Granite Falls Civic Campus Master Plan

Liveable City Year Project - Spring 2025

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A

Executive Summary

Overview
Context Map of Study Area
Description of Alternative A
Description of Altnerative B

Overview

The City of Granite Falls, located in Washington's picturesque Cascade Mountains, is a community of nearly 5,000 residents with a rich history rooted in logging and milling. The city has partnered with the University of Washington's Livable City Year program to develop a master plan to revitalize its Civic Campus with the primary objectives to design a vibrant, inclusive, and sustainable downtown area that supports economic development, celebrates community identity, and provides flexible infrastructure for year-round use. This vision is shaped by the need to accommodate both improvements to everyday life for residents as well as the thousands of event attendees that visit the city each year, particularly during the peak summer season.

The proposed Civic Campus Plan centers on five city-owned lots, including the historic firehouse and parcels adjacent to City Hall. At the heart of the project is the transformation of underutilized land into activated public spaces that support community gatherings, civic functions, and cultural events. We are presenting two design alternatives which offer differing approaches to realizing this vision, tailored to different scales of implementation and administrative capacity.

The salient differences are as follows:

Alternative A (High-Capacity) focuses on maximizing functionality and capacity, anticipating larger events and broader usage. This alternative proposes a High-Capacity, multi-use civic hub that incorporates extensive open spaces, permanent event infrastructure, and multimodal transportation access.

Alternative B (Classic-Capacity) takes a more modest and adaptable approach. This alternative emphasizes responsible investment, flexible amenities, and preservation of the existing landscape character while leaving opportunities for future development.

The two alternatives for Granite Falls' Civic Campus Master Plan presents Granite Falls with two viable futures: one that boldly expands capacity and civic utility, and one that preserves community values while enabling gradual enhancement. Both alternatives are deeply rooted in the town's values and desire for economic goals, and both lay the groundwork for a more dynamic and economically vibrant Granite Falls.

Context Map of Granite Falls

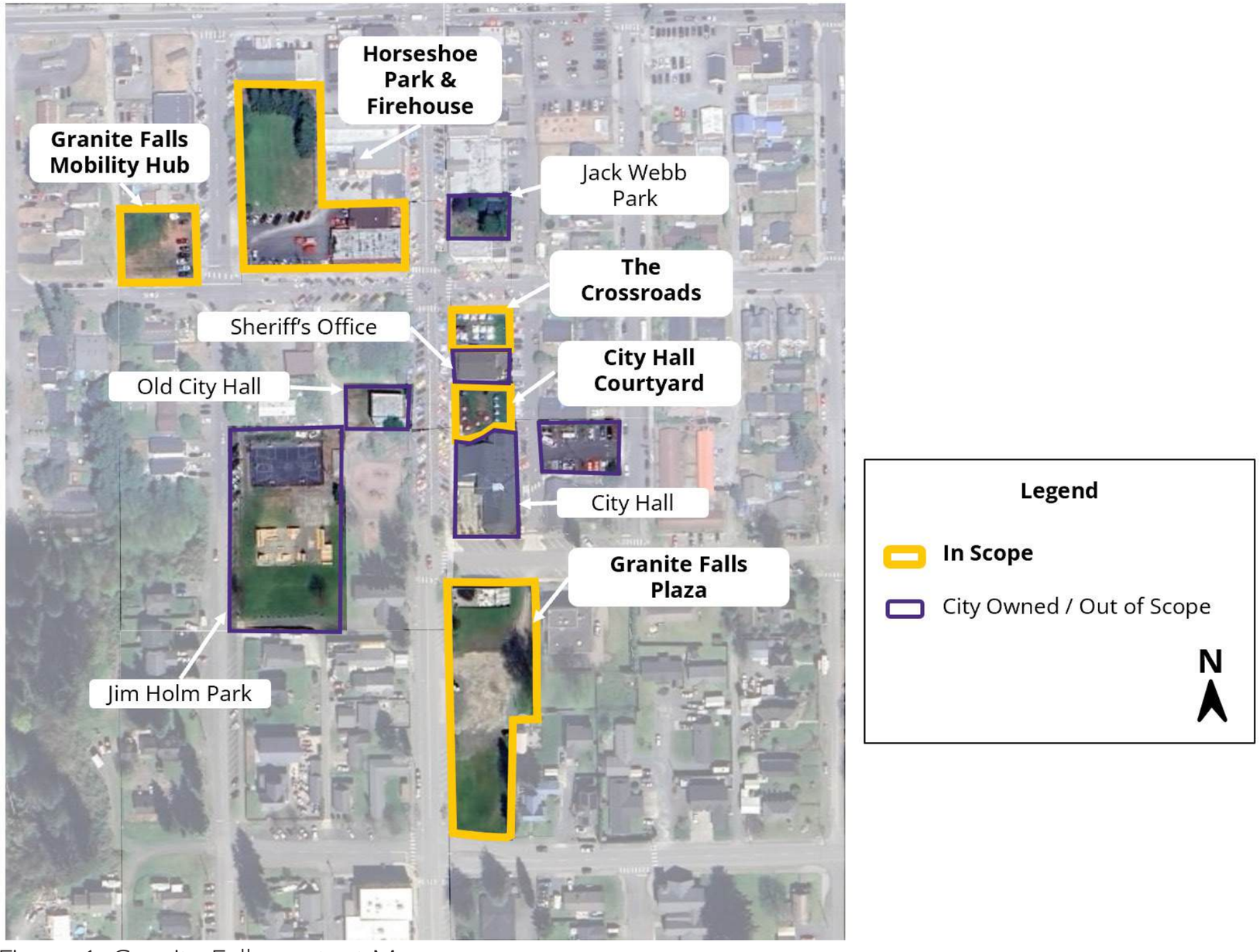

Figure 1: Granite Falls context Map

Description of Alternative A

Our High-Capacity alternative boldly expands event capacity, offering an energetic vision of Granite Falls as a highly connected community and destination complete with a multi-use community center (adaptively reused from the old firehouse), expanded event capacity through new public spaces like Granite Falls Plaza and the Crossroads, reflective and respectful site design for the Veteran's Memorial, and robust multimodal transportation connections.

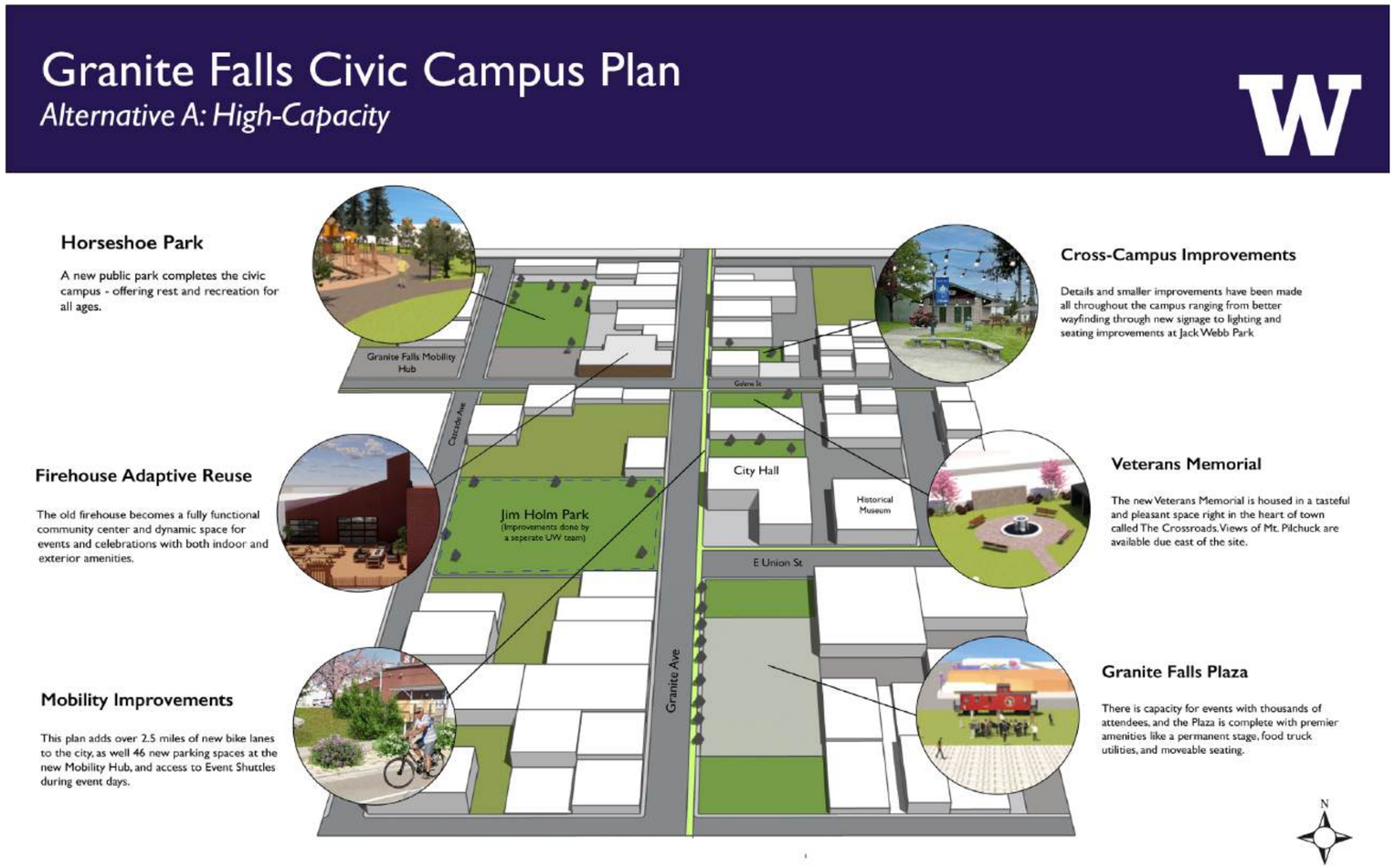

Figure 2: Granite Falls High Capacity Alternative Map

Description of Alternative B

Our Classic-Capacity alternative responsibly preserves community values while enabling gradual enhancements. Features like Granite Falls Plaza and the firehouse turned new community center are still present in this alternative, but in a slimmed-down manner that more closely resembles their existing conditions today.

In this alternative, the Veteran's memorial is located opposite of the caboose at the Plaza, and the mobility improvements still exist albeit with a much smaller capacity.

Figure 3: Granite Falls Classic Capacity Alternative Map

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Goals & Vision
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Overview

The City of Granite Falls, located within the breathtaking landscapes of Washington's Cascade Mountains, is a gateway to abundant natural attractions and a rich historical backdrop. Originally a hub for logging and milling, it has evolved into a vibrant community, with the potential for future population growth and a commitment to sustainable economic and cultural development. Granite Falls' downtown district doesn't just host the Civic Campus and amenities for the City's nearly 5,000 residents: people from the surrounding areas often visit the city center to shop and spend time. Moreover, Granite Falls hosts major community events such as Railroad Days, Show N' Shine Car Show, and the Granite Falls Farmers Market that draw thousands of tourists.

Project Scope:

The Civic Campus, centered on City Hall, includes several public buildings and vacant lots owned by Granite Falls as well as the historic firehouse currently owned by the Granite Falls Fire Department. The scope of this project is limited to the vacant lots and firehouse, shown in yellow below.

Goals & Vision

As part of the Livable City Year program, this studio project has designed a master plan for Granite Falls' civic campus, with two alternatives that share the same vision, values, and key components, but exist at different levels of magnitude in terms of the city's capacity to host regional events and execute civic functions.

The project's overall goal is to present an elevated and cohesive plan that builds upon and further develops the capacity of the campus by expanding it using five publicly owned lots near the city hall (see Figure 4). This design not just rethinks the existing architecture and landscape within the city center, but also includes new event spaces, open public spaces, enhanced access to downtown businesses and civic buildings (city hall, the historical museum, etc), and multi-modal transportation connections. As such, the key components of our plan include a centralized event space to be called Granite Falls Plaza, the incorporation of the Veteran's Memorial in a tasteful space, the conversion of the historic firehouse into a community center, and enhanced access by pedestrians, cyclists, and motorists.

We have been guided through the entire process by Granite Falls' community vision: encompassing the core principles of community vibrancy, economic growth, and inclusivity.

Alternative A
(High-Capacity)

Alternative A (High-Capacity) reimagines the Granite Falls Civic Campus as a vibrant, multi-use destination. A key feature is the transformation of the historic firehouse into a flexible event space with an open interior, modern restrooms, offices, and a welcoming reception area. Exterior upgrades including brickwork, glass garage doors, and a new patio enhance its aesthetic and functional appeal.

The current park-and-ride and American Legion site becomes Granite Falls Plaza, a central gathering space featuring a permanent stage, infrastructure for food trucks, and movable seating. Additional improvements across the campus at the new Horseshoe Park, around City Hall, and at "The Crossroads" include shaded seating, trails, and all-ages playgrounds. In this alternative, the Veteran's Memorial is sited at the Crossroads, creating a meaningful civic focal point with views of Mt. Pilchuck.

To support large events and daily use, the plan expands transportation options with a new Granite Falls Mobility Hub offering increased parking, EV charging, and bike lockers. A shuttle system would link over 1,600 offsite parking spaces to downtown during event days, while 2.5 miles of new bike lanes connect the campus to regional trails. This alternative supports year-round activity, tourism, and economic growth. Though more costly upfront, it promises long-term returns by increasing event revenue, boosting local business traffic, and creating a true community centerpiece.

Alternative B
(Classic-Capacity)

Alternative B (Classic-Capacity) takes a more modest and adaptable approach. This alternative emphasizes responsible investment, flexible amenities, and preservation of the existing landscape character while leaving opportunities for future development. The firehouse becomes a community center with minimal structural changes, retaining smaller rooms for meetings and events while adding essential upgrades like restrooms and office space. Granite Falls Plaza features movable infrastructure like portable seating and seasonal landscaping to support flexible, event-based use. In this alternative, the Veterans Memorial is sited at the Plaza opposite of the historic caboose.

Open spaces like Horseshoe Park and The Crossroads are simplified with natural landscaping and informal paths. Transportation improvements include a modest expansion of existing lots, on-street upgrades, and a scaled-down shuttle system from the high school, accessing 400 overflow spaces. The plan incorporates 1.4 miles of simplified bike infrastructure and fewer EV stations. Focused on adaptability and fiscal responsibility, this alternative supports steady community engagement while maintaining Granite Falls' current form and positioning it for measured, long-term growth.

Cartographic Context

Parcel Map
Regional Context Map

Civic Campus Map

Legend

- Firehouse Community Center
- Sherriff's Office
- City Hall
- Jack Webb Park
- 1 Granite Falls Mobility Hub
- 2 Horseshoe Park
- 3 The Crossroads
- 4 City Hall Courtyard
- 5 Granite Falls Plaza

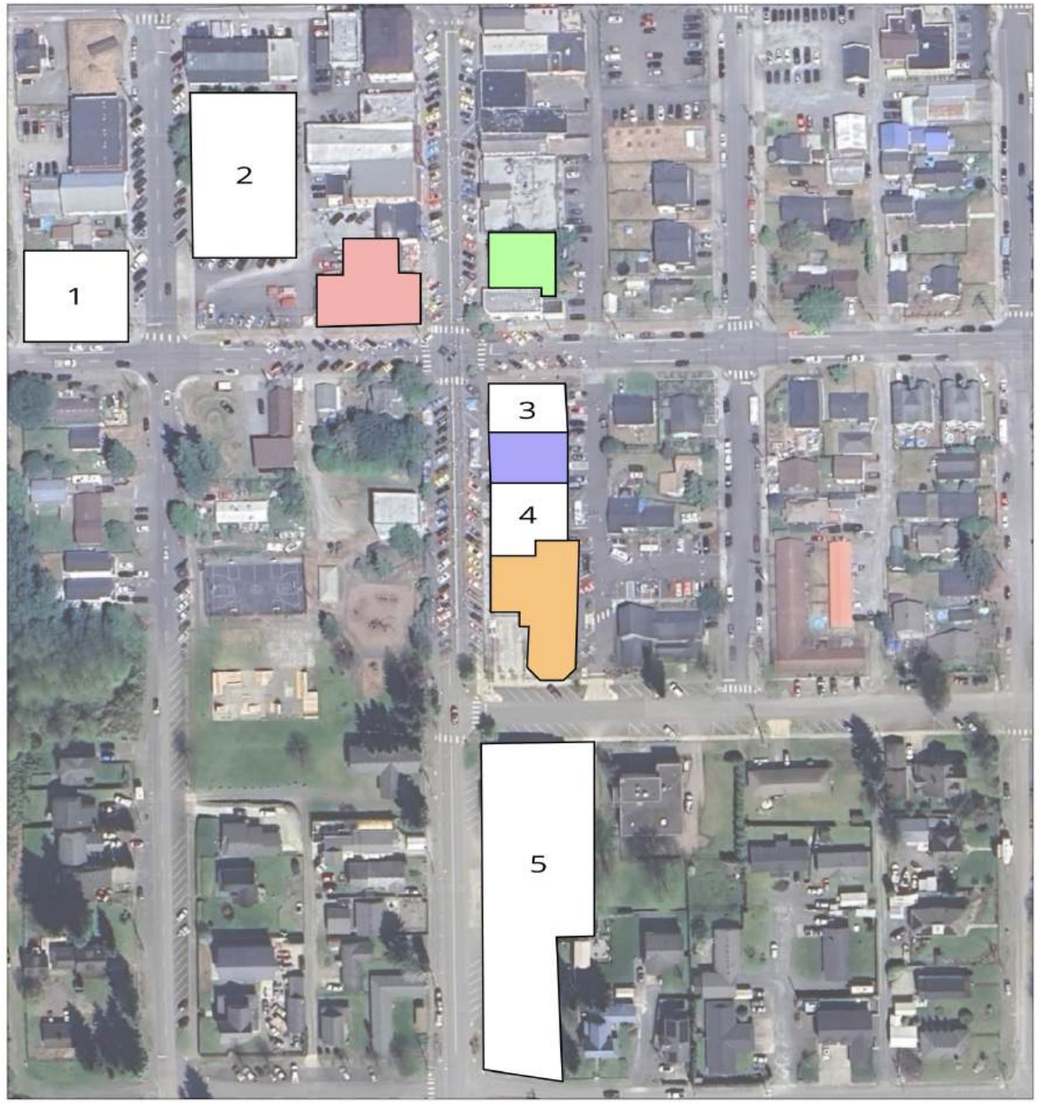


Figure 4: Granite Falls Civic Campus

Regional Context Map

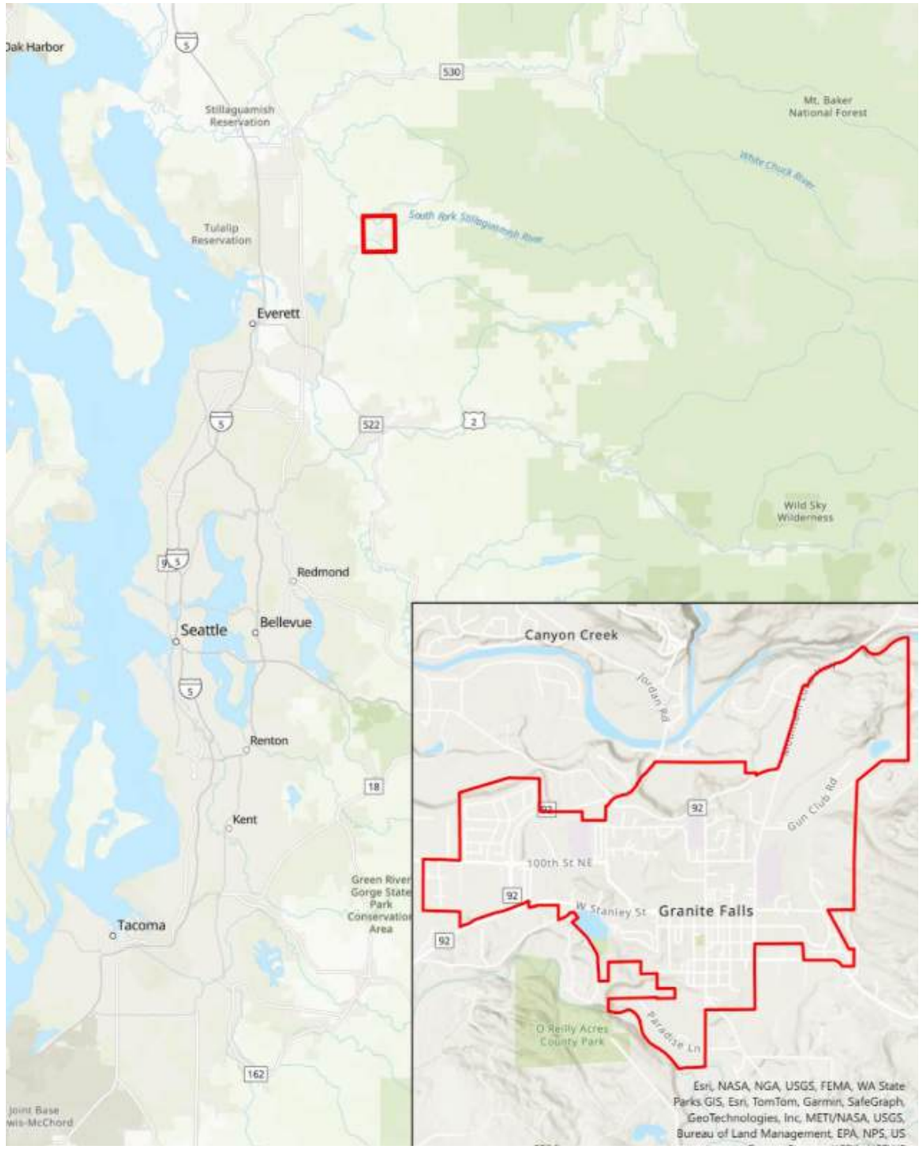


Figure 5: Granite Falls Regional Context Map

High-Capacity Alternative

Overview & Diagram
Firehouse Details
Open Space Details
Transportation Details

Overview

The High-Capacity alternative reimagines the Granite Falls Civic Campus as a vibrant, multi-use destination that supports year-round activity, community events, and daily public use. Central to the plan is the adaptive reuse of the historic firehouse into a modern community center with flexible event space, offices, and upgraded amenities. The plan creates Granite Falls Plaza an event-ready space with a stage, food truck infrastructure, and moveable seating—along with new public areas like Horseshoe Park and the Crossroads plaza, each designed with shaded seating, all-ages play areas, and inclusive recreation features.

Mobility improvements include a new Mobility Hub with expanded parking, EV charging, bike lockers, and an event-day shuttle linking regional transit hubs to downtown. Over 2.5 miles of new bike lanes connect the campus to the regional trail network, encouraging sustainable transportation. The plan is built to handle increased tourism and seasonal crowds with adaptable spaces and multi-purpose programming that ensures the campus remains active throughout the year.

The High-Capacity alternative is expected to yield lasting economic, social, and cultural benefits by driving downtown foot traffic, supporting local businesses, and fostering community pride. Detailed product catalogues in the appendices support design implementation with recommendations for site furnishings, pavers, and inclusive play equipment.

Recommendation Diagram

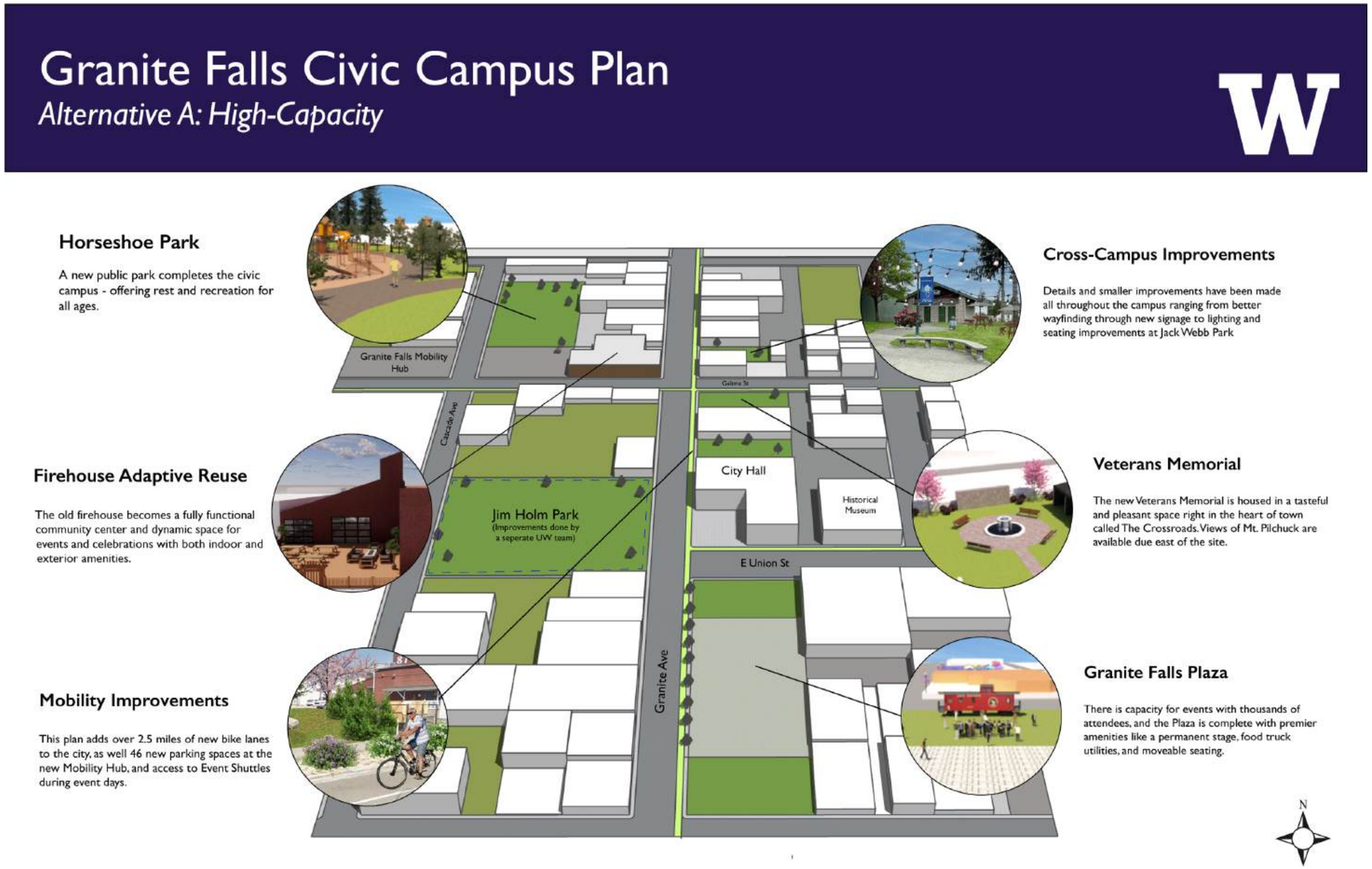


Figure 6: Granite Falls High Capacity Alternative Map

Firehouse Conversion

The firehouse, which is centrally located one block northwest of City Hall and sits adjacent to the downtown retail and restaurant corridor on Granite Ave, is a main fixture in both alternatives. Once converted, this space will provide year-round opportunities for city events and an income stream for the city as a rental event venue. With its large bay doors, the building can be opened to the outside to create an integrated space for events occurring along Granite Ave, such as the annual car show.

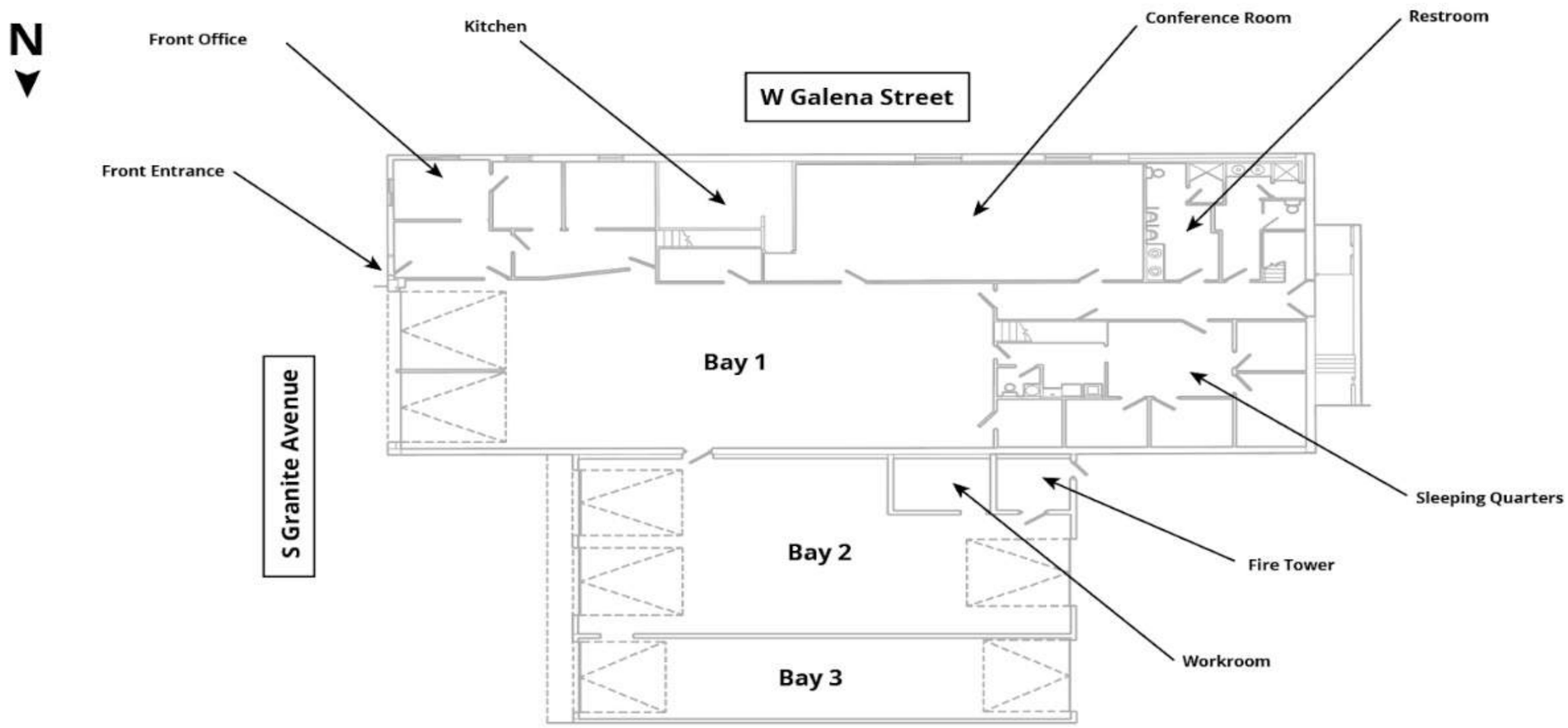


Figure 7: Firehouse current building plan

Current Configuration

The firehouse is currently configured with a number of offices, a large conference room, two small bathrooms, living space for the firefighters, and three large bays that house the fire trucks. The offices are located in the southeast corner of the building, directly adjacent to the entryway. The large conference room and the kitchen are located along the south wall of the building, with double doors connecting the spaces. The men's and women's restrooms finish out the rest of the southern part of the building. Just north of the restrooms are the sleeping quarters, another restroom / laundry room, and a storage area. This section of the building is made of non-load bearing drywall that will lend itself easily to reconfiguration.

There are also two finished spaces upstairs, an office and a workout area both accessed by stairs, and an unfinished storage space accessed by a steep ladder. The office space has a window to the outside while the workout space does not. All other attic space is inaccessible and houses building systems.

Within the bays that house the fire trucks, there is a brick wall between Bay 1 and Bay 2 which is not believed to be load bearing. The cinder block wall between Bay 2 and Bay 3 is thought to be load bearing. Currently, interior doors allow access between the bays. In Bay 2, there is a small workroom constructed with drywall and a room constructed of concrete that leads to the fire tower. The workroom is expected to be removable. On the east wall, Bays 1 and 2 have two garage doors while Bay 3 has one garage door. On the west wall, facing the rear parking lot, Bays 2 and 3 each have one garage door.

In Bay 1, along the brick wall, five metal poles have been installed as part of the seismic retrofit from the 2002 renovation. A large steel I-beam can be seen extending from the top of one of the poles. The other I-beams are believed to be encased in the drop ceiling. One pole can be seen on the southern wall of the bay, however all other poles corresponding to those along the brick wall are not visible. It is believed that these are encased in the walls of the offices and conference room. A structural engineer should be consulted before removing or reconfiguring these supports.

On the exterior of the building, the majority of the walls are brick, while there is white siding on the southeast corner. A shingled awning spans the front of the building. The bricks on the southwest side of the building have been replaced with cinder blocks but are painted to give a consistent brick look. This wall was reconstructed following a partial collapse during the Nisqually earthquake in 2001. The paving leading from both the front and rear garage doors is gently sloped to accommodate vehicles entering and exiting. There is also a small deck on the rear of the building (west) leading from the double exit doors to the parking lot.

Firehouse Design Priorities

Based on conversations with Brent Kirk, Granite Falls' City Manager, we identified the following priorities for the conversion of the firehouse:
Interior Priorities

The firehouse is intended to be the central event venue for Granite Falls. The creation of a large open space that will support several event types is the top priority for the renovation. These include banquets/receptions, birthday parties, community gatherings, art shows, and vendor stalls during events. The interior design should highlight the building's historic context while creating a backdrop for each of these event types.

The creation of a reception area, a conference room, and office space are other top priorities. The city would like to create an open, welcoming entry space while reorganizing the office space to accommodate new users, including the American Legion, a city event coordinator, or co-working space. The conference room will be used as a rental space for in-person meetings or smaller birthday parties. Finally, storage space is required to hold supplies for events and banquets.

In addition to use priorities, we must ensure that the structure is seismically sound and complies with building codes. The most recent renovation in 2002 brought the building up to the current standards of the time, but these standards may have changed in the succeeding 23 years. A full structural analysis of the buildings should be undertaken to compare the current requirements to those of 2002 to identify areas of focus, to assess current conditions, and to evaluate options for opening the space.
Exterior Priorities

Preserving the historic exterior of the firehouse is the top priority. The city would like to update the facade without losing the context of its past use as a firehouse. The site also includes a small outdoor area in the front, currently holding three parking spaces, and a large parking lot in the rear. The city would like to make these multi-functional spaces without sacrificing the parking capacity in the rear lot. Additionally, the rear lot may be integrated with the new designs for the park space directly northwest of the building.

Firehouse: Interior Modifications

The defining feature of the High-Capacity option is the large open space created by removing the brick wall separating Bay 1 and Bay 2. This change assumes that these walls are not load bearing, however this should be confirmed by a structural engineer. The red dots in the diagram above represent the current location of the structural poles, which obstruct movement through the space. Replacing these with structural supports located toward the outside walls of the building would allow for full utilization of the space.

To allow for free flow of movement between Bay 2 and Bay 3, we suggest creating an arch in the existing cinder block wall. This approach allows for visual openness with the rest of the space while minimizing costs. We believe the creation of this arch can be accomplished with minimal additional structural support.

The offices in the entry area will be removed to create a reception area that flows seamlessly to the remainder of the space. One smaller office will be built into the southeast corner of the building to provide space for a city event manager or other office use. The kitchen remains in its current location, but the doors have been moved from their current location (leading into the conference room) to the opposite wall. This will allow food to flow directly from the kitchen to the open space for banquets and events.

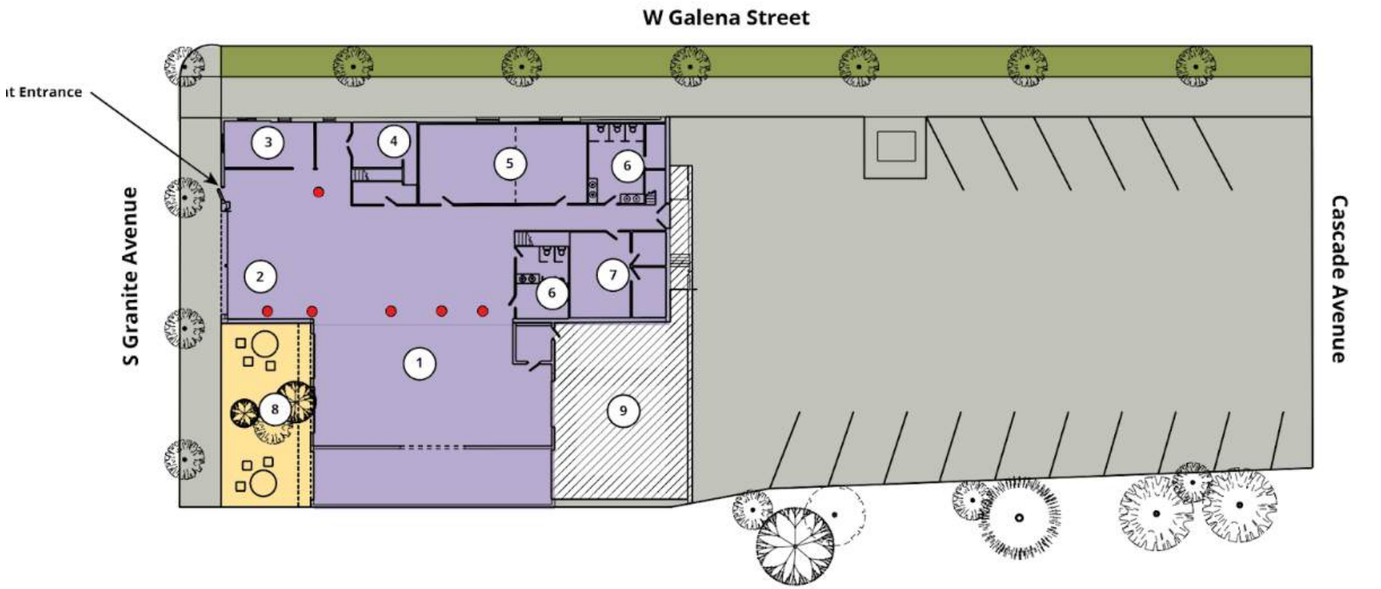
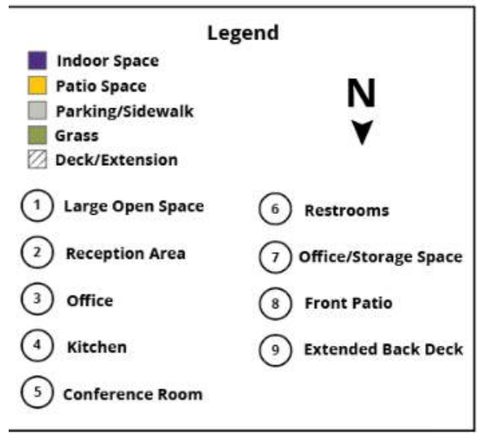


Figure 8: High-Capacity Firehouse building plan



Firehouse: Interior Modifications

The conference area on the south side of the building will remain with seating for 20-25 people. The furniture in this space should be flexible, allowing it to be stored away to convert the space for other uses, such as birthday parties and vendor stalls.

Larger restrooms have been included in the design to accommodate the larger number of people expected at community gatherings. The two smaller restrooms on the southwest side of the building will be combined into one women's restroom with storage for supplies. The separate restroom and laundry area will be converted into the men's restroom, utilizing the existing plumbing in that space.

The current bunk area will be converted into office space for the American Legion, with an option to utilize part of the space for storage. Storage space will be key to creating a multi-functional building as it will allow for items like banquet tables and chairs to be stored between uses.

Figure 9: Firehouse Entrance Rendering

Firehouse: Exterior Modifications (Front)

To maintain the cultural heritage of the building but update it for a modern use, we will remove the shingled awning and replace the white siding with matching brick. This assumes there is no brick underneath the siding which can be refurbished. Based on photos from the mid-1900's, the building was formerly fully brick, so this change will be historically accurate.

We will replace the seven existing white garage doors (five front, two rear) with modern glass-paned rolling doors to maintain the ability to open the space to the outside while allowing in more natural light. We recommend selecting doors that include low-e glass or applying low-e film to the glass to maximize energy efficiency. We will also update the entry door to create an ADA-compliant entrance while updating the look.

The front area currently housing three parking spaces will be physically separated from the street by a new fence and turned into a patio space for grilling and outdoor seating during events. The lost parking spaces can be regained by extending on-street parallel parking in front of the garage doors, since vehicle ingress and egress will no longer be needed.

Figure 10: Firehouse Front Exterior Rendering

Firehouse: Exterior Modifications (Rear)

In the rear of the building, we will extend the back porch down to the loading area to create a large back patio. Like the front patio, the interior of the building can be opened to this space via the garage doors. The space can include seating, landscaping, and other outdoor uses.

Additionally, the rear parking lot may be used as a flexible gaming area. This area could be set up with moveable pickleball courts that allow the space to continue to be used as a parking lot when necessary. The ground in the parking lot has a noticeable slope, so use as a pickleball court may require repaving.

Phase 2 Option:
The loading area in the rear of the firehouse is the result of a T-shape, formed by the larger original building and smaller addition. It would be possible to extend the addition west into this space, creating approximately 1200 square feet of additional interior space. This option could be considered as a Phase 2 project after the initial renovation is complete.

Figure 11: Firehouse Rear Exterior Rendering

Firehouse: Capacity Estimates

We estimate that the High-Capacity design will be able to support up to 15 10'x10' vendor booths, including 10' aisles, for use during events. This includes 4 booths in the conference room and 11 booths in the open area. Additionally 8 6'x6' These booths could be offered at a premium price given the weather protection and security of the interior space. Additional revenue could be earned by charging for early setup or late take down as the space can be secured overnight. During events, the large garage doors can be opened to allow visitors to flow into and out of the space, making an interconnected part of the event. For banquets, we estimate that up to 12 tables with seating for 72 could fit in the open space with the space in Bay 3 serving as the food serving area. This capacity may be impacted if the current support poles remain in place.

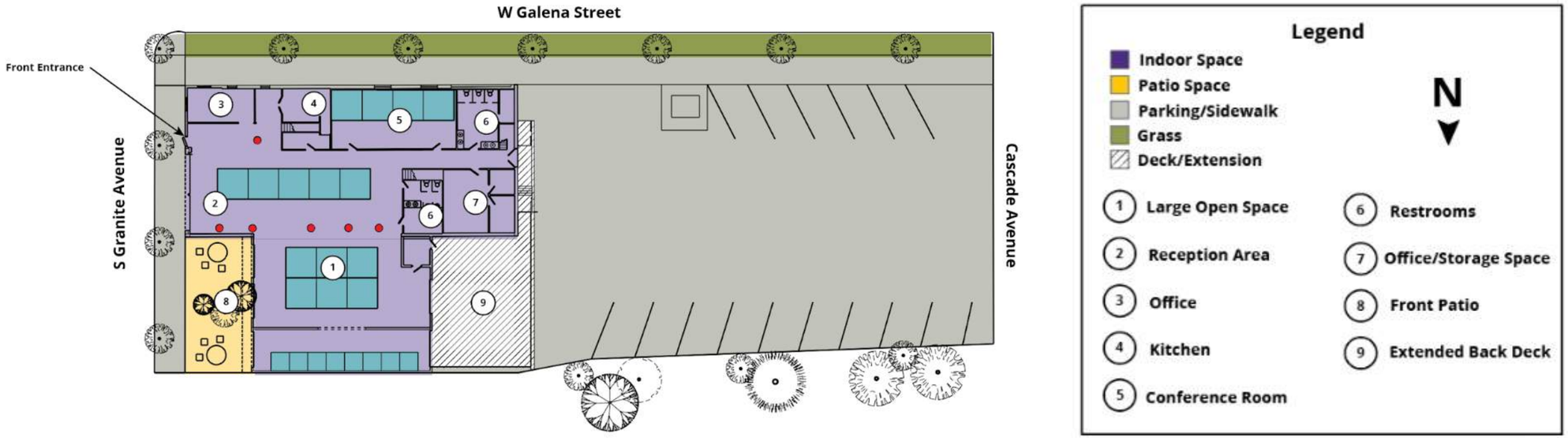


Figure 12: Firehouse Vendor Layout

Firehouse: Revenue Estimates

Rental Revenue Estimates

After renovation, the firehouse has the potential to become an income producing property for the city. Similar spaces in other cities provide a precedent for this, as well as for the look and feel of the proposed renovations. These include The Mill in nearby Lake Stevens, the Firehouse Art Center in Bainbridge, Georgia, and the Firehouse Art Center in Longmont, Colorado. Based on rental rates advertised at these properties, we estimate that Granite Falls could charge the following:

Full building rental: $150 - $250/hour, $1,200/day
Conference Room Rental: $40 - $60/hour
Office Space Rental: $500 - $1000/month

Figure 13: Firehouse Bays 2 and 3 Rendering

Veterans Memorial Site Design

When adopting the High-Capacity model for The Crossroads, Granite Falls will find itself containing a highly attractive and engaged memorial space, complete with both aesthetic and functional features attracting wide ranges of audiences. Placing the focus on the striking, new Veteran's Memorial, the Crossroads will feature landscaping and amenities designed to draw focus inward.

Benches surrounding a water feature atop an inviting grassy parcel will allow for year-round use, with special adaptability during events. We propose either an interactive water feature that can act like a splash pad, or a traditional fountain to add ambiance and encourage reflection in the space. The remaining open space on the lot can accommodate pop-up tents as needed for events.

Figure 14: The Crossroads - High Capacity

Veterans Memorial Site Design

Figure 15: Veterans Memorial Vision Board

Granite Falls Plaza

The location of the existing Park & Ride is envisioned to be highly activated for event space and socialization, renamed to Granite Falls Plaza. The existing Park & Ride in both scenarios is relocated to a different property, at the corner of Cascade Ave and W Galena St. Outfitted with a new permanent venue stage at the north of the property and a utility wall for food trucks to draw power from along the eastern edge, Granite Falls Plaza stands to be one of the largest event spaces by area available within the Civic Campus.

The incorporation of an original caboose from the The Northern Pacific Railway as an event stage pays homage to Granite Falls' heritage of being a railroad town. With a higher capacity as well as the newly planted flowering street trees and greenery, visitors and locals alike can enjoy performances in a relaxing and open setting on one end, while accessing vendor stalls or other amenities placed opposite the stage on the south end of the property.

In both the High-Capacity and Classic-Capacity scenarios, we suggest resurfacing the parking area in the middle with permeable pavers, utilizing the existing driveway curb cuts for vehicle entry/exit. The permeable pavers would allow for erosion control and stormwater management while still providing an attractive plaza surface; we'd recommend seeding the area with a microclover or other low-growing, no-mow option for ease of maintenance. We also propose creating a concrete block wall along the east end of the lot for food truck utility connections (electric & water).

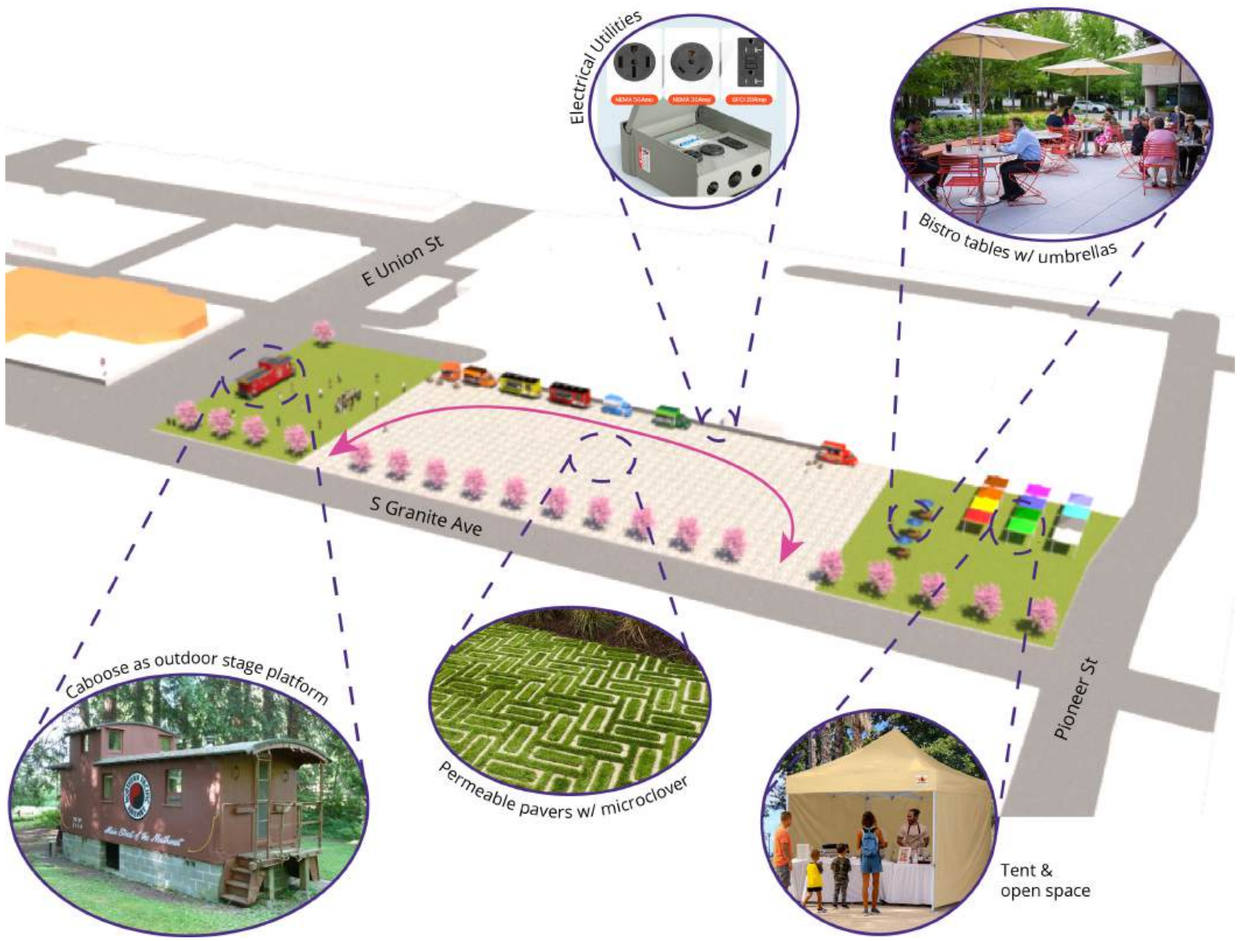


Figure 16: Granite Falls Plaza Vision Board

Granite Falls Plaza

Programming

To activate the plaza year-round, we propose using the space for live music, car show parking & event stage, and a flexible seating area as the primary function. Additionally, on non-event weekends the plaza could host "Movies in the Park" for different demographics such as family nights, teen night, sports fans, and halloween movies. Opportunities to use the space in the off-season could include a temporary ice skating rink and a holiday market. Our recommendations take inspiration from several small town plazas, especially Fredericksburg, Texas, whose Heritage School hosts the annual Eisbahn temporary skating rink in the center of town. Fredericksburg also uses their central square to host cultural events such as Oktoberfest, a halloween market for kids, and a holiday market in December. We believe Granite Falls Plaza will similarly be a lively community space for visitors and residents alike.

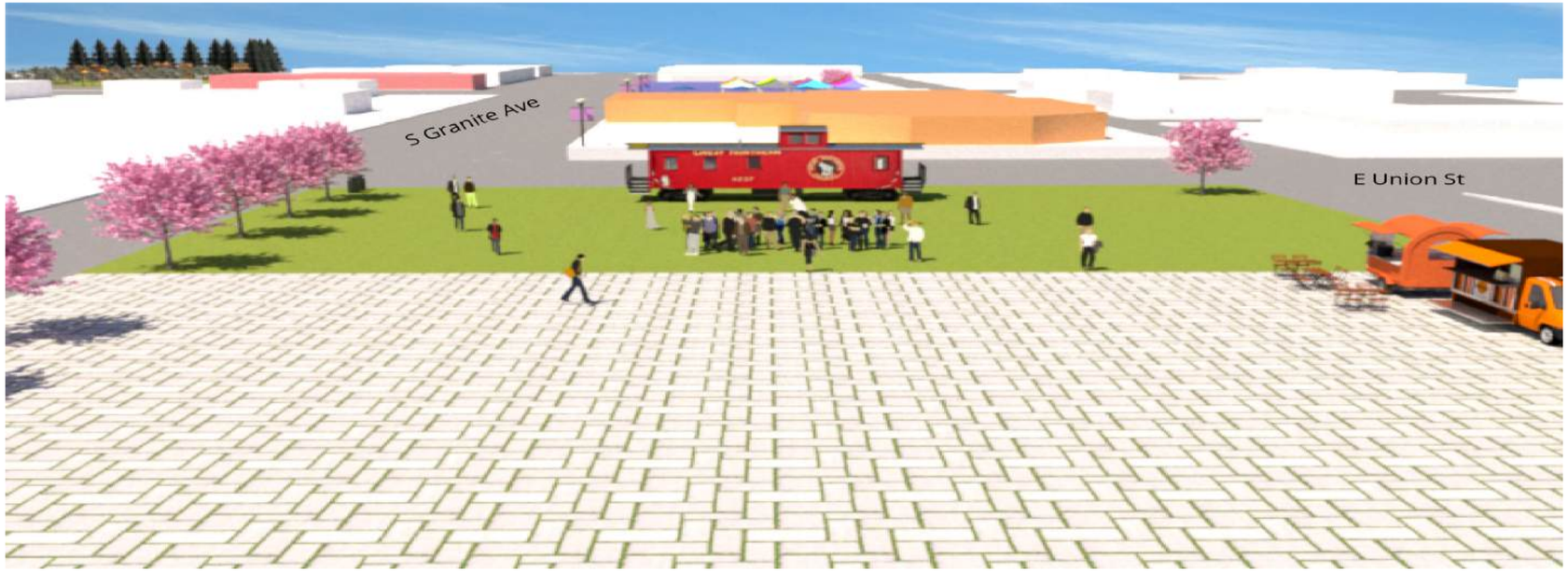


Figure 17: Plaza looking north at caboose stage

Granite Falls Plaza

Figure 18: Plaza food truck area with utilities

Horseshoe Park

The High-Capacity option seeks to transform the lot into an active space with a wide range of amenities. The innovative accessible playground features elements that appeal to visitors of every age, encouraging active participation. In this design, a figure-eight walking trail lined with flowering trees, benches, and lighting would be incorporated into this park to create two distinct play areas: an accessible children's playground and an adult/senior outdoor gym.

The playground area would have a pour-in-place rubberized safety surface to make the area accessible for users with mobility aids as well as new playground equipment designed to accommodate the needs of different users. This intergenerational park allows for separation of ages where children have the freedom to play while adults are still in close proximity for supervision from either the gym area or one of the many benches outlining the walking path. Ultimately, this option maximizes the space's usefulness while serving the community's diverse needs.

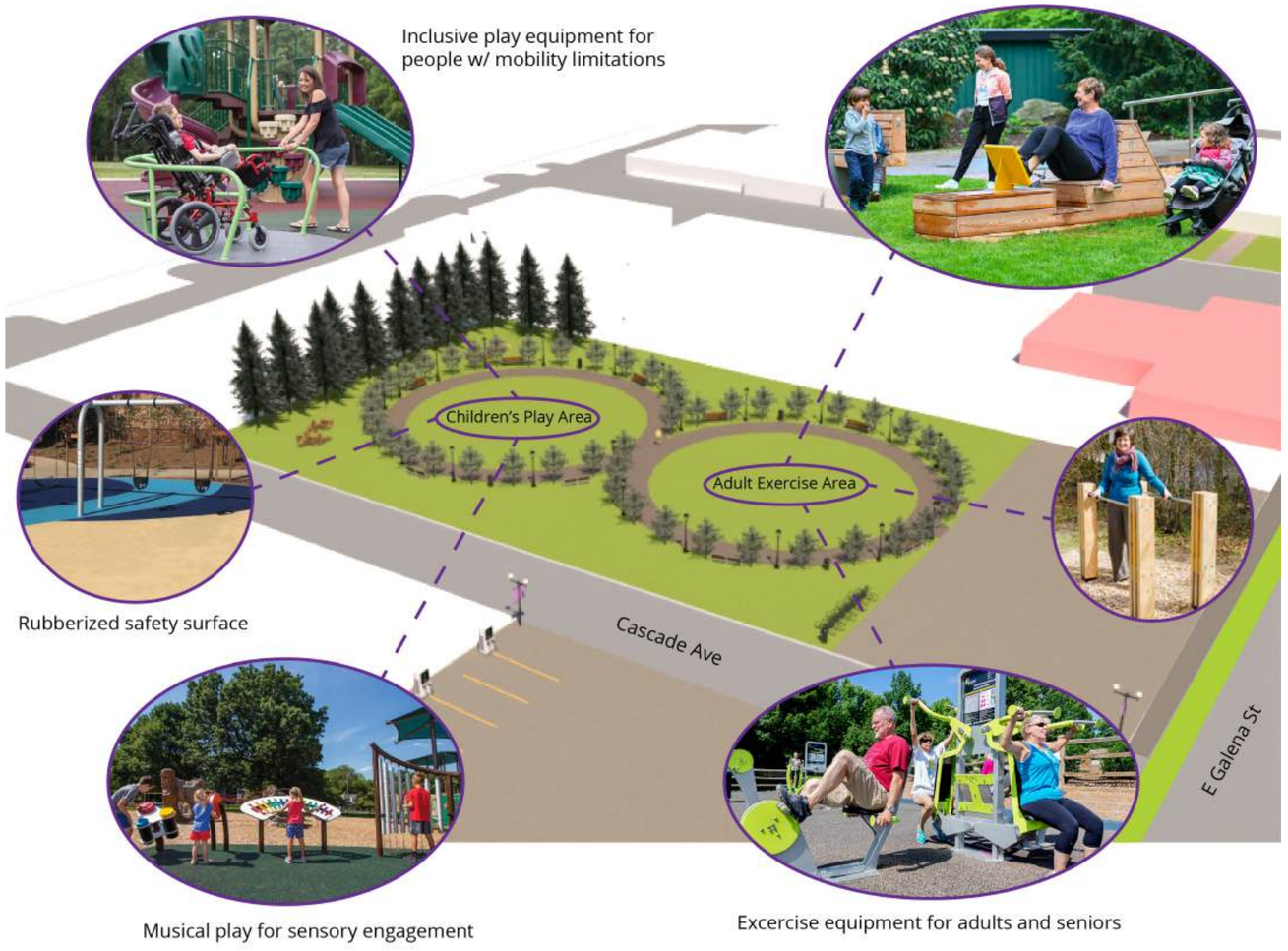


Figure 19: Horseshoe Park Vision Board

Horseshoe Park

Figure 20: High Capacity Park & Trail

Horseshoe Park

Figure 21: Horseshoe Park - High Capacity

City Hall Courtyard

In the High-Capacity model for the City Hall Courtyard, the lot is primed to become the serene counterpart to the active memorial lot. Complete with comforting grass and landscaping, the City Hall Courtyard offers a relaxing destination for families to gather and relax during event times within the downtown Civic Campus.

Visitors will be able to move directly to this quiet venue and seat themselves at any one of the many covered tables offered year-round and take a moment of peace during any of the city's many lively events. We propose adding some landscaping along the retaining wall fences and keeping the center of the Courtyard open and flexible for tent space or other uses on event days.

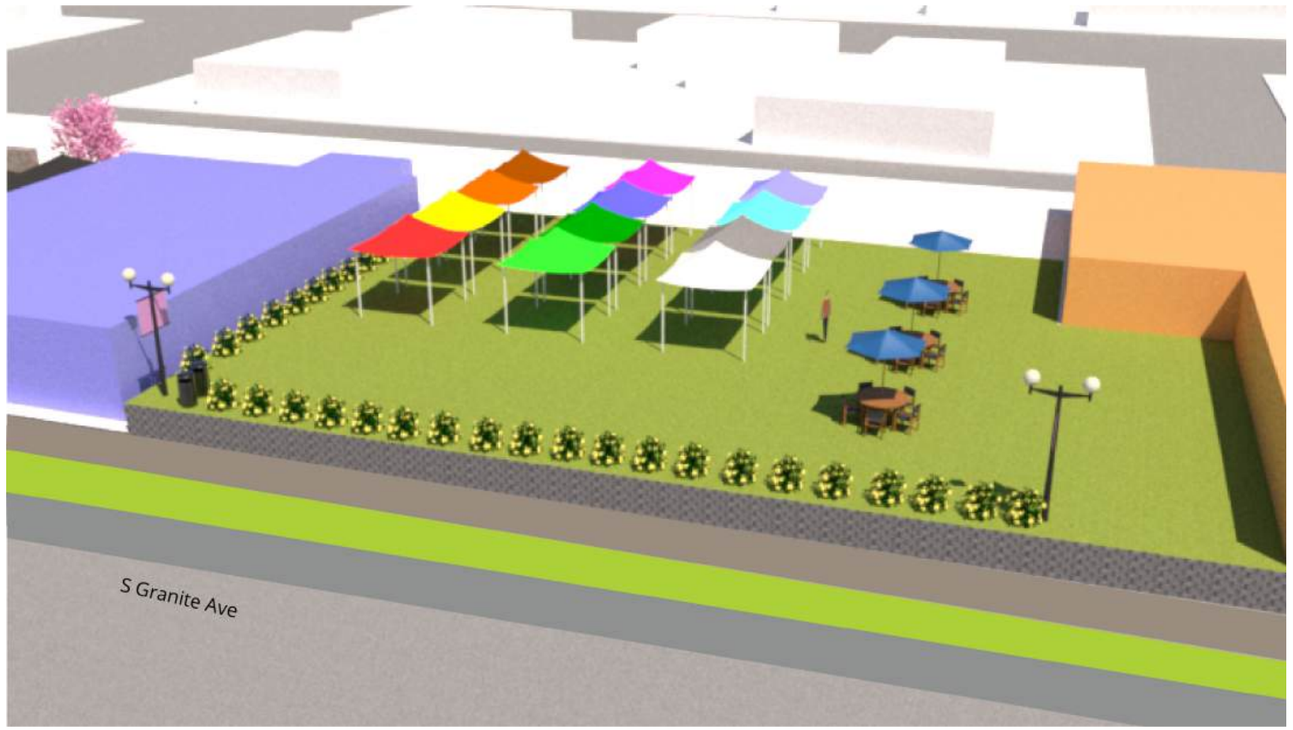


Figure 22: Granite Falls Mobility Hub - High Capacity

Granite Falls Mobility Hub

The High-Capacity option looks to transform this lot from a simple park & ride to a new mobility hub with the incorporation of bike parking and 4+ electric vehicle charging stations. The bike lockers would allow those visiting the Civic Campus to store their bikes safely for extended periods of time while bike racks provide short-term storage.

The addition of a covered bus stop provides connectivity to the larger area and protection from the elements. Ultimately, the High-Capacity alternative envisions the lot to be a multi-modal transportation hub for all different users. The new mobility hub could also feature permeable pavers seeded with a no-mow alternative, such as microclover, if desired to provide an attractive and sustainable parking surface.

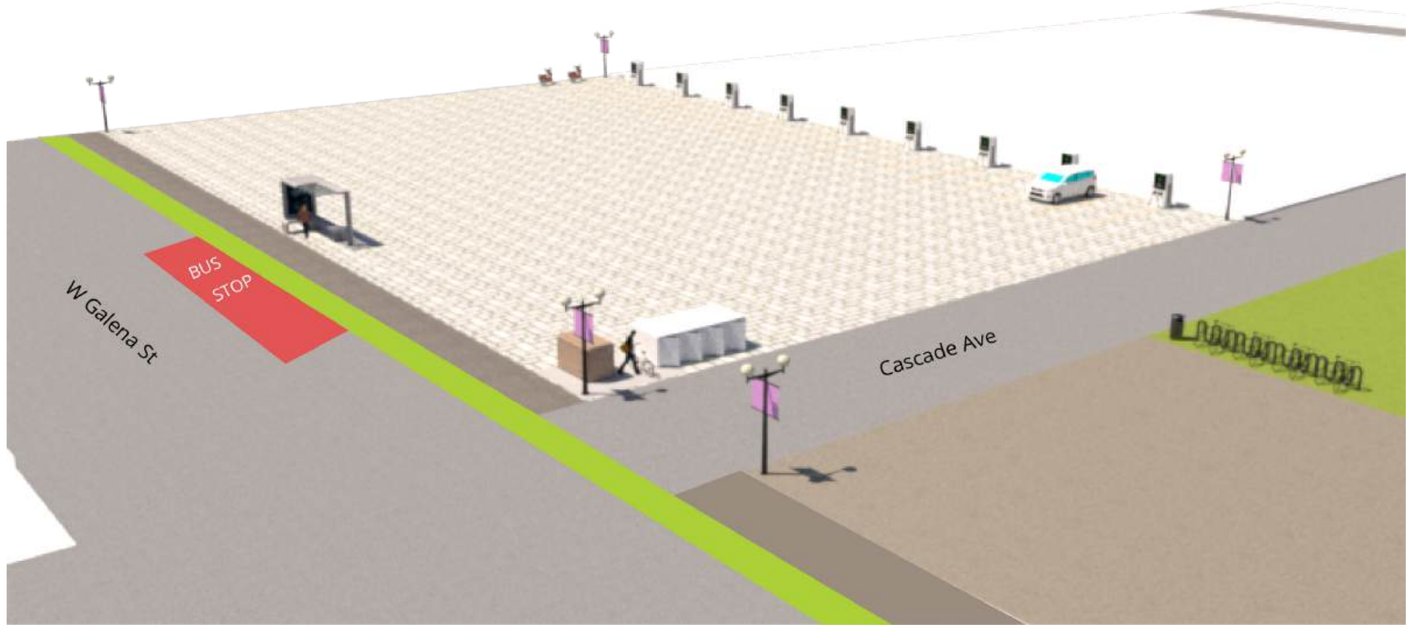


Figure 23: Granite Falls Mobility Hub - High Capacity

Jack Webb Park

Jack Webb Park would receive a number of suggested improvements regardless of alternative chosen, including adding 3-5 picnic tables in the grass next to the mural, replacing the planting in the sidewalk planter, adding outdoor string lights overhead for ambiance, and refreshing the existing 'Granite Falls' log bench.

Figure 24: Jack Webb Park Vignette

Circulation Plan for Events

The circulation diagram for Granite Falls outlines a carefully organized traffic and spatial plan to support a large-scale event. Granite Avenue is closed to regular traffic and reserved exclusively for emergency vehicles, ensuring unobstructed access for fire and medical services throughout the day. Vehicles enter the site from Stanley Street and are directed to park in three designated areas based on arrival order: the first 50 vehicles, the second 50 vehicles, and any additional vehicles beyond the initial 100. These parking flows are clearly delineated using directional arrows and managed by parking patrol stations located at key intersections.

The layout emphasizes safe and efficient pedestrian circulation with sidewalks spanning all major streets and dedicated vendor parking located on the west side for easy access. Key event zones are concentrated near Union and Pioneer Streets, where a central plaza, food truck zone, and multiple vendor booth clusters are strategically placed to encourage activity while minimizing congestion. Additional vendor booths are positioned near park areas to enhance visitor experience and distribute foot traffic across the site.

This circulation plan prioritizes event functionality, crowd movement, and emergency readiness. The separation of vehicle and pedestrian routes, combined with clearly defined functional zones and traffic staging, helps ensure a smooth, safe, and enjoyable event for all participants.

Figure 25: Circulation Map for Events in Granite Falls

Circulation Plan for Daily Use

This circulation diagram outlines Granite Falls' daily mobility system, emphasizing a balanced, multimodal approach to transportation that integrates vehicles, cyclists, and pedestrians. The plan is organized around a hierarchical street network: major arterials like Stanley, Galena, and Pioneer Streets, marked with bold orange arrows, carry the highest traffic volumes and connect key destinations. Secondary and local streets, shown with dashed yellow arrows, support neighborhood circulation and access to residential areas, civic buildings, and parks. This structure enhances clarity for users and allows the city to prioritize traffic calming where appropriate while maintaining overall efficiency.

A dedicated north to south bike corridor along Granite Avenue anchors the city's active mobility infrastructure. This continuous, protected route links major amenities including the mobility hub, public plaza, and nearby parks, offering a safe, reliable option for both recreational and commuter cyclists. Its central location establishes a strong framework for future bike network expansion and reflects a citywide commitment to sustainable transportation.

Together, this daily use circulation plan illustrates a thoughtful, adaptable mobility system that supports everyday life while anticipating future growth. It reflects Granite Falls' goals of enhancing livability, sustainability, and accessibility through a well-integrated transportation network.

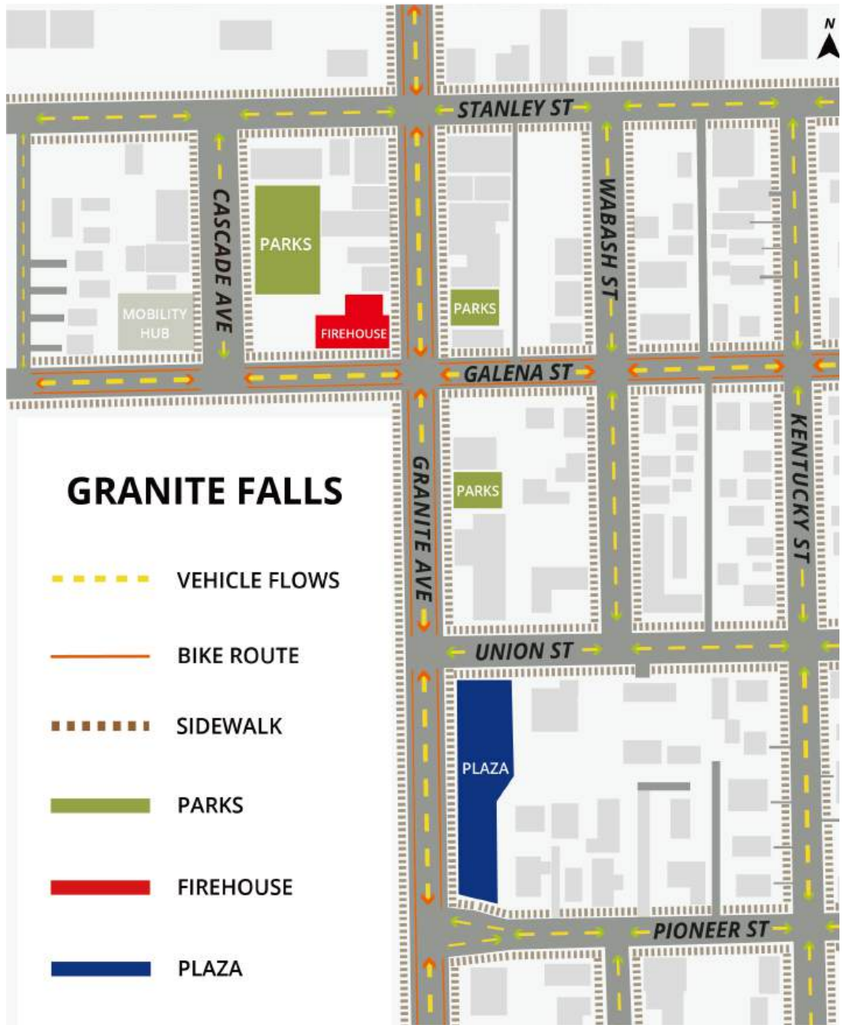


Figure 26: Circulation Map for Daily use in Granite Falls

Parking Management Plan for Events

A core part of our master plan is ensuring ample parking capacity to support the growing number of visitors attending annual events. In May 2025, Granite Falls will be hosting the Sky Valley 28th annual motorcycle show. This event is organized by the Sky Valley Chapter of ABATE of Washington, a nonprofit organization celebrating and promoting the rights of motorcyclists. With over 5,000 people estimated to attend, this event could exceed the total parking capacity of the town. Our parking management plan seeks to identify opportunities for both on-street and off-street parking, including existing parking lots and unpaved street areas within a 15-minute walking distance of downtown.

The annual Show N Shine car show is another event hosted by the city of Granite Falls featuring a variety of classic and custom vehicles. In order to provide dedicated display areas for all these automobiles, parking along South Granite Ave in the downtown core area and nearby paved on-street parking are closed, resulting in a loss of approximately 260 parking spaces for visitor use. However, additional parking capacity can be created by utilizing existing on-street parking in nearby residential areas. These street sections highlighted in figure 25 span approximately 1.15 miles. With 9 ft wide by 18 ft long spaces, an estimated 330 on-street parking spaces would be provided. All of these streets contain sections of unpaved street shoulders, which are not conducive to supporting heavy vehicle and parking usage over time. Unpaved street shoulders are prone to erosion and become uneven over time leading to pedestrian safety issues. The City of Granite Falls will receive grant funding from the Washington State Department of Ecology to construct permeable pavers along sections of South Kentucky Ave and South Indiana Ave. Completion of these on-street shoulder improvements is expected between 2025 and 2026; however, only sections of these two streets will be improved and many other residential streets will remain unpaved.

Figure 27: Unpaved street areas map

To maximize parking capacity around the Civic Campus, further implementation of permeable pavers would be recommended to enhance neighborhood aesthetics while also benefiting the environment through improved drainage. Two option suggestions include modular designs, with brick pavers filled with polymeric sand being best suited for high traffic and long-term parking areas. For residential areas with low to moderate traffic, brick pavers filled with grass can be used to accommodate shorter term parking needs. These pavers can be filled with Tall Fescue or Zoysia grass, which regrow annually after winter with proper maintenance. Alternatively, a low-growing alternative, such as microclover, could be utilized to match the Granite Falls Plaza.

The City of Granite Falls relies on providing free parking to accommodate personal vehicle traffic. Providing free parking comes at a cost and strains funding for future transportation services and parking infrastructure. For these reasons, we suggest the city consider implementing a parking benefits district (PBD) in the central business district area around the Civic Campus. A PBD is most effective in areas with high occupancy and strong demand for parking, such as the local business parking spaces along South Granite Ave. In order to collect revenue and build a flexible system which can grow over time, we suggest using either an app-based or web portal approach. Signs with QR codes are scanned by drivers to make payments. This eliminates the need for physical pay stations as smart phones would be used instead to pay for parking. Revenue collected from the parking benefits district can then be reinvested into funding other public transportation infrastructure, including bike lanes and shuttle services at the Granite Falls Mobility Hub.

Figure 28: Pavers for unpaved street shoulders

Granite Falls Mobility Hub Parking Design

The Park and Ride, currently located at Granite Falls Plaza, goes underutilized. Relocating to the Granite Falls Mobility Hub would not only contribute to a more vibrant downtown area but also expand total parking capacity from 25 to 46 spaces with a 60-degree angled parking lot design. Converting the Mobility Hub into a dedicated parking lot would help accommodate the increased demand for parking, especially during large events hosted at the firehouse after its repurposing. One of the largest of those anticipated events being weddings, which is estimated by the city to have up to 500 attendees.

To maximize parking availability and accommodate a diverse range of drivers during large events, a 60-degree angled parking design is recommended for achieving the highest possible parking capacity. Additionally, locating the Mobility Hub directly across from the Firehouse will ensure that attendants arriving in hybrid and electric vehicles have convenient access to nearby charging stations, eliminating the need to drive to the limited stations at City Hall.

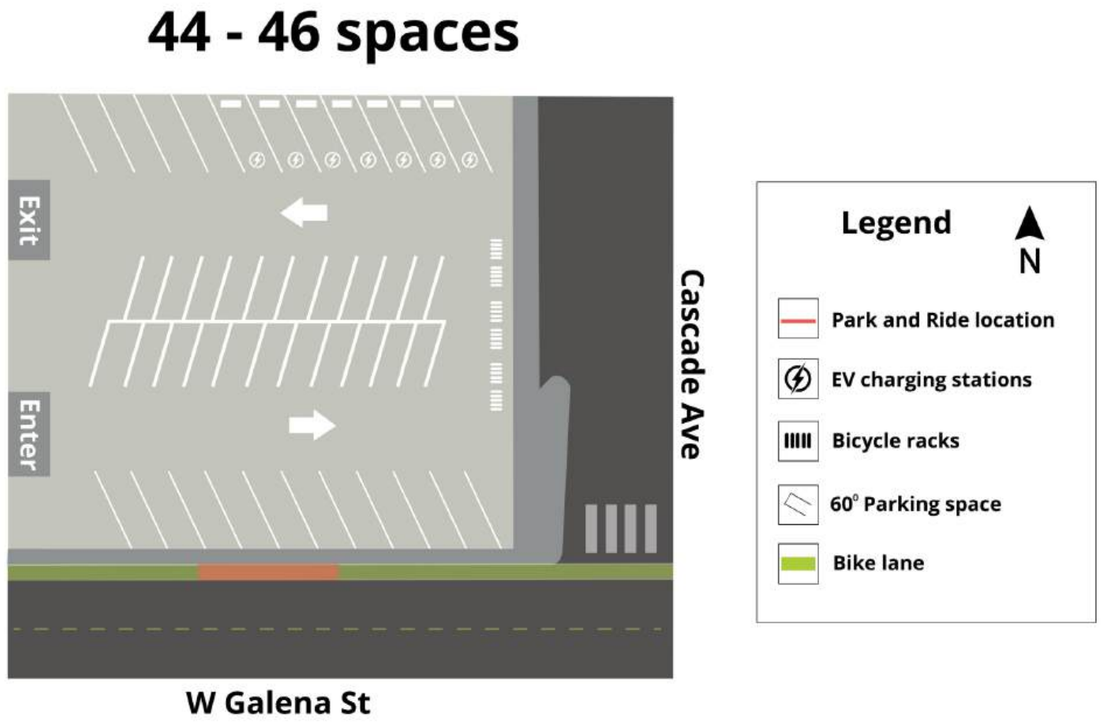


Figure 29: the mobility hub parking high capacity

Wayfinding Design

Green light posts are located at both the Mobility Hub and the Firehouse. Most of these posts line both sides of South Granite Avenue, extending from The Crossroads to the end of Granite Falls Plaza. To help pedestrians and event attendees find parking and shuttle services, wayfinding signage can be added to the existing green light posts.

Figure 30: Custom signage

Figure 31: 3D wayfinding design

These signs incorporate Granite Falls' iconic mountain logo and colors, creating a unified and easily recognizable visual identity for the downtown area. This ensures compliance with municipal code section 19.06.040 on sign regulations (COGF, 2024).

Off-site Parking

Several locations outside of the downtown area provide a significant number of parking spaces. The largest concentration of existing parking is at Granite Falls High School, which has over 400 spaces. Across all five school locations, there are more than 550 parking spaces, along with approximately 140 spaces at The Church of Jesus Christ of Latter-day Saints, and around 115 spaces between Granite Falls Eagles Club and the IGA grocery store.

Altogether, these eight locations could offer roughly 800 additional parking spaces. Estimating one parking space is needed for every two attendees, Granite Falls High School alone could accommodate parking for an event with around 800 attendees. A general rule for estimating an event's parking needs was "to have one parking space for every 2-4 guests" (Rembacki, 2024). As educational institutions, this parking is underutilized on weekends when there are events downtown.

However, there is a major challenge: the high school is over a 30 minute walk from downtown. Thus, to actually utilize these spaces, a dedicated shuttle service would be necessary to bring attendees downtown.

The event shuttle will have two routes. Route 1 will be a short 5-minute drive to Granite Falls High School, with its 400 parking spaces. This location is adjacent to Monte Cristo Elementary School and The Church of Jesus Christ of Latter Day Saints, which could potentially provide even more parking if needed in the future (except during Sunday services). The High School has good rain protection, and the lobby could potentially be opened as well to provide a comfortable place to wait. A single bus could come about every 10 minutes for riders.

In the High-Capacity alternative we'd offer a second route: Route 2 that goes all of the way to Everett Station, with an intermediate stop at Lake Stevens Park & Ride. Everett Station has 1000+ spaces and Lake Stevens Park & Ride almost 200. These locations have good bus connections with Sound Transit, Community Transit and Everett Transit all serving Everett Station. This means people from Seattle or all over Snohomish County could take the bus to the station and enjoy

Figure 32: Off-site Parking locations

a fast ride to events in downtown Granite Falls. This shuttle would take just 30 minutes, and with four shuttles in circulation it would come every 20 minutes during events. Both shuttles would pick up and drop off riders at the Mobility Hub, which is conveniently located on the west side of the firehouse and Granite Ave, avoiding any conflicts for the shuttle with event traffic on Granite Ave.

To start the shuttle service, we would recommend that the city start discussions with both the School District and Community Transit, both of which have numerous spare vehicles available on weekends.

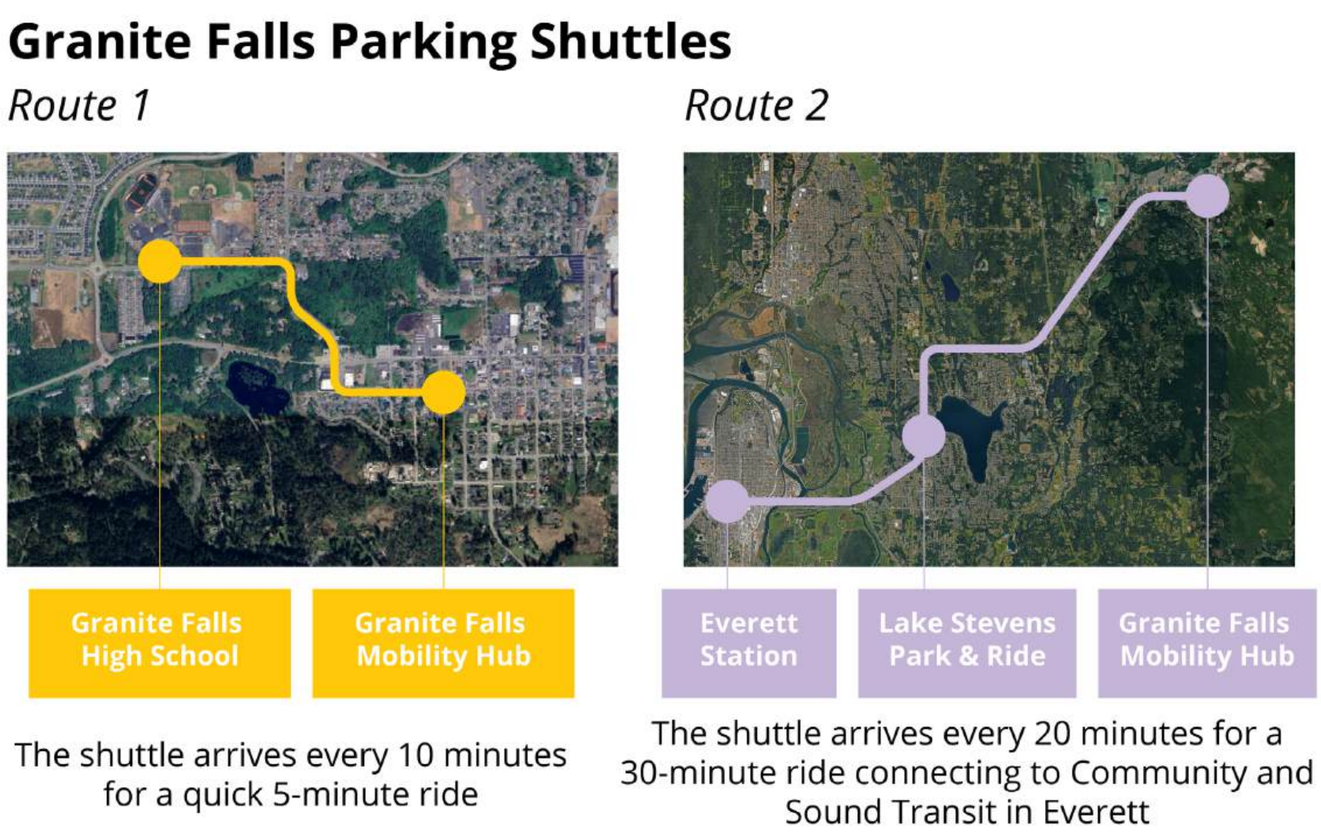


Figure 33: Shuttle Routes

Cyclist Access

Although there is no dedicated cycling infrastructure in Granite Falls today, people do bike in the city. Thus, the other improvement is painting bike lanes on a few major streets in the downtown area. This would provide safer ways for people of all ages to get to-and-from downtown. Luckily, the roads are already wide enough to support this – no additional paving or moving curbs would be required.

However, this would require removing approximately 50 on-street parking spaces. In total, with 2.5 miles of bike lanes, residents could get all of the way from the High School through downtown, both in east-west and north-south directions. The addition of bike lockers at the Park & Ride would help riders feel safe about leaving their bike unattended during their time at events or shopping and eating at downtown businesses.

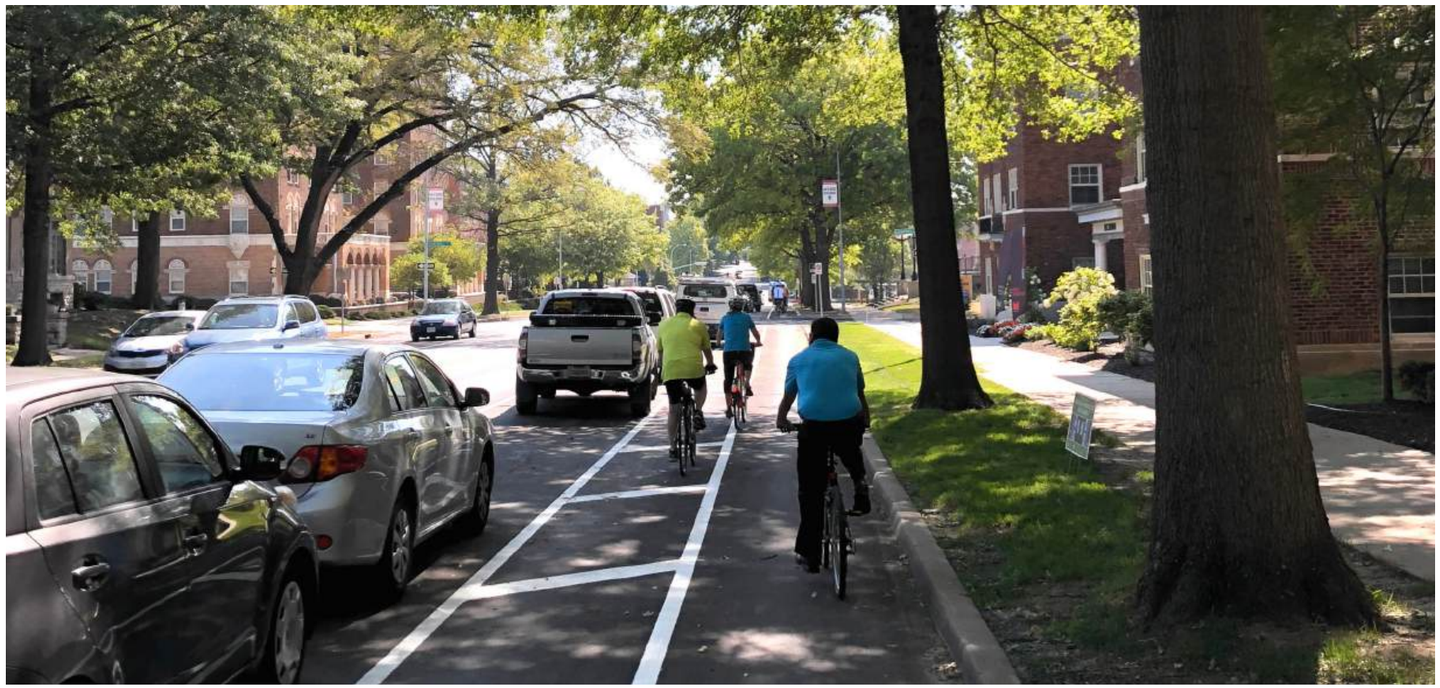


Figure 34: Bike lane in Kansas City, MO
Source: https://bikewalkkc.org/advocacy/all-about-protected-bike-lanes/

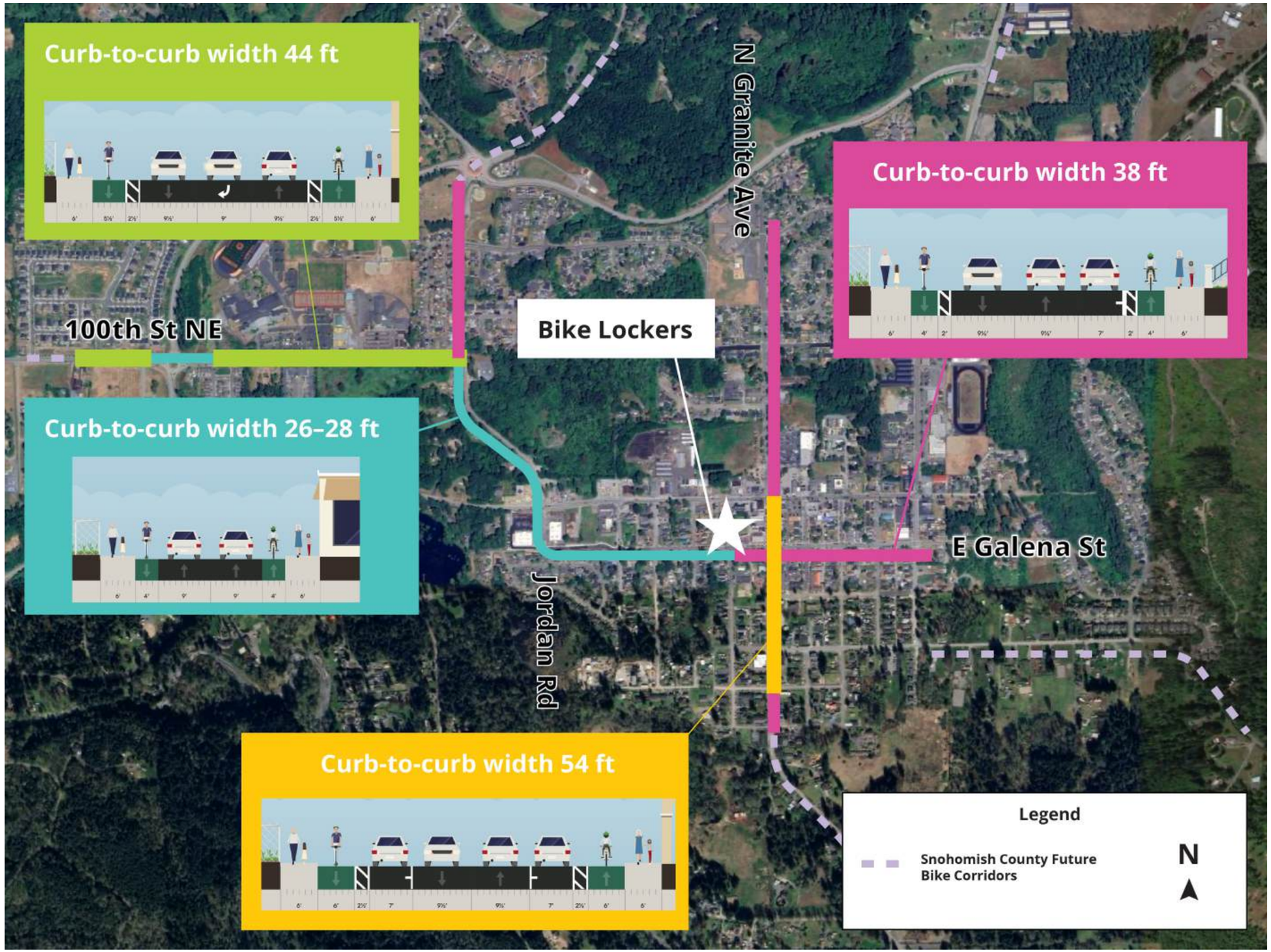


Figure 35: High-capacity Cycliing Infastructure

Classic-Capacity Alternative

Overview & Diagram
Firehouse Details
Open Space Details
Transportation Details

Overview

The Classic-Capacity alternative presents a gradual and preservation-minded vision for the Granite Falls Civic Campus, focused on flexibility, seasonal adaptability, and the retention of the city's small-town charm. Central to this approach is the adaptive reuse of the historic firehouse into a community center that maintains its original layout, offering dedicated rooms for meetings, events, and office use while incorporating essential upgrades like modern restrooms and selective interior improvements.

Granite Falls Plaza replaces the current park-and-ride and American Legion site with a versatile open space designed for community events using movable infrastructure such as portable seating, permeable pavers, and lightweight landscaping. The Veterans Memorial acts as the ceremonial heart of the plaza, designed for year-round presence without permanent features like a water element. Additional outdoor spaces Horseshoe Park and The Crossroads are developed with a light touch, offering informal gathering areas, native landscaping, and spaces that support both everyday use and seasonal activation.

The plan integrates modest yet effective mobility improvements, including a 1.4-mile bike corridor that connects to existing roads, limited EV charging, and an event-day shuttle service from the local high school, utilizing 400 overflow parking spaces. By prioritizing simplicity, this alternative supports regular community programming like car shows and farmers markets while allowing for easy transition between active and quiet seasons. The Classic-Capacity vision keeps the campus welcoming, functional, and closely tied to Granite Falls' historic identity and evolving community needs.

Recommendation Diagram

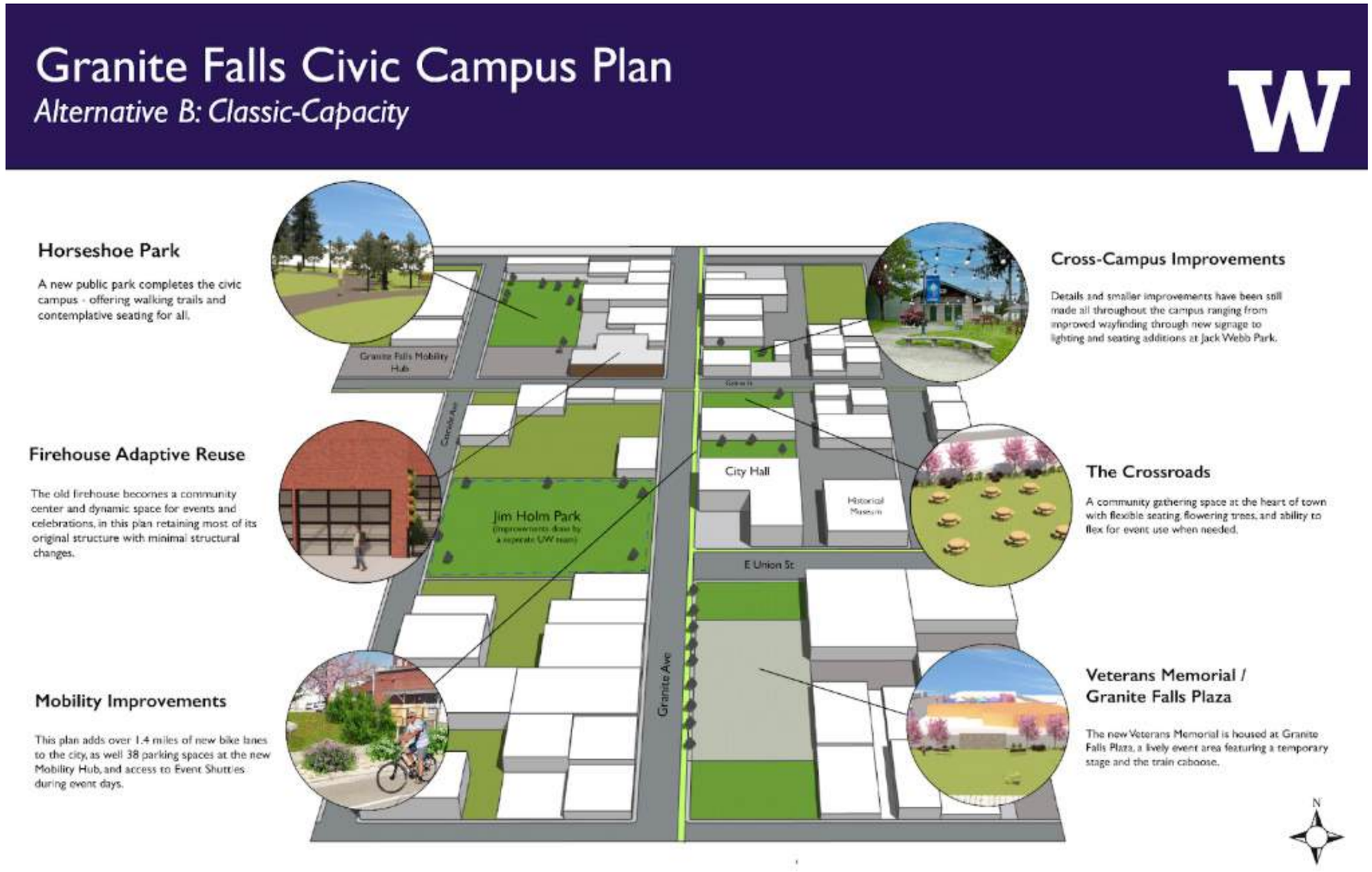


Figure 36: Granite Falls Classic Capacity Alternative Map

Firehouse Conversion

The major difference between the high and Classic-Capacity options is that in the Classic-Capacity alternative, a portion of the wall between Bays 1 and 2 remains. This may be necessary if the walls are load bearing or if the structural supports cannot be removed or relocated.

Instead, we will opt to open the walls as much as possible with arches or pillars to provide options to move more easily between the spaces. If the structural supports must remain, but the wall can be removed, we envision reusing the brick to create arched pillars that allow the space to be more visually open.

Figure 37: Firehouse Bay 1 Rendering with arches

Firehouse: Capacity Estimates

We estimate that the Classic-Capacity design will be able to support the same number of vendor booths as the High-Capacity (15 10'x10' vendor booths, including the 4 booths in the conference room, and 8 6'x6' booths in Bay 3) with some reconfiguration. The option of interspersing smaller booths in the High-Capacity design could also maximize revenue during events.

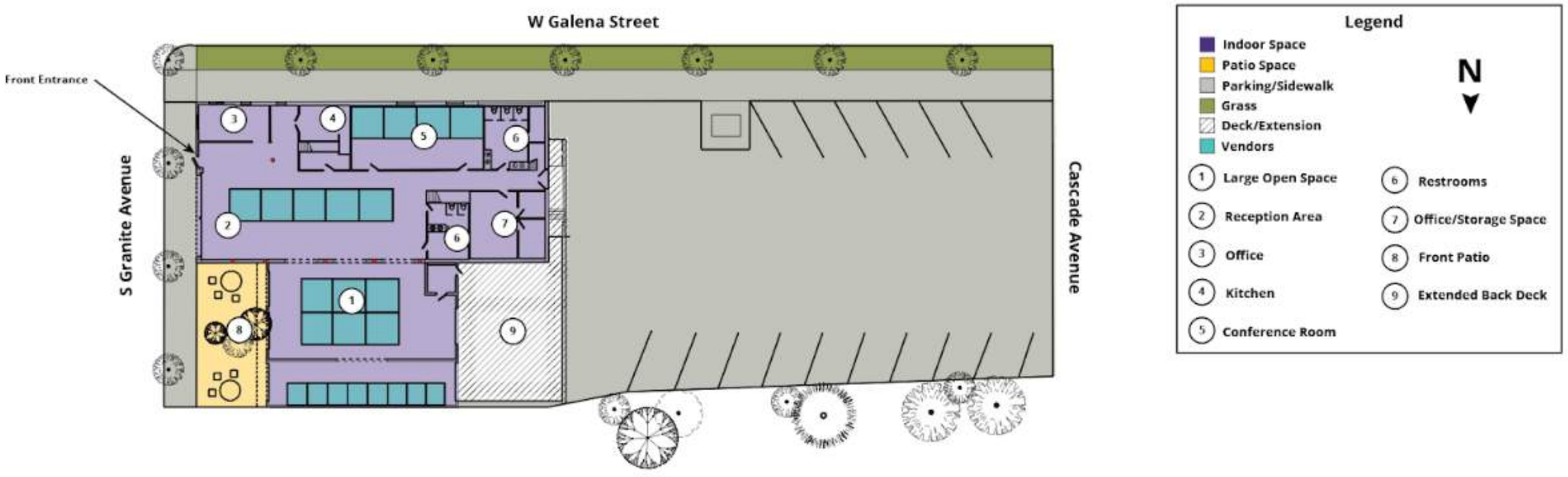


Figure 38: Classic Capacity Vendor Layout

Veterans Memorial Site Design

When adopting a classic approach to Granite Falls Plaza, adaptability is the largest motivation for design implementation. Housing the Veteran's Memorial, Granite Falls Plaza will be equipped with malleable infrastructure and amenities to shape the space to the current need. This design bookends the plaza with the memorial to the north of the site, the plaza in the middle, and the caboose stage at the south end of the lot.

Comfortable and lightweight seating and tables placed upon permeable pavers will provide perfect accommodations for visitors of the memorial or local food trucks during event operations. The memorial itself will be seated at a scenic edge within the lot, offering views of Mt. Pilchuck in the distance, offering both beauty and dignity to those gathering in remembrance. During the shoulder seasons of lower activity, these outdoor spaces can be packed away with ease, ready to be deployed at the next event of interest.

Figure 39: Granite Falls Plaza - Classic Capacity

Veterans Memorial Site Design

Figure 40: GF Plaza looking north at Veterans Memorial

Horseshoe Park

The Classic-Capacity option seeks to preserve much of the open space of the lot while leaning on the natural aspect of the green space. The integration of subtle amenities would maintain the pre-existing character of the lot, while enhancing the visitor experience.

Through the lot would be a figure-eight walking trail lined with flowering trees that allows users to actively appreciate the landscape of the Civic Campus, whether it be through walking or stopping at one of the many benches to socialize. Unlike the more developed option, the space preserves much of the open lawn to allow for informal games, picnicking, or gatherings to occur. The design reflects the plethora of ways people interact with open spaces, allowing the community to define how spaces are used without rigid specific functions and leaving the potential for future development.

Figure 41: Horseshoe Park Classic Capacity

City Hall Courtyard

The Classic-Capacity option looks to make the space an event space with an option to add tents for seasonal events. The design incorporates temporary seating arrangements that can be configured to accommodate various event types and attendance levels.

The adaptable approach for this lot creates a flexible community space that hosts small gatherings to medium-sized events while maintaining the site's natural character. In addition, City Hall Courtyard will also see improved landscaping for beautification efforts.

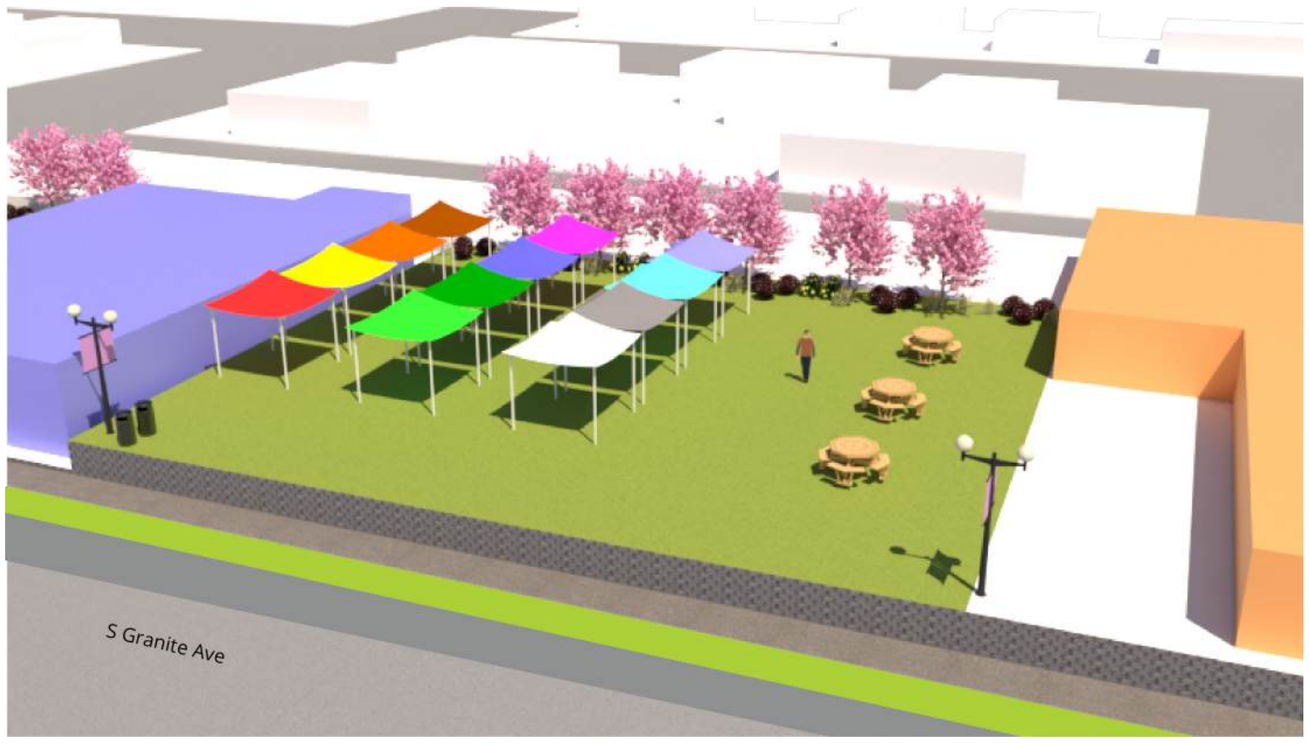


Figure 42: Granite Falls Mobility Hub - High Capacity

Granite Falls Mobility Hub

The Classic-Capacity option looks to transform this lot from a simple park & ride to a new mobility hub with the incorporation of bike parking and electric vehicle charging stations. The main differences from the High-Capacity alternative is the number of EV charging stations and the asphalt surface instead of pavers. The asphalt surfacing would be an upgrade from the existing dirt lot, and we recommend adding 2 to 4 EV charging stations.

To encourage the usage of biking, conveniently placed bike racks will allow bikers to securely store their bikes for short-term stays to enjoy the rest of the Civic Campus. Notably, this approach preserves potential for future development and serves as a transitional use that could be used for a housing site in the future. This approach balances the need for more parking while looking to future uses.

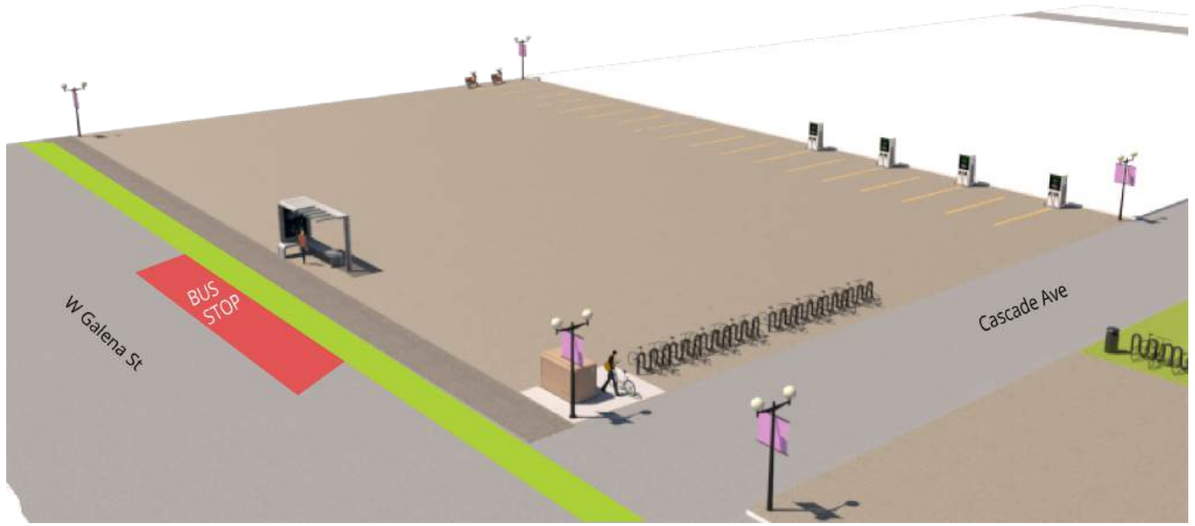


Figure 43: Granite Falls Mobility Hub - Classic Capacity

Parking Management Plan Daily Use

With the Classic-Capacity option, the number of available parking spaces would be reduced to 38 from a possible 46. In this design, the bike rack placement and the angle of the parking spaces would change, shifting from an angled configuration to a 90-degree parallel parking layout. Even with the Classic-Capacity model, the total number of available parking spaces would increase compared to the current Park & Ride located at Granite Falls Plaza, which has only 25 available spaces.

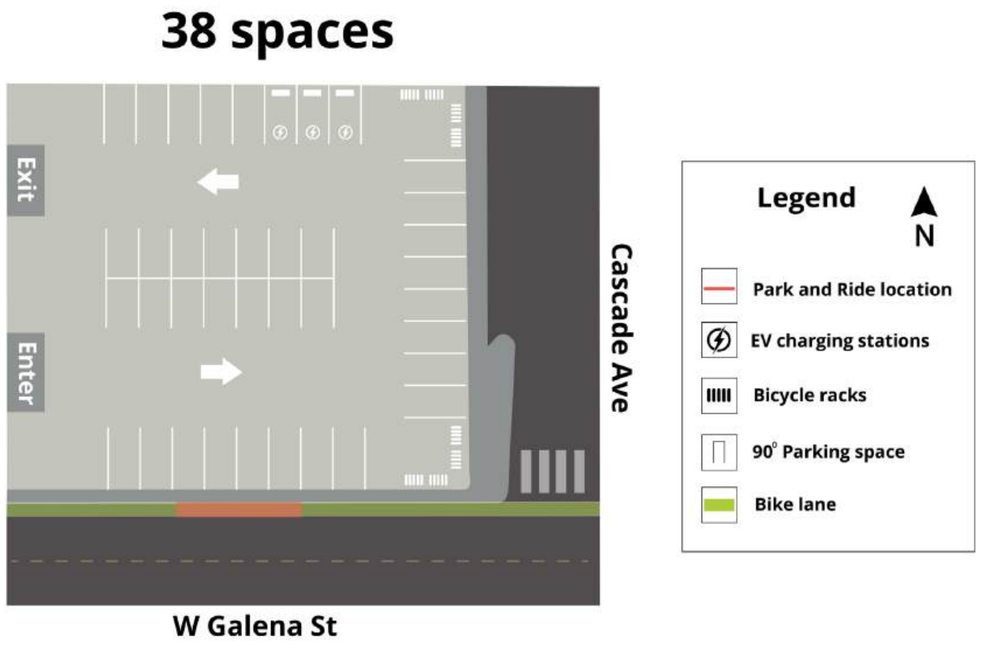


Figure 44: The mobility hub parking classic capacity

Figure 45: standard signage
Source: https://www.myparkingsign.com/parking-lot-signs

To adopt a more adaptable approach to wayfinding signage for locating shuttle services and parking areas, standard signage is recommended. These signs offer a cost-effective and scalable solution, allowing for the maintenance of a uniform system as parking and transportation infrastructure expands. This ensures consistency and ease of navigation for both locals and visitors alike.

Off-site Parking

Like in Alternative A, there is ample off-site parking available a short distance from downtown. With Alternative B, there would be a single event shuttle, running every 10 minutes, from Granite City High School providing 400 additional parking spaces for visitors. Since this only requires a single bus or shuttle, this would be less expensive than providing a shuttle all of the way to Everett Station.

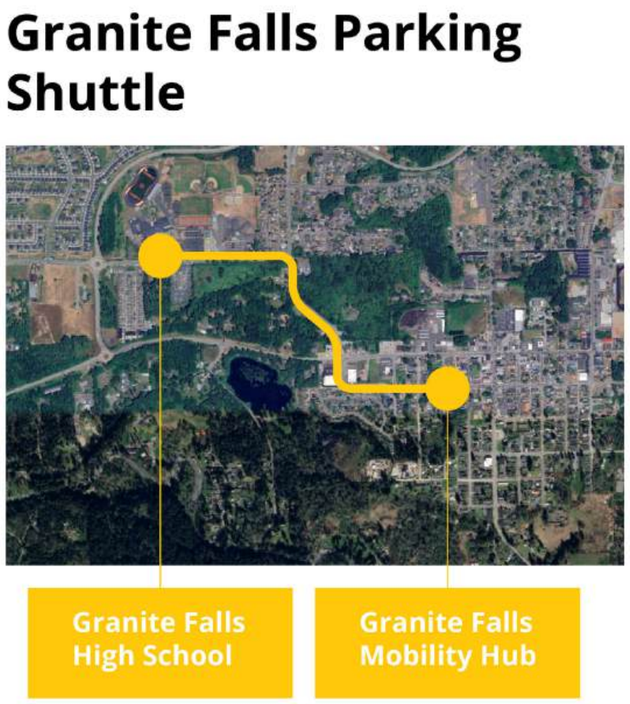


Figure 46: Classic capacity shuttle service

Cyclist Access

A single bike route could be installed from the High School to Downtown. This would require only removing 20 parking spaces along Galena St, and would provide high quality access between these two key locations in the community.

Figure 47: Buffered Bike lane in Corvallis, OR

Source: https://www.corvallisoregon.gov/publicworks/page/first-buffered-bike-lane-installed-nw-spruce-avenue

Figure 48: Green painted lane in Las Cruces, NM

Source: https://www.corvallisoregon.gov/publicworks/page/first-buffered-bike-lane-installed-nw-spruce-avenue

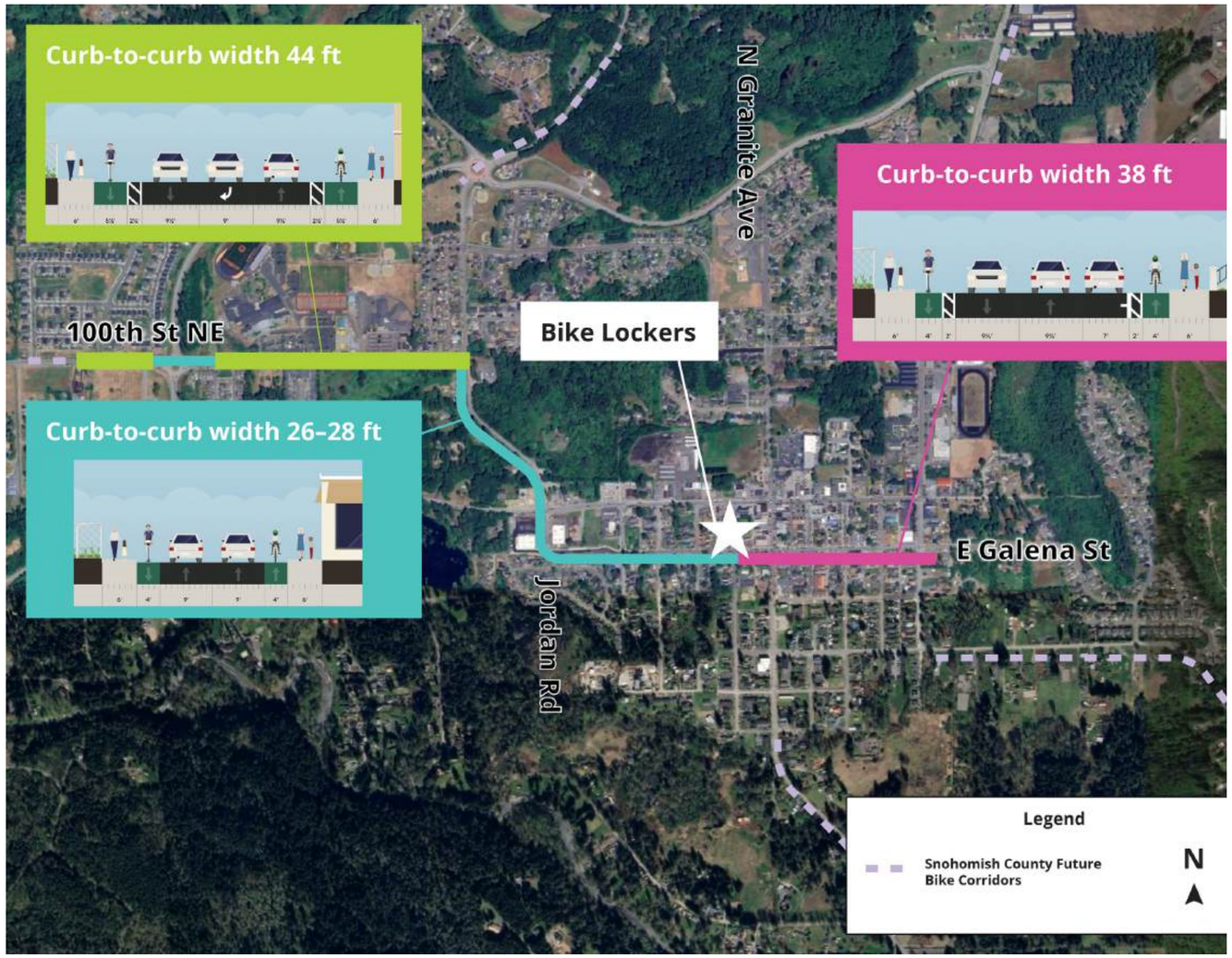


Figure 49: Classic-capacity Cycliing Infastructure

Conclusion

Final Summary

The project focuses on improving five city-owned lots, including the historic firehouse and parcels adjacent to City Hall, with the primary goal of transforming underutilized land into activated public spaces for community gatherings, civic functions, and cultural events. This would culminate in a new Civic Campus for the city of Granite Falls.

Figure 50: Overview of Granite Falls 3D Model

High-Capacity Summary

The High-Capacity alternative for the Civic Campus maximizes functionality and capacity, anticipating a broad number of uses. The approach to the campus plan emphasizes formal open spaces, permanent event infrastructure, and robust multimodal transportation access. Key features include the adaptive reuse of the historic firehouse into a community center by renovating the interior to create an open hall space, the establishment of Granite Falls Plaza with permanent infrastructure and amenities, and siting the Veteran's Memorial in a tasteful space in the center of town, The Crossroads. In this alternative, the firehouse is significantly enhanced to provide the best experience for attendees.

Granite Falls Plaza would become a central gathering space with a historic caboose acting as a stage for events, alongside utility infrastructure for food trucks. New permeable pavers within the plaza would beautify the space while offering benefits of sustainability and stormwater management. By incorporating the Veterans Memorials into The Crossroads, the space would be an engaging memorial space with permanent seating, lighting, and a water feature. The plan for the Civic Campus also includes a comprehensive transportation strategy with a relocated and expanded Mobility Hub offering increased parking (44-46 spaces) and EV charging stations, dedicated event shuttles from multiple locations providing access to over 1,600 overflow parking spaces, and the addition of up to 2.5 miles of dedicated bike lanes.

Classic-Capacity Summary

The Classic-Capacity alternative for the Civic Campus offers a modest and adaptable approach towards the space. By emphasizing responsible investment, flexible amenities, and landscape preservation, this alternative will leave opportunities for future development. The firehouse conversion in this alternative retains more of the original structure, minimizing structural changes while supporting community needs. Granite Falls Plaza and other open spaces like The Crossroads and City Hall Courtyard use temporary and movable infrastructure, creating flexible environments that can be activated during event seasons.

In this alternative, the Veteran's Memorial would be located in the plaza, allowing for quiet contemplation and reflection. As for the transportation strategy, transportation improvements include a slimmed-down version of the shuttle service with a single route from the high school providing access to about 400 overflow spaces and a more limited 1.4-mile corridor of bike lanes. This will be paired with the asphalt-surface Mobility Hub with fewer EV stations and a 90-degree parking layout resulting in 38 spaces.

Regardless of the alternative, improvements are suggested for Jack Webb park including adding picnic tables, refreshing planting, adding string lights, and cleaning the log bench.

References

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Appendices

Appendix A – Product Cut Sheets

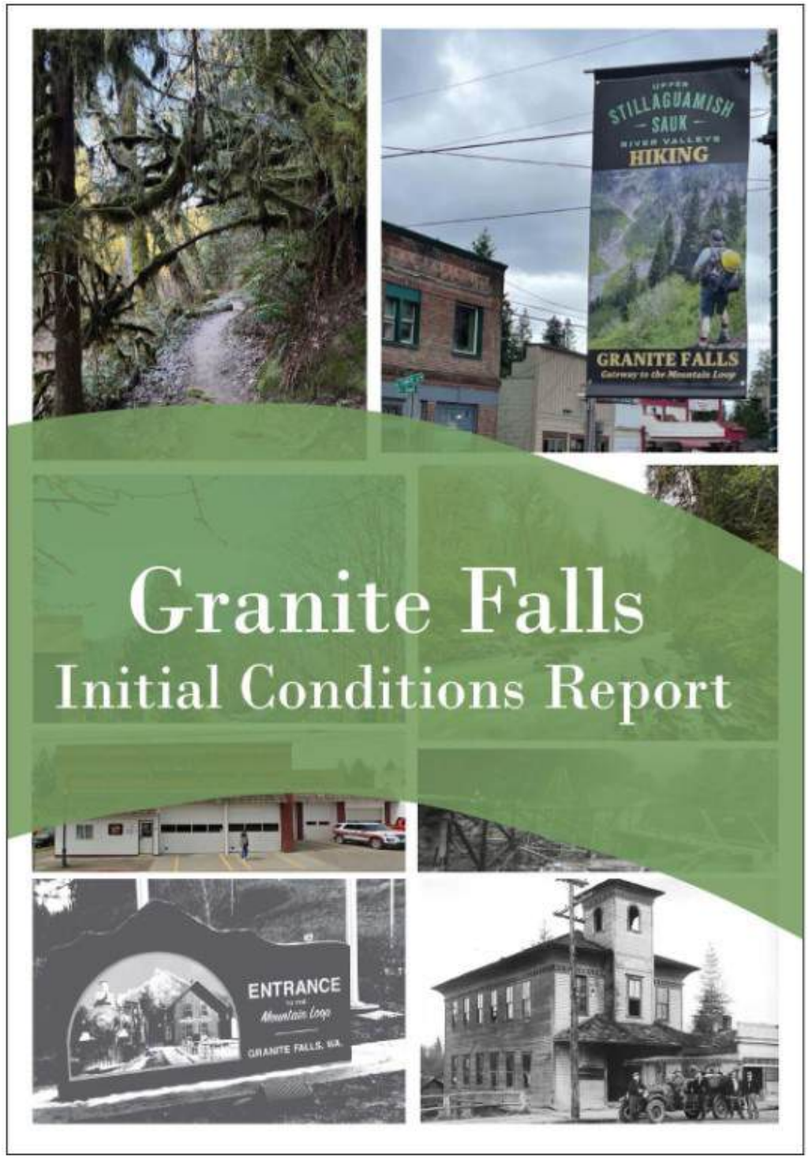
Pavers
- Aquastorm
- Turfstone
- City of Seattle Paver Comparison Chart

Site Furnishings
- Annova Furnishings
- BikeLink
- ChargePoint EV Charging Stations
- CycleSafe
- Keystone Ridge Designs
- Maglin Site Furniture

Play & Gym Equipment
- APE Studio
- Richter Spielgeräte GmbH - Website
- Richter Spielgeräte GmbH - Main Catalog
- Richter Spielgeräte GmbH - Growing Older
- Miracle - Inclusive Play
- Kompan - Play & Gym Equipment
- FlexGround Safety Surface
- PlayCore - Intergenerational Play

Appendix B

Initial Conditions Report. See attached file.



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