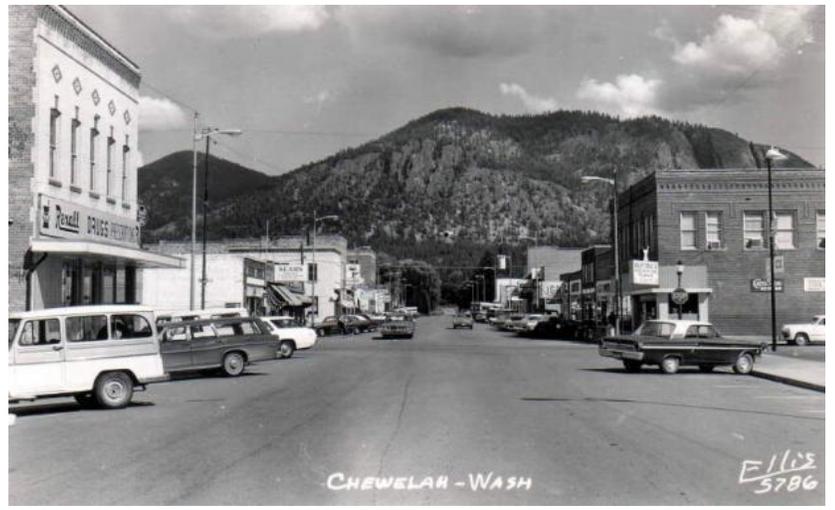
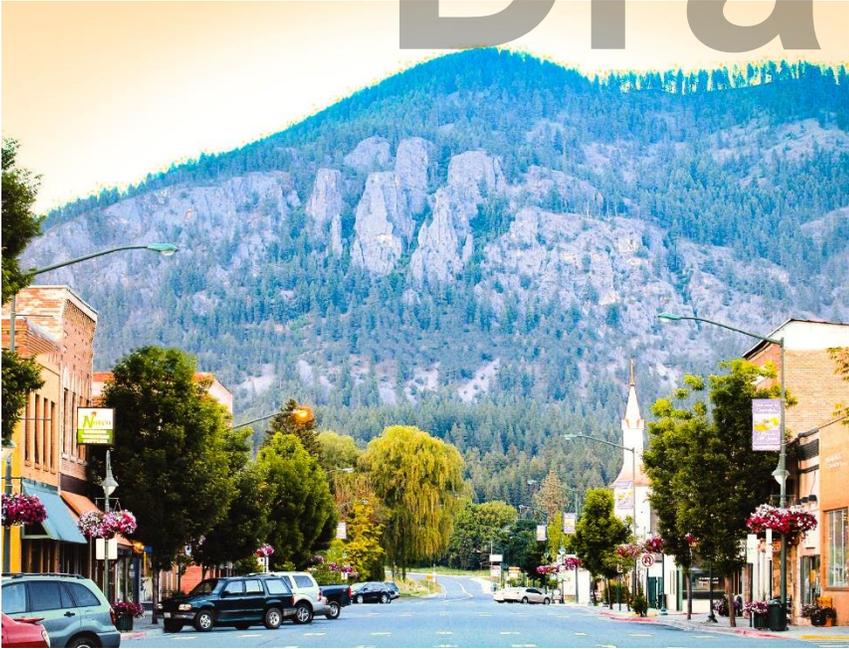


Draft



CHEWELAH COMPREHENSIVE PLAN

2020
UPDATE

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Chapter 1

Introduction & Vision

Introduction

The City of Chewelah is a small rural community, located in the center of Stevens County Washington. In the middle of the City is a crossroads intersection where a major north/south route from Spokane to Canada, SR 395 (also known as Park Street), crosses the Main Avenue, which becomes Flowery Trail Road. The Flowery Trail Road serves as a key route to Pend Oreille County, the 49 Degrees North Ski Resort and the Chewelah Peak Learning Center. These roads bring visitors from all over the Pacific Northwest and Canada to the area. They also provide the citizens of Chewelah access to a major city (Spokane) and an abundance of recreational opportunities while enjoying the ambiance of small-town living.

The City of Chewelah is very unique in the state of Washington because it has two non-contiguous city limits. Chewelah South, as it's called by residents, is the original town site and is the hub of commercial and employment activity. Chewelah North, sometimes called the Golf Course, lies approximately 3.5 miles north of Chewelah South and is separated by Stevens County property. The North Chewelah area was developed around the Chewelah Golf and Country Club and the Chewelah Municipal Airport. This unique circumstance poses its own difficulties and opportunities for comprehensive planning in the City of Chewelah.

Community History: The original town site of Chewelah (South) is located in the Colville River Valley, a wide fertile, glacial valley with rich agricultural soils and a year-round supply of water. The site was attractive to Native Americans and early settlers because of rich agricultural soils, its proximity to fisheries and the transportation corridor of the Columbia River. For many years, Native Americans used this area for summer encampments. Missionaries began preaching to the Indians through interpreters starting in 1838. In the 1850's, pioneers began to settle in the valley because of the mining, logging and ranching opportunities. By the time that the railroad arrived in 1889, Chewelah was ready to grow.

In February of 1903, Chewelah became an incorporated City. In 1916, Chewelah saw its greatest growth with the decades-long magnesite boom. The magnesite plant closed in 1968. Chewelah's recovery from this loss stands as a testament to the resident's tenacity and sense of community.

For many years mining has been good to the City of Chewelah and its residents. The area has been mined for gold, silver, copper, lead as well as magnesite. Magnesite was an especially valuable commodity during World War I when supplies of this mineral were not available from Austria. Although magnesite mining and processing were mainstays of Chewelah's economy for much of the middle part of the 20th Century, logging and agriculture became equally important, particularly after the closure of the magnesite plant. In 1976, Northwest Alloys opened up a different Magnesium mining and refinery facility in nearby Addy, supplying many new jobs for residents and sparking another boom in the city.

However, in 2001 the area once more experienced a loss due to the closure of the Northwest Alloys site. Nevertheless, the residents of Chewelah again persevered and despite the loss of jobs, continued to grow.

Over the past two decades the city has focused on improving their downtown atmosphere, business and commerce, trails system, energizing a new arts district and board, and assembling many other civic minded citizen groups who are driving fresh ideas into Chewelah, making it what it is today.

Paired with the recreational activities available just outside the city boundaries; 49 Degrees North, access to National Forests for camping, hiking, and more, and access to hundreds or miles of streams and creeks Chewelah will continue to attract a variety of people and citizen, old and new, all year round.

Purpose of the Comprehensive Plan

In Washington State, the Growth Management Act (GMA) was enacted in 1990 by the State Legislature in order to guide growth being mindful of land conservation in order to protect the public health, safety, and general welfare of the public. A basic objective of the legislation is to guide communities in planning for future growth. The GMA requires all cities and counties in the state to plan and mandates the fastest growing counties to plan in accordance with state goals and requirements.

The City of Chewelah is required to plan under the full provisions of the Growth Management Act (Revised Code of Washington 36.70A). A Growth Management Act (GMA) Comprehensive Plan was completed and approved in 1997. A revision of that plan was completed and adopted in 2010. The revised plan included all amendments that had been made to the earlier version. In addition, since the approval of the first Comprehensive Plan Stevens County has adopted its own GMA Comprehensive Plan and development regulations, possibly effecting development around Chewelah.

The state goals emphasize the conservation of important timber, agriculture, and mineral resource lands, protection of critical areas, planning coordination among neighboring jurisdictions, consistency of capital and transportation plans with land use plans, and early and continuous public participation in the planning process.

The Comprehensive Plan acts as the policy foundation for the City of Chewelah, which helps guide decision-making across a range of topics to address community vision. This plan serves multiple needs and functions, as well as addresses GMA goals:

Urban Growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

Transportation. Encourage efficient, multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

Economic Development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

Property Rights. Property rights shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

Natural Resource Industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands and discourage incompatible uses.

Open Space and Recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

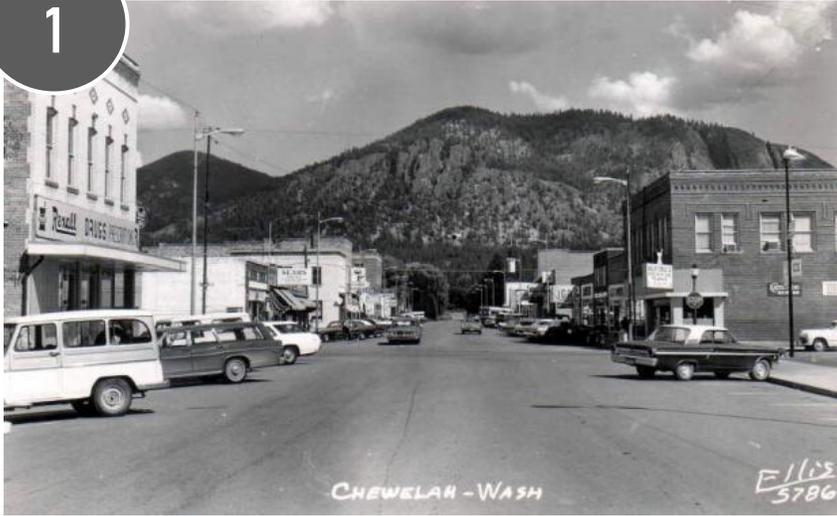
Citizen Participation. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Public Facilities and Services. Ensure that public facilities and services necessary to support development shall be adequate to serve the development at the time the development is

available for occupancy and use without decreasing current service levels below locally established minimum standards.

Historic Preservation. Identify and encourage the preservation of lands, sites, and structures that have historical or archeological significance.

1



1. Rexall Drug Store, Sears, Appliance Dealer, Grocery Store, and other businesses. Photo from 1960s postcard.

Source: Free Old Photo Archive

2



2. Thomas Brown
"Father of Chewelah"
(1827-1908)

Source: Chewelah Museum

3. Parade, Chewelah Fair, 1913

Source: Chewelah Museum

3



4



4. First Drugstore and post office, 1880

Source: Chewelah Museum

Planning & Public Participation

The GMA requires the city to provide for public participation in the development and amendment of the comprehensive plan and development regulations implementing the plan (RCW 36.70A.140).

The city should provide for wide distribution of proposals and alternatives, an opportunity for written comments, public meetings and hearings, provision for open discussion, communication programs, information services, and consideration of and response to public comments.

The city should provide notice as required in RCW 36.70A.035 to property owners and other affected and interested individuals, tribes, government agencies, businesses, school districts, and organizations of proposed amendments to comprehensive plans and development regulations.

As part of the Comprehensive Plan Amendment, the city established a public participation program with multiple outreach efforts, dually the city has adopted an enhance public participation program, implemented for all long-range and current planning permits and projects. Together, each effort enhances participation for many of Chewelah's planning efforts.

The planning process began with identifying issues and opportunities. The City hosted a community workshop in order to review the community vision and existing policies. The Community vision is a result of the outreach, public participation, and guides the policy within this comprehensive plan.

Community Vision

As a proactive approach to the planning update the city established a Vision Committee made of up local residents from all sectors of Chewelah. The purpose of the committee is to provide valuable input and history into the update but to also enhance the public participation process. Hosting monthly committee meetings and providing outreach and input during the public meetings.

The vision for Chewelah is based on input from both the public and the Visioning Committee. The City's vision helps to guide the content of this plan, drawing direct connections between the desires of the community and the recommendations adopted by this plan. With this in mind, the following vision statement has been adopted for the City of Chewelah:

Nestled among the mountains of northeastern Washington, Chewelah is a small jewel of a town with a rich history and a close-knit community. Chewelah is vibrant, active, welcoming, environmentally conscious, and responsive to community needs. Many of the city's residents have lived here for decades, and some have ties to the city that go back generations. While this sense of established pride in the community is important to the identity of Chewelah, the city also welcomes new residents with fresh ideas.

The City envisions a future where visitors, new residents, and new businesses help to build a healthy and sustainable community alongside and in tandem with historic and established assets. The city's relationship to its residents, both new and old, will be reinforced through a thorough and consistent public participation process in order to ensure the needs of all residents are being met.

Additionally, the City will work to protect its citizens by making the city a safe place to live, raise a family, and run a business. The City will operate based on a clear, conscientious, and respectable code that will establish a strong sense of safety through rigorous enforcement of criminal and property law.

The City will take an approach to land use planning and zoning practices that encourage a reasonable and healthy level of growth in order to ensure the community remains strongly supported by the local economy. Land use practices will also

promote physical health and wellbeing by encouraging compatible development patterns and facilitating a well-connected active transportation network for pedestrians and cyclists.

The City will work closely with schools, community organizations, and other governmental agencies to coordinate projects and achieve both local and regional goals.

The City of Chewelah will gradually adapt to changes and growth as they occur. In order to meet this change with energy and public support, the City will be prepared with the proper resources to anticipate and respond to both the planned and the unexpected transformations that will guide the future of the city.

The vision will serve as a guiding principal to the 2020 update of the City of Chewelah Comprehensive Plan.

Chapter 2

Policy Framework

Introduction

The Comprehensive Plan creates goals and policies based on the issues brought forth by the city's residents and staff. These quality of life issues from the "vision" of this plan, serves as a guide to a preferred future state envisioned by residents and incorporated in this plan.

As part of the visioning workshop, participants were asked to consider seven planning topics, including extra space to add additional topics, and identify how well each topic is addressed currently. After completing step one the group was then tasked with comparing how well each category is being addressed to their hoped-for future state, their "vision". The exercise resulted in identifying the top planning topic areas which need the most immediate attention for improvement and thus setting forth a priority list.

According to the results, the greatest topic areas suitable to future improvements include;

Transportation: Primarily the lack of bike and pedestrian trails, sidewalks and paths. Connectivity was a second issue for bicyclists and pedestrians; more designated trails and improved safety were also among top concerns. While there have been past efforts to connect north and south Chewelah via a walking/bicycle path the vision has never transformed into a physical improvement, however, the community would still like to see this come to fruition.

Capital Facilities & Utilities: Improvements to capital facilities and utilities are a priority throughout the city. While there is motivation to make improvements, the high cost and low accessibility for connection to newer water and sewer lines present a barrier to making the necessary infrastructure updates. Thus, the city should provide new businesses and/or property owners with an easy process for updating infrastructure, specifically to improve and increase capacity of water and sewer systems.

Housing: Access to a variety of housing types and densities are lacking within Chewelah's municipal boundaries. There are too few if any housing choices for new families, seniors, and young people looking to locate here. Housing choice is impacting both owner-occupied and rental markets.

The workshop also drew upon a number of positive community aspects that have shown through and through, there is a tremendous sense of community pride, prosperity and quality of life. The city and residents have nurtured this pride through a variety of annual events, whether it's summer or winter, the community comes together to celebrate throughout the year. Additionally, the proximity to an abundance of recreational opportunities makes the City very appealing for the residents and serves as a huge opportunity to generate tourism and trade in and around the City of Chewelah.

The community workshop and continuous feedback from the community, vision committee and city have helped in updating the policy framework and subsequent chapters of the Comprehensive Plan, interweaving additional and specific improvements and opportunities throughout the plan.

Policy Framework

The following pages present the goals and objectives matrix developed for the City of Chewelah's Comprehensive Plan update. The tables below present the goals, policies, and actions of the comprehensive plan which will guide the City in implementing the plan and community vision. In order to set the stage for using this framework, goals, policies and actions have been summarized below:

Goals are broad statements indicating a general aim or purpose to be achieved. A goal is a direction setter. It is an ideal future state or condition related to the public health, safety or general welfare toward which planning, and implementation actions are directed. A goal is a general expression of community values and is somewhat abstract in nature. Consequently, a goal is generally not quantifiable, time-dependent, or suggestive of specific actions for its achievement.

Policies are statements providing guidelines for current and future decision-making or position-taking. A policy indicates a clear commitment of the Chewelah City Council. It is an extension of the plan's goals, reflecting topical nuance as well as an assessment of conditions and how the City will respond.

Actions are initiatives, projects or programs to put policy into motion. Actions may include the development of more detailed and localized plans, formal agreements, regulations or other strategies necessary to realize community goals. Actions are immediately implementable through staff work programs and annual budget cycles. Every action must be supported by guiding policies, establishing the context within which the action is to be undertaken.

As illustrated in the following tables - the goals, policies, and actions interrelate. In many cases, a single goal serves the needs of multiple planning topics. For instance, a goal may apply to Land Use and Economic Development chapters. Also, in many cases, single policies can serve the needs of multiple topics, too. This multiple-purpose orientation of goals and policies allows this single compilation to serve the entire plan, and the tables help users navigate how the goals and policies both serve multiple topics and interrelate with each other.

Table 2.1: Abbreviations for Chapter Referencing

Chapter Listings Name	Abbreviation
Economic Development	ED
Land Use	LU
Transportation	XP
Parks & Recreation	PR
Housing	HS
Natural Resources	NR
Public Services	PS

Chapter	No.	Goal	Policy Reference	Action Reference
LU, XP, PR, HS, NR, ED	1	Continue to strengthen the community fabric between Chewelah north and south through physical infrastructure improvements which connect the two, relationship building, via community events and celebrations, and highlighting the opportunities each provide one another through this symbiotic relationship.	2, 3, 10, 12, 14, 16, 19, 20, 22, 28, 29, 31, 33	1, 4, 6, 8, 14, 15, 16, 17
LU	2	Encourage development patterns that support expansion of city services in a fiscally sound manner and on an equitable basis to all city residents.	1, 2, 3, 4, 8, 9, 10, 11, 12, 22, 31	2, 4, 18
HS, LU	3	Maintain an attractive and balanced mix of land uses and densities.	3, 4, 5, 10, 12, 29, 30, 32	2, 4, 18, 20
NR	4	Protect the ecological functions of and beauty of the creeks, wetlands, open spaces, and other natural resources of the community	8, 9	22
ED	5	Protect and promote Chewelah's historical resources in order to promote tourism, community pride, and local education	5, 6, 7, 26	1, 4, 5, 21
PS	6	Ensure that all city residents have access to public services through efficient use of existing and planned infrastructure.	1, 2, 11, 22, 23, 24, 25, 31	8, 10, 11, 12, 13
XP	7	Maintain and improve bicycle and pedestrian paths, providing trail connectivity throughout all neighborhoods in the city	14, 15, 16, 17, 20, 21, 33, 37	7, 8, 16, 17, 21
LU, ED	8	Coordinate with other local and regional jurisdictions and agencies on issues that have impacts on a regional scale.	8, 9, 22, 23, 31	5, 7, 10, 15, 19, 22
LU, ED	9	Allow for a healthy variety of commercial and industrial land uses to encourage a strong local economy	5, 7, 10, 23, 26, 29	2, 4, 18, 21
PS	10	Support the School District to ensure that facilities meet the educational needs of Chewelah.	19, 23	8, 10
PR, NR	11	Provide a network of parks and recreation facilities and open space that connect via trails throughout the city	15, 26, 27, 28, 33	3, 12, 14, 15
PS, PR	12	Adopt, provide, and maintain a sufficient level of service for all public services and facilities throughout the city	13, 18, 19, 22, 23, 24, 25, 31, 37	10, 11, 12, 13, 14
PR, NR	13	Provide recreational opportunities for all four seasons.	7, 26, 27, 28	3, 12, 14, 15
XP	14	Ensure ease of access and mobility to, from, and within Chewelah for all modes of transportation	10, 14, 15, 33, 37	1, 7, 8, 16, 17, 19, 21
HS	15	Support quality living and housing opportunities for people of all ages, abilities, and income levels	3, 4, 29, 30, 32, 37	18, 20
HS, ED	16	Provide a range of housing types to ensure affordable options for all.	3, 4, 29, 30, 32, 37	2, 18, 20

Chapter	No.	Policy	Goal Reference	Action Reference
PS, LU	1	Supply adequate public services and utilities so they will be available at the time of development.	1, 5	7, 9, 10, 13
PS, LU	2	Require new development to pay fees for extending city services to the new development.	1, 5	7, 9, 10, 12, 13
HS, LU	3	Allow housing types and densities to be mixed together, including manufactured and multi-family housing, so that new development meets the needs of all residents	1, 2, 14, 15	2, 18, 20
HS, LU	4	Provide protections for residential neighborhoods from incompatible nearby uses	1, 2, 14, 15	2, 18, 20
ED, LU	5	Ensure that the commercial district remains a vibrant focal point of the community	2, 4, 8	1, 4, 16, 21
ED	6	Develop protections for the historic resources in the community through restoration, preservation, and reuse of historic buildings.	4	2, 3, 4
ED, PR	7	Engage with agencies who provide local tourism and recreation (Spokane Tribe, 49 Degrees North), identify ways to partner with local agencies to provide accommodations and services for their visitors and staff to enjoy in Chewelah.	4, 8, 12	1, 5, 12
NR, LU	8	Restrict development in or near critical areas and comply with all local codes to protect those areas.	1, 3, 7	22
NR, LU	9	All development in or near critical areas and shorelines should be designated, constructed and maintained to minimize adverse impacts to ecological functions of natural resources as provided in the city's Critical Resource Area Overlay Zone and Shoreline Master Program.	1, 3, 7	22
XP, LU	10	Ensure that new developments and subdivisions provide a high degree of connectivity, incorporating trail access, short block lengths, and safe crossings	1, 2, 8, 13	7, 8, 15, 16, 17
PS, LU	11	Provide emergency services to all new development	1, 5	11
NR, LU	12	Ensure compatibility of new development with the historic small city character of Chewelah and its natural resources	1, 2	1, 2, 18
PR, PS	13	Ensure that all publicly operated facilities and services maintain adopted levels of service	11	7, 10, 11, 14
XP	14	Continue to improve and enhance safety, mobility, and access throughout the city's transportation system for all modes	6, 13	1, 7, 8, 16, 17, 19, 21
XP	15	Develop and maintain new facilities for alternative modes of transportation including walking, bicycling, and public transit	6, 10, 13	16, 17, 19, 21
XP	16	Ensure new development is consistent with the existing transportation network	6	7

Chapter	No.	Policy	Goal Reference	Action Reference
XP	17	Ensure consistency of the transportation system with other local and regional transportation plans	6	7, 19
PS	18	Cooperate with other jurisdictions to creatively identify possible sources of funding for services in order to achieve cost savings and ensure continued improvements in levels of service	11	6, 7, 10, 11, 12, 13, 14
PS	19	Establish and maintain an open-door partnership with the School District to ensure that adequate facilities for education will be available at the time that growth or development occurs.	9, 11	8, 10
XP	20	Ensure that safe walking routes to schools are provided within ¼ mile of schools; includes development and maintenance of sidewalks and crosswalks.	6	8
XP	21	Ensure that crosswalks and frequently used paths are clearly marked and maintained.	6	1, 16, 17
PS, LU	22	Require applicants for annexation to pay their share of the cost of any utility and service extensions.	1, 5, 7, 11	7, 10, 12, 13
PS, LU, NR	23	Ensure interagency coordination and communication on matters that affect the urban growth area as well as the greater region. Strengthen and continue to support partnerships with local, regional, and state agencies, as well as tribes, businesses, and other grass roots efforts.	5, 7, 8, 9, 11	5, 7, 10, 12, 13
PS	24	Extension of water service outside the city boundaries shall not be permitted unless property owners sign a waiver of the right to protest annexation which will be recorded to run with the title of the land, binding all successors in interest.	5, 11	10, 13
PS	25	Extension of public sewer service outside the Urban Growth Area shall not be permitted except in cases where there is a documented threat to public health or the environment, or to provide sewer service to essential regional public facilities.	5, 11	10, 13
PR, ED	26	Promote new recreational opportunities for residents and visitors as an opportunity for improvements to the local economy	4, 8, 10, 12	3, 4, 12, 14, 15, 16
PR	27	Develop and adapt City facilities that support and promote four-season use, including paths that adapt to winter modes of travel by pedestrians.	10, 12	3, 4, 12, 14, 15, 16
PR	28	Support events which highlight park system use and promote active, healthy lifestyles and community wellbeing.	10, 12	4, 12, 14, 15, 16
HS, LU	29	Encourage housing for seniors and other special needs; plan for housing that is within walking distance of shopping, medical services and transportation access.	2, 8, 14, 15	2, 17, 18

Chapter	No.	Policy	Goal Reference	Action Reference
HS	30	Support the continuation of programs that assist low-income and special needs households	2, 14, 15	18, 20
LU, PS	31	Prior to any annexation, the City will confer with affected special districts and the County to assess the impact of the annexation. Where possible, boundaries should be mutually resolved by the jurisdictions before action on the annexation petition.	1, 5, 7, 11	7, 10, 12, 13
HS, LU	32	Encourage the preservation of the existing housing stock	2, 14, 15	2, 18, 20
XP	33	Enhance the street network to provide greater access and connectivity to activity centers throughout the city	6, 10, 13	1, 8, 16, 17, 19, 21
LU, PS	34	Protect the aquifer underlying from contamination in order to assure a safe public water supply.	3, 5	13
LU, HS, XP, ED	35	Coordinate and collaborate with Chewelah Municipal Airport to achieve the highest best land use decisions and development standards.	1, 2, 3, 4, 8	6, 20
LU, HS	36	Ensure regulations apply equally to site-built and manufactured housing types.	15, 16	18, 20
LU, H, XP, ED, PR, PS	37	Work toward compliance with accessibility requirements in accordance with Americans with Disabilities Act (ADA)	7, 12, 14, 15, 16	5, 7, 8, 10, 13, 14, 15, 17, 20

Chapter	No.	Actions	Goal Reference	Policy Reference
ED, XP	1	Assemble a task force to assess the needs and wants aimed at beautifying and adding a themed wayfinding system along Highway 395 through the city center.	4, 13	5, 7, 12, 14, 21, 33
LU	2	Research the possibility of developing a form-based, or similar, development code for a zoning overlay district within the City of Chewelah.	1, 2, 8, 15	3, 4, 6, 12, 29, 32
PR	3	Research funding opportunities and develop a plan to enhance park and recreational opportunities in Chewelah.	10, 12	26, 27
LU, ED	4	Update the Downtown Revitalization Plan to ensure recommendations from the plan are relevant and still desired by the community and identify an updated vision for the downtown core.	1, 2, 4, 8	5, 26, 27, 28
ED	5	Establish a Regional Advisory Committee consisting of representatives from areas surrounding the city in order to work with the entire Chewelah area on regional needs	4, 7	7, 23, 37
LU	6	Reassess the land use chapter and its forecast levels of development if the ability to fund public services falls short.	1	18
XP	7	Develop and periodically update a six-year transportation improvement plan that also identifies financing for transportation system expansions and enhancements.	6, 7, 13	1, 2, 10, 13, 14, 17, 18, 22, 23, 31, 37
XP, PS	8	Develop a Safe Routes to Schools program by coordinating with the school district to identify roadway improvements that will improve safety near schools.	5, 6, 9, 13	10, 14, 19, 33, 37
PS	9	Review the Capital Improvement Program annually as a part of the City budgeting process, ensuring budget priorities are in conformity with this plan.	5, 11	1, 2
PS	10	Develop a strategic public facilities program to identify and apply for funding opportunities for public facility and transportation improvements in order to maintain adopted levels of service as the city grows	5, 7, 9, 11	1, 2, 13, 18, 19, 22, 23, 24, 25, 31, 37
PS	11	Identify funding for the rehabilitation and improvement to the police station and other emergency-services facilities	5, 11	11, 13, 18
PS, PR	12	Research, identify and track funding and grant opportunities for public recreation facilities	5, 10, 11, 12	2, 7, 18, 22, 23, 26, 27, 28, 31
PS	13	Develop and periodically update the capital facilities plan that addresses utilities, water and sewer and funding mechanisms for new projects and maintenance projects.	5, 11	1, 2, 18, 22, 23, 24, 25, 31, 37

Chapter	No.	Actions	Goal Reference	Policy Reference
PR	14	Periodically update the Parks and Recreation Master Plan in order to maintain eligibility for grant funding and to identify community needs.	10, 11, 12	13, 18, 26, 27, 28, 37
PR	15	Develop and maintain a pedestrian and bicycle trail connecting Chewelah south to the casino and north to the golf course	7, 10, 12	10, 26, 27, 28, 37
XP	16	Develop wayfinding signage that includes distances to local destinations for different modes.	6, 13	5, 10, 14, 15, 21, 26, 27, 28, 33
XP	17	Develop a bicycle and pedestrian master plan to improve the opportunities in active transportation for the city and establish Chewelah's trail system as the gateway to regional recreation areas	6, 13	10, 14, 15, 21, 29, 33, 37
HS, LU	18	Adopt a flexible zoning code to allow mixed-use developments and increased housing density in strategic locations	1, 2, 8, 14, 15	3, 4, 12, 29, 30, 32
XP	19	Investigate opportunities to provide or partner with another agency to provide public transit service in Chewelah and throughout the region.	7, 13	14, 15, 17, 33
PS, HS	20	Evaluate and change zoning and land use as it pertains to housing in order to improve opportunities for alternative and affordable housing options.	2, 14, 15	3, 4, 30, 32, 37
XP, ED	21	Assemble a task force to evaluate and study the pros and cons of activating alley ways in the City of Chewelah; scope of work may be limited to the downtown core and can extend into residential areas if necessary.	4, 6, 8, 13	5, 14, 15, 33
NR	22	Periodically update the Critical Areas Ordinance and the Shoreline Master Program in compliance with the State of Washington and work with developers to understand and work within regulations to protect critical areas	7	8, 9

Chapter 3 Demographics

Historic Population Trends

With the fortunes of the mining and resource-based industries that have traditionally been the backbone of its economy, Chewelah has seen varying levels of growth since its incorporation in 1903. The population numbers for each decennial census are provided in Table 3.1. During the 1990's, the growth rate increased as Chewelah was promoted as a retirement destination. There was also an increase of families relocating to Chewelah from Spokane to take advantage of the quality of life, while retaining their jobs in the city.

Table 3.1: Historic Population Change at Decennial Census

Year	Population	Decade % Change
1910	823	-
1920	1288	56.5%
1930	1315	2.1%
1940	1565	19.0%
1950	1683	7.5%
1960	1525	-9.4%
1970	1365	-10.5%
1980	2012	47.4%
1990	1966	-2.3%
2000	2186	11.2%
2010	2607	19.3%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

In the past decade there has been little to no growth most years, as seen in Table 3.2. However, the 2019 population estimates show a 3.6% increase in population from 2018, revealing that growth may be on the horizon in Chewelah again.

Table 3.2: Population Change 2009-2019

Year	Population	% Change
2009	2,559	
2010	2,607	1.9%
2011	2,610	0.1%
2012	2,620	0.4%
2013	2,615	-0.2%
2014	2,615	0.0%
2015	2,650	1.3%
2016	2,650	0.0%
2017	2,655	0.2%
2018	2,670	0.6%
2019	2,765	3.6%
2009-2019 Change		8.1%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Population Forecast

The Washington State Office of Financial Management develops and provides low, medium, and high population growth projections for counties that are planning under the full provisions of the Growth Management Act. Counties then work with local jurisdictions to allocate projected population to cities. As part of this process, the City of Chewelah reviewed historic development trends, developed population share projections, and analyzed urban service capacities. Based on this analysis, the City adopted the mid-range projection identified in Table 3.3. Plans for accommodating the projected growth over the next 20 years is the basis for this plan.

Table 3.3: Population Projections

Year	Stevens County	Chewelah
2020	45,830	2,796
2025	47,337	2,888
2030	48,441	2,955
2035	49,388	3,013
2040	51,050	3,114

Source: OFM - Forecasting & Research / December 2017

According to the 2017 Office of Financial Management's mid-range county population projections through 2040, the population of Stevens County will increase by about 11.4% over the next 20 years. The population of Chewelah is projected by using a population share method. This method assumes that Chewelah's share of Stevens County's population will remain constant over the next 20 years. In 2019, the population share of Chewelah (2,765) to Stevens County (45,570) was 6.1%. This percentage was used to calculate the population projections at the 5-year intervals projected by OFM through 2040.

Per the population trends in Stevens County, the population of Chewelah is likewise expected to increase slightly over the next 20 years, reaching a projected population of 3,114 people in the year 2040, an increase of 318 people from the 2020-2040.

Housing Trends

Occupancy

The city has seen an increase in occupied units, and a significant decrease in vacant units, demonstrating a growing need for housing. In addition, renter occupied units have increased by nearly 25% since 2010, while owner occupied units have decreased by 8.5%. This represents a shift in housing trends within the city away from home ownership and toward rental occupation.

Table 3.4: Housing Unit Occupancy

Type	2010 Chewelah #	2010 Chewelah %	2010 Steves County %	2017 Chewelah #	2017 Chewelah %	2017 Steves County %	Chewelah % Change 2010- 2017
Occupied	1150	89.6%	81.8%	1204	91.3%	81.5%	4.7%
<i>Owner Occupied</i>	<i>693</i>	<i>60.3%</i>	<i>77.9%</i>	<i>634</i>	<i>52.7%</i>	<i>77.1%</i>	<i>-8.5%</i>
<i>Renter Occupied</i>	<i>457</i>	<i>39.7%</i>	<i>22.1%</i>	<i>570</i>	<i>47.3%</i>	<i>22.9%</i>	<i>24.7%</i>
Vacant	134	10.4%	18.2%	115	8.7%	18.5%	-14.2%
TOTAL UNITS	1284	100%	100%	1319	100%	100%	2.7%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Unit Type

The number of total housing units in Chewelah has grown by 5.2% since 2010. Mobile homes and special units have increased at the greatest rate during this time, and single-family units have increased slightly over this time.

Housing is becoming scarce within the city as the population growth outpaces the construction of new housing. For comparison, where the total population has increased by 8.1% between 2010 and 2019, the number of housing units has only increased by 5.2% over this same time. The city will need to address this housing shortage in order to avoid the community issues that come with low housing availability.

Table 3.5: Housing Unit Type

Chewelah Housing Units	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2010-2019 Change
One Unit	809	810	812	813	815	819	823	826	827	845	4.4%
Two or More Units	252	252	252	252	252	252	252	252	252	252	0.0%
Mobile Homes and Specials	223	223	223	223	220	225	225	225	226	254	13.9%
Total Housing Units	1,284	1,285	1,287	1,288	1,287	1,296	1,300	1,303	1,305	1,351	5.2%

Source: Postcensal Estimates of Housing Units, April 1, 2010 to April 1, 2019

Office of Financial Management, Forecasting and Research Division

vashington-data-research/population-demographics/population-estimates/april-1-official-population-estimates

Household Characteristics

The following tables display various facts about Chewelah's households.

Table 3.6 shows that Chewelah has a lower percentage of family households than Stevens County. Table 3.7 compares household sizes for Chewelah and Stevens County, showing that Chewelah has a lower average household size and a lower average family size than the county. These trends are consistent in demonstrating that Chewelah may have a higher portion of households consisting of individuals living alone or with unrelated roommates, such as working class or retired individuals. These housing trends may add to the housing shortage issues that the city is facing.

Table 3.6: Family and Nonfamily Households

Households by Type	Chewelah #	Chewelah %	Stevens County %
Families	671	55.7%	69.2%
Non-families	533	44.3%	30.8%
Total Households	1204	100.0%	100.0%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Table 3.7: Household Characteristics

Household Characteristics	Chewelah	Stevens County
Average Household Size	2.09	2.48
Average Family Size	2.75	2.95
Average Household Size - Owner Occ.	2.18	2.53
Average Household Size- Renter Occ.	2.00	2.31

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Other Demographics

Age

The age demographics in Table 3.8 are consistent with the housing characteristics in the previous section. Chewelah does have a higher portion people over the age of 65 than the county, hinting that there might be a higher portion of households with people living alone in Chewelah. The working age population is about the same as the county- both about 57%. However, the percentage of population 18 years and younger is lower in the city, backing up the household size data which shows that there is a smaller portion of family households in the city than at the county.

Table 3.8: Age Demographics

Population Age Data	Chewelah #	Chewelah %	Stevens County %
Population under 18 years	487	18.7%	22.1%
Population 18 to 64 years	1483	57.0%	56.7%
Population 65 years and over	631	24.3%	21.2%
Median Age	50.8		46.4

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Gender

There is a higher portion of females to males in Chewelah than at the county. This could be due to the higher portion of retirement-age population in Chewelah and the fact that women tend to live longer than men.

Table 3.9: Gender Demographics

Gender Demographics	Chewelah #	Chewelah %	Stevens County %
Total Population	2601	100.0%	100.0%
Male Population	1192	45.8%	49.8%
Female Population	1409	54.2%	50.2%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Race & Ethnicity

The racial makeup for Chewelah is very similar to that of Stevens County. The largest race category in both

jurisdictions is 'white', which make up nearly 90% of both. At the city, there are only three other racial categories other than white. 'Black or African American' makes up 3% of the population, 'Asian' makes up 1.3% of the population, and 'two or more races' makes up 5.9% of the population. There are no residents in Chewelah that identify with the other racial categories identified in the Census.

Table 3.10: Race Demographics

Race	Chewelah #	Chewelah %	Stevens County %
White	2336	89.8%	88.9%
Black or African American	77	3.0%	0.5%
American Indian and Alaska Native	0	0.0%	4.6%
Asian	34	1.3%	0.7%
Native Hawaiian and Other Pacific Islander	0	0.0%	0.0%
Some other race	0	0.0%	0.9%
Two or more races	154	5.9%	4.3%
Total	2601	100%	100%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

The large majority of populations for both the city and county are not Hispanic or Latino, with only 1.8% of people identifying as Hispanic or Latino in Chewelah, and 3.5% identifying as such at the county level.

Table 3.11: Ethnicity Demographics

Ethnicity	Chewelah #	Chewelah %	Stevens County %
Hispanic or Latino	47	1.8%	3.5%
Not Hispanic or Latino	2554	98.2%	96.5%
Total	2601	100.0%	100.0%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Education

In general, the education level of Chewelah is on par with the education levels of Stevens County as demonstrated in Table 3.12, which shows educational attainment levels for residents over the age of 25. Almost 90% of the population of both the city and the county have at least a high school degree. In Chewelah, 22.6% of residents over the age of 25 have some

kind of college degree, while nearly 30% of Stevens County residents over the age of 25 have one.

Table 3.12: Educational Attainment

Educational Attainment	Chewelah #	Chewelah %	Stevens County #	Stevens County %
Population 25 years and over	1894	100.0%	31129	100.0%
Less than 9th grade	52	2.7%	769	2.5%
9th to 12th grade, no diploma	154	8.1%	2526	8.1%
High school graduate	716	37.8%	10412	33.4%
Some college, no degree	543	28.7%	8235	26.5%
Associate's degree	108	5.7%	3382	10.9%
Bachelor's degree	226	11.9%	3539	11.4%
Graduate or professional degree	95	5.0%	2266	7.3%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Occupation

Table 3.13 displays employment by industry in Chewelah, which is proportionally similar to that of Stevens County. The largest employment sectors in both are 'management, business, science, and arts occupations' and 'sales and office occupations'.

Table 3.13: Employment by Industry

Employment by Industry	Chewelah #	Chewelah %	Stevens County %
Management, business, science, and arts occupations	258	27.8%	29.3%
service occupations	160	17.2%	17.6%
Sales and Office occupations	207	22.3%	23.4%
Natural resources, construction, and maintenance occupations	112	12.1%	15.1%
Production, transportation, and material moving occupations	191	20.6%	14.7%
Total Civilian Employed Population (16 years and over)	928	100.0%	100%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Income

Table 3.14 displays some important economic indicators that hint at the overall wellbeing of Chewelah residents. Median household income in the city is slightly, but not significantly, lower than that of the county. However, there is a significantly higher proportion of people below the poverty line in the city. In Chewelah, 20% of the population is below the poverty line, while only 15.6% of the population is below the poverty line at the county level. On the other hand, unemployment in the city is lower than at the county.

Table 3.14: Economic Indicators

Economic Indicators	Chewelah	Stevens County
Median Household Income	\$46,688	\$47,272
Unemployment Rate	5.0%	6.7%
Population below poverty line	20.00%	15.60%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Chapter 4 Land Use

The land use chapter of the Comprehensive Plan defines how the land within the city limits and in the urban growth area will be used to accommodate the projected growth in population and employment over the next twenty years. The vision for Chewelah's future land use is represented in this chapter, from what is existing to what the planned land use pattern will be in the future. This chapter is intended to guide future updates to zoning and development standards.

The 2020 updated plan provides flexibility, growth, and a fresh view through the revised vision statement, the policy framework, and coming into compliance with state codes. Each planning chapter has been updated to reflect the current status of land use, housing, parks and recreation, transportation, capital facilities and utilities and annexation within the City of Chewelah.

Many of the previous planning documents laid the foundation for the City of Chewelah's long-range planning goals. The intent, ownership and pride from those plans still shines through today as a major value to the community and should continue to be built upon, enhanced and implemented in the future.

Consistency between land use and the remaining chapters in this plan will assist with efforts to manage growth, including the efficient use of city resources. As described in chapter 3 Demographics, Chewelah adopted the mid-range population projection of 3,114 by 2040. Coordination between land use policies, growth, and the other plan chapters will be essential to ensuring that the city accommodates this growth and meets its land use goals.

Planning Area

Chewelah has a planning area of approximately 2.98 square miles. The city was developed adjacent to the main north-south regional route (now US 395) and the Burlington Northern Railroad. Chewelah is very unique in the state of Washington because it has two non-contiguous city limits. The accessibility and proximity to recreational opportunities in the Selkirk Mountains continue to define the town. This accessibility and focus on outdoor recreation have helped

shape the development pattern of Chewelah throughout its existence.

Chewelah North

Chewelah North, sometimes called the Golf Course, lies approximately 3.5 miles north of Chewelah South and is separated by Stevens County property. The North Chewelah area was developed around the Chewelah Golf and Country Club and the Chewelah Municipal Airport. This unique circumstance poses its own difficulties and opportunities for comprehensive planning in the City of Chewelah, such as; connectivity of public infrastructure (utilities, trails, streets, road).

Chewelah Municipal Airport

Chewelah Municipal Airport is located within the boundaries of North Chewelah and is located on an 86-acre site. Prior to being purchased by the City of Chewelah in 2017, the Airport was known as the Sand Canyon Airport. Currently, the City of Chewelah manages the airport with the assistance of a volunteer airport board whose members are appointed by the city.

In 2007, the Airport Layout Plan and Narrative Report (ALP) was funded through a sponsorship by the City of Chewelah. The report examines existing conditions of the airport at that time, forecasts future aviation activity, recommends improvements to ensure that the airport can serve projected demand and identifies sources of funds to pay for those improvements. Since the time of the ALP Report the city has continued to support the development of the airport site.

Amongst other efforts, in 2019 the city was awarded grant funding by the Community Economic Revitalization Board (CERB) to complete an economic feasibility study for developing approximately 30 acres of vacant land adjacent to the east side of the Airport. The study will address future development of the area including potential expansion of the number of individual hangars, compatible commercial and light industrial lands, and public infrastructure necessities.

The City of Chewelah municipal code addresses zoning in and around the airport and has adopted the airport overlay zone to ensure compatibility between the land uses and aviation activities. There are three zoning types in North Chewelah; Airport-Golf Course Zone (APGC) 1, APGC-2, and APGC-3.

Each zone governed by additional zoning regulations provided in the Airport Overlay Zone that address airport safety and adjacent land uses.

The Airport is an asset to the community in Chewelah and region. Compatibility between aviation activities and land use is a top priority of the city and the airport.

Chewelah South

Chewelah South, as it's called by residents, is the original town site and is the hub of commercial and employment activity. Chewelah South is located near the crossing of Main Avenue and US 395, and commercial land uses follow both of these routes through the city. Industrial uses are located south and west of Chewelah South along US 395, and an Industrial Park is located to the northeast.

Residential uses are located primarily west of US 395 in the historic section of town. Multi-family development is scattered throughout the community. Manufactured homes can also be found throughout the city and manufactured home parks can be found on the west side of the city.

Existing Pattern

Existing land use patterns strongly influence community growth and development. Understanding the existing pattern and future vision can determine where there are opportunities and constraints to change. Factors that can influence development include:

- Development standards
- Land use and compatibility with surrounding uses
- Transportation infrastructure and design
- Utilities and service infrastructure
- Parks, natural areas, and open space
- Critical resource areas

Many of these factors are addressed in the community vision and can be controlled and/or managed, the City of Chewelah understands that any changes play a role in shaping the community.

Residential

Typical residential lots are about 40 feet wide and 115 feet deep, with a 10-foot alley. This creates block sizes that are about 240 feet by 240 feet, with an average density of 9 lots per acre. However, much of the development in Chewelah South has occurred on more than one traditional lot, so the average density of existing development is 4 units per acre. The residential development around the Golf Course is less dense because it includes open space areas such as the golf course.

Commercial

Newer commercial development along US 395 is oriented for the automobile. This means that building fronts have setbacks from the street in order to provide parking in front of the building, adjacent to the sidewalk. The floor to area ratio for this development is approximately 0.5. This means the usable building footprint is equal to about half of the lot size (a 5,000 square foot lot will have about 2,500 square feet of commercial floor area). Commercial development along Main Avenue follows a more traditional development pattern. Building fronts are adjacent to the sidewalk, with permeable facades (windows and doors facing the sidewalk), and on-street parking. The floor area ratio for these areas is 2.0,

which means for a 5,000 square foot lot there is 10,000 square feet of commercial floor area.

Commercial development along Main Avenue should increase in density and intensity but remain under two or three stories in height. Development along US 395 should continue to be auto-oriented, but with improved access, safety, pedestrian paths, and landscaping, as outlined in the goals and policies of this plan.

There are many historic structures in Chewelah, and each structure adds to the character and charm of the urban tapestry. The Stevens County Historical Museum in Colville maintains a reference library and other historic resources that are open to the public. The Chewelah Museum also maintains a collection of historic artifacts and pictures from the beginnings of Chewelah. Residents identified preservation of the historic downtown as a priority for the city. Therefore, historic preservation is reflected in the land use goals and policies of this plan

Industrial

There is not much industrial development within the City of Chewelah, but industrial areas do exist, they consist largely of outdoor storage areas, parking, and single-story buildings.

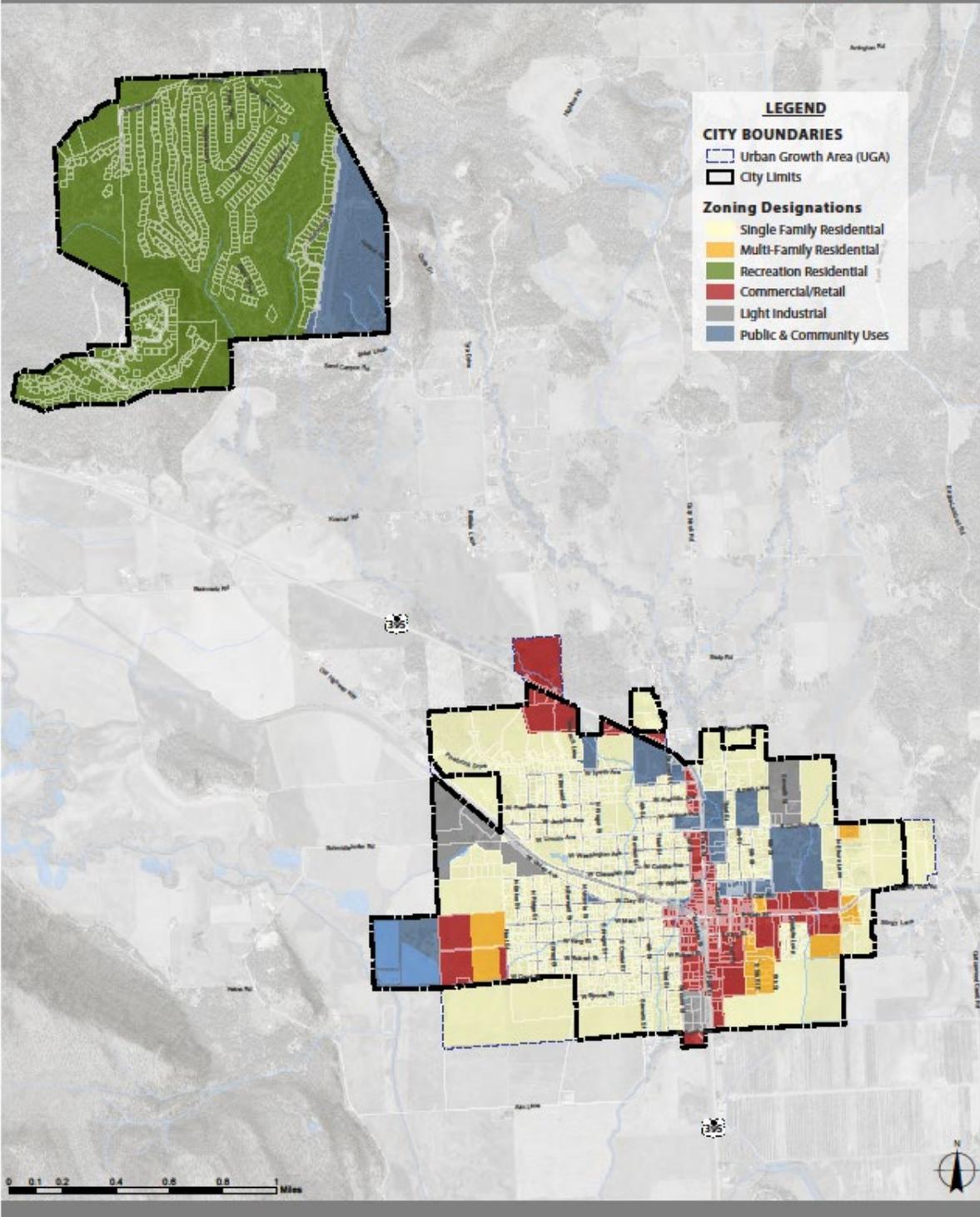
Permitted Land Uses

Land use designations are necessary to maintain harmony among the many different uses that occur in a city. Chewelah has five land use categories which guide these different land uses to locations most suitable for that type of development and use. These land use types are defined in Table 4-1 - Land Use Designations and Descriptions and Map 4-1 - Existing Land Use depicts the geographical location of each land use type, it's relative size, location and distribution of each categories in Chewelah. See Table 4-4 - Land Use by Category (following section) for estimates on the number of acres associated with each of the City's land use categories.

Table 4-1 - Land Use Designations and Descriptions

Land-Use Designation	Description	Density and Intensity
Single-Family Residential	This designation allows for a range of housing types, though the preferred housing type is single-family houses. Creative subdivision design should be used to develop attractive residential areas, compatible with the historic character of the community.	The average density should at least be four (4) units per acre.
Multi-Family Residential	This designation is intended for higher intensity residential uses. Creative multi-family designs are encouraged.	The average density should be at least 6 units per acre.
Recreational Residential	This designation is intended for residential areas designed around golf course development with a lot of common open space.	The average density should be at least four (4) units per acre.
Commercial	Commercial land uses are concentrated in the downtown. Commercial development also occurs along US 395. This designation should allow for commercial development that orients toward the street and is flexible enough to allow form-based overlay zone.	A maximum floor area ratio of 2.0.
Industrial	Land designated for industrial development is located between US 395 and the railroad and at Chewelah Industrial Park. Industrial uses shall be buffered to minimize impacts and reduce conflicts to adjacent uses.	The maximum floor area ratio for industrial development is 0.5 to 1.0 (building to lot area).
Public Facilities	Land designated for public facilities is currently owned or used for city, state, federal or institutional activities, including parks, hospitals, assisted living, worship, educational, and recreation facilities. As new facilities are developed, the designation will be changed to reflect the public use.	The maximum floor area ratio for public facilities shall be 1.0.

Chewelah | Land Use Map



Map 4-1 - Existing Land Use

Zoning Categories & Quantities

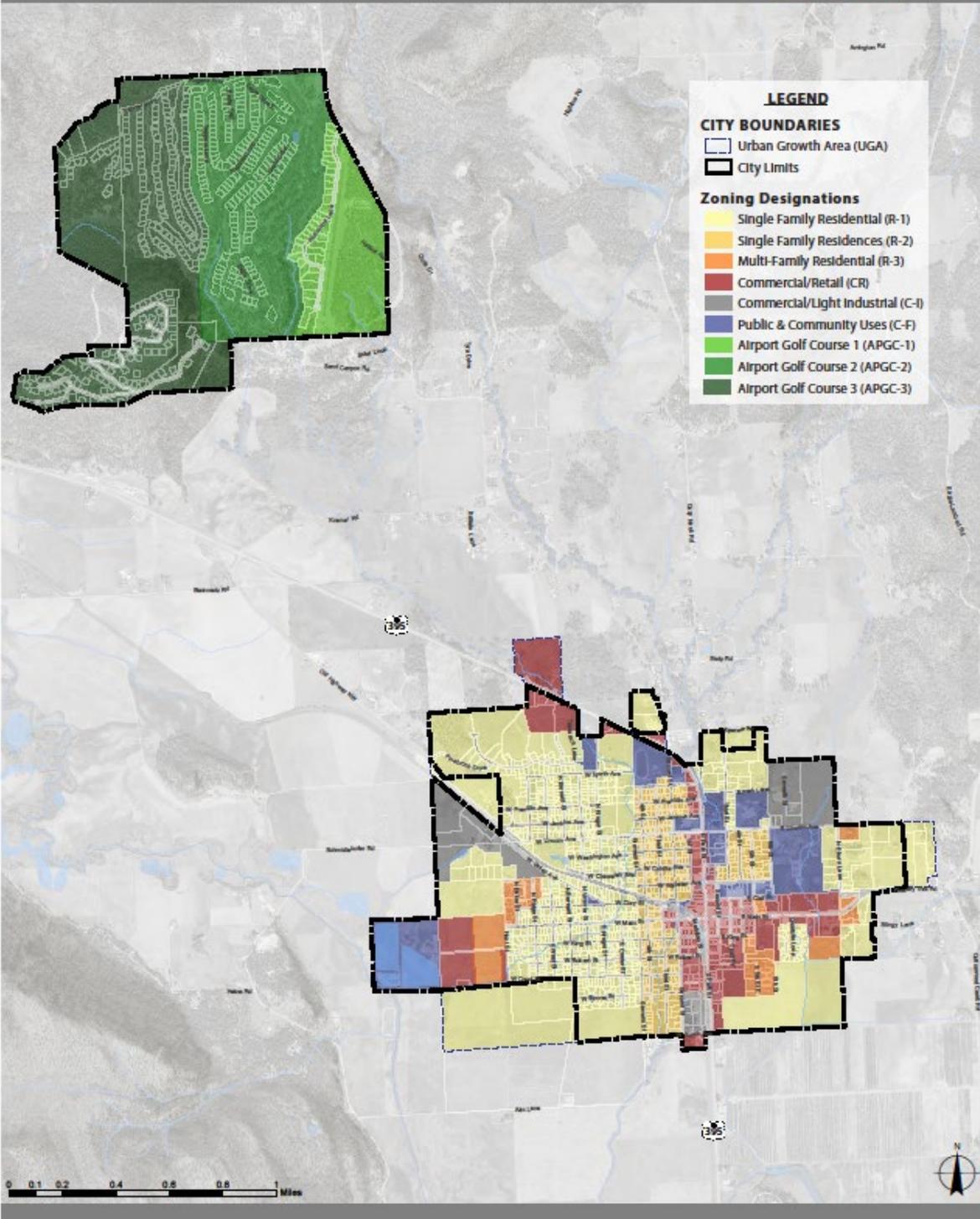
Zoning classifications guide current and future development pattern of Chewelah. Table 4-2 - Acres per Zone lists all of the zoning categories and distribution in acres as they currently exist in the city, and Map 4-2 - Zoning illustrates the distribution graphically in the zoning map for Chewelah.

Table 4-2 - Acres per Zone

Zoning Category	Acre	Percentage
Single-Family Residential (R-1)	462.0	28%
Single-Family Residential (R-2)	64.1	4%
Multi-Family Residential	44.8	3%
Commercial	149.9	9%
Industrial	76.0	5%
Airport Golf Course 1 (APGC-1)	116.2	7%
Airport Golf Course 2 (APGC-2)	272.9	17%
Airport Golf Course 3 (APGC-3)	353.9	21%
Public	122.3	7%
TOTAL	1,653.1	

Source: SCJ GIS

Chewelah | Zoning Map



Map 4-2 - Zoning

Future Pattern

Future land use is a critical component of comprehensive plans, determining the amount of land needed to accommodate projected growth and providing a snapshot of where future residential, commercial, industrial and other uses will occur. In Chewelah, land use forecast has been developed using urban growth area (UGA) compliant methodologies established with Stevens County and the Washington Department of Commerce, providing a process and direction to analyze, change and eventually adopt UGA's around the city's periphery.

The following describes the City of Chewelah's considerations in determining land use policy.

Population Trends & Forecast

Chewelah has seen varying levels of growth since its incorporation in 1903. Over the last two decades, since 2000, there was 11.2% growth, an increase of 220 people. By 2010 the trend upwards has continued with a 19.3% growth, adding 421 additional people.

As provided in chapter 3 Demographics, the mid-range county population projection for Stevens County through 2040 was selected, the increase county-wide is 11.4% over the next 20 years. Chewelah's share of the projection was 6.1% growth, adding 3,114 people in the year 2040, an increase of 318 people from 2020. The projected growth percentage (6.1%) was used to calculate the population projection at 5-year intervals projected by the Office of Financial Management (OFM) through 2040. Table 4-3 - Population Projection, 2018-2040 below lists the city's 20-year population forecast.

Table 4-3 - Population Projection, 2018-2040

Year	Estimate	Year	Estimate
2018	2,744	2030	2,955
2019	2,771	2031	2,967
2020	2,796	2032	2,979
2021	2,821	2033	2,990
2022	2,839	2034	3,001
2023	2,856	2035	3,013
2024	2,872	2036	3,034
2025	2,888	2037	3,055
2026	2,901	2038	3,075
2027	2,915	2039	3,095
2028	2,929	2040	3,114

Land Use Quantities

The following Table 4-4 - Land Use by Category lists the current number of acres per each land use category. The table also includes the percentage of each area compared to the total acres within the City of Chewelah.

Table 4-4 - Land Use by Category

Land Use Category	Acres	Percentage
Single-Family Residential	444.95	24%
Single-Family Residences	75.09	4%
Multi-Family Residential	59.2	3%
Commercial/Retail	122.72	7%
Industrial	87.52	5%
Parks & Community Uses	126.1	7%
Airport Golf Course 1	114.76	6%
Airport Golf Course 2	341.89	18%
Airport Golf Course 3	281.5	15%
Right-of-way	224.28	12%
TOTAL	1,878.01	100%

Source: City of Chewelah GIS data and analysis of land use and building permits

Land Use Projections

Based on the population projections, there is sufficient residential, commercial, and industrial land within the City of Chewelah and its UGA to accommodate the anticipated future population growth. Map 4-3 - Future Land Use depicts the geographic location of future land use categories.

Residential Projections

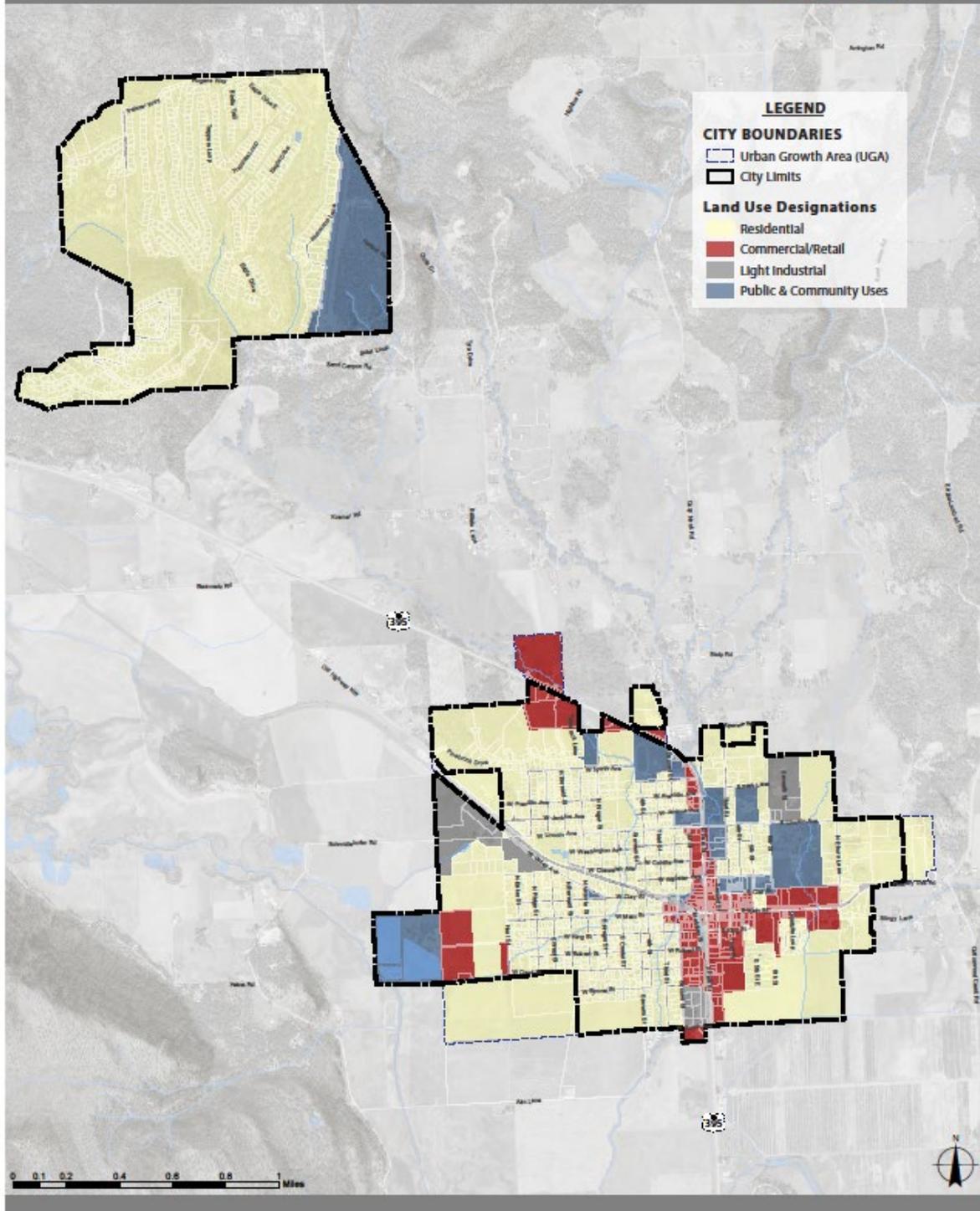
Table 4-5 - Residential Land Capacity, by zone

Zone	Total	Vacant Land (acres)	
		Improved Value*	Undeveloped Land
Single-Family Residential	458.95	105.49	188.62
Single-Family Residences	75.09	3.52	9.92
Multi-Family Residential	59.2	1.65	9.94
Airport Golf Course 1**	114.76	0	5.72
Airport Golf Course 2**	281.5	0	25.04
Airport Golf Course 3**	341.89	14.98	75.04
Urban Growth Area	109.63	73.83	4.94

* Improved value lands = listed parcels where no improvements have occurred.

Source: SCJ GIS

Chewelah | Future Land Use



Map 4-3 - Future Land Use

Urban Growth Area and Joint Planning Area

Chewelah considered the goals of the Washington Growth Management Act (GMA) when developing this land use chapter. These goals focus on encouraging development in urban areas that are or plan to be adequately served by public facilities and services. This also helps achieve the GMA's goal of reducing sprawl, which is the uncontrolled outward growth of cities, usually in the form of low-density housing.

In addition, Chewelah recognizes that development in rural areas surrounding the city could affect the city's ability to provide an adequate level of service to residents and businesses in these areas, as well as to reach its economic development and recreation goals. Many city facilities, such as water wells and cemeteries, are located outside the city limits and proposed UGA. Thus, land use goals and policies provide a framework for the city to work with these outlying areas and Stevens County in order to come to agreement on land use practices that have an impact on Chewelah. The Urban Growth Area (UGA) is depicted in Map 4-3 - Future Land Use and shows the relationship between land use, future growth areas, and service capacity relative to the future growth in Chewelah.

Annexation

As provided in Chapter 3 Demographics the City of Chewelah is projected to grow by 2040. A review of Chewelah's historic development trends and analysis of urban services capacity the city has adopted the mid-range population projection which is expected to increase slightly over the next 20 years, reaching a projected population of 3,114 people in the year 2040.

Historically, and given the future projection, the city has determined that future growth may need to be accommodated within the UGA. The UGA was drawn to include those parcels that can logically be served by city services (particularly sewer and water), and whose owners indicated the wish to develop their property with urban uses. Chewelah wants to avoid illogical, sprawling boundaries that lead to a higher cost of providing utilities, police and fire protections.

The urban growth area was established based on the following assumptions:

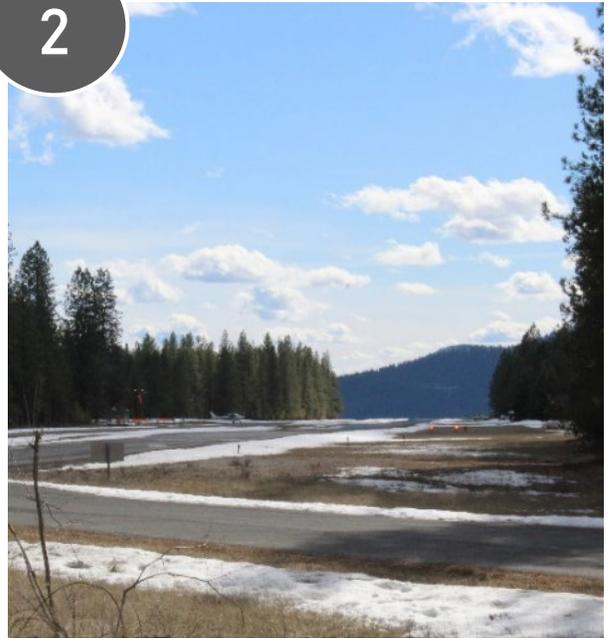
- The average residential lot size will be 10,000 square feet.
- Industrial development will average 4 employees per acre.
- Commercial development will occur primarily in the central business district and will average 8 employees per acre.
- Provision of roads, utilities, and other infrastructure will reduce the achievable density or intensity of development by 35 percent.
- Extension of city services (water and sewer) would be contingent on annexation to the City, unless necessary to protect health and safety.

The UGA has been drawn to hold twenty years of development. The challenge for Chewelah and Stevens County officials will be to manage growth within that area so that it occurs in a sequence that does not increase the overall cost of providing service or result in leapfrog development.

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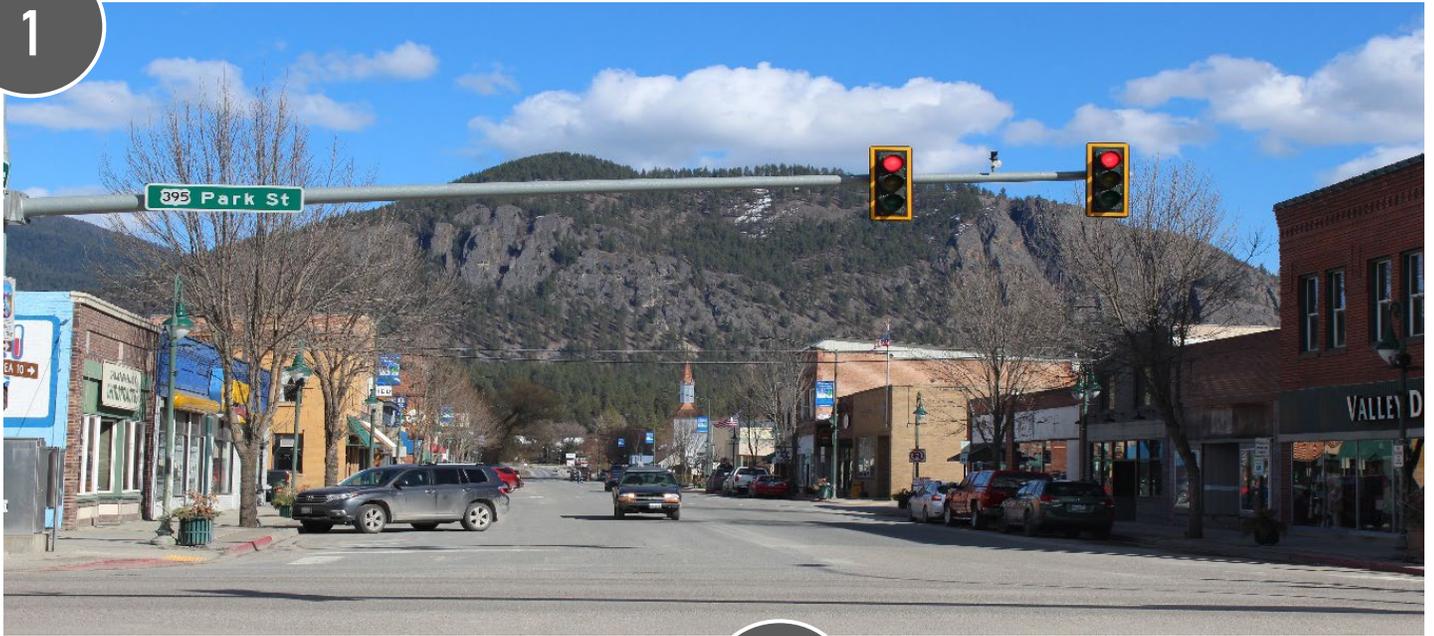
- 1. Chewelah Golf & Country Club
- 2. Chewelah Municipal Airport
- 3. Businesses on Park Street
- 4. Chewelah Municipal Airport

Source: SCJ Alliance

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1. Facing north at the intersection of Park St. and Main Ave.
2. Home in Chewelah
3. Ace Hardware in Downtown Chewelah
4. Chewelah Fire Department Building

Source: SCJ Alliance

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Overlay Areas

The City of Chewelah has created plan designations that overlay the land use designations above. The purpose of these overlay designations is to recognize the unique circumstances and character of an area or use without creating separate land use designations.

Downtown Business District Overlay

In 2000, the city adopted the Chewelah Regeneration and Downtown Revitalization and Traffic Movement Plan (revitalization plan). A major focus of this plan was the downtown central business district. The Main Avenue improvement project, which included streetscape and other urban form improvements, was a result of that plan. To further implement the recommendations of the revitalization plan, it would be useful to adopt a downtown overly land use designation that refines the development in the downtown core consistent with the revitalization plan.

Airport Overlay Zone

The Airport Overlay applies to an area around the Chewelah Municipal Airport. The purpose of the overlay is to limit uses, activities, or structures that interfere with the operation of the airport. Limited or prohibited uses include:

- Any devise which creates electrical interference with navigational signals or radio communication between the airport and aircraft,
- Lighting which makes it difficult for pilots to distinguish between airport lights and others, can result in glare in the eyes of pilots using the airport, and/or impair visibility in the vicinity of the airport,
- Uses which create bird strike hazards or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport, and
- Structures over thirty feet in height. The city should consider adopting zoning regulations consistent with the Chewelah Municipal Airport Master Plan.

Critical Resources Areas (CRA) Overlay

The State of Washington requires communities to adopted regulations designating and protecting critical areas, the City of Chewelah implements these regulations through the

Critical Resources Areas (CRA) Overlay Zone. The purpose of the overlay zone is to protect and preserve the environmental resource in Chewelah while allowing appropriate development activities to also occur. There are five types of critical areas which include;

1. Wetlands,
2. Critical Aquifer Recharge Areas,
3. Frequently Flooded Areas,
4. Geologically Hazardous Areas, and
5. Habitat Conservation Areas.

Chewelah is updating both the Comprehensive Plan and Critical Resource Areas (CRA) Overlay Zone regulations as part of the 2019-2020 compliance update. The critical areas maps display the location of Chewelah's designated critical areas.

Wetlands

Most wetlands are located to the west, south, and east of Chewelah South. Generally, soils in these areas are classified as hydric soils. Wetlands perform several extremely useful functions in the natural world, including:

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

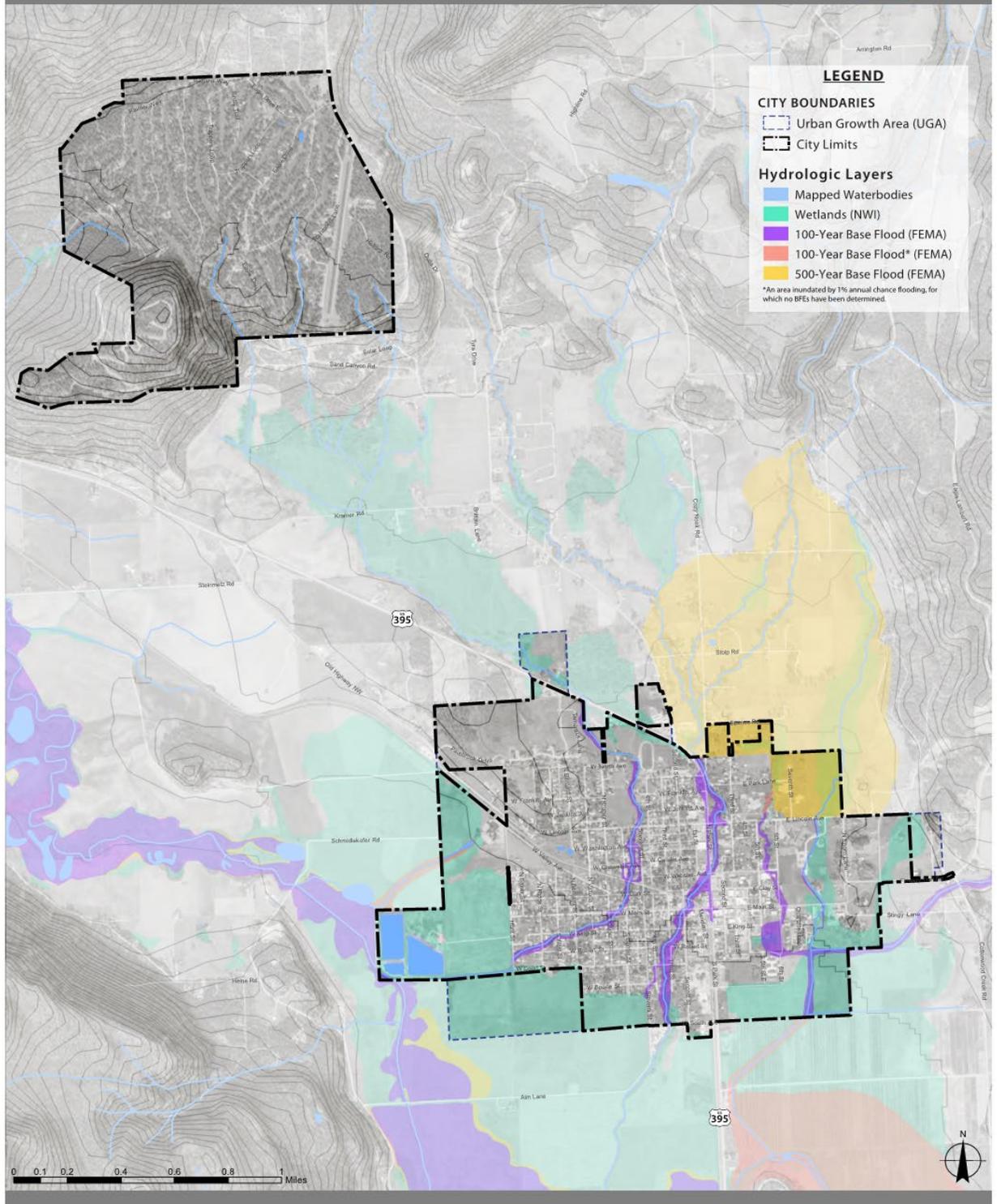
The wetland areas have been disturbed by adjacent development and agriculture, meaning there is a lack of continuous plant cover and other ecological functions have been compromised. The riparian areas outside the city limits support a diversity of plant species and provide corridors for wildlife migration from the hills to the south without passing through the city. New development in wetland areas may proceed only as consistent with the land use goals and policies of this plan.

The cities Critical Resource Area Overlay (CRA) Zone, CMC 18.08.140 provides a process for review of development projects within critical areas. The CRA zone overlay protects and preserves critical environmental resources while allowing appropriate development activities that have minimal impact on the environmental resource.

The hydrologic conditions in Chewelah are depicted in Map 4-4 - Chewelah Hydrologic Conditions. There are three

creeks within Chewelah's municipal boundaries; Paye Creek, Chewelah Creek and Thompson Creek. Chewelah Creek is recognized as a shoreline of statewide significance and meets the criteria for having a mean annual flow of 200 cubic feet per second or more. Development which occurs within and around shorelines of statewide significance are regulated by the Shoreline Master Program, however, all three creeks in Chewelah must comply with CRA and site plan review so as to protect the resource area and the health, safety and welfare of the community.

Hydrologic Conditions



Map 4-4 - Chewelah Hydrologic Conditions

Shorelines – Rivers, Creeks, and Lakes

Chewelah Creek is the major water body crossing the City of Chewelah and is classified as a shoreline of the state. Therefore, it is protected according to Chewelah's adopted Shoreline Master Program. Thomason Creek and Paye Creek also run through Chewelah South but do not meet the requirements to be classified as streams of statewide significance. However, Chewelah residents expressed the desire to see these two smaller creeks designated as streams of local significance, which will ensure the creeks are protected. All three of these creeks eventually drain to the Colville River, located to the south and west of the city and development near all three creeks are regulated by Chewelah's Critical Areas Ordinance which protects these natural resources.

Historical development patterns in Chewelah have been focused around these three creeks and their associated springs. Much of the stream banks have been degraded due to the removal of natural vegetation and the altering of the stream channel associated with this development. The City has adopted regulations that ensure these critical resources are protected.

Frequently Flooded Areas

The floodplain for the Colville River spreads out over the valley south and west of town and is subject to periodic flooding. The floodplains for the creeks that cross Chewelah are narrow, but development is located close to those banks. More recent development has occurred in accordance with the flood damage prevention ordinance which complies with federal flood insurance requirements. This plan contains goals and policies which guide the continued protection from future flood damage.

Critical Aquifer Recharge Areas

The Growth Management Act requires protection of the public groundwater drinking supply so that contamination events and their associated costs can be prevented. In addition, public drinking water supply depends on the quantity of groundwater available. Without sufficient replenishment, the amount of water in aquifers can be diminished or even depleted. The City's dependence on this aquifer for drinking water makes the protection of designated critical aquifer

recharge areas essential to the long-term viability of Chewelah.

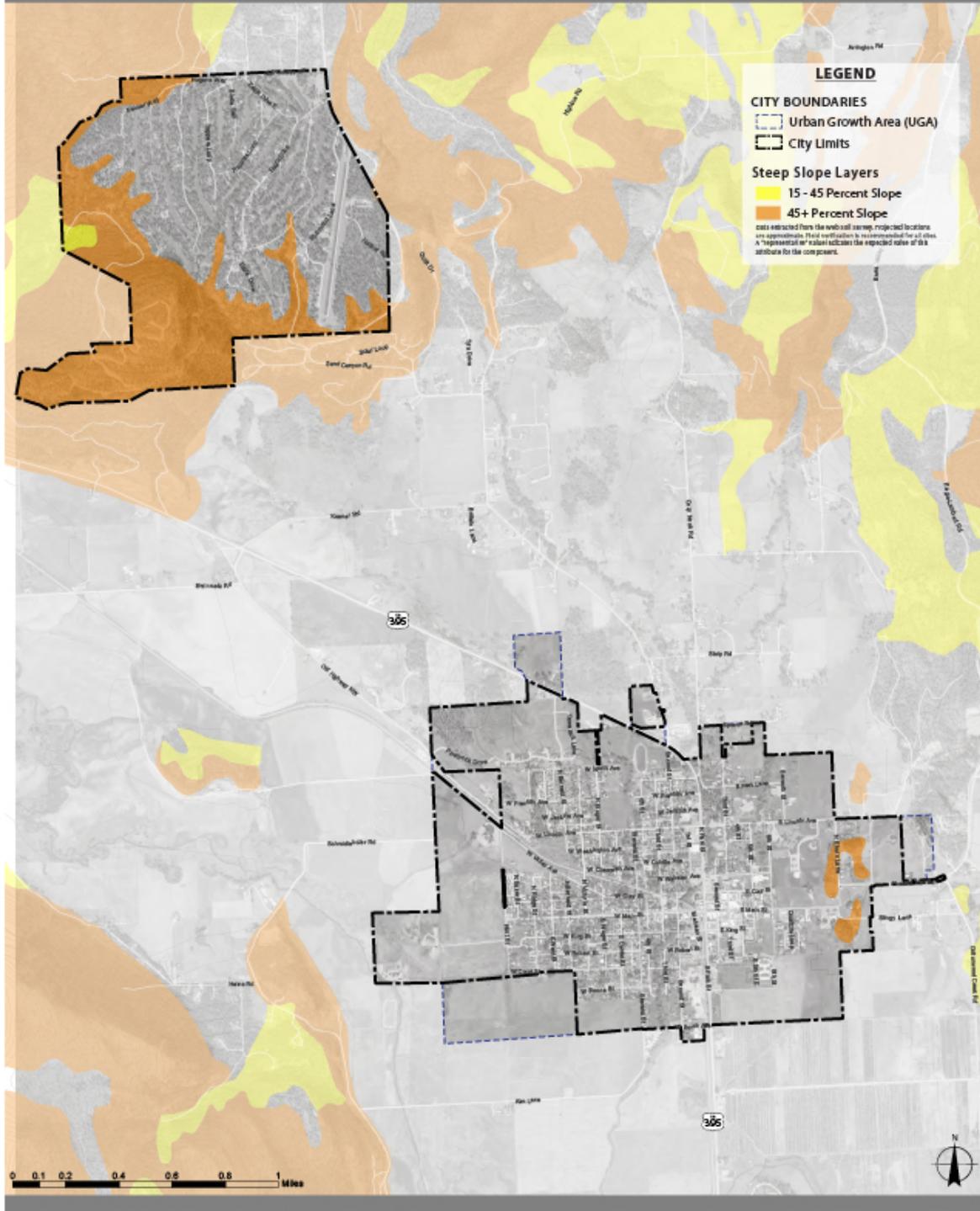
Wildlife Conservation Areas

Land in and around Chewelah has been used for agriculture and urban development, there is very little wildlife habitat remaining in Chewelah's urban growth area. The remaining conservation areas are associated with the wetlands described above. These areas are located to the west near the treatment plant and to the north and are associated with migratory fowl populations. Chewelah Golf and Country Club is also designated as priority habitat and they have completed a habitat master plan.

Geologically Hazardous Areas

There are no earthquake faults or historic landslides within the Chewelah urban growth area. Although the Pacific Northwest has many active volcanoes, none are located near Chewelah. The only potentially geologically hazardous areas are the steep slopes at the Golf Course north of town, see Map 4-5 - Representative Slope for the City of Chewelah. Policies in this plan and municipal development regulations are designed to buffer and protect geologically hazardous areas.

Representative Slope



Map 4-5 - Representative Slope for the City of Chewelah

Topography

Chewelah is located at the northern end of a broad valley. It is protected from the north and east by timbered slopes. There are broad open views over the valley to the south and west. The slopes that are located to the northern limit define the character of the community, just as the agricultural valley does to the south.

Soils

The soils of the slopes surrounding the Chewelah region are generally thin, rocky and steeply sloping. Soils in the valley floor where the town is located are deeper and richer, and the topography is mostly flat directly to the west of the city. These are good agricultural soils planted in wheat and barley, although they are subject to high water table and frost heave. The latter characteristics mean this land would require special engineering for development. Soils in the region do not represent a significant constraint to urban development, although drainage and flood hazards need to be addressed.

Resource Lands

There are no designated agriculture or resource lands within the city limits or its adjacent urban growth areas. However, to the west and south of the city are areas that are currently being used for agriculture. According to the Natural Resources Conservation Service, these are Class 3 soils, which means there are several limitations that restrict the choice of plants and required special conservation practices.

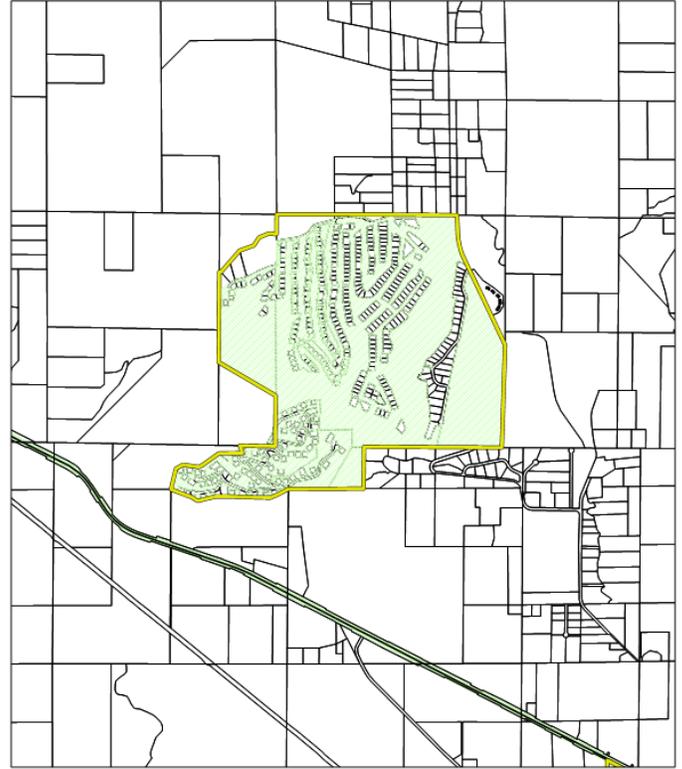
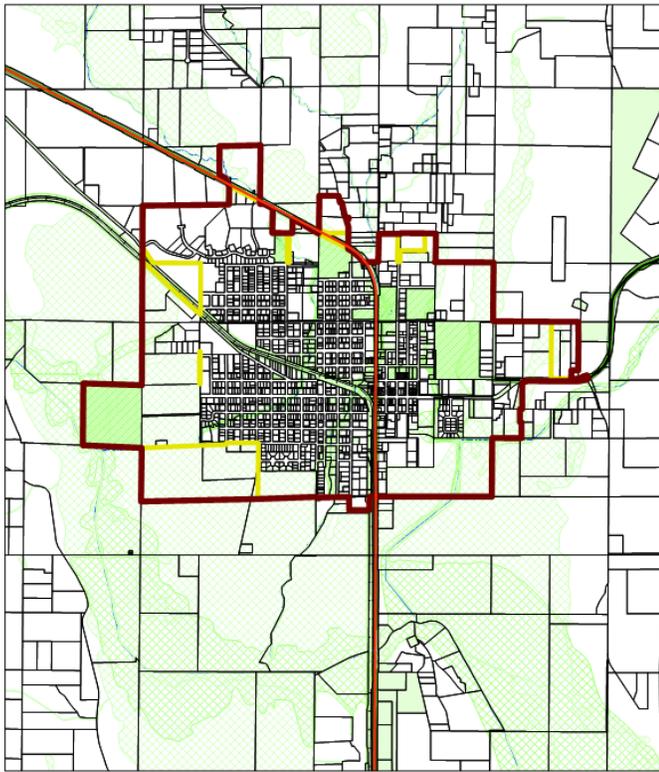
The existing available acres in the above table do not include the vacant county land within the adjacent urban growth area. However, these vacant acres in the UGA can also accommodate Chewelah's growing population. The city should consider future land needs, addressing new development with the projected population in mind, and considering annexation only as appropriate. This comprehensive plan contains policies which help guide the development and annexation of land within the city and the UGA.

Open Space Corridors

Open space corridors are identified as lands that provide recreation, trails, wildlife habitat and connection of critical areas. They are located within and between Urban Growth Areas in Stevens County and Chewelah. Stevens County

provides the location of open space corridors for each municipality in the County. In Map 4-6 - Stevens County Open Space Corridors Map includes riparian corridors, wetlands and their associated buffers, publicly owned lands, transportation corridors, and golf courses.

**STEVENS COUNTY COMPREHENSIVE PLAN
OPEN SPACE CORRIDORS - CHEWELAH**



- | | | |
|---------------------------|---------------------|----------------------|
| County Boundary | Wetland | Riparian Corridor |
| Section Index Reservation | State Wetland | State Wetland Buffer |
| WFO Wetland Buffer | Open Space Corridor | Major County Road |
| Wetland Buffer | Minor Lane | Railroad |
- Open Space Corridors include:**
 Public Lands
 Lateral and DMF Type 1 wetland (150' buffer)
 DMF Type 2 and 3 wetland (100' buffer)
 Railroad (100' corridor)
 State Highways (100' corridor)
 Major County Roads (100' corridor)
 Major County Roads (100' buffer)
 Flood Hazard Areas
 Wetlands

Disclaimer:
 This GIS Data is derived solely from provided "as is" without warranty of any representation of accuracy, precision, reliability or completeness. These data statements do not constitute a legal survey or the basis for any legal proceeding. Use of the Data is at the user's own risk and is the responsibility of the user. The Data is provided for informational purposes only and is not intended to be used for any other purpose. The Data is provided for informational purposes only and is not intended to be used for any other purpose.
 Prepared by Stevens County Land Services on 12/23/2013. Updated 2/13/2019.

Map 4-6 - Stevens County Open Space Corridors Map

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- 1. Wetlands on site
- 2. & 3. Chewelah Creek in the Spring
- 4. Church in Chewelah

Source: SCJ Alliance

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Chapter 5 Housing

Introduction

The purpose of the housing element in a Comprehensive Plan is to encourage the availability of housing to all income segments over the 20-year horizon of this plan. To accomplish this, the housing chapter presents a brief overview and analysis of today's housing supply, including condition, characteristics, occupancy and affordability.

The housing chapter is an extension of the land use chapter and includes an analysis of future housing needs. This chapter also includes an inventory of household characteristics, special needs households, regional fair share of housing, and residential land supply. The element reflects the housing goals and policies stated in Chapter 2.

Existing Conditions

To understand the future of housing opportunities in Chewelah, it is important to review existing conditions.

The tables in this section examine information from City records, the Washington State Office of Financial Management (OFM) and the US Census. These helps illustrate existing conditions in Chewelah, and how these findings have been used to shape the City's overall housing strategy.

City Population

As detailed in the Demographics Chapter, Chewelah's total estimated population of 2,771 in 2019. Over the next 20 years, Chewelah expects its population to grow to 3,114 residents in 2040 – adding 343 residents, that's a pace of approximately 17 individuals per year. The methodology used to establish these projections comply with Stevens County and Washington State Office of Financial Management (OFM) guidelines.

Housing Number

The most recent demographic housing data available for the city at the time of this plan update was the Office of Financial Management 2019 Postcensal Estimates. According to that

data, there were 1,351 housing units that accommodate approximately 2,765 people. According to these latest numbers, the average household size is 2.05 persons per home. Approximately 55% of all households are family households, and the average family size in Chewelah is 2.75 persons.

In comparison to the 2010 Census, the number of households has increased. From 2010 to 2019 the city added approximately 67 housing units, a growth of about 5.2%. Growth in housing units this decade has been much slower than the previous decade. Between 2000 and 2010, the City of Chewelah added more than 400 new housing units to its housing stock. However, this increase was due to development in the Golf Course/Airport region (North Chewelah) as well as the Pinebrook development. In addition, a section of Chewelah City limits, that had not been included in the 2000 Census, was added to the 2010 Census. Growth in the housing stock during the 2010-2019 period, on the other hand, can be attributed to normal growth of the city and the occurrence of local development. See Table 5-1 - Housing Number and Type.

Housing Type

Approximately 62.5% of the homes in Chewelah are one-unit single family homes. In addition, approximately 19% of the homes are duplexes and apartments and another 19% are mobile homes. About half of the homes in Chewelah were built before 1970 (47%) and have 3 to 4 bedrooms (49%). Chewelah is proud of its history, and the historic housing structures in the city are a testament to this pride.

The City of Chewelah is an ideal place for a variety of people; new commers, millennials, families, and seniors. Much of the residential areas are in close proximity to schools and youth programs, and housing for retirees with easy access to golfing and other social amenities that appeal to senior citizens, not to mention a wide variety of recreational activities from camping, hiking, skiing, snowboarding, snowshoeing, fishing, swimming, just to name a few.

Table 5-1 - Housing Number and Type

Chewelah Housing Units	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2010-2019 Change
One Unit	809	810	812	813	815	819	823	826	827	845	4.4%
Two or More Units	252	252	252	252	252	252	252	252	252	252	0.0%
Mobile Homes and Specials	223	223	223	223	220	225	225	225	226	254	13.9%
Total Housing Units	1,284	1,285	1,287	1,288	1,287	1,296	1,300	1,303	1,305	1,351	5.2%

Source: Postcensal Estimates of Housing Units, April 1, 2010 to April 1, 2019

Office of Financial Management, Forecasting and Research Division

<https://ofm.wa.gov/washington-data-research/population-demographics/population-estimates/april-1-official-population-estimates>

Occupancy

Table 5-2 - Housing Occupancy for Chewelah and Stevens County details the ACS estimated number of units and occupancy characteristics for housing in Chewelah and Stevens County in the years 2010 and 2017. The table also provides percentages of unit totals. Key findings include:

- Owner occupied housing fell in 2017 to 52.7% at the same time renter occupied housing increased in 2017 to 52.7%, a 7.6% increase in renters from 2010 estimates.
- Estimated vacancy rates in 2017 (8.7%) is a decrease from vacancy rates in 2010 (10.4%) and is greatly lower than the average vacancy rate for the county (18.35%) for both years.
- Overall Chewelah has a high rate of occupied housing, 91.3%, over Stevens County rates 81.5%.

Table 5-2 - Housing Occupancy for Chewelah and Stevens County

Type	2010 Chewelah #	2010 Chewelah %	2010 Stevens County %	2017 Chewelah #	2017 Chewelah %	2017 Stevens County %	Chewelah % Change 2010-2017
Occupied	1150	89.6%	81.8%	1204	91.3%	81.5%	4.7%
<i>Owner Occupied</i>	<i>693</i>	<i>60.3%</i>	<i>77.9%</i>	<i>634</i>	<i>52.7%</i>	<i>77.1%</i>	<i>-8.5%</i>
<i>Renter Occupied</i>	<i>457</i>	<i>39.7%</i>	<i>22.1%</i>	<i>570</i>	<i>47.3%</i>	<i>22.9%</i>	<i>24.7%</i>
Vacant	134	10.4%	18.2%	115	8.7%	18.5%	-14.2%
TOTAL UNITS	1284	100%	100%	1319	100%	100%	2.7%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Housing Units Build Count & Age

Table 5-3 - Housing Units in Structure illustrates Chewelah's growth by housing unit build counts. Key findings include:

- Of the total housing units in the City of Chewelah, 1-unit, detached (64.7%), 3 or 4 units (9.8%) and Mobile homes (8.2%) account for 82.7% of the housing stock in Chewelah.
- Stevens Counties 1-unity detached (72.6%) and mobile homes (20%) make up the primary housing unit types (92.6%).
- Anecdotally the city frequently fields questions regarding the process to permit and built mobile homes, mobile home parks, and/or manufactured homes.
- An increase in 2 unit, 5 or 9 units, and 10- or 19-unit housing types would benefit the City of Chewelah in providing housing that appeal to millennials, young professionals, and senior living.

Table 5-3 - Housing Units in Structure

Housing Units	City of Chewelah		Stevens County	
	Estimate	Percent	Estimate	Percent
1-unit, detached	854	64.7%	15,632	72.6%
1-unit, attached	33	2.5%	129	0.6%
2 units	41	3.1%	206	1.0%
3 or 4 units	129	9.8%	268	1.2%
5 or 9 units	27	2.0%	236	1.1%
10 or 19 units	28	2.1%	228	1.1%
20 or more units	99	7.5%	427	2.0%
Mobile home	108	8.2%	4,307	20.0%
Total housing units	1,319		21,519	

Source: U.S. Census Bureau, 2017 ACS 5-Year Estimates Data Profile

Table 5-4 - Year Structure Built illustrates Chewelah's housing age. Key findings include:

- The City of Chewelah saw the greatest influx of housing built prior to 1939 (21.9%) and 1970 to 1979 (21.2%), 568 homes were built during these two time periods and the housing stock is between the age of 41 and 81 years.
- Chewelah has seen a decrease in homes built prior to 2013, while this is still lower than the County, the County has also seen a low percent of homes built during this timeframe as well.
- 71.2% of housing in Stevens County was built between 2000-1970, which is between 20-50 years of age.

Table 5-4 - Year Structure Built

Year Built	City of Chewelah		Stevens County	
	Estimate	Percent	Estimate	Percent
Built 2014 or later	0	0.0%	211	1.0%
Built 2010 to 2013	13	1.0%	313	1.5%
Built 2000 to 2009	118	8.9%	3,559	16.5%
Built 1990 to 1999	106	8.0%	3,933	18.3%
Built 1980 to 1989	191	14.5%	3,198	14.9%
Built 1970 to 1979	279	21.2%	4,618	21.5%
Built 1960 to 1969	117	8.9%	1,286	6.0%
Built 1950 to 1959	64	4.9%	1,287	6.0%
Built 1940 to 1949	142	10.8%	986	4.6%
Built 1939 or earlier	289	21.9%	2,128	9.9%
Total housing units	1,319		21,519	

Source: U.S. Census Bureau, 2017 ACS 5-Year Estimates Data Profile

Housing Tenure and Homeownership Characteristics

After the economic downturn of 2007-2009, the City of Chewelah saw a change in home ownership characteristics. Residents may have been forced to relocate for employment purposes, and their ability or willingness to be homeowners may have changed because of this. While the vacancy rate is still higher than pre-recession levels, sitting at 8.7% as of 2017, this trend is heading the right direction, having decreased from 10.4% in 2010, as referred to in Table 5-2 - Housing Occupancy for Chewelah and Stevens County. Real estate professionals suggest a rate of 4 to 6 percent necessary to avoid inflating housing costs or economic stagnation.

Another trend in the Chewelah housing market is an increase in rental units. Rental properties made up about 40% of the total housing stock in Chewelah in 2010, but as of 2017 they made up over 47%. Of those paying rent, 38 percent pay less than \$500 per month, while 49 percent pay \$500 to \$999 per month and 12 percent pay over \$1000 per month. (Source: U.S. Census Bureau, Property Value for Owner-Occupied Units.)

Property Values

Table 5-5 - Property Values, Owner-Occupied Units provides estimates of property value ranges for owner-occupies units in the City of Chewelah and Stevens County. For each value

range the number and percent of total units is provided. Findings include:

- While Stevens County median housing unit value increase from 2010 to 2017 by approximately \$10,000.
- In 2017, 225 homes are within the unit value of \$100,000 to \$149,999, that's 35% of the total housing units in Chewelah, this is approximately a 5% increase from the 2010 valuation for unit value.
- The most common valuation for properties in Stevens County is between \$200,000 to \$299,999 (25% of properties).

Table 5-5 - Property Values, Owner-Occupied Units

Unit Value	2010				2017			
	City of Chewelah		Stevens County		City of Chewelah		Stevens County	
	#	%	#	%	#	%	#	%
Less than \$50,000	36	5.1%	1,205	8.6%	42	6.6%	944	7.0%
\$50,000-\$99,999	93	13.2%	1,783	12.7%	115	18.1%	1,509	11.2%
\$100,000 to \$149,999	214	30.5%	2,603	18.6%	225	35.5%	2,229	16.5%
\$150,000 to \$199,999	205	29.2%	2,503	17.8%	81	12.8%	2,790	20.6%
\$200,000 to \$299,999	113	16.1%	2,897	20.7%	101	15.9%	3,368	24.9%
\$300,000 to \$499,999	41	5.8%	2,240	16.0%	55	8.7%	2,074	15.3%
\$500,000 to \$999,999	0	0.0%	697	5.0%	10	1.6%	478	3.5%
\$1,000,000 or more	0	0.0%	98	0.7%	5	0.8%	134	1.0%
Units	702		14,026		634		13,526	
Median dollars	\$151,900		\$174,800		\$136,200		\$184,600	

Source: U.S. Census Bureau 2010 & 2017 2017 ACS 5-Year Estimates Data Profile

Household Income

Household income data for Chewelah is presented in Table 5-6 - Percentage of Household by Income, Comparative. Key findings include:

- Household incomes between \$15,000 to \$74,999 make up the largest group of households by income, making up 853 households or 71% of the total.
- The highest group of household income in Chewelah is between \$25,000 to \$34,999 (20.7% of households), while in Stevens County it is between \$50,000 to \$74,999 (19.8% of households).
- Median incomes in Chewelah were lower than comparison areas, with \$31,858 estimated in Airway Heights and \$47,272 in Stevens County, a \$15,414 difference.

Table 5-6 - Percentage of Household by Income, Comparative

Income (\$)	City of Chewelah		Stevens County	
	Estimate	Percent	Estimate	Percent
Less than \$10,000	112	12.4%	1,263	4.5%
\$10,000 to \$14,999	103	3.7%	1,053	3.3%
\$15,000 to \$24,999	202	8.3%	2,087	7.8%
\$25,000 to \$34,999	249	16.2%	2,040	10.9%
\$35,000 to \$49,999	179	12.4%	2,692	15.0%
\$50,000 to \$74,999	223	28.8%	3,475	22.7%
\$75,000 to \$99,999	46	5.5%	2,084	14.9%
\$100,000 to \$149,999	54	8.0%	1,887	13.8%
\$150,000 to \$199,99	32	4.0%	554	4.0%
>200,000	4	0.6%	399	3.1%
Total	1,204		17,534	
Median Household Income (\$)	\$31,858		\$47,272	

Source: U.S. Census Bureau 2017 ACS 5-Year Estimates Data Profile

Special Needs Households

There are a variety of sub-populations in the City of Chewelah and Stevens County that have special needs for housing as a result of impairments, disabilities, or unique social circumstances. Known as “special needs populations”, these populations often require special assistance or care in obtaining adequate housing.

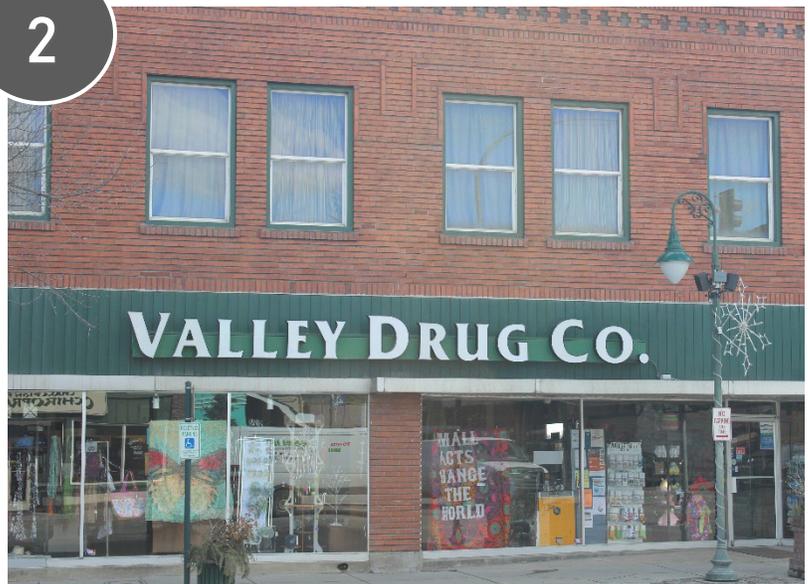
The number of people in the area with special needs has not been formally analyzed. However, circumstantial evidence such as increases in uses of the Stevens County Emergency Shelter, the Family Support Center and Stevens County Northeast Alliance Counseling Services indicate that the special needs population is on the rise. In Chewelah the housing situation is particularly difficult for homeless people and victims of abuse since there are no emergency shelters. People needing these services are handled informally (through local churches) or referred to facilities in Colville or Spokane.

State and federal housing laws require fair and equal housing opportunities for special needs population groups. Chewelah, through its goals and policies, plans for the development of affordable and safe housing suitable for these special needs populations.

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1. Farm on North End of Chewelah
2. Valley Drug Co. Business in Chewelah
3. Intersection of Park and Main
4. Chewelah City Hall

Source: SCJ Alliance

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Affordable Housing

The term “affordable housing” is defined according to the interpretation published in the Growth Management Act (GMA) Procedural Criteria [WAC 365-195-070(6)]. Objectives and means regarding affordable housing are quoted here:

“...applies to the adequacy of the housing stocks to fulfill the housing needs of all economic segments of the population. The underlying assumption is that the marketplace will guarantee adequate housing for those in the upper economic brackets but that some combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary to make adequate provisions for the needs of middle- and lower-income persons.”

Guidelines established by the U.S. Department of Housing and Urban Development (HUD) assess housing affordability using the following three income groups:

1. Very low-income households are those with household incomes below 50 percent of the area's median household income;
2. Low-income households are those with household incomes between 50 and 80 percent of the area's median household income;
3. Moderate-income households are those with household incomes between 80 and 95 percent of the area's median household income.

According to estimates presented in the Household Income section above the median annual household income in Chewelah is \$31,858. Accordingly, household income ranges for the groups described above are as follows:

- Very low-income Less than \$15,929
- Low-income Between \$15,929 and \$25,486
- Moderate-income Between \$25,486 and \$30,265

Households by Income Category

The number of households in Chewelah sorted according to HUD income categories are presented in Table 5-7 - Household by Income Category, based on the current housing supply and projected over the 20-year planning period.

Table 5-7 - Household by Income Category

	Monthly Gross Income (2017 dollars)	30% of Cash Income (2017 dollars)	Percentage of Households by Category	Projected Number of Households by Category				
				2018	2023	2028	2033	2037
Very Low-Income (\$15,929)	Less than \$1,327	\$398 or less	19.4%	253	265	272	278	284
Low-Income (\$15,929-\$25,486)	\$1,327 - \$2,124	\$398 - \$637	16.2%	211	222	227	232	237
Moderate-Income (\$25,486-\$30,265)	\$637 - \$2,522	\$637 - \$757	9.9%	130	133	139	142	145
Remaining (>\$30,265)	More than \$2,522	\$757 or more	54.4%	710	746	763	779	796
Total Households			100%	1,305	1,366	1,401	1,431	1,462

Source: U.S. Census Bureau 2013-2017 American Community Survey 5-Year Estimates (percentage of households in each income category estimated based on ACS income ranges); Washington State Office of Financial Management (OFM) 2018 housing estimate and population projections.

Affordable Housing Needs Assessment

Forecasts for the number of households in each income category, Table 5-7 - Household by Income Category, indicate the demand for very low, low, and moderate-income housing. In 2018 the projected number of households by category is 3,389, by the year 2037 that number will grow to 5,344 (an increase of 1,955 households).

Per HUD's guideline and a general recommendation for affordable housing, monthly housing costs should not exceed 30% of your gross monthly income. Families who pay more than 30% of income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care. Using this guideline, an assessment of monthly housing costs as a percentage of household income is provided in Table 5-8 - Monthly Housing Costs as a Percentage of Household Income. Assessing the table and using the guideline not to exceed 30% of monthly income, the table demonstrates that approximately 29% of all occupied units have a household income of less than \$20,000 (which would fall into the very low-income range) and 21.10% of this group spends 30% or more of income on housing costs. As the city continues to grow consideration of additional affordable housing units will be necessary and plan for in the future.

Table 5-8 - Monthly Housing Costs as a Percentage of Household Income

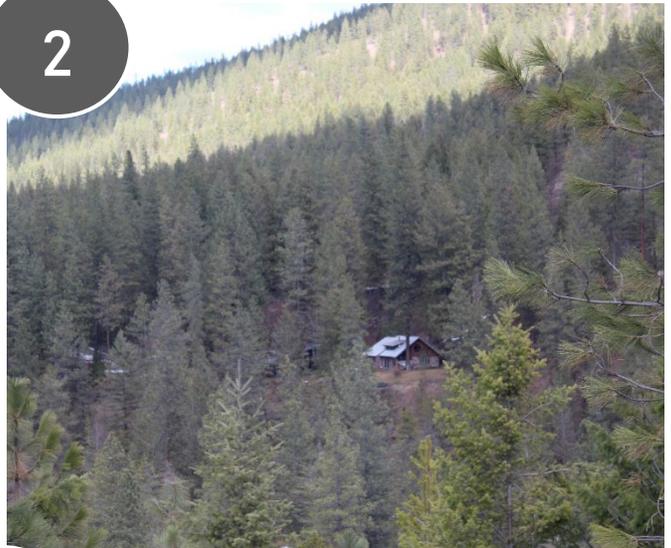
		All occupied units	Owner-occupied units	Renter-occupied units
Households with income less than \$20,000		28.7%	18.3%	40.4%
Monthly income spent on housing (%)	Less than 20 %	1.70%	0.60%	2.80%
	20%-29%	6.00%	4.10%	8.10%
	30% or more	21.10%	13.60%	29.50%
Households with income less than \$20,000-\$34,000 (%)		24.90%	20.00%	30.40%
Monthly income spent on housing (%)	Less than 20 %	4.10%	6.90%	0.90%
	20%-29%	9.40%	3.60%	15.80%
	30% or more	11.50%	9.50%	13.70%
Households with income less than \$35,000-\$49,999 (%)		14.50%	17.00%	11.60%
Monthly income spent on housing (%)	Less than 20 %	6.50%	7.40%	5.40%
	20%-29%	4.40%	4.40%	4.40%
	30% or more	3.60%	5.20%	1.80%
Households with income of \$50,000-\$74,999 (%)		18.50%	23.20%	13.30%
Monthly income spent on housing (%)	Less than 20 %	12.70%	14.50%	10.70%
	20%-29%	3.20%	3.60%	2.60%
	30% or more	2.70%	5.00%	0.00%
Households with income of \$75,000 or more (%)		11.30%	20.70%	0.90%
Monthly income spent on housing (%)	Less than 20 %	10.50%	19.20%	0.90%
	20%-29%	0.70%	1.40%	0.00%
	30% or more	0.00%	0.80%	1.10%
Households with zero or negative income (%)		0.90%	0.80%	1.10%

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

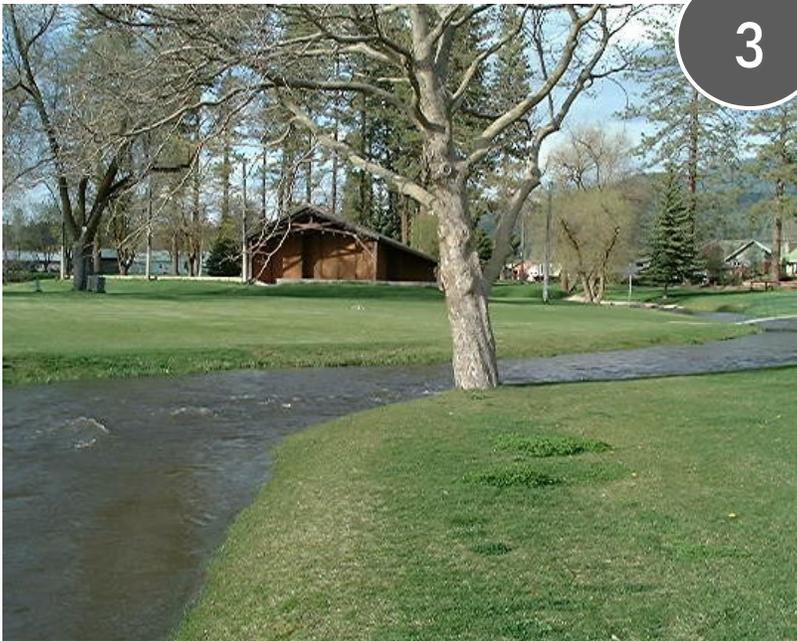
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1, 2, 4, 5. Homes in Chewelah North and South
3. Chewelah City Park, spring
Source: SCJ Alliance

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Analysis of Existing Need & Future Demand

Identification of Sufficient Land for Housing

Stevens County has conducted a Land Capacity Analysis (Appendix A) for the county and the incorporated areas within it. This analysis is based on Office of Financial Management Projections and County Buildout Data. The purpose is to determine if there is sufficient land in the county and in the incorporated cities and their UGA's to accommodate the forecasted growth of the next 20 years. The following tables are based on that analysis.

Table 5-9 - Housing Projection

2018-2040 Population Increase	Land Required for Growth (ares) @2.48 people per household and 4 units/acre density	Available Land within Incorporated City (acres)	Additional Land Required
357	36	258	0

Source: Stevens County Land Capacity Analysis, 2019

Table 5-10 - Buildout Data

City	New Homes per Year 2007-2018 Average	20 Year Projection Historical Buildout	Land Required for Growth (4 unit/acre)	Available Land (acres)	Additional Land Required
Chewelah	69	115	28.75	258	0
Chewelah UGA	1	2	0.42	57	0
Total	70	117	28.79	315	0

Source: Stevens County Land Capacity Analysis, 2019

As is evident from the above tables, the City of Chewelah has enough acreage within the incorporated city and the UGA to accommodate forecasted housing growth through 2040.

Housing Unit Forecast

According to the data present in Table 5-11 - Housing Forecasts, by Unit Type, the city will require approximately 1,490 housing unites by 2040. The current (2017) number of households is 1,204, meaning the city will need to add approximately 286 housing units in the next 20 years. The

approximate breakdown of the types of housing units that will be needed is also presented here.

Table 5-11 - Housing Forecasts, by Unit Type

Year	Total Households	Single-Family	Multi-Family	Mobile Home
2017	1,204	815	294	95
2020	1,338	906	326	106
2025	1,382	935	337	109
2030	1,414	957	345	112
2035	1,442	976	352	114
2040	1,490	1,009	364	118

Source: Washington State Office of Financial Management (OFM) 2018 housing estimate and population projections.

Chapter 6 Capital Facilities & Utilities

Introduction

Capital facilities and utilities are the basic services that the City provides to support land use and development, both as it currently exists and as it is anticipated to occur over the next twenty years. The number and quality of these services defines the difference between urban and rural land uses and affects the quality of life for local residents.

This element of the comprehensive plan provides policy direction for determining capital facility projects. It represents the community's plan for building and financing public facilities over the next 20 years. The policies expressed in this element will guide public decisions regarding capital projects.

The Capital Facilities and Utilities Element must be consistent with all other elements of the comprehensive plan. To that end, the population and employment forecasts and land use patterns proposed in other parts of the plan have been used as the basis for this element.

This Capital Facilities and Utilities Element includes an inventory of existing facilities serving the city, establishes minimum acceptable levels of service (LOS) for each, and identifies future facilities that are necessary to serve the projected population. The possible means of financing improvements have also been identified in the plan.

Inventory of Existing Facilities

The City of Chewelah provides water, sewage disposal, electrical service, recreation services—including parks and programs, maintains two cemeteries, and has a general aviation airport. Some of these facilities will need to be replaced or upgraded over the life of this plan. The following sections describe existing facilities and services. The table below summarizes various public facilities.

Table 6-1: Existing City Owned Facilities

Facility	Date Built	Notes	Personnel or Teacher Ratio
City Hall ¹ Municipal Building	1983	The municipal building is the old elementary school which was Renovated in 1983 except the gym area which is the Civic Center.	Mayor, Administrative Assistant to the mayor, Clerk/ Treasurer, deputy clerk, Billing Clerk, Building Official, /5 FTE
Civic Center Municipal Building	1983		
Police Department	1983		Chief, Sergeant, 3 Patrolmen, Secretary
Fire Department	1990	Addition added in 1990.	2 FTE, 28 volunteers (35 maximum)
Airport Chewelah Municipal Airport	1980	Runway is 3,600 feet 87 acres total	
City of Chewelah Light Dept.	1984		3 FTE: Supervisor (Journeyman Lineman), lead Lineman, and Lineman or Apprentice Lineman

¹ Portions of the municipal building, where City Hall is located, are rented by the City to outside agencies.

Public Works	2015	Street construction, water, sewer, and garbage equipment stored here. 15,000 square foot building.	Public Works Director, 2 street Maintenance workers, 1 mechanic, 4 water/sewer employees
Museum Armory Building	Pre-1940	4,888 square foot building	
Cemeteries Chewelah Memorial Park & Chewelah Pioneer Cemetery	1952 Pre-1925	The City recently purchased 10 additional acres at Memorial Park. No additional needs are expected.	.25-time staff

Police Protection

The City of Chewelah has its own Police Department providing protection. The Department handles traffic control and violations, criminal investigations, and animal control. The Department has four sworn officers (including the police chief) and one secretary. The Department owns four police vehicles that were purchased used.

The Stevens County Sheriff's Department provides jail, dispatching, and communication services for the city through an inter-agency agreement. Also, since Chewelah has no juvenile detention facilities, juvenile offenders must be sent to facilities in Spokane or Okanogan Counties for detention.

Fire Protection

The Chewelah Fire Department has 28 volunteers responding to approximately 35-50 calls per year. During working hours (Monday through Friday, 8 a.m. to 5 p.m.), response time averages 4.5 to 7 minutes to reach the scene of the fire. During weekends and non-working hours, the time needed averages 5 to 8 minutes to reach the scene of a fire. The Fire Department is housed in the Fire Hall constructed in 1990, which also houses Stevens County Fire District 4. An inventory of the department's vehicles can be found below. The Department owns five trucks: two structure engines, 2 brush trucks, and 1 support vehicle, which are stored in the

fire hall. Fire District No. 4 stores three vehicles in the fire hall, which are manned only by District 4 staff.

The city added a second fire station in Chewelah North near the golf course.

The Washington State Surveying and Ratings Bureau rates fire protection from a high of 2 to a low of 10. Ratings, used by insurance companies to set rates for fire insurance, are based on the number and qualifications of staff, equipment type and age, water availability and risk factors present in the community. Small cities typically have a rating between 6 and 8. Chewelah is currently rated 6.

Table 6-2: Existing Fire Department Facilities

Facility	Notes
Structure Engines	The Department has 3 structure engines including a Quint with a 75' ladder.
Brush Trucks	2 Brush trucks can leave city limits to help with mutual aid, state and federal fires to make money for fire budget

Emergency Services

The Chewelah area is served by a private, non-profit ambulance system that is staffed by volunteers. The ambulance service has two full-service ambulances that are kept within city limits at a privately owned building. There are twenty-five ambulance volunteers, which includes fourteen emergency medical technicians and five advanced emergency technicians. The Chewelah Rural Ambulance has added the Chewelah Rural Training Program to assist with ongoing training and to train new members to add to the roster. The approximate service area boundaries are Loon Lake on the south, Addy on the north, the Columbia River on the west, and Pend Oreille County on the east.

Electrical Service

The City of Chewelah owns and maintains its own electrical distribution system. The city purchases power at a wholesale rate from Bonneville Power Administration and distributes it to residential and commercial customers in Chewelah South. Power to Chewelah North (Section 34) is provided by Avista Utilities.

Two City buildings house the electrical service, which houses vehicles, equipment, and supplies to operate the department.

These two buildings are shared with the Public Works Department. Revenues from the electrical department are used to cover direct costs, labor, and materials first. Any remaining revenues are placed in a fund to be used for the distribution system and equipment upgrades.

Table 6-3: Existing Electrical Department Facilities

Facility Type	Description
Vehicles	<ul style="list-style-type: none"> • 2019 Ford F250 Super Duty 4x4 pick-up • 2018 Ford F250 Super Duty 4x4 flatbed pick-up • 2012 Dur-A-Lift DPM 47 MH Bucket Truck, • 1992 Chevrolet Kodiak with Versalift 40ft Bucket Truck • 2000 Terex-Telelect Commander Boom Line Truck • 1986 Navistar International with a Pole Cat Boom Line Truck (used as back-up) • 1991 GMC Top Kick dump truck • John Deere 310C Back hoe, (50% Light Dept.) • 2005 Vermeer BC1000 Wood chipper.
Recloser/Switch Yard	A two feeder recloser/switch yard is located on South Stevens Street.
Power lines	There are 16.4 miles of overhead line and 4.2 miles of underground line.

Water System

The Washington State Department of Health recommends that water purveyors prepare a water system plan to determine future needs for water facilities within their service areas. These water system plans include existing facility inventory, projected future needs, conservation strategies, and address aquifer protection. As an owner and operator of two water systems, Chewelah South and Chewelah North, the City has prepared a water system plan. These planning documents must be consistent with the City of Chewelah's Comprehensive Plan and development regulations. The water system plans have been coordinated with this comprehensive plan, and this section of the comprehensive plan relies on the information presented in the December 2018 Water System Plan and is referenced where necessary.

Chewelah South

The Chewelah South water system has been operating since the early 1900's. Currently the system obtains its water from ground water wells but has used surface water rights in the past. The Chewelah South water system is served by four wells and two reservoirs. The two primary wells- Alm Lane 1 and 2- are approximately 30 to 40 years old, are 390 feet deep, and provide 1,000 gallons per minute (gpm) in pumped capacity each. The standby wells- Sand Canyon 3 and 4 and Stevens Street- are shallower and provide approximately 100 gpm capacity each. The two reservoirs provide 1.5 million gallons of storage capacity and have an overflow elevation of 1,972 feet. The distribution system has 146,500 linear feet of

water lines and the system is composed of sizes ranging from 2 inches to 12 inches.

Although pipe four inches and less in size adequately serves single-family homes for residential uses, four-inch pipes are not acceptable to supply water to hydrants for fire-fighting purposes. The Standards of Washington State Department of Health do not permit installation of lines less than six inches in diameter. Additionally, many of the four-inch lines are old and may be leaking; the City has adopted an informal policy to replace four-inch water lines on those streets being resurfaced. This allows replacement of the narrow lines and avoids cutting into newly resurfaced streets for water line repair.

Although the Chewelah South system has the storage capacity to provide water for both domestic and firefighting needs for a population of up to 2,500 residents, other parts of the system are inadequate. The system loses 10 percent of its water annually due to the quality of the transmission lines. Improvements to the transmission lines are an on-going process.

According to the 2018 Water System Plan, the water system can meet existing demands, but additional resources will be needed for the 10 year demand forecast. Currently, the City of Chewelah is in the process of obtaining additional water rights to meet its projected demand. The city has also adopted policies for development phasing to ensure future development does not exceed the city's capacity to serve it and that development will occur in a manner that does not preclude future urban standards.

Chewelah North

The Chewelah North (Section 34) system was designed specifically to accommodate development of the golf course and airport area. The Developer funded the costs of installing the water system. All the water rights and associated facilities were originally owned by the Department of Natural Resources. Once the development was complete the property and water rights were deeded to Chewelah Golf and Country Club. Later, the water supply and distribution system necessary for residential and commercial development was deeded to the City of Chewelah.

Chewelah North receives water from two primary ground wells and one secondary well: Eagle Drive 1, Richmond Lane, and Taxiway respectively. The Eagle Drive 1 well provides 580 gpm, the Richmond Lane well provides 190 gpm, and the Taxiway well provides 50 gpm. A third well, Eagle Drive 2 has been drilled but not tested for production or influence on other nearby wells. The Chewelah North system has approximately 230,000 gallons of exiting storage capacity. The majority of the distribution system is comprised of 6-inch PCV waterlines.

Table 6-4: Existing Water Facilities

Facility	Use/Size	Facility
Alm Lane 1	DOH Id: S03, primary use	1,100 gpm, 362 ft deep, 12 inch diameter, drilled 1966
Alm Lane 2	DOH Id: S04, primary use	1,100 gpm, 390 ft deep, 16 inch diameter, drilled 1977
Alm Lane 3	DOH Id: S05, emergency use	N/A, 350-300 ft deep, drilled pre 1977
Park Well	Abandoned to the Department of Ecology's Specifications	
Sand Canyon 1	To be abandoned	
Sand Canyon 2	To be abandoned	
Sand Canyon 3	DOH Id: S02, secondary use	125 gpm, 30-160 ft deep, drilled 1951
Sand Canyon 4	DOH Id: S06, emergency use	N/A, 30 ft deep, drilled unknown
Stevens Street	DOH Id: S07, emergency use	N/A, 175 ft deep, drilled 1954
Sand Canyon Reservoir	75' wide x 109' long x 11' high, overflow elevation 1860	capacity 500,000 gallons
Million Gallon Reservoir	90' diameter x 21' high, overflow elevation 1,862.64	capacity 1,000,000 gallons
Water lines		
12 inch pipe		30,039 linear feet
10 inch pipe		13,730 linear feet
8 inch pipe		18,991 linear feet
6 inch pipe		42,483 linear feet
4 inch pipe		21,957 linear feet
2 inch pipe		24,600 linear feet
Eagle Drive 1	DOH Id: S04, primary use	580 gpm, 275-325 ft deep, drilled 1982
Eagle Drive 2	DOH Id: S06 , primary use, future well	570 gpm, 300 ft deep, drilled 2006
Richmond Lane	DOH Id: S01, primary use	190 gpm, 240 ft deep, drilled 1975
Taxiway	DOH Id: S03, secondary use	50 gpm, 247 ft deep, drilled 1982
Golf Course Reservoir	overflow elevation 2,260.50	1996, 200,000 gallon capacity
Chlorine Contact Reservoir	Currently used only as chlorine contact chamber not storage, overflow elevation 2,085	30,000 gallons
Chewelah Crest Phase 1 Reservoir	To be installed in Phase 1 of Chewelah Crest subdivision	118,000 gallons

Table 6-5: Existing Water Rights

Water System	Existing Right (acre-feet)	Existing Consumption (acre-ft)	Excess/ (Deficiency) (acre-ft)
Chewelah South	966	726	240
Chewelah North	377.79	110.6	267.19

Sanitary Sewer

The existing wastewater disposal system in the City of Chewelah serves only Chewelah South. Chewelah North is served primarily by private on-site disposal systems (generally septic systems). The wastewater treatment plant is an extended aeration activation sludge system with ultra-violet light disinfection. The plant was built in 2001 with a design flow of 1.2 million gallons per day and for a design population of 3,297.

The total projected population for this comprehensive plan is 3,114. Currently, there are no plans to connect the northern city limits to the wastewater treatment plant, so the population that will be served by the wastewater treatment plant is less than the total population projection. It is likely toward the end of the timeframe of this plan that the treatment plant will need to add capacity. Fortunately, provisions were made in the 2001 design for a secondary clarifier to increase its design population.

The collection system consists of approximately 80,000 feet of sewer line with one pump station. Prior to the completion of the treatment plant, Chewelah made repairs to its collection network in order to reduce infiltration. The City has not made any significant improvements to the collection system since 2002.

Chewelah North is served by private on-site septic systems. The soils in this area are Bonner silt loam, which is considered marginal for handling septic tank drain-fields. The main problem is rapid permeability to the substratum, increasing the possibility of contamination of ground water from these systems.

Storm Drains

Most storm water in Chewelah is handled by absorption and is separate from the sewer system. There are storm drains along the highway (US 395) and in some areas of the city. These empty into either Chewelah or Paye Creeks. Current City practice requires oil separators for drainage from

surfaced parking areas and swales and detention basins in new developments to assist in natural absorption of stormwater. Future stormwater management is likely to also occur on-site; Chewelah should consider low impact development practices.

Library

The Chewelah Library is adjacent to City Hall. It is part of the Stevens County Rural Library District and is open Monday through Friday. In addition to physical and digital materials for county residents to check out, the library also offers Wi-Fi and computer access, programming for children and adults, community meeting space, and research assistance.

Table 6-6: Existing Library Facilities

Facility	Name	Date Built	Notes	Personnel
Library	Municipal Building	1983	The Chewelah Library is located in the municipal building which is the old elementary school which was renovated in 1983.	Currently staffed by 6 employees totaling 3.85 FTEs.

Schools

Chewelah School District No. 36 operates one elementary, one junior/senior high school, and one alternative program. Enrollment is below design capacity for Gess Elementary school with an enrollment of 321 students (capacity 500), enrollment at Jenkins Jr./Sr. High School is 313 students (capacity 450), and enrollment at Quartzite Learning is 119 students.

The district maintains a student/teacher ratio of 19 to 1 across all grades. Volunteers have been important in supplementing district programs and enhancing the quality of education in the community and have resulted in a lower adult/student ratio.

The district spends approximately \$13,809.57 per pupil annually, which is calculated using total district expenditures and also includes state, local, and federal funds.

Table 6-7: School Facility Inventory

Facility	Responsible Agency	Description
Gess Elementary	Chewelah School District 36	Built in 1983 ICOS* score is 59.66%.
Jenkins Middle/ High School	Chewelah School District 36	Built in 1976 ICOS* is 63.44% for the main school building.

*ICOS Information and Condition of Schools

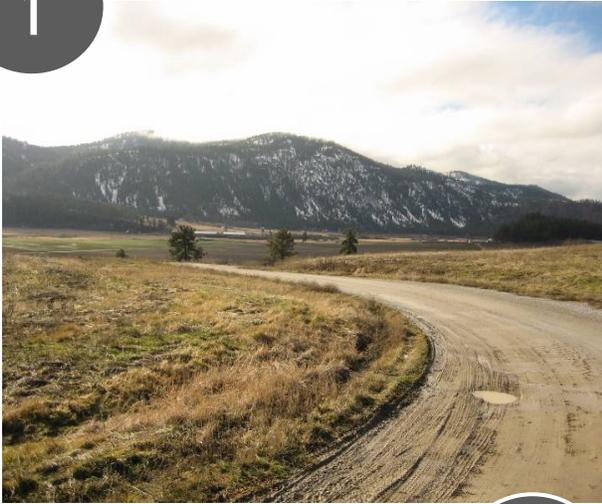
Parks and Recreation

The City of Chewelah owns and maintains three parks and a civic center. A sports complex is operated in cooperation with the School District adjacent to Jenkins High School and a skate park north of City Hall.

Table 6-8: Parks and Recreation Inventory

Facility	Size	Description
Chewelah (Everett Jenne Memorial) Park	8.2 acres	Located in the north end of the City adjacent to US 395. The park contains playground equipment, horseshoe pits, a picnic shelter, a campground, barbecue pits, a bandstand, and restrooms.
Central Park	0.5 acre	At the intersection of Clay, Valley, Kruger, and Victoria Streets, completed in 1996. Trees were planted, a four-foot chain link fence was erected, underground sprinkler system installed, grass planted, and an outdoor basketball court with baskets was installed. In 2008 the City finished a playground.
Paye Creek Park	5.3 acres	Located on the north end of the city, adjacent to Pinebrook Dr., along Paye Creek. Purchased in 2007. Undeveloped.
Chewelah Pool	200-person capacity	The pool is located on Third Street approximately one block south of Memorial Park. It was constructed in 1970. The pool is not expected to open in 2014.
Civic Center	.5 acres	Located in City Hall and provides a meeting space, a stage, basketball court, and kitchen.
Chewelah Skate Park	.25 acres	On the backside of the Civic Center property.
Chewelah Golf and Country Club		A 27-hole, semi-private golf course with clubhouse and tennis courts. Located adjacent to the airport.
Barbour Sports Complex	20 acres	Located east of the high school and includes two baseball diamonds, three softball diamonds, a practice field for football, a soccer field, tennis courts, a basketball court, and restroom facilities.

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1. Road in Chewelah, WA
2. Chewelah Public Library
3. Chewelah Golf & Country Club
4. Chewelah Park
5. Airplane at Chewelah Municipal Airport

(Source: SCJ Alliance)

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Level of Service Standards

The GMA mandates that the forecasts for levels of service (LOS), for future capital facilities, be based on quantifiable objective measures of capacity, in order to best plan for the community's development. In order to quantify the necessary capital facility improvements, it is important to use appropriate level of service standards for each facility. After a brief discussion of individual services, a table at the end of this section summarizes the level of service standards.

The Library

Level of service for the library can be measured by the amount of material available, circulation, and attendance. However, at this time, the City is not adopting a level of service standard for library services.

For future reference, the Chewelah Public Library is part of the Stevens County Rural Library District which includes eight locations throughout the County. The library contains approximately 17,000 items, not including items at other branches in Stevens County. Library visitors in 2019 were just short of 100,000 people, and nearly 65,000 items were circulated. Public computer use, not including Wi-Fi on personal devices, totaled more than 7400 hours.

The Electrical Distribution System

The electrical distribution system for Chewelah South is adequate to serve anticipated development with its current facilities and Bonneville Power Administration's and Avista's ability to increase the supply of power to the area. The city is currently working with BPA within current conservation programs. The city has a Commercial Lighting Program which uses Energy Efficiency Funds (EEI Funds) from BPA. The city is looking into using EEI Funds in the residential sector. The city has changed out the city's street lights to LED using a TIB grant and EEI Funds. The electrical distribution system will continue to require regular maintenance over the next twenty years.

Parks and Recreation

The National Recreation and Parks Association recommend that communities provide at least six acres of parkland for each 1,000 residents. Chewelah's three parks and other

recreational opportunities provide adequate park and recreational opportunities at that level of service for the planning horizon. Chewelah has identified a Chewelah Creek Walking Trail as a desired improvement to the public park system. The initial portion of this trail will run from Park Lane to Main Avenue, between Jenne Memorial Park and City Hall. Funding for this portion has been allocated in the 2020-2025 TIP for the year 2025.

Fire Protection

The level of fire protection can be measured using the Washington Surveying and Rating Bureau Protection Class insurance rating. The Washington Surveying and Rating Bureau assigns a classification to cities and fire districts to rate their overall protection capabilities. A variety of factors such as pumping capacity, response time to fires, and fire hydrant locations are used to set the Rating Bureau's classification. Currently, Chewelah's rating is a 6. The city expects to maintain that rating through the life of this plan. In order to maintain this level of service for Chewelah North it may be necessary to locate fire apparatus there.

The City can pump roughly 2,200 gallons of water per minute for fire flow in Chewelah South and roughly 270 gallons of water per minute in Chewelah North. This supply is adequate for the population in Chewelah North, but the existing small water lines limit water flow rate to the hydrants.

Police Protection

A measurement of the police protection is the number of officers (both regular and reserve) per population served. The city has four regular officers serving 2,615 (April 1, 2013 estimate). This means there is one regular officer for every 653 people in the City. The City intends to maintain a ratio of 1 sworn regular officer per 800? people as it grows. The Department will establish a program to regularly replace vehicles.

Emergency Medical Service

The private, non-profit ambulance service that is currently operating in Stevens County is generally adequate to service the City. One ambulance had a complete engine replacement two years ago. Replacement of at least one ambulance and upgrading of equipment will be needed over the next decade.

Schools

School District No. 36 has one elementary school, one Jr./Sr. High School, and one alternative program. The capacities of the schools are: Gess Elementary, 500; and Jenkins Middle/High School, 450. Currently, the enrollment does not exceed capacity for the facilities

Each of the schools was evaluated using Information and Condition of Schools (ICOS). The ICOS ranks the condition of the school building. The School District reported the following ICOS scores for Gess Elementary at 59.66% and Jenkins Jr./Sr. School at 63.44%.

The District has been unsuccessful in five attempts to pass facility improvement bonds in the past twenty years; however the district has been successful in running small short term capital bonds for approximately \$1,000,000. At this point in time, the future plan is to continue to run small short-term capital bonds to improve our existing facilities.

Ground Water

According to the 2018 Water System Plan, the average daily demand for an equivalent residential unit (ERU) use was 259 gallons per day. Based on the recommendations of the water system plan this comprehensive plan adopts a level of service of 450 gpd per ERU. This LOS is also the number used for calculating demand and future needs in the water system plan. According to that plan Chewelah will need to acquire additional water rights and make system improvements to meet the projected demand for growth in Chewelah South.

In 1997, the City upgraded the water system in Chewelah North to provide sufficient water quantity and flow rate to meet the needs of the residents when it is developed to future planned intensities.

Sanitary Sewer

The City of Chewelah developed an improved wastewater treatment facility in 2001. The facility is an oxidation ditch with a design for two secondary clarifiers. The exiting design can service a population for approximately 3,300 people, which equates to approximately 365 gallons/day/person. The existing population being served by the treatments plant is about 2,100 people. The 20-year population forecast projects a Chewelah South population of about 3,300. Planning for

upgrades to the treatment plant will occur before the expiration of this plan.

In 2001, the treatment plant was designed to accommodate a secondary clarifier, which increases its capacity. As of winter of 2008, a comprehensive wastewater plan is being updated. Those amendments, including capital improvements, will be included in future updates to this plan. The northern portion of the city, Chewelah North, is served by private on-site septic systems.

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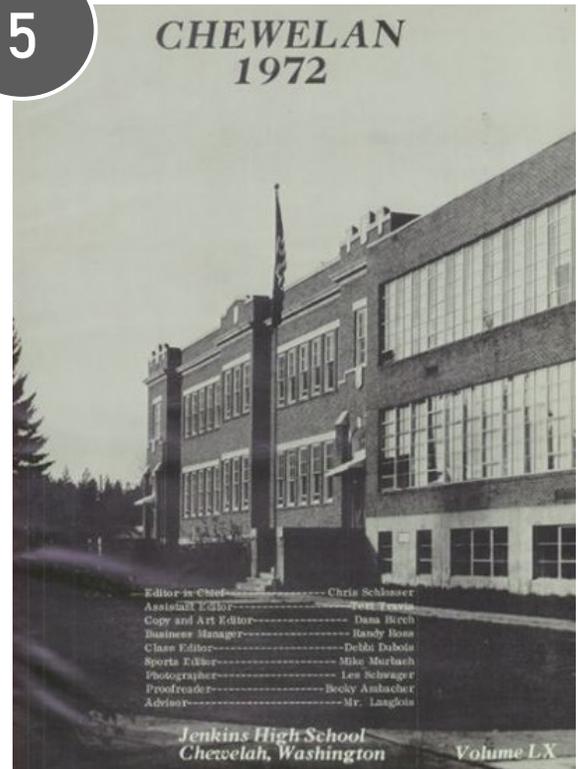
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1. 2018 Chewelah Fire Truck (Source: Chewelah Independent)
2. Gess Elementary (Source: Chewelah School District)
3. Chewelah Police Officer and K-9 (Source: Chewelah Independent)
4. Jenkins Middle School (Source: SCJ Alliance)
5. Jenkins Middle School (Source: Classmates.com)

Capital Facility Program and Financing Plan

Most of the items needed to upgrade or expand the capital facilities and utilities described are too expensive to be purchased out of annual revenues and must be financed using other techniques.

The 10-Year Capital Facilities Plan (CFP) is updated every year and provides estimated costs and funding sources for the proposed projects. The most recent update covers the years 2020-2029. The most current CFP can always be found on file with the City. All of the information contained in the capital facilities plan is based on current costs and anticipated growth patterns.

This section summarizes the funding techniques that can help complete the projects in the CFP. The purpose is to demonstrate that the City of Chewelah has the financial capacity to fund the needed improvements.

Growth may occur more slowly or rapidly than expected, necessitating changes in the timing of improvements. In addition, grant funding opportunities or availability of one-time revenue sources may alter the time that expenditures occur.

General Fund

This is the basic operating fund for the City that comes from general tax and revenue resources. General fund moneys are often used to finance capital improvement projects. While the City's general fund increases with the annexation of land so does the costs of providing urban services to these new lands.

Additional Voter-Approved Financing

Voter-approved financing is debt financing through voter-approved bonds and levies which are funded with property tax revenues. Bonds require a 60 percent voter approval; levies require a simple majority. Both bond and levy financing are described below.

General Obligation Bonds

The City can raise revenues for major capital projects by selling tax-exempt municipal bonds and incurring debt. Bonds are basically loans from investors who are paid interest in return for their investment. The jurisdiction uses its property tax revenues to make its interest and principal payments on the bonds.

The State of Washington limits the amount of debt that jurisdictions can incur. It does so by limiting the amount of taxable property (measured by the property's assessed value) that can be committed to pay off debt. In the State of Washington, jurisdictions are authorized to incur, with a 60 percent majority of voter approval, 2.5 percent for utility (water, sewer, electrical service) related capital expenditures, and 2.5 percent for parks and open space acquisition. Chewelah, based on the 1995 assessed value of all property, could issue a maximum of nearly \$3.7 million in general obligation bonds, half for utilities and half for parks and recreation.

Of the 2.5 percent allowed for general purposes, a jurisdiction may commit 30 percent (or 0.75 percent of all taxable property) without a vote of the people. In Chewelah, this amount is limited to \$552,000, known as limited general obligation. An additional 0.75 percent of taxable value can be incurred to pay for long-term leases.

Property Taxes

Local jurisdictions can raise money for general or specific purposes by increasing property taxes through property tax levies. The State of Washington, under the direction of voter approved Initiative-747, limits an annual increase of property taxes to 1 percent. However, with a simple majority of voter approval, cities and counties can increase the lid and levy an additional tax on property for a specified length of time ranging from one to 10 years for a specified purpose (RCW 84.55.050).

Intergovernmental Revenues

Local governments can receive grants and matching funds for major capital projects. These revenues come from the state and federal governments for specific projects. Some examples are listed in the table below.

In the past, Chewelah has received grant funding for most of its major capital improvements, including TIB funds to reconstruct Main Street in 1993, and TIB and ISTEA funds to reconstruct a block of Lincoln Street in 1996.

Table 6-9: Sources of Intergovernmental Revenue

Name	Description	Administrative Agency
Community Development Block Grant	Grant funds for public facilities, economic development, housing and infrastructure benefiting low- and moderate-income households.	Department of Community Development
Community Economic Revitalization Board	Low interest loans and grants to finance infrastructure projects for a specific private sector development or expansions in manufacturing and businesses that supports trading of goods outside state borders.	Department of Trade and Economic Development
Historic Preservation Grants	Grants to historic preservation programs for historic preservation planning, cultural resource surveys, nomination of properties to Nation Register of Historic Places and public education.	Office of Archaeology and Historic Preservation
Public Works Trust Fund	Low interest loans to finance capital facility construction, public works emergency planning and capital improvement planning.	Department of Community Development
State Parks and Recreation Commission Grants	Grants for parks capital facilities acquisition and construction.	Parks and Recreation Commission
Essential Rail Assistance and Essential Rail Assistance Banking Account	Loans to first class cities for projects to preserve essential freight rail service on economically viable light density lines.	Department of Transportation
Urban Arterial Trust Account	Revenue for projects to alleviate and prevent traffic congestion	Transportation Improvement Board
Intermodal Surface Transportation Efficiency Act	Grants for historic preservation, recreation, beautification and environmental protection of transportation facilities.	Department of Transportation and Regional Transportation Planning Organizations
Transportation Improvement Account	Revenue to alleviate and prevent traffic congestion caused by economic development or growth.	Transportation Improvement Board
Centennial Clean Water Fund	Grants and loans for water pollution control facilities and related actions to meet state and federal water pollution control requirements.	Department of Ecology
Water Pollution Control Revolving Fund	Low interest loans and loan guarantees for water pollution control projects.	Department of Ecology
Federal Aid Bridge Replacement Program	Funds for replacement of structurally deficient or obsolete bridges.	State Department of Transportation

Federal Aid Urban System	Revenue for improvements to arterial and collector roads, and for non-highway public mass transit.	State Department of Transportation
Federal Aid Safety Program	Revenue for improvements to dangerous locations (vehicles or pedestrians) as shown by frequency of accidents.	State Department of Transportation
Federal Aid Emergency Relief	Revenue for restoration of roads and bridges damaged by extraordinary natural disasters	State Department of Transportation
Rural Development Water Project Support	Grants, loans and loan guarantees for water projects serving rural residents	Federal Rural Development (formerly Farmers Home Administration)
Department of Health Water Systems Support	Grants for upgrading existing water systems	State Department of Health

Fees and User Charges

The GMA provides cities and counties the authority to implement a variety of taxes for use in mitigating the impacts of growth on capital facilities. User charges and developer fees are designed to recoup the cost of providing public facilities or services by charging all or a portion of the fee to those who benefit from such services. As a tool for affecting the pace and pattern of development such fees may vary for the quantity and location of services provided. Examples include impact fees, utility taxes and special assessment fees.

Lease Purchase

Local government can engage in lease purchase agreements for purchasing major equipment like fire trucks or 9-1-1 communication systems. With lease purchase, the capital facility is built by the private sector and leased back to local government. There are a number of reasons, besides current market conditions, which make lease purchase agreements attractive. Leasing a building with an option to buy eliminates the need for the jurisdiction to issue bonds to build a facility. The lease payments are not considered as debt service and thus are not deducted from debt capacity. Since there is no obligation to buy, the jurisdiction can proceed as growth occurs. A potential disadvantage is that the lease purchase payments can cost more than current rents. A lease purchase agreement does not require voter approval.

Mandatory Dedications or Fees in Lieu of Dedication

The City Council may require, as a condition of plat approval, that subdivision developers dedicate a certain portion of the land in the development or an equivalent fee in lieu of dedication to be used for public purposes, such as roads, parks or schools. This action is authorized under RCW 82.02.020.

Impact Fees

Many cities and counties in Washington impose fees on developers to finance parks and open space, schools and roads through the provision of RCW 82.02.50 in GMA. These impact fees are assessed on the construction of new homes and other buildings. The fees must reflect the costs of providing capital facilities needed to serve the new development. Some local school districts and jurisdictions also use impact fees to finance their capital facilities.

Special Assessment Districts

Special assessment districts implement financing methods for capital facilities that require partial or complete financing by entities other than the jurisdiction. These financing alternatives include those that require financial participation by the existing property owner or developers. Special assessment bonds are restricted to uses related to the purpose for which the district was created. Most typical types of districts include Local Improvement Districts, Road Improvement Districts and Utility Local Improvement Districts.

Special assessment district financing is appropriate when the needed improvements will benefit only a part of the city, such as the water system improvements that are needed in Chewelah North.

Growth Induced Tax Revenues

This revenue raising technique would divert some of the incremental tax revenue generated by new growth into a capital fund so that it could be used to finance infrastructure improvements necessary to support growth. For example, a certain percentage of the increment in property tax revenue generated by new growth could be diverted for a specific

number of years into a special capital projects fund. Money in that fund would be restricted to use for the growth-related capital project.

System Development Charges

System Development Charges (SDCs) are becoming increasingly popular in funding public works infrastructure needed for new local development. Generally, the objective of systems development charges is to allocate portions of the costs associated with capital improvements upon the developments that increase demand on transportation, sewer, or other infrastructure systems.

Local governments have the legal authority to charge property owners and/or developers fees for improving the local public works infrastructure based on projected demand resulting from their development. The charges are most often targeted towards improving community water, sewer, or transportation systems. Cities and counties must have specific infrastructure plans in place that comply with state guidelines in order to collect SDCs. They are authorized under RCW 36.94.

Stormwater Utility

These are operated just as a water system is -- primarily with fees paid by system users. Establishing a utility would require a basin plan to be adopted by Board of County Commissioners and City Council (RCW 36.89 and 36.94).

Conservation Futures

The Conservation Futures levy is provided for in Chapter 84.34 of the Revised Code of Washington. Boards of County Commissioners may impose by resolution a property tax up to 6 and 1/4 cents per thousand dollars of assessed value for the purpose of acquiring interest in open space, farm and timber lands. Conservation Futures funds may be used for acquisition purposes only. Funds may be used to acquire mineral rights and leaseback agreements. The statute prohibits the use of eminent domain to acquire property.

Real Estate Excise Tax

Chapter 84.46 of the Revised Code of Washington authorizes the governing bodies of counties and cities to impose excise taxes on the sale of real property within limits set by the

statute. The original 1/2 percent was authorized as an option to the sales tax for general purposes. An additional 1/4 percent was authorized for capital facilities, and the Growth Management Act authorized another 1/4 percent for capital facilities (with voter approval). Revenues must be used solely to finance new capital facilities, or maintenance and operations at existing facilities, as specified in the Capital Facilities Plan. An additional amount (not to exceed 1 percent of the selling price) is available under RCW 82.46.070 for the acquisition and maintenance of local conservation areas if approved by a majority of the voters of the County.

Essential Public Facilities

The Growth Management Act requires consistency in identifying and siting of essential public facilities between counties and their towns and cities (RCW 36.70A.200). "Essential" public facilities (EPF) include facilities that are typically difficult to site due to their size and regional draw, facilities include;

- Airports
- State educational facilities
- Solid waste handling facilities,
- In-patient facilities, including substance abuse facilities, mental health facilities and group homes, and,
- Correctional facilities

The State Office of Financial Management is required to maintain a list of essential state public facilities that are required or likely to be built within the next six (6) years. Facilities may be added to the list at any time. The Growth management Act further mandates that no local comprehensive plan or development regulation may preclude the siting of essential public facilities.

Siting Procedure

Essential public facilities, typically, identified by the county, by regional agreement, or by the Office of Financial Management shall be subject to the following siting process.

1. When essential public facilities are proposed, the local government(s) shall:
 - a. Appoint an advisory County-Wide Project Analysis and Site Evaluation Committee (the "Committee") composed of members selected to represent a broad range of interest groups. It shall be this committee's responsibility to develop specific siting criteria for the proposed project and to identify, analyze, and rank potential project sites. In addition, the committee shall establish a reasonable time frame for completion of the task.
 - b. Ensure public involvement through the use of timely press releases, newspaper notices, public information meetings and public hearings.

- c. Notify adjacent jurisdictions of the proposed project and solicit review and comment on the recommendations made by the Committee.
2. No local comprehensive plan or development regulation shall preclude the siting of essential public facilities, but standards may be generated to ensure that reasonable compatibility with other land uses can be achieved.
3. In determining a local government's fair share of siting of public facilities, the Committee shall consider at least the following:
 - a. Existing Public Facilities and their impact on the community
 - b. The relative potential for reshaping the economy, the environment and the community character resulting from the siting of the facility.
 - c. Essential public facilities should not locate in Resource Lands or Critical Areas.
 - d. Essential public facilities that require urban levels of public services (e.g., public sewer) or generate urban levels of traffic and employment should be located in UGAs where urban services are available consistent with the comprehensive plan.

The process for siting essential public facilities is consistent with the Stevens County-wide Planning Policies, this policy does not preclude the siting of EPFs.

Chapter 7 Transportation

The purpose of this element is to provide an analysis of the existing and planned transportation facilities that will help achieve the City of Chewelah's Vision as it relates to transportation. This element represents the City of Chewelah's transportation plan for the next twenty years.

The transportation plan provides detailed operational plans for each of the transportation systems within the community, covering all transportation modes that exist and are interconnected throughout the urban area. Other components of the transportation plan include street functional classification, street standards, access management guidelines, system plans for each travel mode, and transportation demand management measures.

Existing Conditions

Chewelah has two "Main Streets". Running east and west is Main Avenue. The primary retail district on Main Avenue is between Park Street (US 395) and North 5th Street East. Further east and most of West Main Avenue consists of residential housing, though new businesses have been opening on West Main Avenue, expanding the reach of the downtown core. The other "Main Street" is Park Street, better known as Highway 395, which runs north and south. Most of the part of Highway 395 that lies within city limits consists of retail businesses with the exception of the northeast portion, which is adjacent to the Jenne Memorial (City) Park.

The City opted to designate a Commercial District several decades ago. This section of the city is in the furthest Northeast corner. There is ample property for development, however, transportation in and out of this area was not well planned, so the area is vacant for the most part.

The rest of the South city consists of residential housing set up on a street system that can generally be described as a grid system with limited arterials. North Chewelah has no retail or industrial designations. With the exception of the lands designated for the airport and the golf course, Chewelah North is suburban residential. The streets have no curbs, gutters, or sidewalks. Many of the streets are looped with few connections to adjacent areas.

Alternative methods of transportation that effect Chewelah are the airport, railroad tracks that run through the city, and public transportation through a social service and a private/public bus that runs from Kettle Falls to Spokane.

History of Planning Efforts

The Transportation Solutions Focus Group started meeting in August of 2009. Although there were several different transportation issues of concern, they all centered in and around US 395. With a city population of only 2,600 and an Average Daily Traffic count of 10,600 (WSDOT Highway Plan 2007 - 2026), clearly the short distance between the city limits of Chewelah South are utilized by many vehicles in addition to the current residents.

The US 395 Corridor Study - From Stevens County Line to Kettle Falls (5/1/2007) states that "US 395 is the primary economic lifeline for communities located between Spokane and the Canadian border." The report cites the transportation of wood products as "constituting the majority of southbound freight traffic destined for Spokane and points beyond". However, the economic recession of 2008 created a huge downturn in the processing of wood products in Northeast Washington. As the economy begins to pick up, more wood processing related vehicles are again using US 395. However, the majority of the vehicles are related to tourism, shopping and business travel between Canada and Spokane.

After many meetings the Transportation Solutions Focus Group determined that the key issues that needed resolution are:

- Pedestrian / School Crossing at US 395 and Lincoln Avenue
- Traffic Noise along US 395
- Speed control on the North South and East ends of Chewelah South
- The high volume of traffic on US 395 and Flowery Trail
- Jurisdiction issues on US 395 and Flowery Trail (City, State, County)
- East - West Connectivity in Chewelah South
- City Zoning on US 395
- Lack of walkability in and around Chewelah South
- Lack of consistency in signage

Based on these points of concern, they developed a list of criteria in addressing the issues:

- Improve access for potential transportation improvements

- Lessen the impact of transportation on residential areas.
- Improve access on US 395 in the Commercial zones
- Increase safety for students and other pedestrians
- Consider LONG TERM solutions
- Improve freight access on US 395 from and to Flowery Trail
- Improve local accessibility and circulation
- Reduce impact on Critical Areas and Shorelines
- Consider financial feasibility
- Improve East-West connectivity
- Enhance non-motorized mobility
- Improve (create) ATV / ORV mobility

At their final meeting on February 23, 2010, the Group came up with four fairly simple and affordable solutions:

1. Create, introduce and adopt a "Jake Brake Ordinance".
2. Construct a round-about at the intersection of 2nd Street West/Sand Canyon Road and US 395
3. Eliminate parking on US 395 from Main Avenue to the north City limits in order to create a left-hand turn lane.
4. Have one consistent speed limit within the city limits of Chewelah.

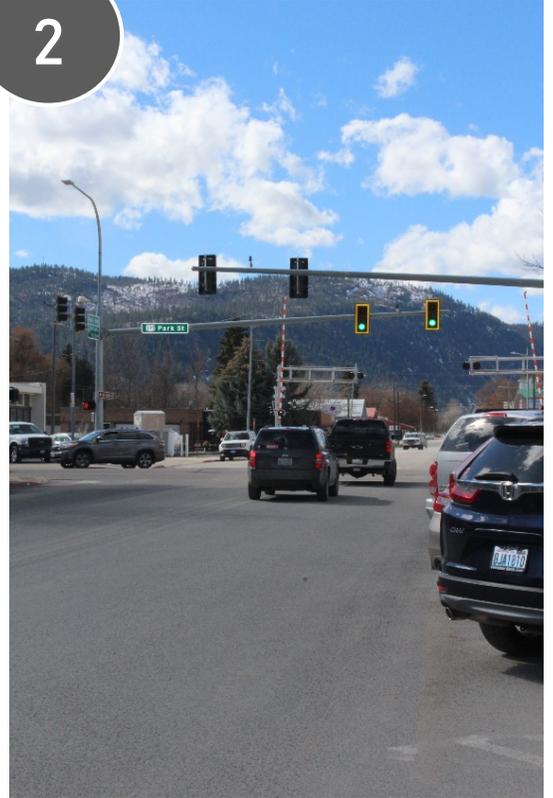
These four solutions were presented to a management team at WSDOT Eastern Headquarters. It was consensus that these solutions were practical, affordable and would help diminish the issues with US 395. To date, the Jake Brake Ordinance has been approved by the City Council and is being enforced. WSDOT has listed left turn channelization under Needs And Strategies for Improvements to US 395. An additional meeting was held between City Administration and department leads for Eastern Washington WSDOT in 2011. The improvements proposed by the administration were verbally approved by the WSDOT team. The "solutions" have also been included in the Northeast Washington Regional Transportation Planning Organization's (NEWRTPO) Regional Transportation Plan.

Accidents are a major concern for those traveling on US 395. The latest report (2003 – 2005) listed 20 severe collisions and 398 less severe collisions. However, it is rare that there is a severe collision within the city limits of either North or South Chewelah. In fact, from 2007 – 2012 there was only one severe accident and it did not include a fatality. The majority of accidents are rear end or angle collisions.

1



2



1. & 2. Intersection of Park St. and Main Ave.

3. Park St. and Lincoln Ave

4. Sporty's Restaurant on Main Ave.

(Source: SCJ Alliance)

3



4



Transportation System Inventory

The population of Chewelah continues to grow slowly but steadily. However, traffic in and around Chewelah has increased substantially. Improvements to the Flowery Trail route along with the popularity of the 49 Degree Ski Resort has increased traffic going east toward Pend Oreille County. Freight traffic between the Canadian border and Spokane has also increased, while usage of the rail line has decreased. This section provides an inventory of the facilities for the various transportation modes in the City of Chewelah.

Roadway Facilities

US Route 395 is the major north-south route through the City of Chewelah. This roadway is also known as Park Street. US 395 is used extensively for freight mobility from Canada and northern Stevens and Ferry Counties to Spokane. Proposed completion of the North-South Freeway in 2029 will connect Interstate 90 to US 395, which will further increase freight mobility in the region. US 395 serves as a divider between the east and west sides of Chewelah South. Other north-south primary roads in Chewelah include Stevens Street and Ehorn Street.

Main Avenue and Lincoln Avenue are the primary east-west roadways. The eastern portion of Main Avenue serves as the downtown of Chewelah. As it reaches the eastern city limit it becomes Flowery Trail Road. Improvements to this road have created a more efficient route for vehicles to travel between Stevens County and Pend Oreille County, which has increased traffic. In addition, this is the main route to 49 Degrees North Ski Resort, which is currently expanding. Planned improvements to the ski resort include condos, retail opportunities, and improvements to the ski runs and equipment. This will increase traffic on Flowery Trail Road during the winter months.

West Lincoln Avenue was widened in the 1990's, making it a nice, straight road used mostly by residents on the west side of Chewelah South. However, the east side of Lincoln Avenue is marked with potholes and is narrow with no pedestrian provisions. Unfortunately, this section of the road serves the City's only High School and Elementary School. In addition, freight trucks traveling over the Flowery Trail have chosen to turn before entering the downtown area, using Ehorn Lane to

connect to Lincoln Avenue East and accessing US 395. Navigating the intersection of Lincoln Avenue and US 395 has been recognized as the biggest transportation issue in the City of Chewelah. The intersection is the primary school crossing, the gateway to the beautiful Jenne Memorial Park, and the point where two major vehicle transportation routes converge. To address these issues, the City rebuilt Ehorn Lane in 2017 and funding has been approved to repave Lincoln Avenue from Ehorn to US 395 and from US 395 to Stevens St in 2020.

The remaining roadways in Chewelah South are two-lane roads that serve mostly residential neighborhoods. There are some sidewalks, but most are old and in need of repair. In some of the older neighborhoods, parking is limited to on-street parking due to alley vacancies.

The roadways in Chewelah North were not required to be brought to Chewelah streets standard, since the original intention was for them to remain private roads. The roads are narrow with no pedestrian provisions. They curve and loop in and around the houses and the golf course. The primary access to these roads is from Sand Canyon Road via Golf Course Road. In 2012, Chewelah Administration began addressing the need to deed the “golf course” roads to the City of Chewelah and they are now completely dedicated to the City.

Street Functional Classification and Standards

The City of Chewelah currently classifies streets within the corporate boundary as major arterial, minor arterial, collector or local roads. Major arterials serve the highest volumes of traffic with fewer access points. Minor arterials connect to principal arterials and serve intra-city traffic and some through traffic. Collectors serve internal circulation, connect to arterials, and provide land access. They serve traffic going into, out of, and through the urban area. Local streets cover everything else, including alleyways and cul-de-sacs.

Functional street classification standards relate the design of a roadway to its function. The function is determined by operational characteristics such as traffic volume, operating speed, safety, and capacity. Street standards are necessary to provide a community with a roadway system which is safe,

aesthetic, and easy to maintain. The recommended city street standards are summarized in Table 7-1.

Table 7-1 Recommended Street Right-of-Way Width Standards

Classification	Pavement Width	Without Walkways	With Walkways	With Walkways & Landscape Strip	Minimum Posted Speed
Local					
Basic Residential	20-24 feet	40 feet	50 feet	60 feet	15-25 mph
Residential with Parking	28 feet	40 feet	50 feet	60 feet	15-25 mph
Cul-de-Sac	20-24 feet	40 feet	50 feet	60 feet	15-25 mph
Alley	15-20 feet	20 feet	NA	NA	5-15 mph
Collector					
Basic Collector	24-28 feet	40 feet	50 feet	60 feet	20-35 mph
Collector with Curb Parking	36-40 feet	50 feet	60 feet	70 feet	20-35 mph
Collector with Diagonal Parking	56-60 feet	70 feet	80 feet	90 feet	20-35 mph

Local Streets

The design of a residential street affects its traffic operation, safety, and livability. The residential street should be designed to enhance the livability of the neighborhood as well as to accommodate fewer than 1,200 vehicles per day. Design speeds should be 15 to 25 miles per hour. When traffic volumes exceed approximately 1,000 to 1,200 vehicles per day, the residents on that street will begin to notice the traffic as a noise and safety problem. To maintain neighborhoods, local residential streets should be designed to encourage low speed travel and discourage through traffic.

Collector Streets

Collector streets are primarily intended to serve abutting lands and local access needs of neighborhoods. They are intended to carry between 1,200 and 10,000 vehicles per day, including limited through traffic. The collector could serve residential, commercial, industrial, or mixed land uses. Design speeds should be between 25 and 35 miles per hour.

Arterial Streets

Arterial streets form the primary roadway network within and through a region. They provide a continuous roadway system that distributes traffic between different neighborhoods and districts. Generally, arterial streets are higher capacity roadways that carry high traffic volumes with less localized

activity. Design speeds should be between 25 and 45 miles per hour. Residential property should not face or be provided with access onto arterial streets. In Chewelah, the only arterial street is US 395. Standards for this highway have not been developed since its design will be determined by WSDOT.

Access Management

Access management is important for efficient functioning of the transportation system. The lack of an access management plan can result in excessive numbers of access points along arterial streets diminishing the function of an arterial. Traditionally, the response to this situation is to add lanes to the street, an expensive capital investment.

Access management is hierarchical, ranging from complete access control on freeways to increasing use of streets for access purposes, parking and loading at the local and collector level. Table 7-2 describes recommended general access management guidelines by roadway functional classification.

Table 7-2-Recommended Access Management Guidelines

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

(1) For most roadways, at-grade crossing is appropriate.

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

These access management restrictions are not intended to eliminate existing intersections or driveways. Rather, they should be applied as new development occurs. Over time, as land is developed and redeveloped, the access to roadways will meet these guidelines. The solution is a balanced, comprehensive program that provides reasonable access while maintaining the safety and efficiency of traffic movement.

Level of Service Standards

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

There are six Levels of Service (LOS) to describe the operations of a roadway. The LOS consider factors such as capacity, travel speed, delay, frequency of interruptions in traffic flow, relative freedom for traffic maneuvers, driving comfort, and convenience and operating cost. In Chewelah, both signalized and un-signalized intersection standards (Table 7-3) were used to determine level of service.

Aside from US 395, all streets in the City have been deemed LOS C by the City of Chewelah.

Table 7-3: Level of Service Standards

LOS		
A	Operations with less than 5 seconds delay per vehicle.	<ul style="list-style-type: none"> ▪ Operations with very low delay – less than 5 seconds per vehicle. ▪ Occurs when most vehicles arrive during green phase, with most vehicles not stopping at all. ▪ Short cycle lengths may contribute to low delay.
B	Operations with less than 5 – 10 seconds delay per vehicle.	<ul style="list-style-type: none"> ▪ Operations with delay from 5.1 to 15 seconds per vehicle. ▪ Occurs with good progression and/or short cycle lengths. ▪ More vehicles stop than with LOS A
C	Operations with less than 10 to 20 seconds delay per vehicle.	<ul style="list-style-type: none"> ▪ Operations with delay from 15.1 to 25 seconds per vehicle. ▪ Occurs with fair progression and/or longer cycle lengths. ▪ Individual cycle failures may begin to appear at this level. ▪ The number of vehicles stopping is significant at this level, although many vehicles still pass through the intersection without stopping.
D	Operations with less than 20 to 30 seconds delay per vehicle.	<ul style="list-style-type: none"> ▪ Operations with delay from 25.1 to 40 seconds per vehicle. ▪ At this LOS, the influence of congestion becomes more noticeable. ▪ Longer delays result from a combination of unfavorable progression, long cycle lengths, or high volume/capacity (v/c) ratios. ▪ Many vehicles stop and the proportion of vehicles not stopping declines. ▪ Individual cycle failures are noticeable.
E	Operations with less than 30 to 45 seconds delay per vehicle.	<ul style="list-style-type: none"> ▪ Operations with delay of 40.1 to 60 seconds per vehicle. ▪ Upper limit reflects capacity of intersection. ▪ High delay indicates poor progression, long cycle lengths, and high v/c ratios. ▪ Individual cycle failures are frequent.
F	Operations in excess of 45 seconds delay per vehicle.	<ul style="list-style-type: none"> ▪ Operations with delay in excess of 60 seconds per vehicle. ▪ Condition occurs from oversaturation, when arrival flow rates exceed capacity of the intersection. ▪ May also occur with high v/c ratios less than 1.0 with many individual cycle failures. ▪ Poor progression and long cycle lengths may also contribute to high delay.

Source: 1994 Highway Capacity Manual, p. 9-6, 9-7, and 10-12

State Transportation Facilities

US 395 is the only state transportation facility in Chewelah. It is also designated as a Rural Principal Arterial, a high priority route on the National Highway System (NHS), a Highway of Statewide Significance (HSS), and a Strategic Freight Corridor.

WSDOT reported that the Average Annual Daily Traffic (AADT) on US 395 through the city in 2018 was 10,000 vehicles. At this level, the WSDOT Level of Service Standard for US 395 is LOS C. The projected AADT on US 395 in 2040 is 11,350 vehicles, which remains within the LOS C range according to WSDOT.

As WSDOT's Highway System Plan notes, LOS deficiencies may occur in the near future. When LOS drops below the adopted level, a range of improvements will be considered. Examples include channelization, lane use controls, sight distance improvements, or all-way stop controls. Other methods include the construction of adjacent parallel streets, and transportation demand management strategies, which are discussed later in this chapter.

Pedestrian Facilities

Pedestrian facilities in the City of Chewelah are currently limited to sidewalks in the downtown core and the blocks close to US 395. For the most part, the sidewalks are in good condition. In 2006, a Downtown Revitalization project was completed that included a complete re-do of the sidewalks in the downtown corridor. The project included wider sidewalks and landscaping. This project was one of many outlined in the Chewelah "Regeneration" Plan in an effort to revitalize the downtown area. Sidewalks are an important element of the revitalization effort because the downtown buildings and store fronts were originally designed to attract pedestrian traffic. Improvements to the pedestrian environment create an inviting and accessible area, increasing opportunities for pedestrian activity.

Bike Facilities

Separate or designated bike facilities are not available in Chewelah. Bicycle riders must share the roads with vehicles at this time. As improvements are made to the transportation network in Chewelah, the City will consider improvements that include infrastructure for bicycle transportation including

paths specific to bicycle use and racks strategically placed for storage of bicycles.

Though there are no designated bike facilities in the city, the Chewelah Loop, a bike route recognized by Northeast Washington Trails and Tri County Economic Development District (TEDD), begins in Chewelah and loops through the valley. The route runs along both US 395 and Main Avenue/Flowery Trail Road, and continues to the south of the city.

Public Transportation

The City of Chewelah does not provide public transportation for its residents. However, there are several options for public transportation in the region:

- The Gold Line Bus provides twice daily service between Kettle Falls and the Spokane International Airport, with many stops along the way, including one at the Chewelah Chamber of Commerce office. However, this option is not viewed as convenient or affordable for commuting purposes.
- The Rural Resources Community Action Commuter Bus provides affordable public transportation opportunities twice daily between Kettle Falls, Colville, and Chewelah.
- Rural Resources Community Action also operates a dial-a-ride program that gives emphasis to senior citizens, youth, those with disabilities, and those that are low-income. They also help coordinate volunteer rides to help people get to medical appointments and social services in other communities.

Rail Transportation

Although rail lines run through Chewelah, the city no longer serves as a stopping point. The Burlington Northern Santa Fe (BNSF) Railroad had maintained a rail line from Spokane to the Canadian Border. In 2005, ownership for the line running from Chewelah to the Canadian Border and beyond was transferred to the Kettle Falls International Railway, a company owned by OmniTrax.

Starting at the southern city limits, the railroad runs parallel to US 395 until Main Avenue. At Main Avenue, the railroad heads off to the northwest, cutting through residential areas and crossing Chewelah and Paye Creek. The railroad

continues in this direction, leaving the northern city limits near the intersection of Lincoln and Pinebrook Drive.

As the railroad traverses the city it crosses several public roads. These railroad crossings are located at King Avenue, Main Avenue, 2nd Street West, Stevens Street, Victoria Street, and Valley Avenue. All crossing are at-grade. Flashing lights and automatic gates protect the crossing at Main Avenue, 2nd Street West, and Stevens Street.

A railroad yard is located on the south end of the City, parallel and west of US 395. It is no longer used by the railroads, except on rare occasions. No conflicts between the rail yard activities and other forms of transportation have been identified.

Water Transportation

There are no navigable waterways within the City of Chewelah, so there is no need for water transportation facilities.

Air Transportation

In 1980, the Chewelah Golf and Country Club gained approval to lease 401 acres of property off Sand Canyon Road, allowing for a commercial industrial airport. The airport occupies 90 acres of the leased property. The lease will run until 2035. The airport has a 3,446 ft long runway and a taxiway that leads to six privately owned aircraft hangers. There is also a private home and a pilot's lounge located on airport property.

Management and maintenance of the airport is provided by the city. A volunteer Board of Trustees meets regularly to address issues regarding the airport. The Board consists of three representatives from the airport (pilots), two city council members, and a volunteer representing Chewelah South.

The airport has received the majority of its maintenance funding from Washington State Department of Transportation Aviation Department grants. The last grant, received in 2016, went toward design and construction of a taxiway extension. Volunteers have applied stripe painting and other minor maintenance.

The City of Chewelah owns and operates the Chewelah Municipal Airport, formerly known as the Sand Canyon

Airport. The City is working to upgrade the airport and ensure it remains a vital, self-supporting general aviation airport that meets the needs of the customers and contributes to the economic development of Chewelah and the region.

Recommended Improvements

Roadway System

The evaluation of future roadway system conditions for the City of Chewelah is based on projected traffic volumes. These volumes are based on regional population projections. Typically, transportation forecasts would also consider future land use patterns, but development patterns in and around Chewelah are not expected to change very much over the next 20 years. This forecast also assumes that average household size and transportation behaviors will remain constant through 2040.

The population of the city of Chewelah is projected to increase moderately by about 12.6% by 2040, which will affect traffic counts within the City of Chewelah. However, the traffic counts on US 395 will be affected more significantly by economic development and population growth trends throughout Stevens County and the surrounding region. Therefore, a traffic forecast was conducted based on county population forecasts and applied mainly to US 395.

The 2018 population of Stevens County was 44,990. The projected population for 2040 is 51,050 according to the Office of Financial Management. This is an increase of 13.5%. Thus, if development patterns, household sizes, and transportation behaviors remain about the same as they are today, an approximate increase of around 13.5% can be projected for traffic volumes in Chewelah along US 395. As of 2018, US 395 had approximately 10,000 average annual daily trips (AADT), so this forecast translates to approximately 1,350 more daily trips on US 395 through Chewelah by 2040, for a total of 11,350 AADT.

Even now, changes are being noticed throughout the City's transportation system. Side street approaches to US 395 have begun to experience longer waits at intersections and traffic at major intersections continues to worsen. This could lead to capacity deficiencies, excessive delays, and traffic queuing problems. In addition to the projects already outlined in the 6-Year TIP, this traffic forecast has led to some recommendations for long-term expansions and improvements to specific sections of the roadway system. These recommendations should be considered as the city updates its annual budget and 6-Year TIP.

US 395 Corridor

In the 2000 Downtown Revitalization and Traffic Movement Plan, realignment and movement of US 395 was identified as a key action to revitalize Chewelah. Development options were identified in the Plan and consequent public meetings identified Second Street East and US 395 as a couplet. The couplet was initially proposed as part of Alternative 5 of the Chewelah Re-Generation Plan. In addition to this option were:

- To keep US 395 (Park Street) as it is.
- To create a by-pass to the West of Chewelah.
- To create a by-pass to the East of Chewelah.
- To utilize Second Street West as a Corridor (as a one-way couplet).
- To relocate the current railroad tracks and utilize the rail corridor for vehicle traffic.

After subsequent meetings with the Eastern Region WSDOT office and the public, the Second Street East Couplet proposal was removed from the preferred alternative. The City recognized that improvements to accessing and crossing US 395 will be necessary in the near future. The alternatives suggested by the Transportation Focus Solutions Group will continue to be considered and presented to various funding agencies as possible short-term solutions to the issues. However, the City will need to continue to review long term solutions to the issues involved with having a regional transportation corridor running directly through the community. Two primary intersections of concern are Main Avenue at US 395 and Lincoln Avenue at US 395. The plans for these intersections are discussed next.

Main Avenue crossing at US 395

The improvements on Flowery Trail Road have increased the amount of heavy truck traffic at this intersection. When accessing US 395, trucks are forced to turn into oncoming lanes in order to make the corners. The situation is both a safety and traffic flow issue, as the wide turns require traffic in both directions to come to a stop. However, the 6-year TIP calls for the creation of a turn lane on US 395 from South Avenue to Grant Street, which will help eliminate some of these issues. The City will need to continue monitoring the situation and seeking other solutions as a priority.

Lincoln Avenue crossing at US 395

This intersection is a primary pedestrian crossing. Students from the residential neighborhoods to the west of US 395 frequently cross this intersection to access the schools on the east side. Some work has been done to improve pedestrian safety, but the City will continue working with the Chewelah School District, WSDOT, Washington State Patrol, and other stakeholders to ensure this intersection is safe for pedestrians as activity on US 395 continues to increase.

North/south collectors east of US 395

Several expansion and improvement options exist on the east side of US 395. Fifth and Sixth Streets East were evaluated as potential new collector streets, and Ehorn Lane, already a collector street, was evaluated for extension southward to serve future development. Table 7-4 further explains these improvements.

Table 7-4 Improvements East of US 395

Street	Potential Improvement	Impacts to Adjacent Lands	Recommended Improvement
5 th Street East	Extend southward to serve new residential development	Minimal impacts, one driveway but no buildings, new roadway about 800 feet	Extend southward to a new east/west collector in southeast quadrant of city
6 th Street East	Extend northward to Park Lane and southward to serve new residential development	Would eliminate the St. Joseph Hospitals helicopter pad, potentially impact one home and several other buildings, new roadway about 6,000 feet.	Future construction as a local street only as development occurs
Ehorn Lane	Extend southward to serve new residential development in southeast quadrant	Minimal impacts, mostly agricultural uses, new roadway about 2,000 feet	Extend southward to a new east/west collector in southeast quadrant of city

Further Description of 5th Street East Improvements: Lies 1,500 feet, or four blocks, east of US 395 and about 2,400 feet west of Ehorn Lane. It currently runs from Lincoln Avenue southward to south of King Avenue. To develop 5th Street East as a collector street, a missing segment between King Avenue and Sunny Avenue would need to be completed. It should also be connected to the new east/west collector in the southeast quadrant of the city.

Further Description of 6th Street East Improvements: Lies about midway between US 395 and Ehorn Lane. Only two

segments of 6th Street East currently exist. One segment lies between Lincoln Avenue and Webster Avenue. The other segment is part of the multi-family housing development south of King Avenue. To develop 6th Street East as a collector street, several extensions and connections are necessary. It could be extended northward between the existing buildings on the north side of Lincoln Avenue. This extension could connect with Park Lane. Extension southward is unlikely because of the potential impacts on several properties.

Further information on Ehorn improvements: Ehorn Lane is the easternmost street in Chewelah. It currently runs between Lincoln Avenue and Main Avenue. It also connects with Flowery Trail Road. As development occurs in the southeast quadrant of Chewelah, Ehorn Lane should be extended southward to serve that new development. Ideally, it would connect with the new east/west collector to be developed in the southeast quadrant of the city. This extension could occur as lands develop. The extension of Ehorn Lane is recommended as development occurs in the southeast quadrant of the city.

North/south collectors west of US 395

Several options exist for future collectors on the west side of US 395. Table 7-5 analyzes and compares these streets for their viability as collector roadways, recommending extensions and improvements on some and no changes on others.

Table 7-5: Improvements West of US 395

Street	Potential Extension North to US 395	Potential Extension Southward	Potential Connection of Missing Links	Recommended Improvement
Second Street West	Already connects with US 395	Already extends to City limits	N/A	Reclassify as a collector street
Stevens Street	Possible conflict with existing developments	Already extends to City limits	N/A	No Changes
Victoria Street	Possible conflict with Pinebrook Development and Pay Creek	Conflict with existing land uses south of Court Avenue	Connecting between Main and King Avenues would require a creek crossing	Connect between Main Ave and King Ave & reclassify as a collector between Lincoln and Court
Bernard Street	Not Possible	Already extends southward. However north and south intersection approaches to Court Avenue are not aligned	Connecting between Washington and Valley Avenues would require RR Crossing	No Changes
Hunt Street	N/A	Access road to existing property already extends southward and crosses creek. Could be extended further southward.	Could extend northward into future industrial zone land. Could connect with Valley Avenue and local streets in area	Extend northward to Valley Avenue and southward to Court Avenue. Reclassify as a collector.

Further information on Second Street West Improvements: Runs parallel to US 395 from Sand Canyon Road to South Street. Chewelah residents could use this street as a collector, allowing them to avoid US 395. This reclassification would make Second Street West a priority for maintenance improvements. Residents along the street may be concerned about the classification change. However, the change would probably not increase traffic. As part of the US 395 Environmental Assessment, Second Street West is also under

consideration as part of a one-way couplet system with Park Street.

Further information on Stevens Street: Stevens Street is currently designated as a collector running between Lincoln Avenue and Alm Lane, which continues outside of the city to connect with other county roads. As residential infill occurs north of Lincoln Avenue, an extension of Stevens Street through to US 395 should be investigated. Any extension of Stevens Street north of Lincoln Avenue would need to avoid Paye Creek. There may also be some existing development along North Avenue. Because of other available options and the possible conflicts with existing land uses, extending Stevens Street northward to US 395 is not recommended.

Pedestrian System

Chewelah currently has sidewalks along some streets, but most of the street system does not have any pedestrian facilities. Because of the low traffic volumes, pedestrians on the shoulders of the roadways have been relatively safe. However, traffic volumes are expected to be higher in the future and conflicts between pedestrians and motorized vehicles will increase.

Sidewalks are an important part of the transportation system for several reasons. First and foremost, they provide a refuge for pedestrians, allowing for safe travel between homes, work, schools, shopping, and other destinations. Sidewalks should be at least 6 feet wide in residential areas and 8 feet wide in commercial areas. If space is available, a landscape median 3 to 8 feet wide can also be provided between the sidewalk and the street. A median allows street furniture, such as a mailbox or streetlight to be located out of the way of pedestrians. It can also become an area for storing snow during the winter months. On narrow streets, a 6- to 8-foot wide landscape strip could also be used as a parking strip.

Sidewalks are generally recommended with the construction of new roadways or major improvements to old ones. Chewelah should consider modifying its current street standards to add sidewalk requirements at least to the arterial and collector roadways.

Completion of the pedestrian system should be considered in Chewelah, particularly along higher volume arterial and collector roadways. Pedestrian paths in commercial areas should generally be constructed on both sides of the street and residential areas should consider low impact designs to reduce stormwater run-off impacts. In addition, pedestrian connections should be provided between any cul-de-sac and other dead-end streets.

A list of recommended sidewalk improvement is summarized in Table 7-6 and shown in figure that follows. Specific sidewalk improvements would be made pursuant to the recommendations of the City's public works and streets superintendent.

Colville River Loop Trail

The 1997 Comprehensive Plan mentioned the Colville River Loop Trail. This was in conjunction with the “A River Runs Through It” Plan that was created in 1993 as a Chewelah Creek Public Access and Recreation Plan. In 2009, the City decided it was time to revive the issue of a walking path. A technical assistance grant was received from the National Park Service – RTCA to assist with the planning and creation of a new plan. A Steering Committee was created that included representatives from the school, business owners, health and wellness facilitators, and youth and seniors. For nearly a year the group discussed the concept of creating a path that would connect the Jenne Memorial Park to the Downtown Core area. The new plan used information from the “A River Runs Through It” Plan as its primary source, simply updating information and changes created by the adoption of the Growth Management Act. The final step that was expected of this group was the creation and adoption of a new plan. This included a contest to name the new path. However, in December 2010 discussion began in regards to the creation of a Cultural District, with the path being a part of the new Cultural District Plan. To date, neither the Cultural District Plan or the Path Plan have been able to go any further than concept and conversation. However, the community has embraced the idea of a walking path that would run north and south along the Chewelah Creek and provide a safe route for schools as well as a healthy alternative form of transportation. The roots have been planted for the creation of a path system in Chewelah. It is the hope that this idea will come to fruition in the near future.

Bicycle System

Chewelah currently has no separated bikeways along any street, including the state highway. On most streets, bicyclists use roadway shoulders or sharing the roadway with vehicle traffic. This practice has been relatively safe because of low traffic volumes. As a rule, roadways with traffic volumes of less than 3,000 vehicles per day do not need separated bike facilities. However, current traffic volumes on US 395 can reach 10,000 vehicles per day, and these volumes are expected to increase in the future. These high traffic volumes could cause conflicts and safety hazards for bicyclists using the highway. This plan recommends using concepts such as parallel bike boulevards and alternate bike routes, especially

for US 395 and Main Avenue. The plan for a separated path along Chewelah Creek could also be shared with bicycles, providing a separated bicycle facility for cyclist access to and from the city.

Public Transportation

Chewelah has some existing public transportation services, as discussed in the inventory section of this chapter. The City of Chewelah should support state and county efforts to maintain develop new regional public transportation opportunities.

The Northeast Washington Regional Transportation Planning Organization (NEW RTP0) published a Coordinated Public Transit-Human Services Transportation Plan in 2018, which identifies the needs for the addition of a more affordable commuter bus service from Chewelah to North Spokane to make it easier for Stevens County residents to access job opportunities and services in the Spokane area.

It also recommends extending the commuter service between Colville and Chewelah to cover trips in the evening hours and continuing to monitor demand and adjust service to meet this demand on weekends as well.

Rail Transportation

Rail transportation will continue to be important to industrial development in Chewelah. Conflicts between rail activity and other transportation modes should be minimized. At-grade crossings should have proper signing and warning devices for motorists, pedestrians, and bicyclists.

Water Transportation

The City of Chewelah has no water transportation facilities.

Air Transportation

The Airport Layout Plan and Narrative Report was approved by the Washington State Department of Transportation Aviation Department in 2007. This plan expects the airport to grow steadily with increases in light sport aircraft use. The plan emphasizes the importance of protecting the airport from incompatible land-uses especially to the north and east. The City of Chewelah and Stevens County will continue to

work together to limit the development of incompatible uses on properties adjacent to the airport.

This layout plan was in the process of being updated at the time of this comprehensive plan update due to the city's decision to develop the previously undeveloped eastern side of the airport for non-aeronautical uses, which may result in the sale of this land to private individuals. To allow for this, the airport's boundary must be revised to remove this section from the airport's property. At this time, the City's intention is to sell individual parcels for residential development, though the City has not made a final decision on whether to sell or lease the area slated for commercial development.

To allow for this type of development, these areas will require rezoning to allow for residential and commercial development.

The new residential area would have through-the-fence access to the airport, meaning the houses constructed on these new lots will likely consist of residential structures with aircraft storage hangars on the premise. The roads within the neighborhood will be designed to accommodate both vehicle traffic and aircraft taxiing movement to and from the airport.

The City hopes that one of the cornerstone developments for the commercial area will consist of a gas station and convenience store, and to have a Fixed Base Operator install and operate a separate aircraft fueling station at the airport in the near future. The City also hopes to continue attracting and developing new hangar sites at the airport to support its long-term growth and operations.

These goals for the airport will be described in greater detail in the updated Airport Layout Plan.

Transportation Demand Management Strategies

Transportation Demand Management (TDM) strategies alter travel patterns to more efficiently use the existing transportation system. Transportation Demand Strategies are used to reduce the stress on the roadway system and eliminate or postpone the need to widen or build new roadways. Some TDM strategies include carpooling, vanpooling, alternative work schedules, bicycle and

pedestrian facilities, and programs focused on high density employment areas.

In Chewelah, where traffic volumes are low and the population and employment is small, implementing TDM strategies is not an urgent need. However, TDM programs implemented in other nearby communities, particularly Colville, could affect Chewelah. Policies concerning carpooling or vanpooling and flexible work hours could carry through to Chewelah residents. In order to accommodate the future increase in demand and to reduce the stress on the transportation system, the City of Chewelah should implement TDM strategies such as supporting state and county carpooling and vanpooling programs and making sidewalk and bikeway improvements.

Concurrency & Financial Analysis

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

Existing Revenue and Expenditures

Revenues available for funding street activities in Chewelah can be highly variable, depending on the amount of development activity occurring in the City, the number of successful grant applications, and other local economic factors. Funds for street-related activities come from these general sources:

- General city revenues (e.g., sales tax)
- Distribution from state and federal sources (e.g., state gas tax allocations).
- Grants
- Local Improvement District (LID) bonds

Revenue streams have remained relatively stable. Historically, 20 to 25 percent of local funding (exclusive of state and federal grants) has been generated from fuel taxes. In the past, the City of Chewelah has benefited from several grants. In 1996, the City received a \$58,000 ISTEA grant and a \$13,000 TIB grant to reconstruct a block of Lincoln Street. In 1993, \$213,000 in TIB funds was granted for the reconstruction of Main Street.

When grants are excluded, the combined street expenditures have been increasing annually between five and six percent. This rate of increase is expected to continue as construction materials and labor costs increase faster than inflation.

Based on historical revenues and expenditures, it is anticipated that the City will continue to match its expenditures closely with its revenues, relying on outside funding for specific improvement projects.

Transportation Improvement Program

The Six Year Transportation Improvement Program (TIP) provides a list of short-term transportation projects with their estimated construction cost, priority, and funding source. The priorities are based on current need and the expected growth of Chewelah. The TIP is updated annually, so reference should always be made to the most recent version of the TIP, and the most recent version of this document can be found on file with the City. At the time of this plan's adoption the latest version was the 2020-2025 TIP. The 2020-2025 TIP identified a total of 19 short-term transportation improvement projects.

GMA requires that any short-term projects comply with funding concurrency. The projects in the TIP have identified funding sources, thus it complies with GMA concurrency requirements. Funding for eight of the projects will be at least partially funded by local funding, totaling an estimated \$387,500 of local funds over the course of 2020-2025.

State Funding Sources

Motor Vehicle Fuel Tax

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

Transportation Improvement Board

The Legislature created the Transportation Improvement Board to foster state investment in quality local transportation projects. The TIB distributes grant funding, which comes from the revenue generated by three cents of the statewide gas tax, to cities and counties for funding transportation projects.

The primary purpose of the TIB is to select and administer transportation projects that best address the criteria established by the Board. The TIB offers a number of different funding programs specifically for cities and towns with populations under 5,000. Funds for these programs are distributed regionally, with projects competing only in their own region and requiring only a 5 percent match. The following programs are available under TIB's Small City Program:

- Small City Arterial Program (SCAP) – provides funding for projects that improve safety and roadway conditions
- Small City Preservation Program (SCPP) – provides funding for rehabilitation and maintenance of the small city roadway system, in some cases in partnership with WSDOT or county paving projects
- Small City Sidewalk Program (SCSP) – provides funding for sidewalk projects that improve safety and connectivity
- Relight Washington (LED) – helps lower a city's streetlight costs by helping them convert to more energy efficient LED streetlights.

Local and Private Funding Sources

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

Road Improvement District

The road improvement district (RID) is a form of special benefit assessment district. The RID allows specific improvements to be paid by properties that directly benefit from the improvements. A direct benefit is the increase in property value accruing to specific improvements, as opposed to general benefits that accrue to all properties in an area. The funding mechanism involves the sale of RID bonds, in which benefits accruing to each property within a determined boundary are assessed proportionately to the direct benefit

received, usually over the lifetime of the bonds issued by the RID. Road improvement districts are most suited for projects with large-lot property owners who do not have good road access.

Local Improvement Districts

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

State Environmental Policy Act Mitigation Agreements

Under the State Environmental Policy Act (SEPA), jurisdictions may require developers to mitigate unavoidable significant environmental impacts of new developments. The definition of significant impacts is determined through the development review process. Transportation impacts are estimated through a transportation impact study included in an EIS or attached to an environmental checklist. Mitigation can include cash payment to the jurisdiction; building to certain standards; donation of land, such as right-of-way; other in-kind contributions; or a combination of contributions. Private funding from SEPA mitigation can be used to leverage other public-funding sources.

Impact Fees

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

Impact-fee systems are authorized by the GMA. The intent of transportation impact fees is to allocate the cost of

improvements to a development, based on the traffic impacts of the development. Impact fees can be used to fund only the portion of infrastructure that is directly related to the impacts of new construction. Impact fees are not available as a source of funds for correcting existing deficiencies or for accommodating the effects of through traffic. A potential drawback for small jurisdictions using impact fees is that they must be spent within six years or returned. In small jurisdictions it is difficult to collect sufficient funds to complete a project in that timeline.

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1. Cyclist on Main Ave.
2. Intersection of Main Ave. and US 395
3. Sign at Chewelah City Hall
4. Traffic on US 395 and Main Ave.

(Source: SCJ Alliance)

4



Implementation

Implementation of the transportation plan includes activities associated with adopting policies, programs, and ordinances; securing financing for improvements; obtaining permits and environmental clearances; and designing and building transportation projects. Through this process, the transportation improvement program serves as a guiding framework for capital expenditures during each six-year period.

The Growth Management Act (GMA) formalizes the relationships between the adopted land use plan, the transportation plan, environmental compatibility, and financial feasibility. This section reviews various implementation considerations and their conformance with the provisions of the GMA.

Improvement Priorities

In developing the Chewelah transportation plan, two planning horizons were selected. The long-range plan considers transportation needs at full build-out of the comprehensive plan through the year 2040. The short-term plan considers needs over a six-year horizon through the year 2025, corresponding to the period covered by the transportation improvement program. The TIP consists of priority projects that were selected from the most pressing needs, with a balance of reasonably available funding with estimated project costs.

After the year 2025, additional improvements to the Chewelah street system will be needed. Long-range versus short-range transportation improvement priorities will shift as funding becomes available. Project priorities will also shift depending on the level of growth in Chewelah and along US 395. Additional future funding will depend on receipt of grants and/or an increase in revenues such as the gas tax. It is recommended that Chewelah review the six-year TIP on an annual basis.

Comprehensive Plan Consistency

The GMA requires that the transportation plan be consistent with other elements of the comprehensive plan, including land use and capital facilities elements. The transportation element must be capable of supporting the land use plan at a

specified level of service. The planning process must demonstrate that facilities can be financed with projected revenues. Otherwise, the land use plan or the LOS standards must be adjusted to be internally consistent.

The LOS analysis for future conditions demonstrates the future cumulative development can be accommodated with the proposed program of transportation infrastructure improvements. Financing these future improvements will depend on continued state support for improvements to US 395 and on new developments contributing to transportation projects within Chewelah.

Concurrency Management and Development Review

Concurrency refers to the on-going process of coordinating infrastructure needs with community development. This concept was formalized in the GMA to ensure that adequate public facilities are provided in concert with population and employment growth. For transportation facilities, the GMA requirement is fulfilled if roadway LOS standards are met concurrent with the additional travel demand generated by each development action.

Concurrency determinations for the roadway network are closely linked with development review decisions. Currently, the City performs this function under the authority of the State Environmental Policy Act (SEPA). Projects that produce adverse traffic impacts are required to fund or implement mitigation measures that reduce the impact below a level of significance. Impacts and mitigation measures for large projects are typically studied in a traffic impact analysis prepared during the SEPA review.

It is recommended that periodic tracking of the traffic counts and actual growth rates be completed. This tracking can provide the City of Chewelah, Stevens County, and WSDOT with good information for keeping the transportation improvement program updated. This is important because in the development review process, there may be instances when a transportation improvement is required to mitigate a project-related impact in advance of its programming through the TIP.

Intergovernmental Coordination

It will be important for the City of Chewelah to coordinate future transportation projects and planning efforts with both Stevens County and WSDOT. This coordination is very important for transportation improvements for the sections of US 395 in and near the City. State highway improvements in the Chewelah area, such as the addition of bike lanes and sidewalks, are more likely to be funded if there is broad community and inter-agency support. Likewise, Stevens County and WSDOT need to be kept informed of new development proposals in Chewelah that may impact the highway or county roads.

Implementation Actions

Adoption of the comprehensive plan and transportation element will set into motion a number of specific actions to implement the plan and its policies. Those specifically related to transportation can be identified in Chapter 2.

Review and Update

The transportation element will require revision during the next 20 years because of changes in growth rates, community vision, and the completion of capital projects. The transportation planning process is a dynamic one, and changes in the assumptions that have been made in this study will also lead to the need for plan revisions.

The transportation plan should be reviewed on an annual basis. The schedule for reviews should be dictated by GMA planning and funding mandates. For example, the six-year TIP is dependent on annual revenues and expenditures for improvement projects in Chewelah and any grant monies received for specific projects.

Chapter 8 Parks & Recreation

Introduction

The original Comprehensive Land Use Plan, that was adopted by the City of Chewelah in 1976, did not include the Park and Recreation needs of the City. On October 4, 1999 the City adopted its first Park Plan. The plan was mostly an inventory of what the city currently had and its needs and wants for the future. In addition, a plan to create a system of trails and paths (A Creek Runs Through It) had been created and adopted in 1993. In 2002, these plans were updated and incorporated into a Park & Recreation Master Plan. None of these plans had ever been added to a City Comprehensive Plan until a new Parks and Recreation Element was included in the 2008 update that was approved in 2010.

Recreation is an important part of everyday life in the City of Chewelah, and tourism is bringing more visitors into the area. Attractions such as the 49 Degree North Ski Resort, the Chewelah Golf and Country Club, the many resorts and campgrounds at nearby lakes and other outdoor activities are gaining popularity.

The intent of the Parks and Recreation Element in the Comprehensive Plan is to create specific goals and policies for meeting the outdoor and recreational needs of the community. It will also designate the possible funding sources for specific projects that have been identified for future development.

The City of Chewelah, recognizing the value of its parks and recreation system, continually seeks ways to strengthen and enhance that system. In support of this, the current focus is on maintaining and updating existing facilities, services and services and to continue to be a partner to agencies enhancing parks and recreation in Stevens County. The City also recognizes the need to develop new recreational opportunities as funding becomes available.

The City of Chewelah has established a series of goals related to parks and recreation issues affecting the City today. These

are identified in the table below and reflect the importance of park and recreational opportunities for local citizens as well as visitors to the community.

The goals are also consistent with the demonstrated needs and desires of the community, the Growth Management Act (GMA), and the program goals for the Washington State Recreation and Conservation Office (RCO).

Table 8-1 - Issues and Goals

Issues	Goal
Connectivity	Develop a network of trails that connect the city parks and other city facilities with the residential areas, business areas and school facilities.
Safety	Promote and develop safe access to the City Parks and facilities. Work with the School District to create safe routes to and from schools.
Facilitation	Consider a splash pad. Make improvements as necessary and when funding is available for the pool.
Funding	Create reserve funds for park and recreation projects. Seek and pursue outside funding opportunities and partner with local agencies and groups who are furthering parks, recreation and tourism in Stevens County.
Community	Create and promote spaces that build community. Promote use of parks and city facilities to partners as well as citizens.
Limited Recreation Opportunity	Create and promote four-season recreational activities that are multi-generational and promote wellness.
Health and Quality of Life	Provide and promote options and activities that will enhance the health and wellness of the residents of Chewelah

Parks and Recreation Inventory

As part of the planning process, a park systems inventory was conducted. This inventory included city parks, recreation facilities, and school district facilities. The City of Chewelah park system is comprised of two active city parks and one potential park and a civic center. The city complex also includes two large lawn areas that are available to the public as well as several meeting spaces. There is a skateboard park that is owned by the city as well. The city also shares in the management of a twenty-acre sport complex with the Chewelah School District. The City of Chewelah is surrounded by other private recreational facilities as well as adjacent federal lands that are enjoyed by residents and visitors. The table below summarizes the inventory.

Table 8-2 - Chewelah Parks Inventory

Facility	Description
Everett Jenne Memorial Park (Chewelah Park)	<p>8 acres of lush green lawn that includes a playground, horseshoe pits, and restroom facilities. The park also includes spaces that can be used by the public and/or reserved for special events.</p> <ol style="list-style-type: none"> 1. Children’s Pavilion: A newly built octagon gazebo, that is lighted. 2. Fireman’s Gazebo: A large facility that provides the perfect place for larger gatherings. 3. NE Picnic Area: A large rectangular, covered picnic area. 4. Farmer’s Market Area: A large area adjacent to SR 395 that hosts the weekly Farmer’s Market. Specific vendors are allowed to use this area when not being used by the Farmer’s Market. 5. Center Stage: A large stage with dressing facilities, a food vendor area and seating for approximately 200. The Center Stage also has a sunscreen that can be extended during summer events. 6. Scout Cabin: A small rustic cabin that is primarily used by the local Boy Scouts organization for meetings.

Central Park	Located at the corner of Victoria and Clay streets. Also known as the “Triangle Park”, a 1-acre sliver of green lawn with a full basketball court, and newly equipped playground.
City Hall Complex	<ol style="list-style-type: none"> 1. Skate Park: A cemented and fenced facility with ramps and rails. This facility is maintained by volunteers. 2. Civic Center. Located on east side of the complex, this facility hosts meetings and other private, public and community events. It was formerly a school gymnasium, so also serves as a great place for exercise and dance classes. The stage is utilized for many of the local art and theater productions. 3. City Hall Lawn: There are two large lawn areas on the City Hall complex (east and west). These spaces are used for group recreation, events and/or leisure. Wi-Fi capable. 4. City Hall Meeting Spaces: There are several meeting spaces within City Hall that are utilized for various public and private meetings and events.
Barbour Complex	Located east of the High School. This area provides 2 baseball fields, 3 softball fields, a football practice field, soccer field, tennis courts, basketball courts and restroom facilities. There is also potential for additional athletic fields.
Chewelah Recreation Association (Paul Coffey/Troy Bauman Memorial Field)	Little league field and bowling alley.

Table 8-3 - Other Recreation Facilities

Facility	Description
Jenkins Middle School	Located at corner of Lincoln Avenue and SR 395. 1 baseball field, a basketball court and several tetherball poles.
Gess Elementary School	Located on East Lincoln Avenue. Playground and extensive grass area. 1 baseball field.
School Track and Football Field	Located at the corner of 2 nd Street West and SR 395. The facility meets track and field

	standards and provides a great resource for walking and running for the community.
49 Degrees North Ski Resort	Located 10 miles east of Chewelah. A family-oriented ski resort, that is currently growing by adding new runs and chairlifts with the possibility of expanding to include condominiums. In addition to winter sports, the resort promotes summer activities such as bike riding and hiking.
Chewelah Golf and Country Club	Located in North Chewelah. A 27-hole, semi-private golf course that includes a clubhouse and tennis courts.
Local Lake Resorts	There are several local lake resorts located within 15 miles of Chewelah. They include Deer Lake Resort, West Bay Resort, Winona Beach Resort, Waitts Lake Resort, and Silver beach Resort. All of these resorts offer camping, fishing, swimming, boating and other recreational opportunities.
Colville National Forest	A large forested area that lies east of Chewelah. Campgrounds, multi-use trails, snowmobile snow-parks, off-road vehicle trails and ample acreage for hiking and bike riding are available.

Parks and Recreation Demand and Needs Assessment

Demand for parks and recreational opportunities are driven primarily by those who live in and around the City of Chewelah. The City of Chewelah also completed a park demand assessment comparing the population of Chewelah to the park and recreation standards established by the City (six acres of parkland per thousand people). The table below shows existing and forecast demand using the population figures adopted earlier in this plan.

Table 8-4 - Park Land Needs Assessment

Activity/Facility	City Adopted Standard	Existing	2040 Demand	2040 Over/Short
City Parks and Recreation	6 Acres per 1,000 Persons	16.59 Acres (approx.)	18.68 Acres (approx.)	2.09 acres (approx.)

According to City adopted standards, the City of Chewelah is adequately served with park and recreational opportunities. The table includes acreage at Barbour Complex; however it

does not include National Forest lands or semi-private properties such as the Golf Course Country Club or any school properties, other than Barbour Field. The School District facilities (20 acres) are open and available to the public during non-school hours and during events. This extra consideration allows the City to exceed the adopted standard for current and future demand. The City will continue to improve and maintain the current park and recreation facilities to the higher standards it has always implemented. In any conversations regarding potential development, the addition of parks and/or other recreation facilities such as pathways will be addressed.

Future Parks & Recreation Capital Projects

The following table outlines potential capital projects to be considered by the City of Chewelah. The table indicates specific projects, facility type, project timing, project cost, and possible funding source. In determining costs, services such as planning, engineering, land acquisition, and construction costs are considered. Often times, these are large amounts that are scheduled over several years or paid through the use of local funds in addition to private funds, as well as local, state, and federal grants.

Table 8-5 - Future Capital Parks Projects

Project	Facility Type	Timing	Cost	Funding
Civic Center Rest Room	General	2020	\$175,000	Local Funds
Civic Center Commercial Kitchen Upgrade	General	2020	\$10,000	Local Funds
Chewelah Splash Pad	General	2021	\$300,000	Grant Funds
Pedestrian Path from Jenne Memorial Park to City Hall	Parks	2024	\$100,000	Local Funds

The Washington State Growth Management Act (GMA) requires public facilities and services to be in place with proposed development to ensure locally adopted level-of-service (LOS) standards are not jeopardized. A Capital Facilities Program (CFP) determines whether existing and future public facilities and services will support the projected growth, utilizing the revenue generated by the City. This necessitates that the goals and objectives of this Parks and Recreation Element match the planned improvements to the existing or future park system, which are listed in the City's CFP of the Capital Facilities Element of the Chewelah Comprehensive Plan.

The priorities outlined in this section, the Parks and Recreation Improvement Program, will guide development of

projects slated for funding in the CFP and/or the City's Capital Improvement Plan (CIP). The CFP/CIP provide positive direction for the Parks Department in identifying specific projects, project phasing, associated costs, funding sources, and implementation dates. The CFP generally covers a time frame of twenty (20) years while the CIP envelopes a six (6) year window, but both closely mirror the project priorities outlined in this Parks and Recreation Master Plan

1



1. & 2. Chewelah Golf & Country Club

3. Chewelah Bowling Alley

4. Chewelah City Hall, Skate Park & Lawns

(Source: SCJ Alliance)

2



3



4



Chapter 9 Annexation & Incorporation

Interagency Coordination

Stevens County's County-Wide Planning Policies, Policy #1, Policy VI, states that, "Community comprehensive plans should address annexation and/or incorporation." This element reflects the City of Kettle Falls commitment to that process.

The Urban Growth Area (UGA) is a planning tool for systematic growth. Only areas within the UGA are eligible for incorporation. The UGA was drawn to include those parcels that can be served logically by city services, particularly sewer and water. Some assumptions used to establish the *original* UGA:

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

The urban growth area was drawn to include those parcels that can be served logically by city services, (particularly sewer and water), and whose owners indicated that they wish to develop their property with urban uses. Chewelah wants to avoid illogical, sprawling boundaries that lead to a higher cost of providing utilities, police and fire protection.

The area outside the city boundaries, but within the urban growth area is under the jurisdiction of Stevens County. Both the County and the City recognize a need to cooperate and coordinate in managing growth in that boundary. For that reason, the City of Chewelah and the County encourage joint planning for urban growth areas, and the area beyond that growth area where development could directly affect the city.

The Urban Growth Area has been drawn to hold twenty years of development. The challenge for Chewelah and Stevens County officials will be to manage growth within that area so that it occurs in a sequence order that does not increase the overall cost of providing service or result in leapfrog development.