

Choices for Cheney 2030

Exercise 2: Land Use Concept

Instructions:

The following pages contain the schematic map and notes produced for review and comment at the February 18, 2010 Land Use & Policy Workshop, held at Cheney High School.

If you missed the event and want to provide your thoughts and ideas, or attended but need additional time to consider them all, here's your chance to do so.

To participate, simply download and print out this document, then write out your comments on the final page. Pre-printed copies are also available at the City.

Return your comment sheet in-person, mail or FAX them to the City Community Development Department at the address below. **Return deadline is Friday, March 26.**

Keep in mind that this is a **concept form** map - we've included lots of symbols and notes to explain generalized policies *and* show where those policies might be applied. So be sure to review the concept introduction, charts and keyed notes, and tell us what you think about the map's strategies and their potential placement. At this stage, it's as much about ideas as it is mapped location!

Each of the arrowed map notes have numbers, to make it easier to associate your comments with specific places and ideas. Include them in your comments wherever it helps - it'll help us, too.

A full-size **poster version** of the concept map will be on-display at various community locations through the month of March, so look for times and place listings on the Choices for Cheney 2030 (choicesforcheney.org) website.

Have more questions? Get in touch with Community Development Director **Brian Jennings** at 509-498-9267 or via e-mail at:

bjennings@cityofcheney.org

Mail or drop-off address, FAX:

Choices for Cheney Policy Workshop
c/o Community Development Dept.
City of Cheney
112 Anderson Road
Cheney, WA 99004
509-498-9249 (FAX)

Thanks for your input!



Draft Land Use Concept

Land use policies reflecting process objectives, priorities

Character Images



Encouraging greater land-use efficiency will drive more growth and infill within existing boundaries, and require downtown to assume a stronger role as the 'heart' of the community.



Policies supporting 'complete streets' and greater interconnectivity will help reduce traffic woes, and improve Cheney's overall walkability.



As housing occurs south and east of Cheney, mitigating the rail crossing - primarily with duplicate services - becomes more important.

Concept Ratings

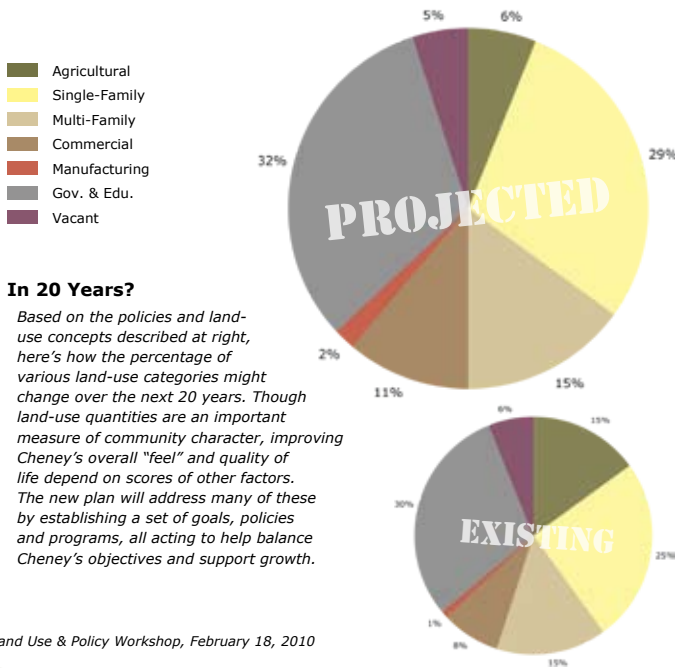
Vision Component *	Proposed	Hometown	Collegiate	Economic
Compact	+	++	+	0
Walkable	+	++	++	0
Central downtown	+	+	++	+
Sustainable	+	0	+	0
Conservation	+	+	+	0
Non-motorized options	+	++	++	+
Reduced 'leakage'	0	-	+	++
Retail choices	0	-	+	+
Parks	+	+	0	+

* How does this concept measure up to Cheney's vision? This components list represents topics most generally supported among workgroups and participants to date. Ratings are presented on a scale of "--" to "++", with "++" representing the best possible compliance with the specific vision component, "--" being the worst, and "0" being neutral.

Land Use Mix

In 20 Years?

Based on the policies and land-use concepts described at right, here's how the percentage of various land-use categories might change over the next 20 years. Though land-use quantities are an important measure of community character, improving Cheney's overall "feel" and quality of life depend on scores of other factors. The new plan will address many of these by establishing a set of goals, policies and programs, all acting to help balance Cheney's objectives and support growth.



Description

This scenario, developed in response to citizen and committee input, contains components of all four previous scenarios, though generally weighted towards the "hometown," "collegiate," and "economic" schemes.

Here, land use and policy decisions would work to help preserve the agricultural and natural resource lands residents prize; would spur growth and reinvestment in downtown and along the 1st Street corridor, and would allow small, neighborhood-compatible mixed-use areas to emerge where desired. Walkability and inter-connectivity would become watchwords for growth, and the transition between City and countryside would be generally as pronounced as it is today. This concept would support a more diverse mix of housing types, helping the market provide more affordable, working-wage housing within City limits.

On the economic front, this concept would actively recruit new businesses compatible with Cheney's character and resources, using a combination of competitive advantage and quality of life to attract business. These would include technology, value-added to agricultural products and perhaps rail-based transportation and warehousing. Entrepreneurs and small companies would also play a role, and so might others of a "creative class" drawn to Cheney by its small-town atmosphere and proximity to Spokane.

It would spur a more effective town-and-gown relationship, melding EWU facility and strategic objectives with those of the City, and would work to re-establish a strong university employee resident base. The more focused, inter-connected growth pattern shown here would enhance EWU and its relationship to the downtown; this in turn would help foster a more vital arts and cultural environment.

Proposed development south and east of the tracks would absorb much of Cheney's projected residential growth, though cost burdens for maintaining service levels in these areas would need to be carried by that development.



1. Betz Park - This site would remain part of the 'urban edge,' so its recreational uses should be compatible with that role. Ball fields, a water park and other such facilities are appropriate.

2. Interconnected Neighborhoods
Even though residential densities and development patterns may differ, an interconnected street pattern between these projects will help tie the community together and reduce reliance on Betz.

3. Betz Corridor - Future study will be necessary to suggest an appropriate design treatment for Betz. Traffic will increase between SR 904 and Betz Park, particularly as Betz Park develops. The segment that turns into Washington Avenue will continue to carry students and event attendees to EWU. The entire corridor will benefit from design strategies to make the street more "complete."

4. Interconnected Neighborhoods
Where possible, streets should connect directly to Sixth, allowing for more circulation options for households on either side of this busy street.

5. Elm Commercial - A new, small-scale commercial activity center at Elm and Washington would help serve EWU visitors and enliven the eastern part of campus. It might eventually serve as a complement to downtown's commercial offerings, if well-integrated into the overall campus plan.

6. Residential Revitalization
Cheney's interior residential districts are under strain, converting from traditional, owner-occupied single-family homes to multi-family and rental units to serve student housing needs. The plan will call for new zoning strategies designed to stem and reverse this trend.

7. Jobs Growth - Southwest Cheney would be another area for focus on jobs development, also concentrating on technology, light manufacturing and start-up activities. Close ties to EWU would be a plus.

8. Corridor Revitalization
Southern Cheney would be expected to accommodate an increasing share of the City's population growth, and the southern stretch of SR 904 - now largely undeveloped - could provide interesting housing and retail development to help revitalize the corridor.

9. Interconnected Neighborhoods
As this area develops, roadways should be designed to interconnect, providing diverse circulation options and reducing reliance on SR 904 for local trips.

10. Outer Boundary - No development would extend beyond these edges, retaining a clear separation between what is urban and what is not.

11. Community Facilities - Retaining social, civic and cultural functions in the center of town is important to the success of Cheney's downtown. All are important community 'draws,' and support the value and viability of homes and businesses near the city's core.

12. Interconnected Neighborhoods
These single-family subdivisions should provide an interconnected street network, reducing demand on Betz and facilitating travel by means other than a car.

13. Downtown - Cheney's downtown is at a turning point. Increased EWU enrollment, changes in student housing patterns, and increased awareness of the merits of downtown's structural character combine to support its revitalization. But success depends on collaboration with EWU, inclusion of attractive housing options, and strategic public improvements to streets and public spaces, interweaving the campus and downtown edges.

14. Turnbull Wildlife Refuge
Separation of Cheney's urban development from Turnbull's natural landscape is essential. Still, the visitors should be invited into the refuge through improved trails and facilities, encouraging a higher level of awareness of the refuge's value.

15. Entry Node - Cheney's principal entry point is the intersection of SR 904 and Betz Road. Future design modifications must be consistent with the City's planning objectives - including revitalizing downtown - and not simply facilitating access to Washington Street and EWU.

16. Jobs Growth - While urban expansion is to be limited, this area would annex into the City to provide additional land for employment development, likely focusing on technology and light manufacturing - and hopefully linked to EWU research.

17. Cheney-Spokane Road - This roadway will likely become busier, particularly as new job growth occurs in Cheney's northeast, and as residents search out new ways to access Spokane. Its intersection with SR 904 would serve as a retail development node, marking a significant change in the town's main street corridor.

18. Corridor Revitalization - The 1st Street corridor between downtown and the retail node at Cheney-Spokane Road presents an important opportunity for character change, introducing a true urban/collegiate component to Cheney. A mix of townhouses and retail along this strip would provide a dynamic and exciting street environment, supporting many of Cheney's long-term needs and objectives.

19. Eastside - This large, sparsely developed area will remain sparsely developed regardless of land use designation, mainly because of limited access and abundant wetlands. Clustered development may be a possibility, particularly if located near Cheney-Spangle Road.

20. East Entry - There may be opportunity for an eastern gateway here, welcoming travelers from the Columbia Plateau Trail and providing local services for residents of Southeast Cheney.

21. Southeast Cheney - Located on the other side of an at-grade rail crossing from the community's retail and public safety services, this area must provide enough land value to afford the spectrum of public services to ensure its safety and not diminish the level of service enjoyed by the community's other residents. This scheme calls for a mix of uses, ranging from high-value single-family to relatively intense mixed-use retail, including a local school site and satellite public safety facility. It is also important to provide parallel streets on the east side of the railroad, allowing this property to access other crossings.

22. Interconnected Neighborhoods
Even though residential densities and development patterns may differ, an interconnected street pattern between these projects will help tie the community together and reduce reliance on Cheney Spangle Road.



Exercise 2: Land Use Concept

Comments, ideas and suggestions for draft map

*Jot down your thoughts regarding the draft Land Use Concept map, providing as many specifics as you're able. When applicable, please use the map's numbered notes to help us understand which concept or area you're referencing. **Thanks!***