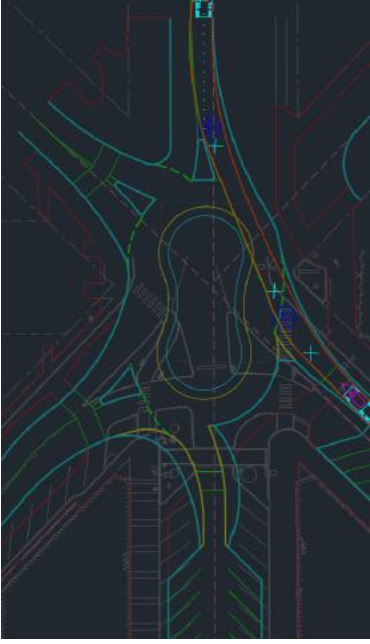
WB-50
N MARKET BLVD TO NE CASCADE AVE



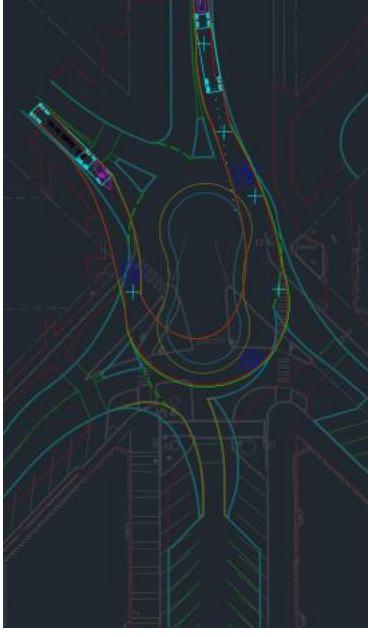
WB-50
N MARKET BLVD TO NE PARK ST



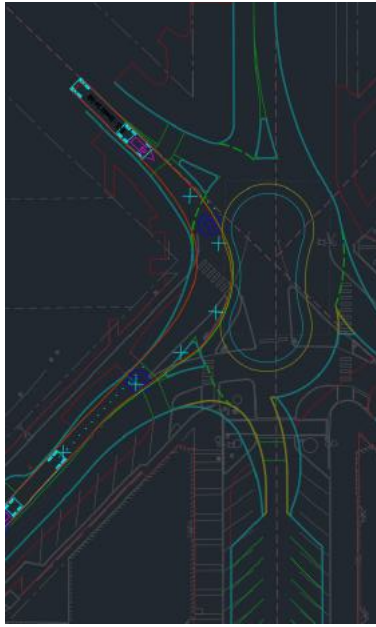
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NE PARK ST TO NE CASCADE AVE (FAILED)



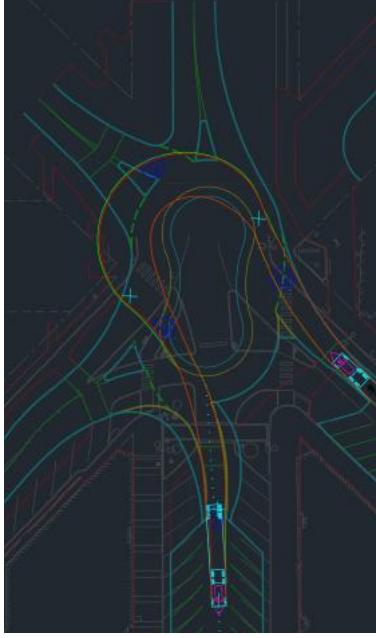
WB-50
NW PARK ST TO EB N MARKET BLVD



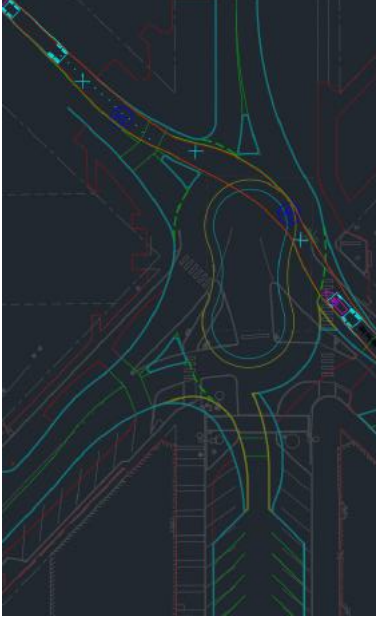
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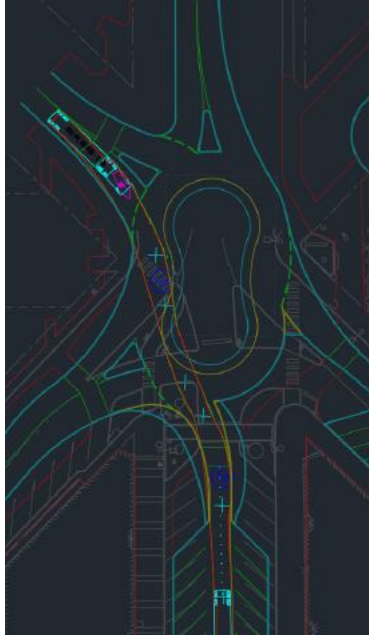
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NE PARK ST TO NE CASCADE AVE



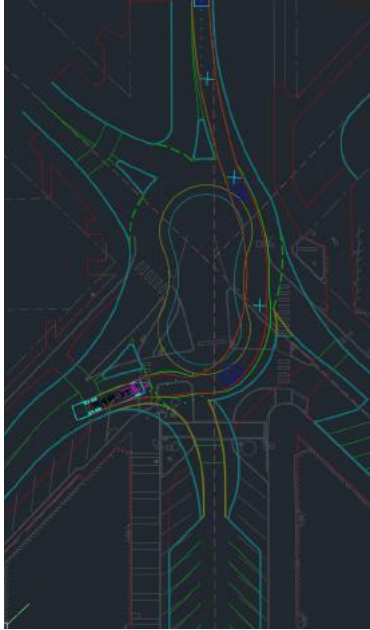
WB-50
NW PARK ST TO WB N MARKET BLVD (FAILED)



WB-50
NW PARK ST TO NE PARK ST



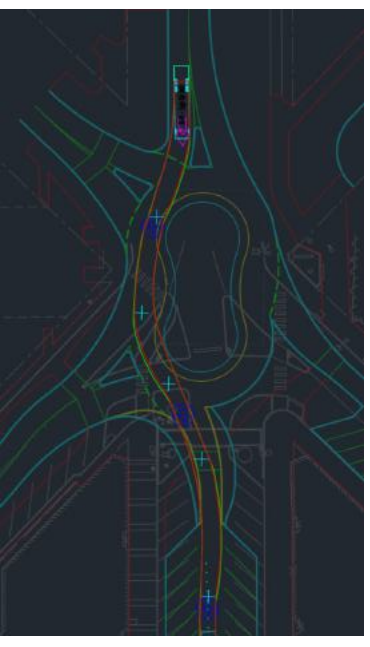
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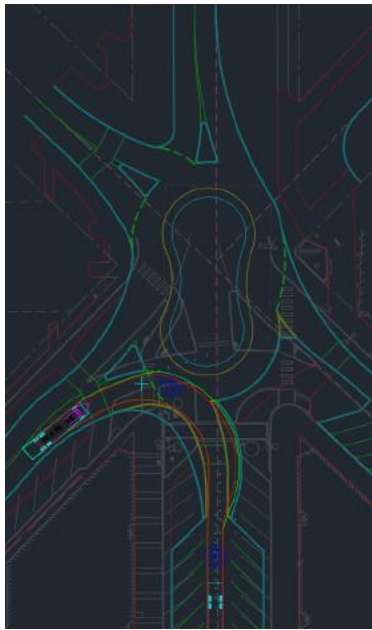
SU-40
NE CASCADE AVE TO EB N MARKET BLVD



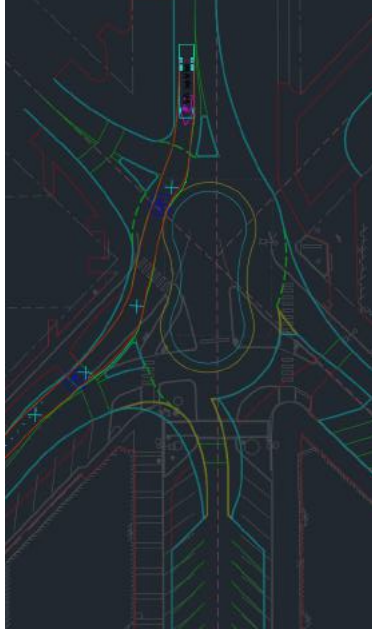
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NW PARK ST TO EB N MARKET BLVD



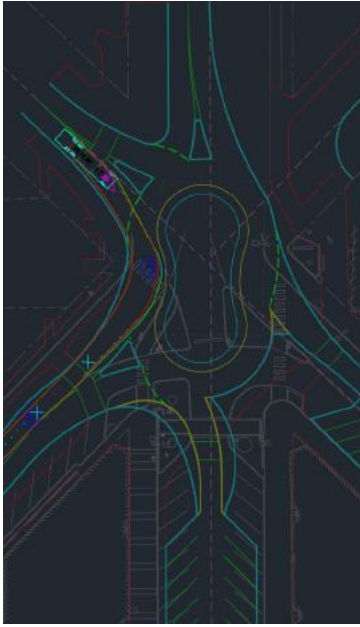
SU-40
WB N MARKET BLVD



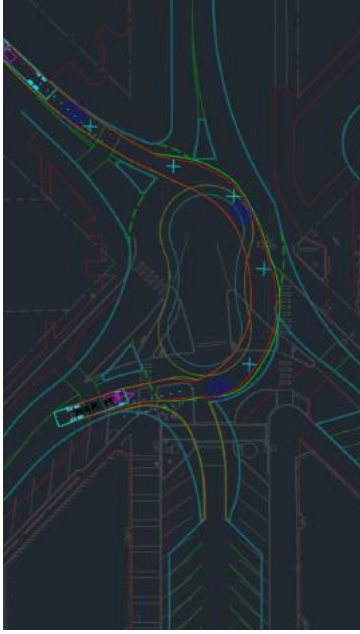
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NE CASCADE AVE TO WB N MARKET BLVD



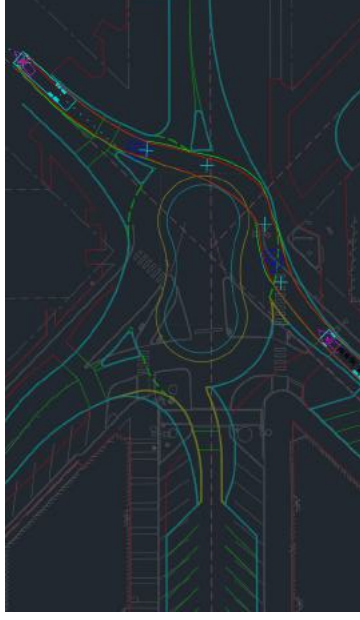
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N MARKET BLVD TO NE CASCADE AVE



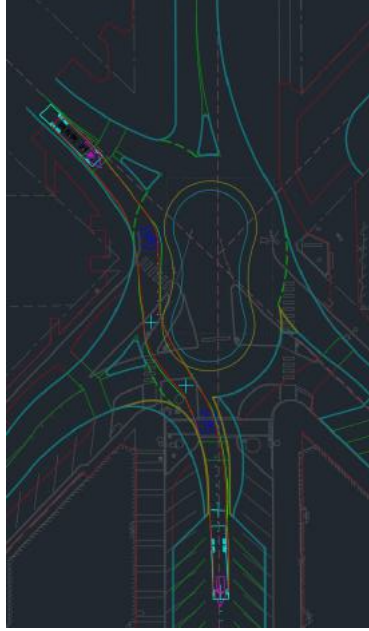
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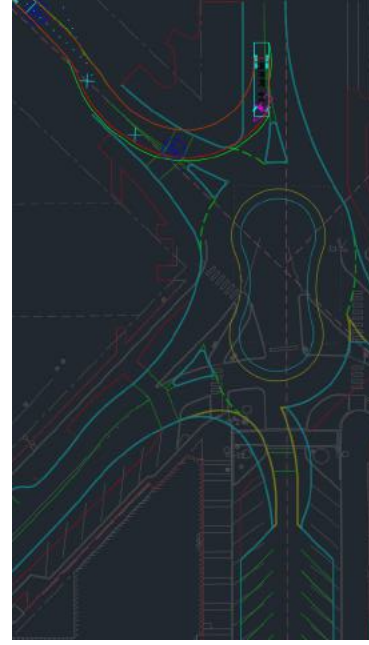
SU-40
NE CASCADE AVE TO NE PARK ST



SU-40
NW PARK ST TO NE PARK ST



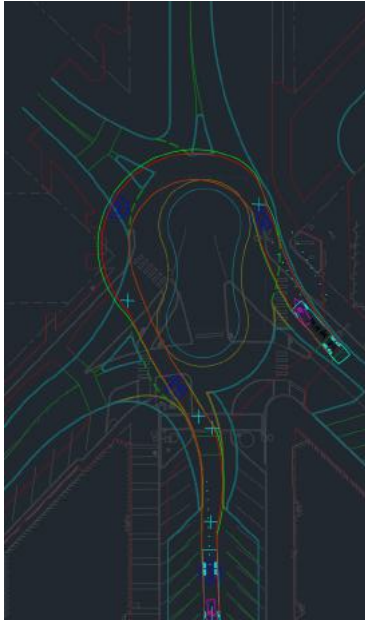
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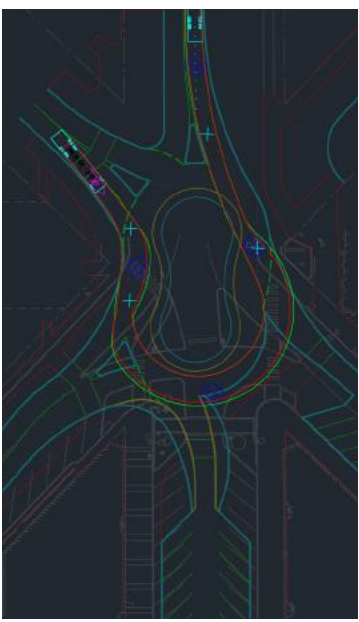
SU-40
N MARKET BLVD TO NE PARK ST*



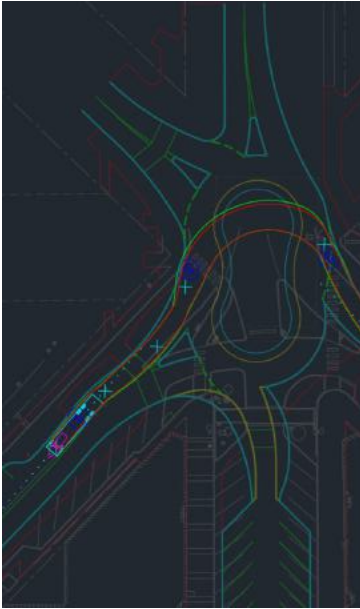
SU-40
NW PARK ST TO NE CASCADE AVE (FAILED)
OPTION 1



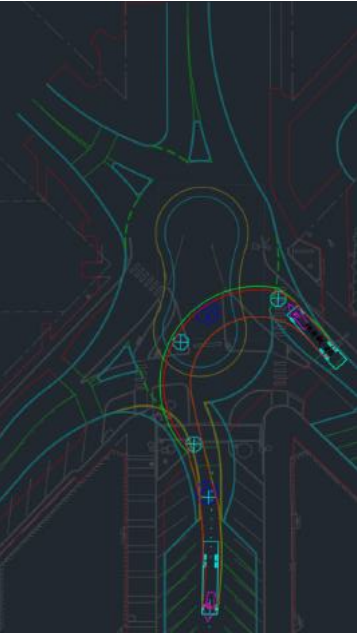
SU-40
NW PARK ST TO WB N MARKET BLVD (FAILED)
OPTION 1



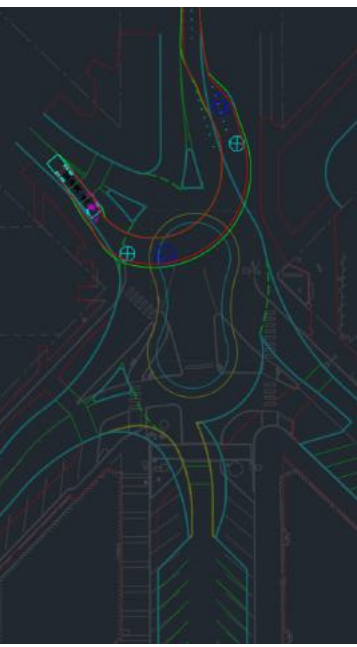
SU-40
NE PARK ST TO EB N MARKET BLVD (FAILED)
OPTION 1



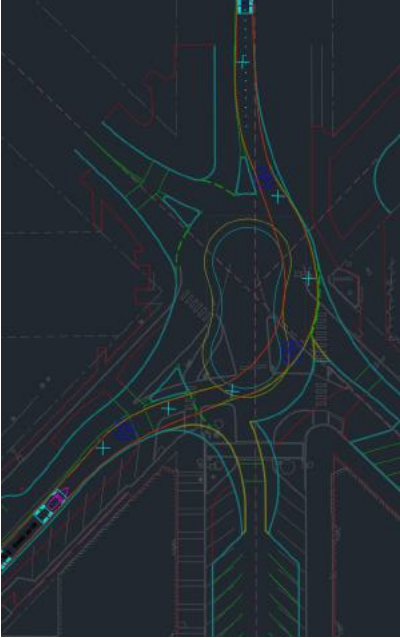
SU-40
NW PARK ST TO NE CASCADE AVE (FAILED)
OPTION 2



SU-40
NW PARK ST TO WB N MARKET BLVD (FAILED)
OPTION 2



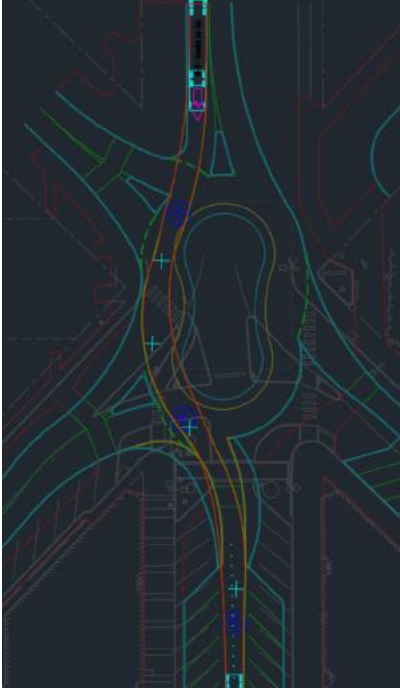
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OPTION 2



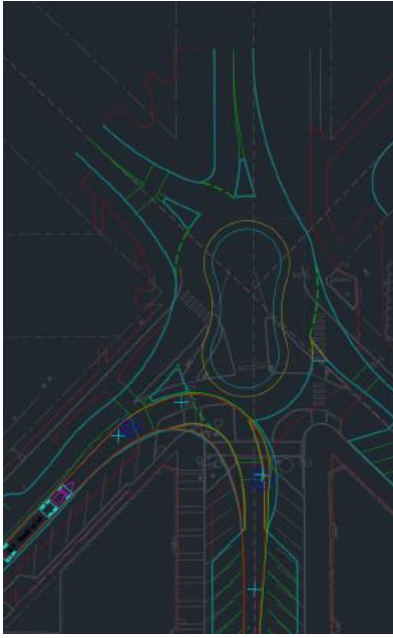
WB-50
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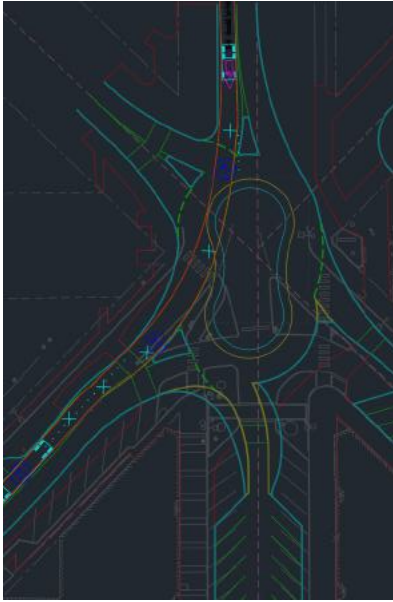
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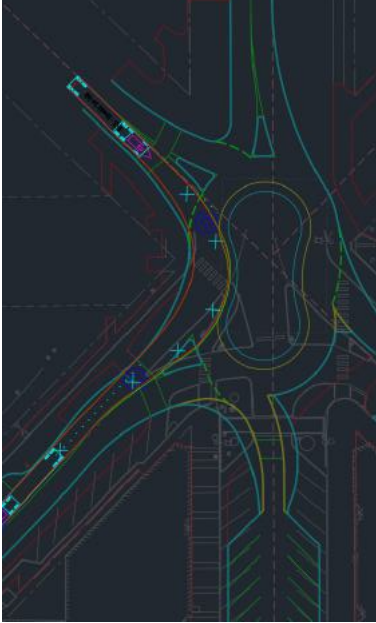
WB-50
WB N MARKET BLVD



WB-50
NE CASCADE AVE TO WB N MARKET BLVD



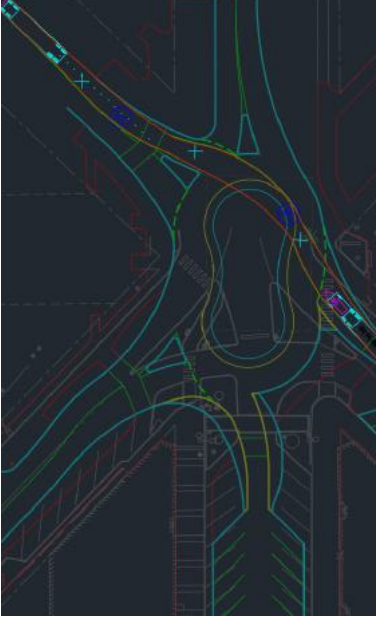
WB-50
N MARKET BLVD TO NE CASCADE AVE



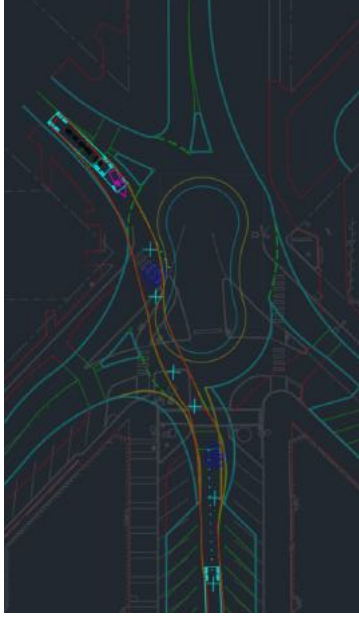
WB-50
NE PARK ST TO NE CASCADE AVE



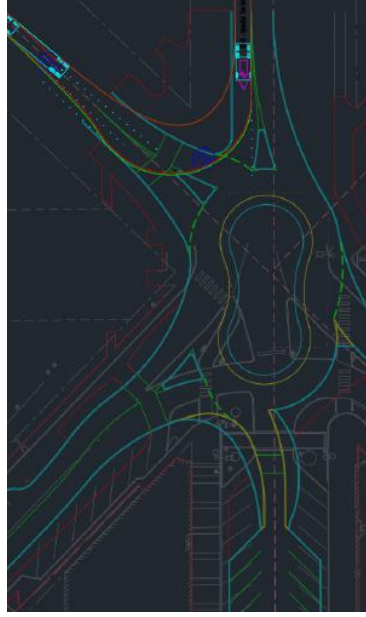
WB-50
NE CASCADE AVE TO NE PARK ST



WB-50
NW PARK ST TO NE PARK ST



WB-50
NE PARK ST TO WB N MARKET BLVD

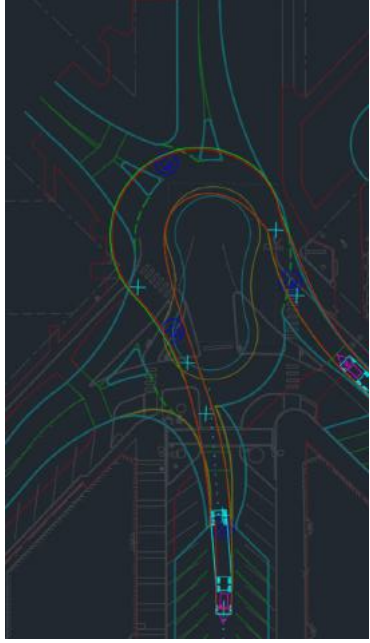


WB-50
N MARKET BLVD TO NE PARK ST*

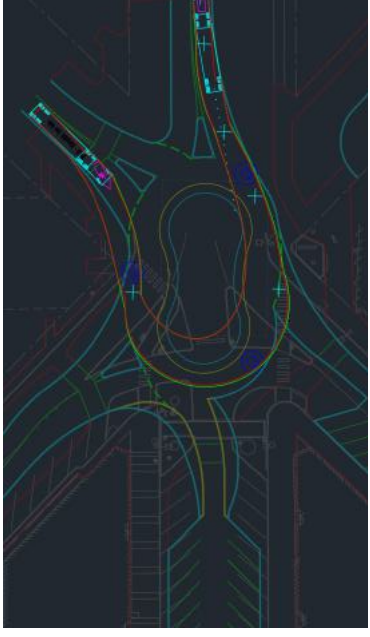
ASSUME WB-50 WILL NOT NEED
ACCESS TO/FROM NE PARK ST



WB-50
NW PARK ST TO NE CASCADE AVE (FAILED)
OPTION 1



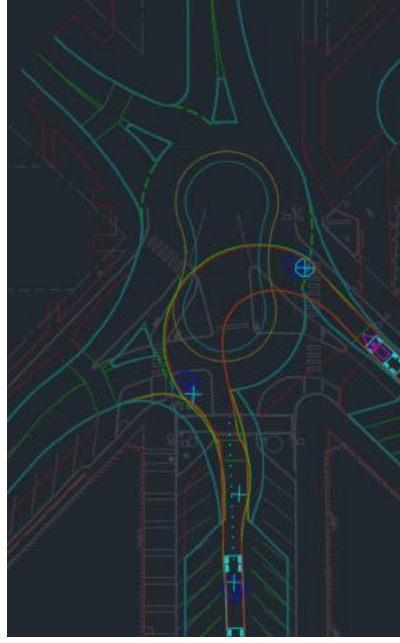
WB-50
NW PARK ST TO WB N MARKET BLVD (FAILED)
OPTION 1



WB-50
NE PARK ST TO EB N MARKET BLVD (FAILED)
*ASSUME WB-50 WILL NOT NEED ACCESS TO/FROM NE PARK ST



WB-50
NW PARK ST TO NE CASCADE AVE (FAILED)
OPTION 2



WB-50
NW PARK ST TO WB N MARKET BLVD (FAILED)
OPTION 2