

RESOLUTION NO. 21-05

A RESOLUTION OF THE CITY OF CHEWELAH ADOPTING A DOWNTOWN AND HOUSING
SUBAREA PLAN

WHEREAS, in March 2020, the Washington State Department of Commerce awarded the City of Chewelah a grant under E2SHB 1923 to prepare a housing subarea plan per RCW 43.21C.420; and

WHEREAS, the City Planner prepared the Downtown and Housing Subarea Plan after extensive public participation and review process for the subarea plan including an online survey, two virtual online public meetings, and public meetings before the City Council in 2020 and 2021; and

WHEREAS, implementation of the Downtown and Housing Subarea Plan would increase residential capacity by allowing more housing variety and options; and

WHEREAS, the City Council held a duly noticed public workshop on November 18, 2020 regarding the Downtown and Housing Subarea Plan; and

WHEREAS, pursuant to RCW 43.21C.420 and sections 1.4 and 2.1 of the Department of Commerce Housing Guidebook, on April 1, 2021 the City Planner provided the Washington State Department of Commerce with a 60-day notice of intent to adopt the Downtown and Housing Subarea Plan, and it was assigned number 2021-S-2535; and

WHEREAS, on May 13, 2021 the City Planner issued a Determination of Non-Significance for the Downtown and Housing Subarea Plan via the SEPA register; and

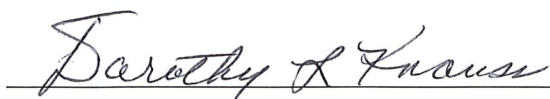
WHEREAS, the City Council held a public hearing on June 2, 2021, regarding the Downtown and Housing Subarea Plan in an open public meeting.

NOW THEREFORE, the City Council of the City of Chewelah, WA resolves as follows:

Section 1. The City Council hereby adopts the Downtown and Housing Subarea Plan, *attached as Exhibit A.*

Section 2. **Resolution to be transmitted to Department.** Pursuant to RCW 43.21C.420 and sections 1.4 and 2.1 of the Department of Commerce Housing Guidebook, the City Planner shall transmit this resolution to the Washington Department of Commerce within ten days of adoption.

Adopted this 2nd day of June 2021.



Mayor Dorothy L. Knauss



Authenticate: Clerk/Treas. Pamela McCart



Chewelah Downtown and Housing Subarea Plan

Adopted June 2021 by Resolution 21-05



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Executive Summary

The City of Chewelah was the recipient of two Department of Commerce grants which separately funded the downtown portion and the housing portion of the Downtown and Housing Subarea Plan.

Downtown Plan

The downtown portion of this plan was funded by a grant awarded to the city as part of the New Approaches pilot program. The New Approaches program selected three communities in Washington to work through a planning process with the city, local leadership, and the community to identify their top two greatest needs. Grant funding in the amount of \$45,000 was awarded to the city to plan for and implement planning projects that address the identified community's greatest needs. Through public outreach, the New Approaches program identified the following items to be studied, reviewed, and updated:

- ◆ "City of Chewelah Downtown Revitalization Plan" (2000)
- ◆ 2019 City Parking Study
- ◆ "A Creek Runs Through It" Plan (1993)
- ◆ Utilization Assessment of the Civic Center

Together, these components make up the downtown portion of this plan.

Housing Subarea Plan

The housing portion of the plan was funded by the HB 1923 Building Residential Capacity Grant. The city received \$50,000 to complete a subarea plan with an emphasis on studying residential capacity and housing needs. This grant included funds to carry out a zoning text amendment to permit duplex development on every corner lot within the subarea's residential zones.

Introduction

The downtown and housing subarea plan is a multi-faceted planning study which focuses on two main components – housing availability throughout the subarea and revitalization efforts to downtown Chewelah, which is entirely within the subarea boundary. The plan also includes exploration, study, and visioning regarding the Chewelah Walking Trail, public parking, and utilization of the civic center and civic campus.



Plan Consistency

While implementing the Downtown and Housing Subarea study the City was going through a periodic update of their Comprehensive Plan. The scope of the periodic update focused on consistency of the comp plan with state law, updating each element to provide accurate information pertaining to existing and future utilities, transportation, parks and recreation, and capital facilities. The periodic update also provided an up-to-date population projection throughout each elements and included a visioning process to update the plans vision statement, goals, policies and actions (the policy framework).

The comp plan update timeframe and the scope of work allowed for the Downtown and Housing Subarea Plan goals, policies and actions to be easily integrated into the revised comp plan, the transportation improvement plan (TIP), and capital facilities plan. The benefit of this is greater support for the implementation of this planning document. The process of integrating the policy framework and action items included on-going coordination and communication with city staff throughout the planning process. The goal being, with staff's support and knowledge of the action list the ability to implement each project is increased. This type of collaboration allows for each project to be implemented individually or part of a larger, more comprehensive project where there are multiple improvements being considered within a projects scope and the funding sources used.

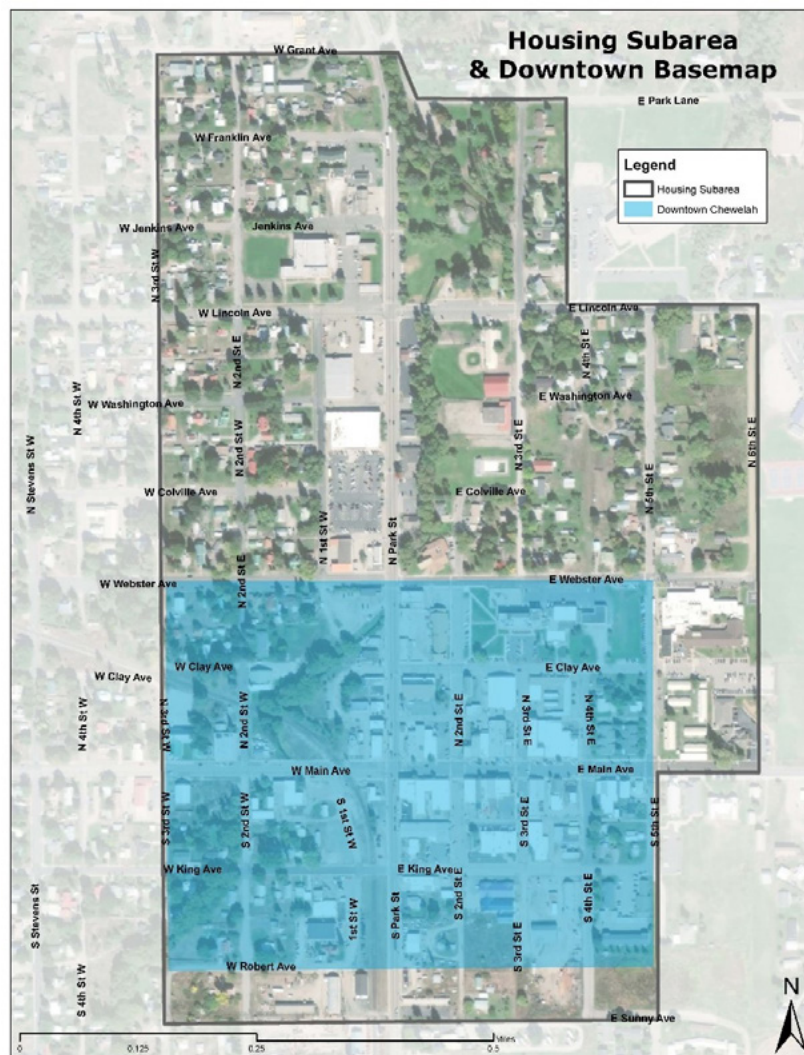
The Subarea

The Chewelah Downtown and Housing Subarea is shown in Map 1. It consists of the downtown area, including roughly a half-mile stretch along Main Avenue and a two-thirds mile stretch of US 395. The downtown area (in the blue box) demonstrates the downtown boundary identified in the Downtown ReGeneration and Traffic Movement Plan (2000). This plan serves as the update to the ReGeneration Plan and is being done in conjunction with the Housing Subarea Plan, as both plans have significant crossover in existing conditions and opportunities. Housing is being studied throughout the subarea boundary.

The subarea includes commercial, retail, residential, public, medical, educational, and recreational uses, making it a diverse and complex area with many different needs and opportunities.

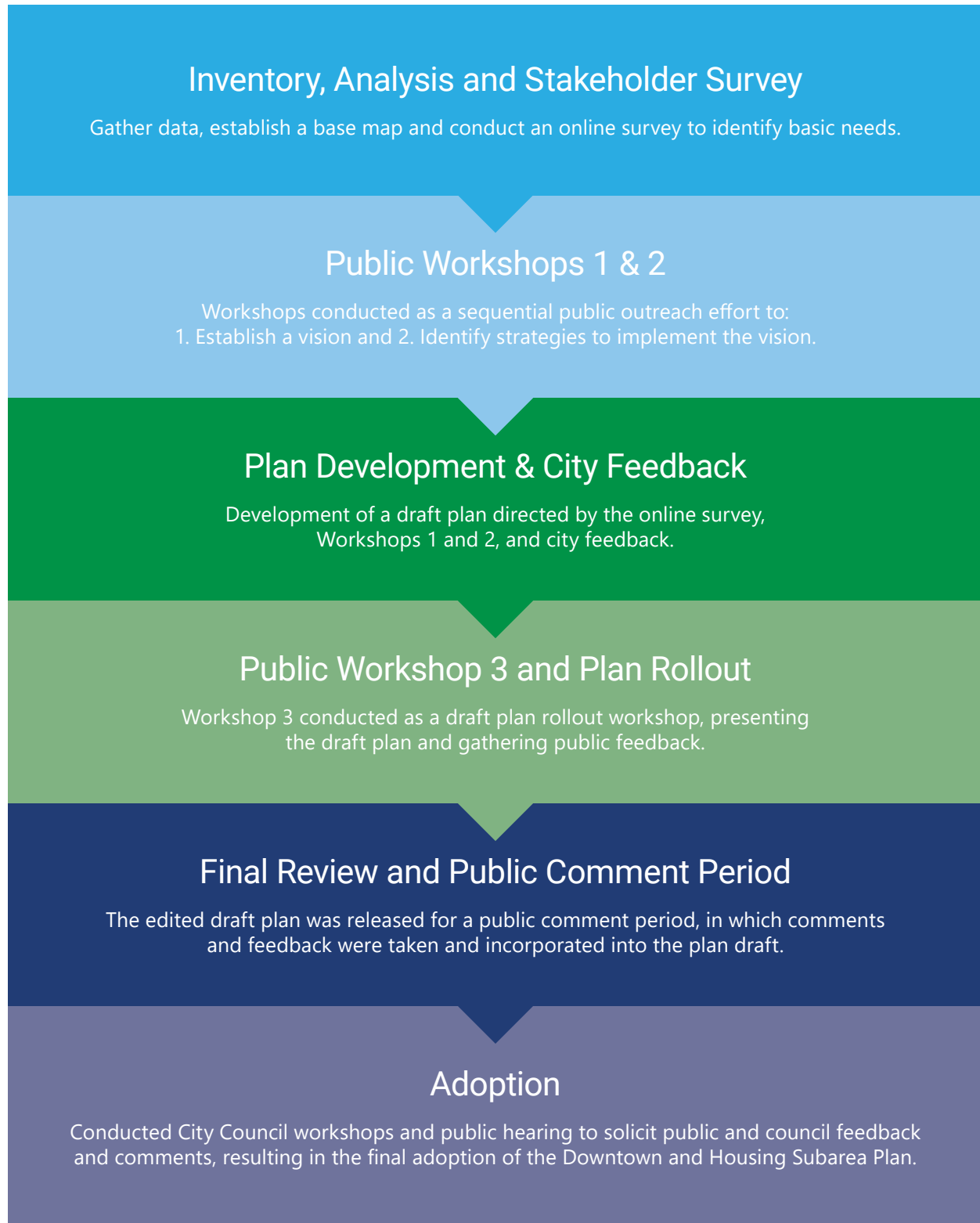
The primary land use includes retail business and the medium density housing zone (single-family residences), however, throughout the subarea, there are additional small clusters of single-family residential, multi-family residential, and community facilities or public lands.

The area is unique, in that, as the city continues to grow denser with business and commercial development accumulating along Main Avenue and Highway 395, housing will need to keep up with the changing environment. Particularly, the zoning types within the subarea will need to accommodate more housing types and serve as a transition area to less dense residential development.



Map 1 - Chewelah Study Area

Planning Process



Existing Conditions

Population Trends

Chewelah's growth has slowed dramatically in the past decade when compared to previous trends. The 2010 Census placed Chewelah at a population of 2,607 and the Office of Financial Management (OFM) 2020 estimates for Chewelah placed it at a population of 2,715, which is only about a 4% increase from 2010. In comparison, the growth from 1990-2000 was 11.2% and the growth from 2000-2010 was 19.3%.

The OFM forecasts show Chewelah at a population of 2,955 by 2030 and 3,114 by 2040, continuing a slow, but steady, growth trend.

The subarea contains about 394 people, or 14% of the city's population. It has about 14% of the total households and the average household size is slightly larger than the city average

2020 Total Population

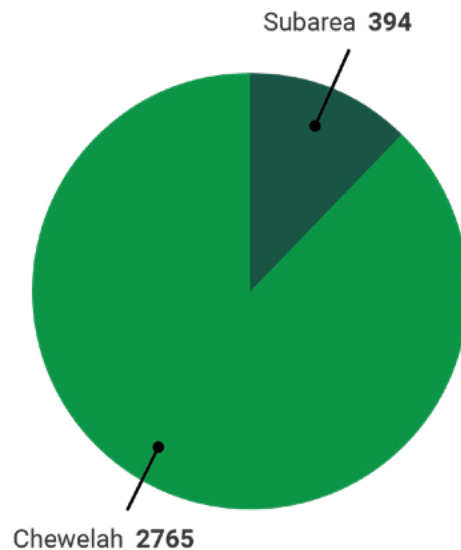


Figure 1 - Total Population Pie Chart

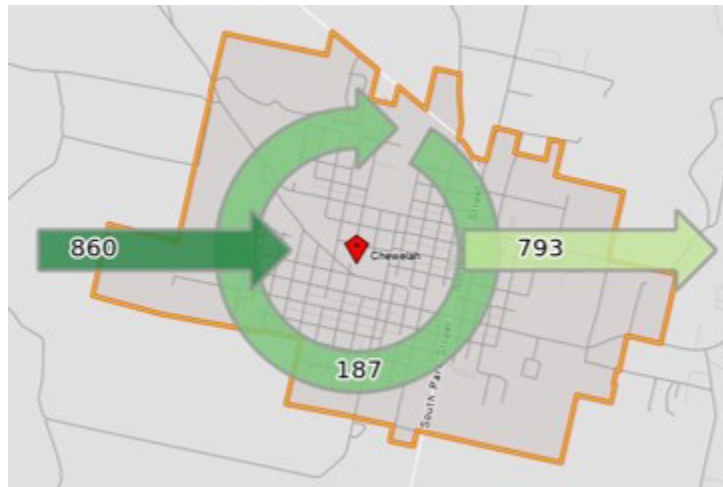
Table 1 - Subarea Demographics

Demographics	Subarea	Subarea % of City	Chewelah
2020 Total Households	171	13.90%	1233
2020 Average Household Size	2.23	–	2.21
2020 Median Age	48.1	–	45.3

Median Age

45.3	48.1	48.5	38.3
Chewelah	Subarea	Stevens County	Washington State

The median age comparison below shows that Chewelah has an older than the state average population, but is about the same as the county. The median age in the subarea is nearly three years older than the city's median age, indicating that those living in the subarea are more likely to be older adults and seniors. The downtown plan will therefore need to consider facilities and services for older adults and seniors.



Map 2 - Chewelah Inflow/Outflow

Inflow/Outflow

The inflow and outflow of employees in Chewelah from 2017 (most recent data available) is shown in Map 2. The data from this map can be summarized by the following:

- ♦ 860 people who are employed at a job in Chewelah live outside the city.
- ♦ 793 people who live in Chewelah are employed outside the city.
- ♦ 187 people are both employed in Chewelah and live within city limits.

Approximately 1,047 people are employed in the city - whether they live in Chewelah or not. Around 980 of them live within the city limits, which is consistent with the 2018 estimates of 950 employed residents.

More people commute into the city for work than those who leave the city for work. Increasing affordable housing options within the city may help to provide housing for those who work in but currently live outside the city.

Median Income

\$39k+	\$26k+	\$51k+	\$78k+
Chewelah	Subarea	Stevens County	Washington State

Income/Poverty

ACS 5-year estimates for 2019 show that the median household income was \$39,618 in Chewelah and \$51,775 in Stevens County. ArcGIS Online Data Enrichment estimates that the median income for the subarea is \$26,328. Roughly 20.3% of all people in Chewelah are living below the poverty level, higher than the county average of 15.6%.

Due to lower incomes and higher rates of poverty, Chewelah is in great need of new, affordable housing options, especially in the downtown subarea.

Housing Conditions

Map 3 - Existing Housing Types, shows the existing pattern of housing type development within the subarea. While housing in the subarea is predominantly single-family homes, there is a mix of multi-family residential including apartments and townhomes, a senior housing development, and two mixed-use developments on Main Avenue where apartments are located above downtown retail businesses.

Housing Supply

The OFM estimates of housing units for the years 2010 – 2020 (Table 2 - Chewelah Housing Type Trends) show that the number of housing units in Chewelah has increased by only 2.3% in the last ten years, while the population has increased by 4%. Thus, housing growth is not keeping up with population growth, creating a shortage of housing.



Map 3 - Existing Housing Types

Table 2 - Chewelah Housing Type Trends

Housing Unit Type	2010	2020	Change
One Unit	809	845	4.4%
Two or more Units	252	257	2.0%
Mobile Homes and Specials	223	212	-4.9%
Total Housing Units	1284	1314	2.3%

Source: Office of Financial Management

As shown in Table 3, single-family housing units make up 64% of total housing units within the City of Chewelah, while multi-family units make up 20%, and mobile homes/specials make up about 16%. The subarea has a much higher percentage of multi-family structures (35%) than the city as a whole (20%), while the share of single-unit structures are about equivalent. Mobile homes are much more common outside the subarea.

Table 3 - Subarea Housing Types

Housing Unit Types	Subarea	Subarea %	Chewelah	Chewelah %
2018 Housing: 1 Unit in Structure (ACS 5-Yr)	128	64.0%	845	64.3%
2018 Housing: 2+ Units in Structure (ACS 5-Yr)	69	34.5%	257	19.6%
2018 Housing: Mobile Homes (ACS 5-Yr)	3	1.5%	212	16.1%
Total of Housing Types	200	100.0%	1314	100.0%

Source: Esri Living Atlas

Occupancy

The rate of home ownership is lower in the subarea, and the rate of rentals is higher, as shown in Table 4. There is a higher percentage of vacant homes (14%) in the subarea than the city as a whole (9%).

Table 4 - Subarea Occupancy

Occupancy	Subarea	Subarea % of Total	Chewelah	Chewelah %
2020 Owner Occupied HUs	85	42.7%	702	51.8%
2020 Renter Occupied HUs	86	43.2%	530	39.1%
2020 Vacant Housing Units	28	14.1%	122	9.0%
Total HUs	199	100.0%	1354	100.0%

Source: Esri Living Atlas

Affordability

While the median home value in the subarea is roughly 91% of the median home value in the city, the median household income in the subarea is only about 80% as high as the median household income for the city (Table 5), indicating that owning a home in the subarea is less affordable.

People in the subarea, on average, spend a larger portion of their income on their mortgage. Trends at the county level show that owning a home is less affordable in Chewelah than in the rest of the county. In Stevens County, 29.1% of households with a mortgage pay more than 30% of their household income in housing costs, whereas in Chewelah, 43.5% of households with a mortgage pay over that same threshold (ACS 5-Year Estimates, 2014-2018).

The median rent of the subarea is 76% of that of the city, and the percent of household income spent on rent is about equivalent, and slightly less than, that of the city (Table 5). Additionally, 47.1% of renter households in Stevens County pay more than 30% of their income on rent, while 44.8% of renter households in Chewelah pay 30% or more on rent (ACS 5-Year Estimates, 2014-2018). While effort should be made to make rental units more affordable, rental affordability is on par with county-wide trends.

This shows that home ownership in Chewelah is more expensive than average for Stevens County, while renting in Chewelah is about the same as, if not slightly more affordable than, the average for the county. Improving options for affordable home ownership would help increase market demand for new, affordable homes, and increasing the rate of home ownership would help anchor Chewelah's economy and improve housing conditions.

Table 5 - Subarea Affordability Factors

Affordability Factor	Subarea	Subarea % of City Total	Chewelah
2020 Median Household Income	26328	80.50%	32706
2020 Median Home Value	134483	91.40%	147195
Median Gross Rent	468	75.70%	618
Percent of Income spent on Mortgage	21.3	N/A	18.8
Percent of Income spent on Rent	21.3	N/A	22.7

Source: Esri Living Atlas

Quality of Housing

Housing age is a main indicator of housing conditions. In Chewelah, 43% of the housing units are more than 50 years old, 1.1% are less than ten years old, and few to none have been built since 2014, indicating an aging trend in the city's housing stock (Table 6). The median year for homes built in Chewelah (1972) is 10 years older than that of the county (1982), while in the subarea, the median build year is 6 years older than that of Chewelah (1966).

Therefore, the housing stock in Chewelah, and especially in the subarea, is generally much older than the county average, resulting in higher maintenance costs and a gradual decline in the quality of available housing. This indicates that housing conditions in Chewelah and the subarea may be on the decline.

Chewelah's median income is significantly lower than that of the county, and as analyzed above, owning a home in Chewelah is generally less affordable than the county average. A lower median income, relative to the median home value, reduces the amount households can pay for housing and housing improvements. Furthermore, there is little to no public transportation available within the city, requiring households to dedicate portions of their income to owning and maintaining private vehicles. Thus, because households in Chewelah must spend a larger portion of their income on housing and transportation, there is little effective market demand for new units to be constructed and/or existing ones to be improved within the city. This, too, points to a gradual decline in the housing conditions within Chewelah, and especially in the subarea.

Table 6 - Housing units built per decade in Chewelah

Year Housing Unit Built	Number of Units	Percentage of Units
Built 2014 or later	0	0.0%
Built 2010 to 2013	14	1.1%
Built 2000 to 2009	122	9.2%
Built 1990 to 1999	110	8.3%
Built 1980 to 1989	176	13.3%
Built 1970 to 1979	331	25.0%
Built 1960 to 1969	118	8.9%
Built 1950 to 1959	83	6.3%
Built 1940 to 1949	62	4.7%
Built 1939 or earlier	308	23.3%
Total housing units	1324	100.0%

Source: ACS Estimates 2014-2018

Table 7 - Housing Stock Indicators

Housing Stock	Subarea	Chewelah	Stevens County
Median Year Built	1966	1972	1982
2018 Median Income	N/A	\$34,280	\$49,200
2018 Median Home Value	N/A	\$144,200	\$187,000

Source: Esri Living Atlas, ACS Estimate 2014-2018

Housing Conditions Summary

The subarea is full of opportunities to focus on new affordable housing options in Chewelah. Those who live in the study area tend to be older, have lower incomes, live in structures with multiple units such as apartment buildings, and are more likely to rent than the rest of the city. Older populations with lower incomes often are more likely to need greater access to services and transportation options, indicating a greater need for affordable housing varieties in the center of town.

Additionally, homes in the subarea tend to be older and less affordable for the population living there, resulting in the likely case that the housing stock is in poorer condition than the rest of the city, and even more so than the rest of the county.

Therefore, concentrating efforts to provide a wider range of affordable housing options within the subarea will help ease housing burdens on residents, spur new market demand for home improvements, and solidify the economic base of Chewelah. The subarea is in the middle of town and follows a major state highway, making it an ideal location for new affordable, higher-density housing options that also have access to downtown businesses and both local and regional transportation options.

Housing Demand

Chewelah's growth has slowed in the past decade when compared to previous trends. The 2010 Census placed Chewelah at a population of 2,607 and the Office of Financial Management's (OFM's) 2020 estimates for Chewelah placed it at a population of 2,715, which is only a 4% increase from 2010. In comparison, the growth from 1990-2000 was 11.2% and growth from 2000-2010 was 19.3%.

The OFM forecasts show Chewelah at a population of 2,955 by 2030 and 3,114 by 2040, continuing a slow, but steady, growth trend.

Table 8 shows that the subarea contains a population of about 394 people, or 14% of the city's population. It also has about 14% of the total households and the average household size is slightly larger than the city average. Residents in the subarea also tend to be older than the city average.

Table 8 - Key Demographics

Demographic	Subarea	Subarea % of City	Chewelah
2020 Total Population	394	14.20%	2765
2020 Total Households	171	13.90%	1233
2020 Average Household Size	2.23	N/A	2.21
2020 Median Age	48.1	N/A	45.3

Source: Esri Living Atlas

Existing Plans

Subarea Plans from the Transportation Improvement Program

The following table (Table 9) displays information from the city's six-year transportation improvement program adopted by WSDOT. Cost and project details can be found in the adopted document on file with the city and WSDOT.

Table 9 - Transportation Improvement Program Subarea Items

Transportation Project	Year	Cost
Resurface Lincoln Avenue from Stevens Street to Ehorn Lane	2021	\$750,000
New sidewalks and curb on S 4th Street E from Main Avenue to Sunny Avenue	2021	\$315,000
Turn lane creation on US 395 from South Street to Grant Street (by removing parking lane)	2022	\$100,000
New/Upgraded sidewalks on both sides of Main Avenue from 2nd Street W to Victoria Street	2023	\$300,000
Reconstruct, surface, sidewalk, and ROW acquisition on 6th Street E from Lincoln Avenue to Webster Avenue	2023	\$350,000
Resurface and/or reconstruct 1st Street W from Webster Avenue to Lincoln Avenue	2024	\$80,000
Construct and surface 4th Street E from Webster Avenue to Washington Avenue	2025	\$50,000
Reconstruct and surface 3rd Street W from Clay Avenue to Main Avenue	2025	\$30,000
Chewelah Walking Trail - Create a pedestrian path from City Park to City Hall	2025	\$100,000

Source: Chewelah/WSDOT 2021-2026 TIP

Subarea Plans from the Capital Facilities Plan

The following table (Table 10) displays summary information from the City's ten-year capital facilities plan for 2019-2028. Listed projects may impact the subarea and were therefore included in this document. The CFP is updated annually, and the latest document should be referenced on file with the city.

Table 10 - Capital Facilities Plan Subarea Plans

Capital Facilities Project	Year	Cost
Update Telemetry Controls for Water Well/Reservoir System	2020	\$100,000
Build Additional 1 Mil Gallon Storage Reservoir	2021	\$1,500,000
Influent Screen	2021	\$85,000
Replacement of 4" Steel Mains w/C-900 6" or better throughout system	Annual	\$30,000
Replacement of 4" Mains that supply Fire Hydrants with 6" or better C-900	Annual	\$20,000
Inflow & Infiltration Reduction	Annual	\$10,000
Power Poles/3Phase Transformers	Annual	\$30,000

Source: Chewelah Ten-Year Capital Facilities Plan 2019-2028

Existing Conditions Summary

Chewelah is a steadily growing city with a well-diversified economy. The demographic and economic trends point to demands for:

- ♦ More housing supply (especially affordable housing) in the subarea and downtown
- ♦ More retail and service businesses downtown including shops/retail, office space, restaurants, entertainment, and recreation
- ♦ Industries and businesses that attract well-paying jobs
- ♦ Affordable transportation options, including safer walking and cycling infrastructure, for commuting to work and other purposes
- ♦ Reliable and accessible city programs and services to address the needs of the community

More information about existing conditions can be found in Appendix D.



Public Outreach

This project kicked off during the global COVID-19 pandemic which diminished the ability to hold in-person public meetings, the preferred method of public outreach. However, in place of meeting in person, in order to observe social distancing and safety protocols, the outreach efforts were redirected to the virtual media environment and we were able to capitalize on regular correspondence, feeding outreach and information through email, social media, flyers, and word of mouth. The planning process utilized stakeholder group lists from the New Approaches Pilot Program and the recent Periodic Update of the Comprehensive Plan. Furthermore, the City's website was overhauled and modernized - the Planning Department webpage was revamped to include a project specific page for the Downtown and Housing Subarea Plan. Meeting materials and notices, summaries, studies, and research were compiled and available for public review and comment.

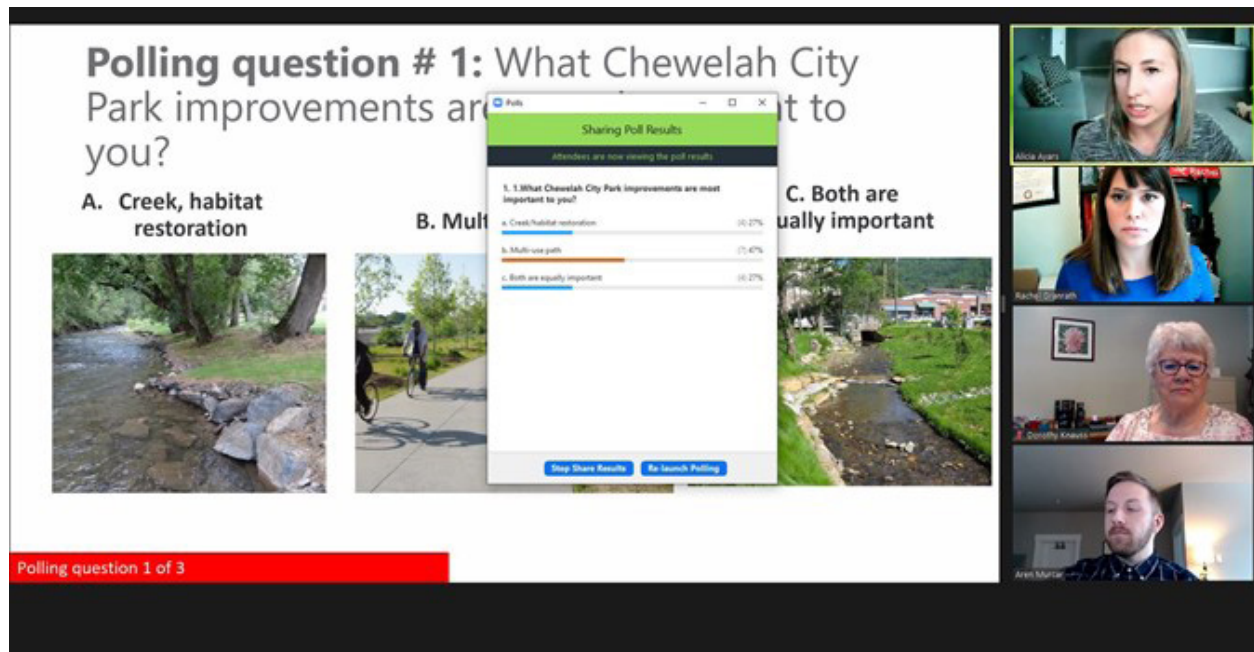


Figure 2 - Workshop 3 Screenshot – Polling Question on the Chewelah Walking Trail

Public Outreach Process

The public outreach process is described in Figure 3.



Online Survey

An online survey was sent out to key community stakeholders via city email lists. Thirty people responded to the survey. Some highlights from the results are shown below, and full results can be found in Appendix A.

Overall, respondents supported duplex housing development in the subarea, with 52% approving, 29% not approving, and 19% needing more information. This question was explored further in the public workshops.

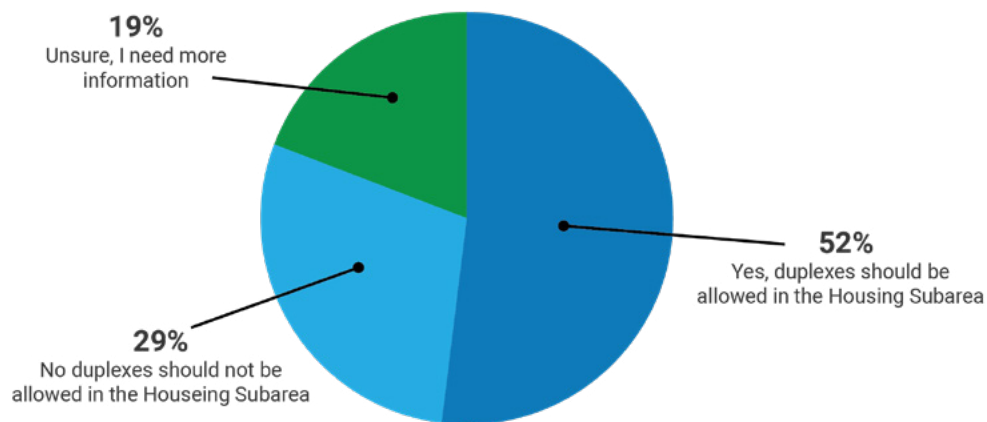


Figure 4 - Online Survey Results Regarding Duplex Development

Respondents also envisioned Downtown Chewelah to be a livable, walkable, and bike-friendly place, with services and accommodations that reflect the nearby outdoor recreation opportunities. Respondents wanted to see change in Chewelah, capitalizing on the distinct characteristics that already define the community. The community indicated they are ready for change while maintaining the aspects that make Chewelah a unique place.

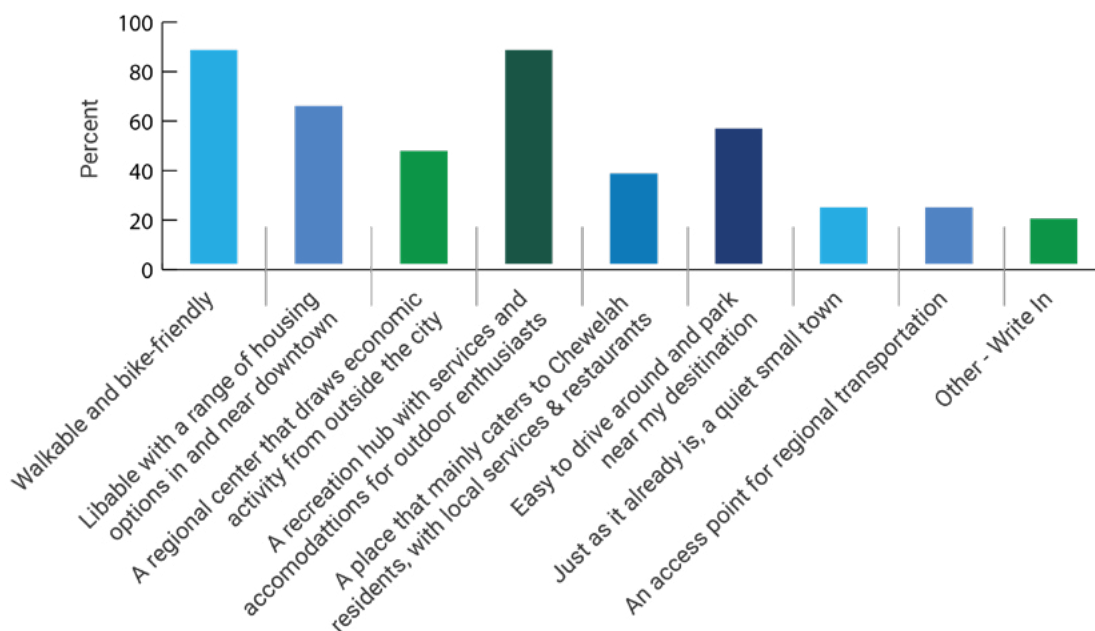


Figure 5 - Online survey results regarding downtown assets

Workshop 1: Visioning

The visioning workshop was held as a Zoom webinar on Tuesday, October 20th, 2020. Twenty people attended. The goal of this workshop was to identify the community's vision through a discussion of the community's future aspirations and goals. Topics included trails, parking, the civic center, and housing. Polling questions throughout the presentation helped gauge the community's thoughts on these topics, and a Q&A session allowed participants to ask questions and present their thoughts. The community's vision for the downtown and housing subarea plan was highlighted by the following items:

- ♦ Downtown's current success can be attributed to previous efforts to improve the appearance of Main Avenue, walkability, and the street's connection to a diverse business community.
- ♦ The city should further strengthen the local retail and small business environment in downtown.
- ♦ The cost to retrofit existing buildings is a significant barrier to more development downtown.
- ♦ Mixed-use development is desired and welcome in Downtown Chewelah.
- ♦ Alternative housing options, such as cottage housing and townhomes, are also welcome and desired in the community.
- ♦ The city needs better/more outdoor public gathering spaces.
- ♦ The Chewelah Walking Trail should be continuous and connect to Chewelah Creek, City Park, and downtown.

Workshop 2: Vision Implementation

The vision implementation workshop was held Thursday, October 22nd, 2020, also as a Zoom webinar. Eighteen people attended. This workshop built on the results from the visioning workshop, aiming to pinpoint a more detailed picture of the community's vision. Polling questions throughout the presentation asked about locations where participants would like to see certain improvements or changes, their thoughts on specific types of housing, and their opinions about the way in which downtown



should develop. Vision implementation strategies that resulted from Workshop 2 included:

- ♦ Trail development and new development should highlight the creek.
- ♦ Downtown along Main Avenue should be subject to different development regulations than other parts of town zoned Commercial Retail to maintain the historic downtown character.
- ♦ Downtown does not need a lot of new parking, but existing parking should be made as efficient as possible, installing angled parking where appropriate, and providing more public parking options near the civic center.
- ♦ The city zoning code should be amended to be more flexible in the types and density of housing it allows in the zones closest to downtown, such as the R-1B and R-3 zones.
- ♦ The Chewelah Walking Trail should connect to West Downtown.

A full report on the results from both workshops can be found in Appendix A.

City Council Workshops & Hearings

City Council workshops were held throughout the planning process to keep the councilmembers up to speed on the planning process and decisions made each step of the way. The Downtown and Housing Subarea Plan is complex as there are many components, and in order to keep the council informed, it was imperative that workshops be held periodically so that details and decisions were not missed.

City Council hearing took place at the conclusion of the planning process, providing the final presentation of the plan resulting in its adoption.

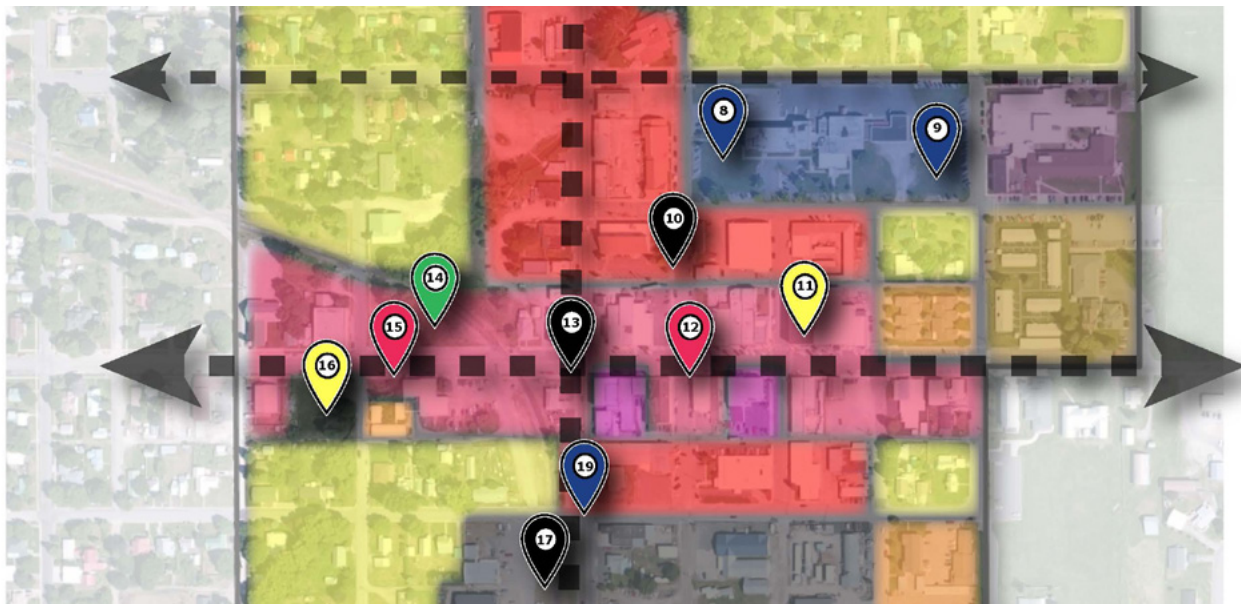
Opportunity Analysis

Downtown Chewelah serves as the heart of the community. A brief overview of the major issues and opportunities facing the city helps illustrate the gaps that this plan aims to address and the assets that the community can take advantage of.

It is important that the community recognize and cherish these assets and focus improvements on Downtown Chewelah's streetscapes, buildings, and public open spaces to optimize sense of place, connection to history, and economic development opportunities.

The design strategy for Downtown Chewelah will aim to create a clear pedestrian core with safe linkages to adjacent neighborhoods, a focus on human scale, and attention to Chewelah Creek. The following page provides a brief overview of the main issues and opportunities that arose from the planning and public outreach process. These issues and opportunities are transformed into location-based items in Map 4, which identifies opportunities for specific locations, helping guide an initial design for Downtown Chewelah.

The following opportunities focus on revitalizing the downtown subarea, connecting key areas, incorporating more affordable housing options, developing a shared use trail system, and further developing the city's Creative District.



Map 4 - The opportunity analysis process identified existing land uses and opportunity sites throughout the subarea.

Issues

1. Heavy traffic on US 395 divides the city and makes it difficult and unsafe to cross on foot or by bicycle.
2. Housing options are limited, and the overall housing stock is low.
3. Infrastructure systems are older and have issues that make new development difficult.
4. The cost to retrofit historic downtown buildings and houses is high, but the community wishes to keep its historic assets.
5. The lack of access and visibility of Chewelah Creek makes the community feel disconnected from its main natural features.
6. Currently, there are boarded-up windows, nontraditional paint schemes, large building signage, and poor awning treatments that are not befitting to a vital “Main Street” environment. When buildings do not receive adequate care, the “quality” atmosphere that would otherwise attract people to Downtown Chewelah is reduced.

Opportunities

1. Engaged and committed citizens make change within the community very possible.
2. The city’s natural setting within a mountain valley gives it a natural beauty that can attract new residents, tourists, and businesses from all around the region.
3. Downtown Chewelah’s streetscape environment is framed by the human-scale buildings which abut sidewalks, two-lane streets, and curbside parking, an asset that will benefit further economic development efforts.
4. While Chewelah Creek is a major element of the City Park, it is largely under-utilized in other parts of Downtown (especially on the west side of State Route 395) and the built environment often turns its back to it. Chewelah Creek provides another key opportunity for enhanced community pride and economic development.
5. City Park provides plentiful open space in the middle of town and could be seamlessly connected to downtown and the surrounding neighborhoods.
6. Downtown Chewelah is missing a central, outdoor plaza space that can serve multiple community purposes. Opportunities for public open spaces in the downtown include the creation of a Third Street East pedestrian corridor between Main Ave and City Hall, a public square or gathering space on the Civic Campus, and a public walking and biking trail through the city.
7. Chewelah provides a central location among regional recreation opportunities, giving it potential to benefit from recreational activity in the greater Tri-County Region.
8. The city itself is small and walkable, with urban uses focused inside the city, making interconnectivity among local destinations very easy.
9. At least six buildings in Downtown provide opportunities for mixed-use activity (retail at ground floor, residential or office space on upper stories).
10. The historic, small-town feel gives Chewelah a unique culture that should be preserved and built upon.

Downtown Chewelah Opportunity Sites

1. Housing

Housing options can be expanded by incorporating more mixed uses into the downtown core in existing multi-story buildings. The surrounding residential zones should become more flexible to different housing types such as duplexes and townhomes.

2. Jenkins School Property

The old school building sits vacant and is in deteriorating condition. The community has identified it as an ideal space for an artist incubator with art studios, programs, galleries, and classrooms. This opportunity seizes on the city's Creative District and expands creative opportunities.

3. US 395 Business District

Opportunities in this district include maintaining the auto-oriented nature of existing businesses while enhancing the pedestrian experience. This means new development should have entrances that are connected to the street, with off-street parking placed along the side or behind buildings.

4. US 395 Street Design

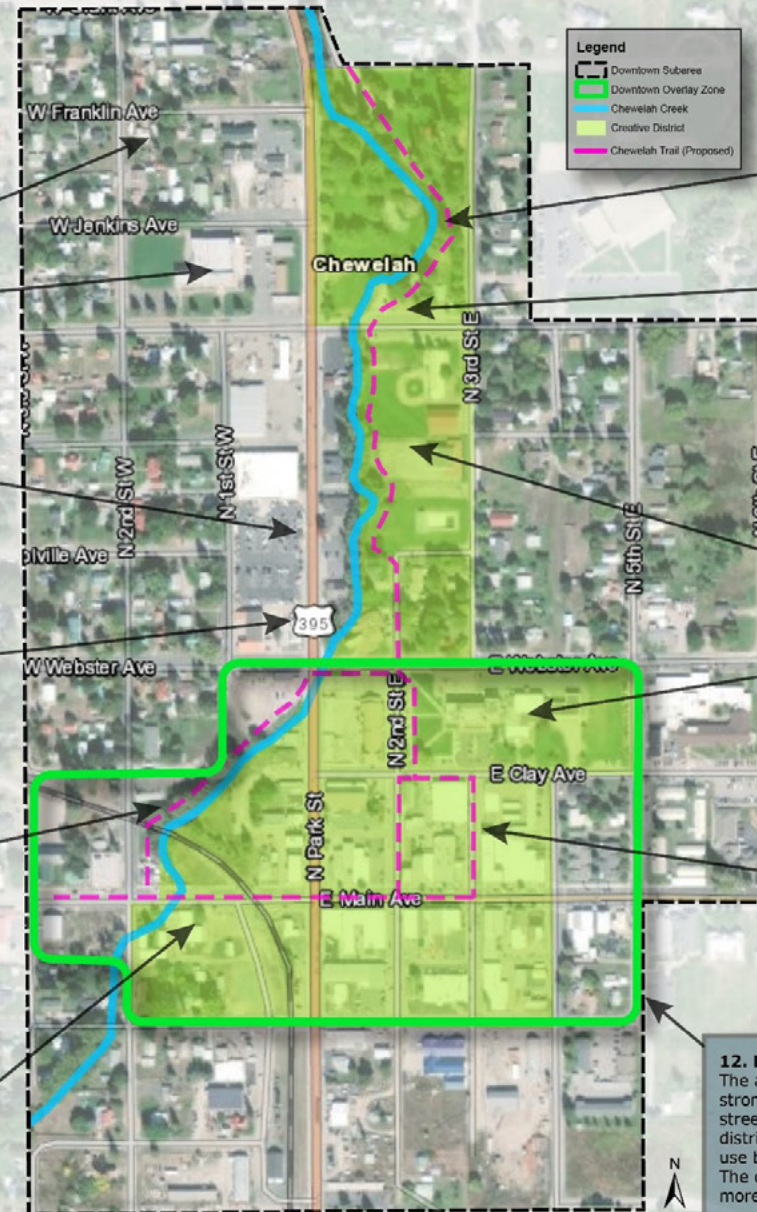
The city's 6-year TIP calls for the creation of a center turn lane on US 395 through the city. This project provides an opportunity to improve pedestrian facilities on the highway, especially if the center turn lane creates a more steady flow of traffic and potentially faster average speeds. Considerations should include buffered sidewalks and enhanced crossings with bulb-outs and pedestrian islands in the turn lane.

5. Creek walk

An off-shoot of the Chewelah Trail, the creek walk provides pedestrian connections from West Downtown to Webster Ave and US 395. The creekwalk would be completed along with creek overlook and resting places with benches/picnic tables under the trees along the creek.

6. West Downtown District

The downtown character can be extended to the west, bridging the east and west sides of US 395 and expanding the reach of the downtown business district. Streetscapes should be similar to those on the east side of Main, and development should orient to the creek with potential pocket parks and creekside outdoor dining.



7. Park improvements

Opportunities for improvement include a segment of the Chewelah Trail along the creek, enhanced creekside amenities such as overlooks and rest areas, a water feature or splash pad on the south side, and a trailhead area near the camping on the north side.

8. Chewelah Trail

An initial segment of the trail from City Park to City Hall is identified in the 6-year TIP. Alignments may vary, but the trail should follow the creek where possible, especially along public land. Creekside trail development should include opportunities to open up creek access and visibility. The trail should continue into downtown, accessing the enhanced pedestrian environment, and provide a path to the west side of downtown and connections to the Creek Walk.

9. Recreation and Public Connections

The publicly-owned land between City Park and City Hall should be more accessible and bridge the gap between the two major destinations. Trail connections, creek connections, and connections to the highway district could help improve the interconnectivity of the downtown pedestrian network.

10. Civic Campus

Opportunities include a public plaza or gathering space on the west lawn, improved walkways, a segment of the Chewelah Trail, improved parking around the perimeter, better utilized parking lots for public use, and landscaping improvements. The building should consider facade improvements and improved connections/entrances to all surrounding streets. Indoor facilities should consider improvements and how to better utilize the space for public events, programs, and services.

11. Pedestrian Corridor

3rd Street East and 2nd Street East are vital links between Main Avenue and the Civic Campus. Both should consider improvements such as widened sidewalks, landscaping, limiting automobile access, and secondary storefronts with space for outdoor shopping and dining.

12. Downtown Overlay District

The area within the existing downtown overlay can densify, becoming a stronger economic hub, with activity expanding off of Main onto side streets, creating a consistent downtown environment throughout the district. Local shops, restaurants, and businesses occupy more mixed use buildings, with more lodging options and tourist accommodations. The overlay development standards could be improved to allow for even more flexibility in development and parking.

Map 5 - Downtown Chewelah Opportunity Sites

Vision

The public visioning exercises, online survey, and background research were analyzed and consolidated. Some main themes and ideas arose out of this analysis, and those themes resulted in the following vision statement.

Downtown Chewelah is centered along Main Avenue, where mixed-use buildings, attractive streetscapes, and a range of businesses thrive. This is the economic center of Chewelah reflected in the impact that downtown has not only on the city, but on the entire region. Downtown primarily serves local community needs but is also a regional recreation hub where both locals and visitors congregate to dine, shop, and rest before heading out to nearby outdoor recreation opportunities.

The transportation network considers all modes. Traffic circulates slowly but efficiently, and parking is convenient without taking up too much space in the core of downtown. Main Avenue and adjacent side streets prioritize pedestrian activity and small-scale local businesses, while US 395 prioritizes regional auto and freight transportation with space for larger developments and chain businesses.

Downtown includes convenient access to core city services at the civic campus, which provides a range of public spaces and services. Programs and activities for teens, families, and seniors keep the community strong, connected, and invested.

Downtown Chewelah is vibrant, convenient, and safe place to live, with housing consisting of a range of options in variety and value. Within the downtown core, mixed-use buildings provide residential units above retail and dining, which activates a lively and diverse Main Avenue. To create density near the downtown, pockets of larger multi-family developments, such as apartments and townhomes, will be encouraged, and increased density in and around downtown will provide greater access to local shopping and dining, adding to the vibrancy of the downtown main street.

Transitioning away from the retail business zone and downtown overlay zone is a variety of housing options to accommodate any lifestyle, income, and household size by providing some single-family homes intermixed predominantly with duplexes, fourplexes, secondary units/accessory dwelling units, and cottage housing.

These downtown anchors are all connected through a strong pedestrian network, making the city core very walkable. The Chewelah Walking Trail is the main feature of the pedestrian network, following a direct route between all the major downtown features and destinations. Enhanced crossings of US 395 provide safe and easy access across the state route, bringing the east and west sides of downtown together. Main Avenue and adjacent streets prioritize pedestrians and provide plenty of space for walking, outdoor dining, and gathering, which is best represented by the new 3rd Street East pedestrian corridor.

Downtown represents the heart of Chewelah. This proud city core offers a space for both locals and visitors to live, work, and enjoy the surrounding natural beauty, highlighting the best the community has to offer.

Principles

The vision highlights the main values that this plan will represent. To achieve the vision stated above, this plan must ensure Downtown Chewelah represents the following principles, in alignment with the values represented in the vision statement:

Identity	Downtown is unique, recognizeable, and feels like a hometown
Livability	Provide a range of housing options that are affordable and convenient to both current and new residents.
Economic Development	Help existing local downtown businesses prosper, and make downtown a place new businesses want to locate.
Connections	Bridge the east and west sides of US 395, and connect other major destination such as the park and the civic center.
Multimodal	Transportation system serves all modes and provides appropriate facilities for pedestrians, cyclists, and transit.

Plan Components

Downtown

The downtown component of this plan covers issues relating to the development and function of the core downtown area.

Downtown Business District (DBD) Overlay

The DBD Overlay was established in CMC 18.08.180 (Downtown Business District Overlay (DBD) Zone) to implement the Chewelah Downtown ReGeneration and Traffic Movement Plan by providing for high density commercial and residential development, with maximum building footprint. The code goes on to provide distinct regulations for development within the DBD zone and design guideline, including permitting zero setbacks, 100% lot coverage, and a maximum floor area ratio of 2.0.

The DBD does not provide a clear boundary but suggests boundaries that correlate with the study area in the 2000 Downtown ReGeneration and Traffic Movement Plan. The DBD provides special regulations to ensure the downtown core can maintain its traditional walkable and dense character. Permitted uses in the DBD do not differ from the underlying Retail Business (R-B)

zone. A result of this planning study builds on the recommendation from the 2000 ReGeneration Plan and suggests enhancing the DBD to create land uses and densities that are clearly distinguishable from the R-B zone.

This plan recommends the city adopt the official DBD Overlay zone boundaries shown in Map 5. This boundary represents the existing and recommended areas that should be characterized by mixed uses including small-scale retail, shops, local restaurants, and recreation to help centralize the vibrant “main street” activity.

This plan also recommends amending the DBD regulations to increase the allowable Floor Area Ratio (FAR) from 2.0 to 3.0 to allow greater density in the central city core. It also recommends eliminating parking minimums within the DBD Overlay. This would allow developers the flexibility to determine the best parking situation for a particular development, making it less likely that downtown develops an over-abundance of parking.

In addition to the DBD Overlay amendments, this plan recommends that the allowable FAR in the R-B Zone is increased from 1.0 to 2.0. This will allow for greater density as the city grows and will also help ease transitions outward from the DBD Overlay to the nearby neighborhoods. Table 11 summarizes these proposed changes.

Table 11 - Current and Recommended DBD Regulations (See CMC 18.08)

Development Standard	Current R-B	Recommended R-B	Current DBD	Recommended DBD
Floor Area Ratio (FAR)	1.0	2.0	2.0	3.0
Building Setback	Varies	Same	0 Feet (most)	Same
Maximum Lot Coverage	85% (non-residential)			
35% (residential)	Same	100%	Same	
Parking Minimums	Varies by use	Same	One-Half of the Standard	No Minimum

While many of the recommendations from the 2000 ReGeneration plan have been implemented through the creation of CMC 18.08.180, some implementation of the ideas in the plan have not gone as far as they could. By amending DBD Overlay zone and the Retail-Business zone, the Downtown and Housing Subarea plan builds on, improves, and updates the ideas of the ReGeneration Plan to reflect a more relevant vision of Chewelah today.



Map 6 - Proposed Boundaries for the Downtown Business District Overlay Zone

3rd Street East Promenade

This plan also proposes major changes to 3rd Street East between Main and Clay Avenues. The plan calls this street the “3rd Street Promenade”, and it would focus on prioritizing pedestrians and cyclists, while providing minimal thru traffic and some on-street parking.

The promenade provides a direct connection between the city hall and downtown and would be an extension of the Chewelah Walking Trail into downtown. It will also include improvements to businesses lining the street, with potential for façade improvements, secondary entrances, and sidewalk patio dining. This promenade would replicate many of the element of the streetscape seen on Main Avenue and continue features like wider sidewalks, street trees, improved lighting, and street furniture to name a few.

While this street will prioritize pedestrians and cyclists, local traffic will be allowed to access businesses, the mid-block alleyway, and on-street parking. Vehicles entering and driving through the promenade will be required to go extra slow, and slow speeds will be encouraged by narrowing travel lane width, installing a mid-block pedestrian crossing near the alleyway, and using street design and materials that encourage slow speeds.

The rendering below shows how this promenade frames the connection between Main Avenue and City Hall. It should be a place that feels most comfortable for those not in a car. Examples of streets that this promenade could emulate include Front Street in Downtown Leavenworth, WA and Wall Street in Downtown Spokane, WA.

3rd Street East Promenade Rendering

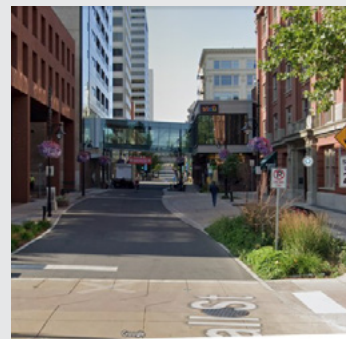


Figure 6 - 3rd Street East Promenade Rendering & Examples

Examples



Leavenworth, WA



Spokane, WA

Streetscape and Land Use

This plan calls for further improvements to downtown streetscapes. Using East Main as a model, similar streetscapes with trees, lighting, signage, and wide sidewalks should be extended along adjacent side streets such as North 2nd Street East and West Main Avenue.

To complement improved streetscaping, façade improvements to buildings throughout downtown will help improve the aesthetics of the city core by adding more attractive downtown storefronts like those found along East Main.

Mixed-use development is allowed in the R-B and C-F zones, and the DBD Overlay allows for more relaxed regulations, making downtown an ideal place for mixed uses. Through incentive programs and public-private partnerships, city efforts can assist mixed-use development and make it a more desirable development type in the downtown core.



Figure 7 - East Main Streetscape



Figure 8 - West Main Streetscape & Pocket Park (Rendering)

West Downtown

Recommended improvements to make West Main more walkable include wider sidewalks, adding street trees, adding new lighting, making vehicle travel lanes narrower, and adding angled street parking.

There is plenty of space, and plenty of opportunity, for business development in this area. Vacant and underutilized lots provide key opportunities for new mixed-use development that could closely resemble the intensity and types of businesses found on East Main.

Figure 8 shows a rendering of West Main with a new pocket park on Chewelah Creek on the north side of the street. This land is currently owned by the Burlington Northern Railroad, and its location makes it a difficult piece to develop, but with appropriate buffers for railroad access and creek preservation, it is an ideal spot for a pocket park. This plan recommends the city work with the railroad to develop a pleasant public space with potential for outdoor seating, open green space, and a creek overlook.

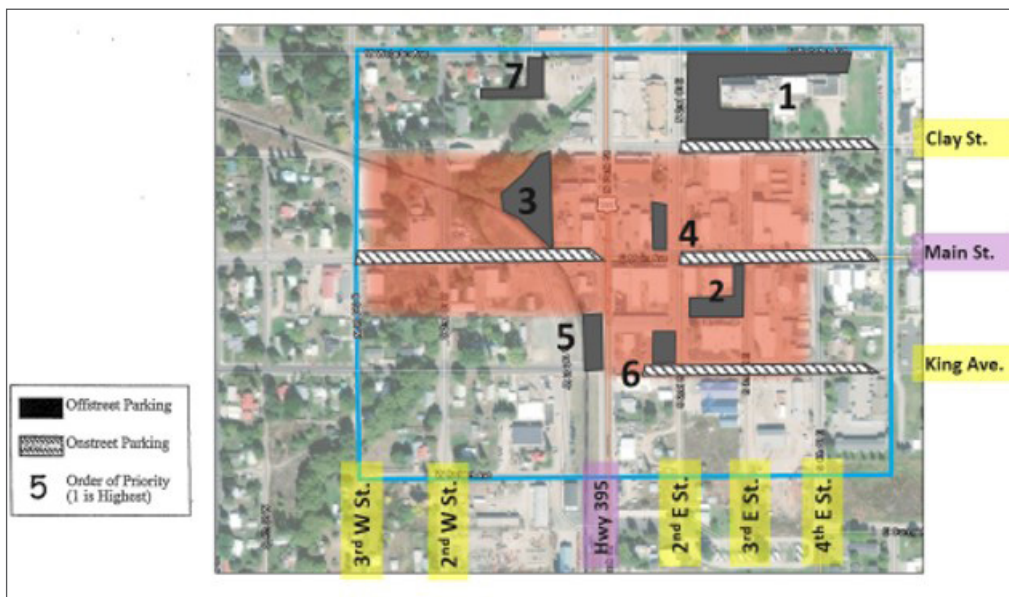
Parking

Previous Studies

The 2000 ReGeneration Plan included a parking study with an inventory of the downtown core. At the time of that study, there were approximately 301 on-street parking spaces and 262 private and public off-street parking spaces, totaling 563 spaces.

Main Avenue between 2nd Street E and 3rd Street E had the highest rate of occupied parking spaces. The recommendation from the ReGeneration Plan was to acquire and improve off-street parking areas with enhanced landscaping and lighting to provide alternate parking spaces for business owners and employees. This would free up space on the street for citizens, customers, and visitors. Map 6 shows the locations the ReGeneration Plan recommended for off-street (black boxes) and on-street (hatch marked areas) parking in the downtown area.

More recently, in 2019, the Chewelah City Council conducted a study on existing parking on Main Avenue between 5th Street East and US 395. One of the councilmembers provided a draft Main Street Configuration Feasibility Study for the blocks within this area (Figure 9). The study examined the feasibility of restriping parking spaces and changing the angle of the parking to maximize the number of on-street parking spaces available in the area. Angled parking on the north side of Main Street and parallel parking on the south side was installed. There are currently 54 stalls and 3 handicap stalls along East Main Avenue.



Map 7 - Downtown Parking Inventory

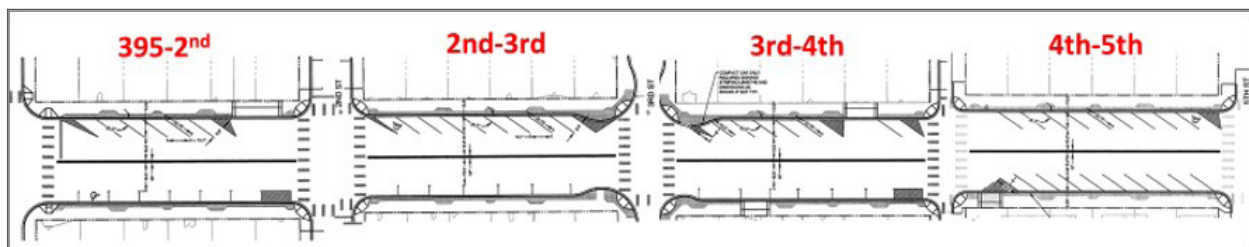


Figure 9 - 2019 Parking Study Diagram

Parking Inventory

As discussed, the 2000 ReGeneration Plan found there were a total of 563 parking spaces within the greater downtown area. A quick analysis of the daytime population in Chewelah can provide a high-level analysis of how well utilized this parking stock is.

ESRI 2020 Daytime Population estimates within the blue box shown in Map 6 show a 2020 daytime population consisting of 430 workers and 85 residents for a total daytime population of 515 people.

Daytime population “workers” includes the civilian employed at work (commuters and non-commuters). Daytime population “residents” includes persons under 16 years of age, the unemployed population, persons employed but temporarily absent from work, and persons not participating in the labor force. This analysis estimates that about 430 workers are within the downtown area on a given day, and 85 residents are within the downtown on a given day, for a total of 515 people, on average, within the downtown on a typical day.

Per the analysis above, there are more parking spaces (563) within the greater downtown area than the total number of people present in the area on a typical weekday. Additionally, not everyone counted in the daytime population drives their own car into the area. Some may commute by different modes or carpool, and some may park outside the area but walk to work.

Overall, this means there are plenty of parking spaces for everyone in need of one on a typical day. Therefore, this plan looked at the efficiency of existing parking and analyzed how parking can be configured so it provides the best access to those who need it without impacting the important character and street activity in the downtown core.

Strategies to Improve Parking

Update Development Regulations

Updated development regulations for parking will help new development provide an efficient amount of parking while maintaining the character of different parts of town. Appendix B provides recommended updates to the parking code. These updates are summarized below.

1. CMC 18.12.020(C)(4) Parking and Loading Standards, states that retail, professional, and general office uses within the DBD Overlay zone shall provide parking spaces at one-half the requirements. This plan recommends eliminating the parking minimum completely within the DBD Overlay. This will allow flexibility for new development to provide as much parking as they find appropriate, ensuring that downtown does not develop with an over-abundance of parking. This will also help to maintain the cohesive and walkable environment in downtown.
2. Currently, when structures are altered or expanded, CMC requires additional parking spaces to account for the change or addition. This plan recommends removing this language to allow greater flexibility for renovating existing structures.
3. CMC currently prohibits removal of off-street parking or loading spaces from practical use. While parking laws will still be enforced, this plan recommends removing this language to allow for greater flexibility for businesses that may want to utilize their parking lots for other purposes such as outdoor dining.
4. Recommendations also include updates to the required parking spaces for residential uses, including combining the parking requirements for duplex and multi-family residences to require one space per unit, and changing requirements for mobile home lots from requiring two spaces per lot to one space per lot.
5. This code should continue to allow fees in lieu of parking for new development to help maximize building footprint and contribute to a city fund used to provide centralized public parking.



Map 8 - Preferred Scenario for Civic Campus Parking

Improve Civic Campus Parking

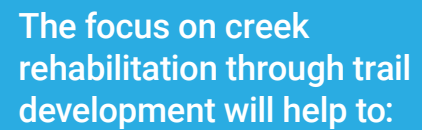
This plan recommends increased parking efficiency and capacity around the Civic Campus. The preferred scenario, elected by the public during Workshop 3, shows how parking can be enhanced in this area in Map 7.

This plan recommends adding parking and improving the flow and efficiency of parking by paving and striping parking stalls around the perimeter of the Civic Campus. On 2nd Street East and Clay Avenue, angled parking is included on both sides of the street.

Improvements will also be made to the surface parking lot on the north side of the campus. This includes activating the north side of the Civic Center, which will make this parking lot more accessible for people using the north entrance, such as City Hall employees.

The Civic Campus is only one block away from Main Avenue, making this area a good alternative to parking directly downtown. Folks wishing to access downtown businesses may park near the Civic Campus and walk the block or two to their destination on Main Avenue. Parking enhancements near the Civic Campus will be accompanied by new signage, sidewalk connectivity to safely reach destinations nearby, and street trees for more enjoyable walks to their destinations.

The 1993 plan, "A Creek Runs Through It" prioritized habitat restoration projects along the Chewelah Creek. These projects included select locations for coordination with recreation efforts such as trails and creek overlooks. This plan builds on the ideas developed in the 1993 plan to propose a continuous trail through the city's center - a project that has been long desired by the community - and one that will provide renewed creek restoration efforts.



- ◆ Protect habitat for fish and wildlife;
- ◆ Improve water quality;
- ◆ Create scenic public viewing points along the creek;
- ◆ Identify appropriate recreation areas.

Chewelah Creek is designated as a shoreline of the state and development around the creek is managed by the Shoreline Master Program. This plan aims for a balance between preserving the natural and biological needs of the creek and allowing greater public access and recreation along it.

The trail alignments are analyzed in five different zones, shown in Map 8.

This section analyzes trail alignment and recommendations for each of these five zones.

Map 9 - Chewelah Walking Trail Alignment

Zone A

Zone A covers the northernmost portion of the proposed trail, which runs through City Park. Trail development in this zone will be straightforward as the City already owns this property, and it is already used for recreation. The trail should begin at the north entrance to the park where the current parking lot and camp site is located. Trail head amenities such as additional parking, signage, and a rest area should be added here. The trail then follows the alignment of the creek through the park, before diverging into two separate paths. One of these paths crosses the creek at the existing bridge and provides trail access to the southwest corner of the park where there are opportunities to cross US 395 and Lincoln Avenue. The other diverging path begins to exit the park by bringing trail users back to 3rd Avenue before a designated crossing at 3rd Avenue E and Lincoln Avenue leads into Zone B.



Map 10 - Zone A



Figure 10 - Trail Improvements in City Park

Throughout Zone A, trail development should be accompanied by creek restoration efforts. Creek shorelines should exhibit healthy and natural conditions with appropriate buffers.

Zone B

Zone B covers the trail alignments between Lincoln and Webster Avenues.

Primary Alignment

The primary segment of the trail that crosses at 3rd Street E and Lincoln Avenue, continues down 3rd Street to Colville Avenue, where it makes a westward turn before diverging again at 2nd Street E and Colville Avenue.

The diverging path that turns to the south heads down 2nd Street East to Webster Avenue, where it crosses to Zone C. The trail could take multiple forms, but because this segment is aligned along low traffic roads, the trail may use existing pavement. Trail markings, signage, and crossings will provide designated space for trail users.



Map 11 - Zone B



Figure 11 - Chewelah Walking Trail along 2nd Street East between Webster and Colville



Top: Figure 13 - Trail Extension and Pocket Park, Bottom: Figure 12 - A new creek crossing leads to new activity along US 395.

Secondary Alignment

The primary alignment of the trail along 3rd Street E and 2nd Street E was chosen due to property use limitations along the creek. Thus, a secondary alignment was chosen as a long-term addition to the trail network. As property ownership and land uses change, it may be feasible to route a trail extension along the east side of the creek in Zone B. This “secondary alignment” would provide an opportunity for creek restoration along with trail development. This trail could connect to the mid-block Lincoln Street crossing, aligning with the western diverging trail from Zone A.

Pocket Park and Creek Crossing

When the primary trail alignment diverges at 2nd Street East and Colville Ave, the other path leads to newly accessible public space and a new creek crossing.

City-owned land in this area provides an excellent opportunity to develop a new pocket park next to the creek. This pocket park could provide similar amenities to the one in West Downtown, including outdoor dining, open green space, and a creek overlook.

Additionally, the walking trail continues through the pocket park and a bridge crosses the creek, leading directly to the business district along US 395. Trail connections to this business district provide new opportunities for businesses, such as creek-side dining, helping to activate this business district with new bicycle and pedestrian traffic.

On the west side of the creek, the trail leads directly to a mid-block crossing of US 395, providing access to a continuous and safe pedestrian.

Zone C

In Zone C, the trail simply follows the approximate path shown in Map 9. This is the path that was included in the preferred scenario for the Civic Campus configuration.

The trail crosses Webster at 2nd Street East, and proceeds to cut through the campus, leading to the outdoor public plaza, and then proceeds along the outskirts of the southern parking lot before crossing Clay Avenue to the 3rd Street East Promenade.

While this alignment may change as specific designs for the Civic Center develop, the trail should still connect to a public plaza and lead trail users toward the 3rd Street Promenade. By connecting directly to the Civic Campus, the trail provides a vital connection to its very center.

Zone D

In Zone D, the Chewelah Walking Trail reaches its destination: downtown. After crossing Clay Avenue, the trail will transform into the 3rd Street Promenade, which will prioritize pedestrians and cyclists.

As the trail becomes more urban in nature, it mixes with existing components of the downtown streetscape. While it still allows through movement for cyclists and pedestrians, it also starts to look more like an active downtown sidewalk. Trail users will be able to turn off the 3rd Street East Promenade onto Main Avenue, which will consist of wide sidewalks and frequent crossings, signaling that the trail has transformed into a vibrant, active, and walkable downtown sidewalk.



Map 12 - Zone C Trail Alignment

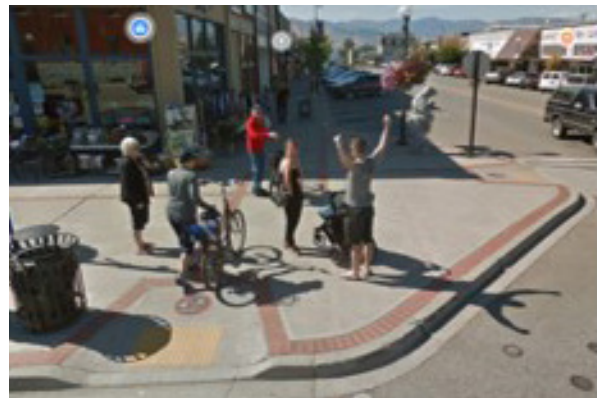


Figure 14 - In Zone D, the trail becomes more urban, acting as a downtown sidewalk, seen in these photo examples.

Zone E

Zone E covers West Downtown. Recommendations for West Downtown included streetscape improvements that resemble those on East Main Avenue. Because of this, trail users are able to traverse Main Avenue to the west side of US 395 at an enhanced crossing at Main and US 395. On West Main, trail users will be able to use the pedestrian infrastructure improvements to access destinations in West Downtown and the south end of the West Creek Walk.

The West Creek Walk connects at the south end to West Main at 2nd Street West. Trail infrastructure carries trail users north, across the railroad, and then east to the bank of the creek. A new trail following the north side of the creek will provide connection up to the corner of US 395 and Webster Avenue. Here, an improved crossing will provide access to the primary trail segment in Zone B.

This interconnectivity of the trail network provides multiple options for local trail users. With these options, trail users will be able to access multiple destinations in the center of town, or simply use the trail for recreation purposes.



Map 13 - Zone E



Figure 15 - Example Creek Walk (Left), Existing Conditions of the creek in West Downtown (Right)

Regional Connectivity

The Chewelah Walking Trail will provide a key non-motorized pathway through the city of Chewelah. It will connect to other regional trail systems, provide safe routes to local schools, offer new opportunities for recreation, and be a convenient alternative to getting around in a car.

Efforts to improve non-motorized facilities in this region are not new. The Chewelah Walking Trail would provide connections to other key routes, leading to other regional non-motorized routes and recreation destinations. Some of these previous trail identification and planning efforts are outlined below.

The Chewelah Loop

Northeast Washington Trails provides maps of designated loops and routes for road cyclists which are used by recreational cyclists, attracting many tourists each year. The Chewelah Loop, a bike route recognized by Northeast Washington Trails and Tri County Economic Development District (TEDD), begins in Chewelah and loops throughout the surrounding valley. The route runs along both US 395 and Main Avenue/Flowery Trail Road, where it could easily connect to the Chewelah Walking Trail and continues to the south of the city.

Chewelah North Connection

The community hopes to improve connections between Chewelah South and Chewelah North by building a shared use path that connects the two sections of town. This was mentioned in the City's comprehensive plan:

"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."

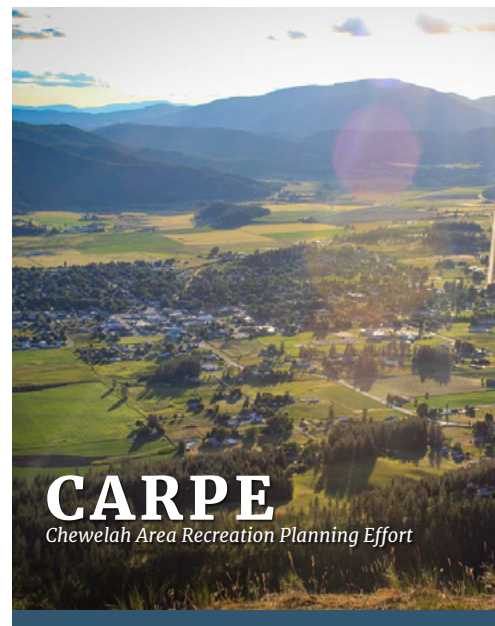
The northernmost segment of the proposed Chewelah Walking Trail would provide a great connection point for a future extension to Chewelah North.

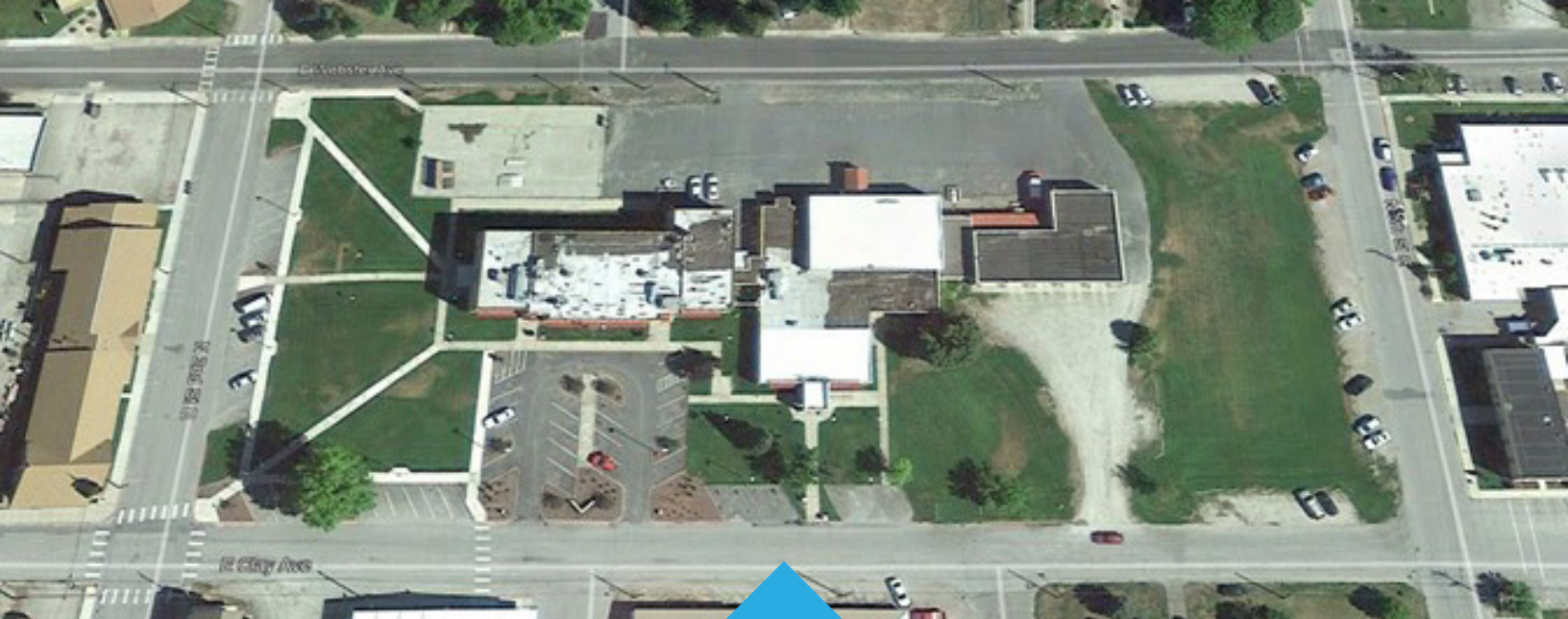
CARPE Plan Trails

The CARPE Plan outlines regional recreation and economic development goals in the greater Chewelah area. Among these goals are non-motorized and multi-use path projects, which include:

- ♦ Asphalt pedestrian path connecting Chewelah to Mistequa Village (Casino area)
- ♦ New non-motorized trail connecting Quartzite/Chewelah area with Flowery Trail pass/49 Degrees North area

These paths have potential to connect to the Chewelah Walking Trail, which was also identified in the CARPE Plan. Coordinating alignments of these paths will allow the Chewelah Walking Trail to serve as a regional trail anchor and an inter-connecting route that provides both local and regional non-motorized transportation options.





The Civic Center

The Civic Center was a main focus area for this plan. The following section covers the process and recommendations for both the exterior and interior of the Civic Center. An in-depth analysis of the Civic Center was carried out as part of this process. The full study and a technical memo summarizing the results of the analysis can be found in Appendix C.

Exterior

There are areas around the civic center campus that are unpaved and parking areas that are unpaved and unstriped. There is no public space where people can sit, rest, or have lunch around the civic center campus. There are, however, several locations with open lawn and green space.

The analysis of the Civic Center Exterior identified the following needs:

- ◆ Updates to the northern parking lot including fresh paint, an improved northern entrance, and enhanced pedestrian and ADA accessibility
- ◆ Clearly marked parking areas for police and fire and a concrete display apron and driveway in front of the Fire Department

- ◆ A public plaza for outdoor gathering and resting
- ◆ Improved pedestrian infrastructure around the full perimeter of the campus
- ◆ Improved parking stalls around the perimeter of the campus
- ◆ Accommodation of the Chewelah Walking Trail
- ◆ Improved facades and landscaping

These improvements were assembled into three different scenarios. During Workshop 3, a poll was taken to determine which scenario was preferred. The scenarios are summarized in the following pages.



Map 14 - Scenario 1

Scenario 1

Minor Improvements

Focus: Increase parking efficiency

This option offered the least amount of change to the Civic Campus overall. Improvements included:

- ◆ All unpaved parking areas are paved and striped, all angle parking is maintained around the entire campus creating more efficient parking
- ◆ Sidewalk connectivity around the entire campus
- ◆ The addition of street trees and improved landscaping
- ◆ Clearly marked parking areas for police and fire and a concrete display apron and driveway in front of the Fire Department
- ◆ Improved entry plaza for the Community Center on the south entrance
- ◆ Reserve the east lawn for future expansion
- ◆ Marked pedestrian crossings on Clay and Webster at 3rd Avenue

Option 1 maintained the greatest amount of open space (lawn) around the campus.



Map 15 - Scenario 2

Scenario 2 – Preferred Scenario

Parking and Trails

Focus: Integration of public space and the Chewelah Walking Trail

This option focused on increasing overall parking and integrating the trail through the west lawn. These improvements included:

- ◆ All Scenario 1 items
- ◆ Change parallel parking on the west side of 2nd Avenue to angle parking (increase of approx. 9 parking stalls)
- ◆ Pave and stripe all parking on the south side of Clay Avenue (increase of approx. 23 parking stalls)
- ◆ The addition of a second outdoor public gathering/seating space on the west lawn (in addition to the improved entry plaza at the entrance of the community center)
- ◆ The trail alignment is integrated into the civic campus on the west side

Option 2 decreased the amount of open space around the campus by eliminating some of the west lawn for the trail and public space area while increasing the number of parking stalls overall.



Top: Map 16 - Scenario 2, Bottom: Figure 16 - Civic Center Exterior Improvements

Scenario 3

Open Space Conversion

Focus: Increase overall parking spaces and decrease in open space

This option mostly focused on increasing parking while reducing green space and public space.

Improvements to Option 3 included:

- ◆ Everything from Scenario 2
- ◆ Removal of open space from the west lawn and providing approximately 32 additional parking spaces
- ◆ Maintaining trail integration in the civic center campus so that, while the size has been reduced, the outdoor public gathering/seating space on the west lawn is maintained

Option 3 had the least amount of open space, but the most added parking stalls.

Preferred Scenario

Scenario 2 was the preferred scenario and strikes a balance between increasing parking while maintaining valuable open space on the campus, while accommodating the trail, the skate park, and existing city services.

The rendering below shows some potential improvements to the façade and outdoor area at the Civic Center. Plans for exterior improvements to the Civic Center are described in greater detail in Appendix C.

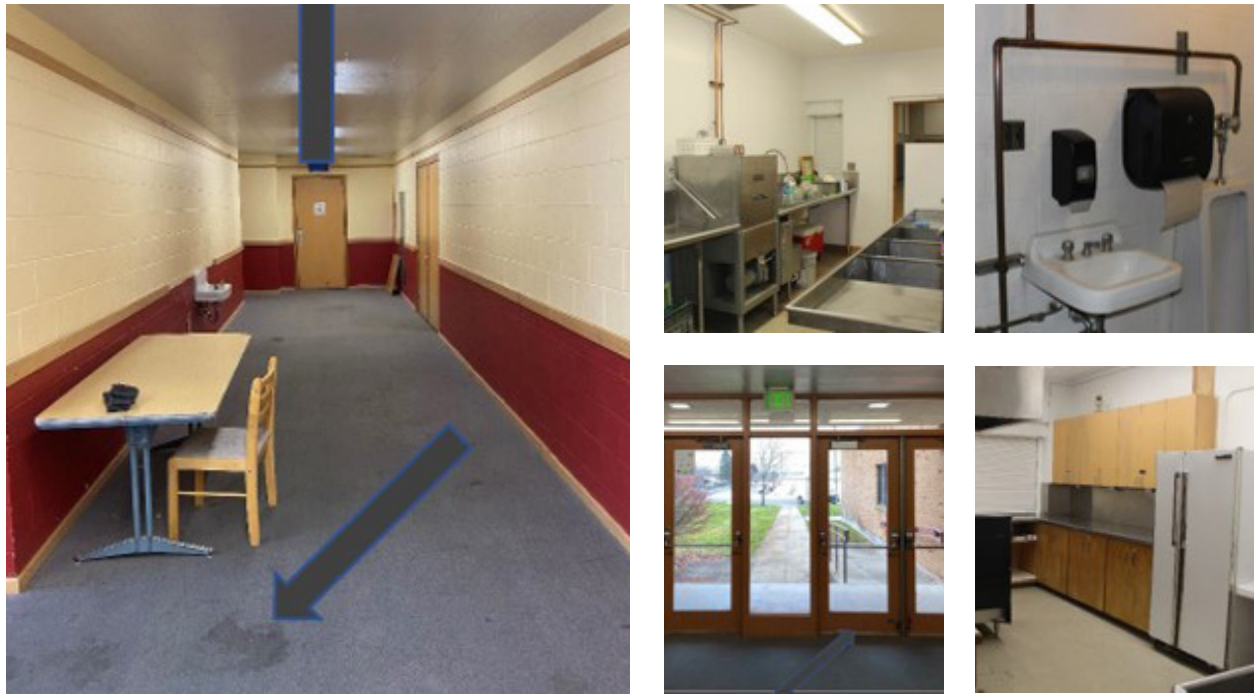


Figure 17 - Photos of areas inside the Civic Center to be improved

Interior

The overall interior of the building is in good condition; however, the interior will need to be upgraded to meet ADA compliance. This includes improvements to the entrances from the north and south, the gymnasium, the stage, and the kitchen.

It is suggested that completely renovated, modern bathrooms meeting ADA standards be designed and constructed in this existing space for both the men's and women's bathrooms.

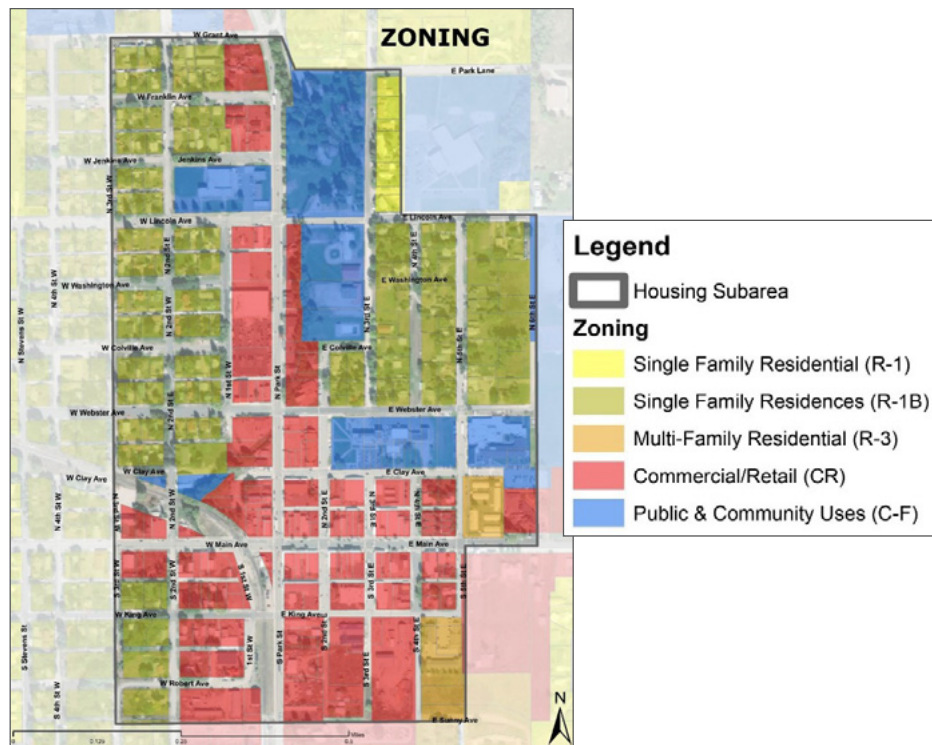
Recommendations to improve ADA accessibility and usage include:

- ◆ Replacing signage (like the bathroom signs)
- ◆ Replacing doors and hardware
- ◆ Replacing the drinking fountains
- ◆ Adding ADA accessible bathroom stalls to both genders' bathrooms

Beyond ADA compliance, recommendations for interior improvements to the Civic Center aim at making it a more modern, functional, and pleasant space. This would also protect the longevity of the building.

Other improvements include:

- ◆ Replacing ceiling tiles
- ◆ Adding recessed LED lighting
- ◆ Adding new carpet, preferably carpet tiles for easy removal and spot replacement in the future
- ◆ Repainting all interior walls, including high gloss paint throughout the kitchen to provide an easily cleanable, wipeable surface



Map 17 - Existing Subarea Zoning

Housing

This section provides three housing scenarios in the subarea. Two public workshops were provided in October. The first workshop focused on building the foundation of knowledge regarding the housing demographics and trends and an overview of the zoning within the subarea. The second workshop focused on specific housing types, such as duplex development, detached single units, renting rooms, housing for people with functional disabilities, and mixed-use. Workshop two aimed to clarify where these housing types were allowed in each of the zoning districts and then affirm the public's level of comfortability in allowing the housing types in the low, medium, and high-density housing zones. In some cases, housing types that are typically thought to be more dense options (i.e., duplexes and detached single units) were permitted in the lowest density zone and even the high-density zone but prohibited in the medium density zone. The workshops sought to remedy these inconsistencies in the zoning while providing the necessary information to the public for consideration of offering more housing options and creating more density in the medium and high-density housing zones.

Zoning

Zoning within the subarea is a diverse mix of several zones. Residential uses within each zone can vary as we look at the lowest density zone (Single-family residential, R-1), medium density zone (single-family residences, R-1B), high density zone (multi-family residential, R-3), and the commercial zone (retail business, R-B).

Beginning with the most prevalent zone within the subarea, each zoning category has been analyzed for housing type suitability. The different zones in the subarea include:

- ♦ **Commercial/Retail (CR) in red** – this is the largest zone area within the housing subarea and the downtown boundary. This zone is mostly centralized in the downtown, but is also on the east and west sides of US 395 going north and south through town. Mixed-use housing (residential on top and retail on the ground) is permitted within the commercial/retail zone.
- ♦ **Single-Family Residences (R-1B)** – This is Chewelah's medium density housing zone. This zone is primarily on either side of the commercial zone and serves as a transition from the retail zone to the single-family residential zone just outside of the east and west subarea boundary. Typically,

Uses	Current			Proposed
	R-1	R-1B	R-3	
Detached second unit	A	X	A	Allow in R-1B
Rented rooms	A	C	A	Allow in R-1B
Housing for people with functional disabilities	A	A	C	Allow in R-3

A = Allowed; C = Conditionally Allowed; X = Prohibited

medium density housing zones allow for more dense housing options than the single-family residential zone (R-1). Options include duplexes, condos, town homes, cottages, and senior housing. In Chewelah, the R-1B zone, in some instances, provides more strict review for housing types such as renting of rooms that must go through a type II conditional use process. The zone outright prohibits detached second units and duplex developments where these uses are allowed in the single-family residential zone, the lowest housing zone.

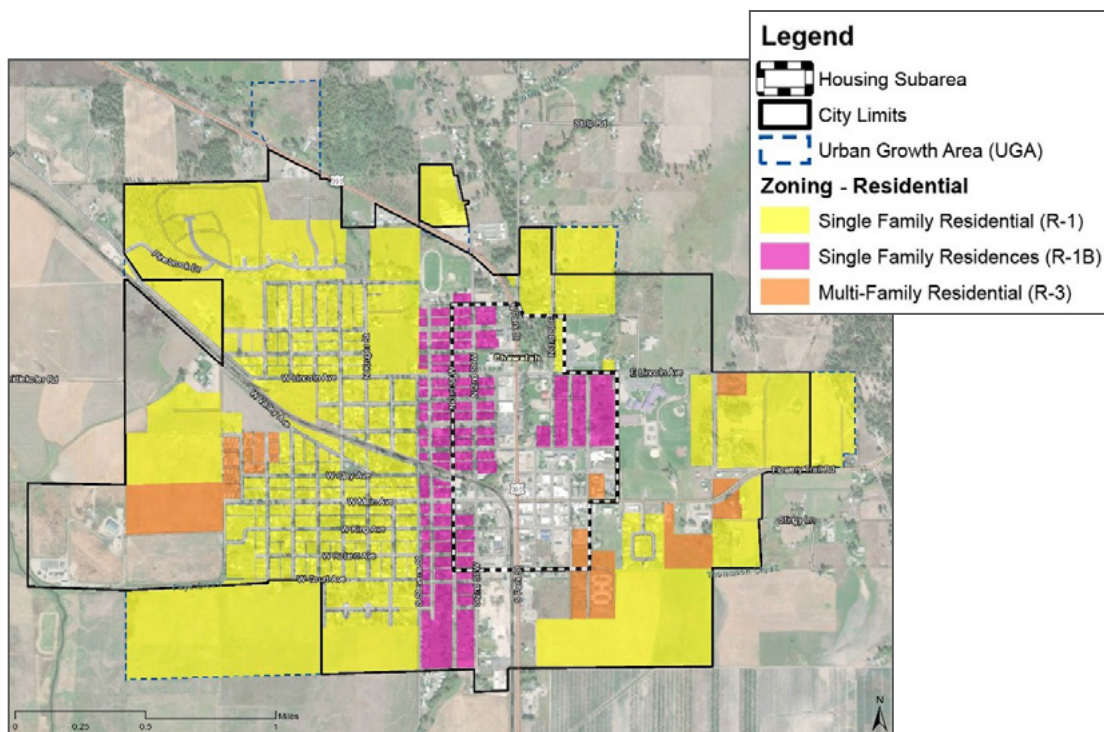
- ♦ **Public/Community Uses (C-F)** – This includes things such as Chewelah Park, the ballfield, City Hall campus, and the hospital. These areas are important to this planning process as they are either destination points or places people in the city might regularly visit, which is discussed during the trails portion of the plan. The public/community use zone is important to housing because the destination locations provide access to recreation, school(s), library, and City Hall. The intent of this zone is not for development of housing, but access to public amenities that support individuals and neighborhoods. The trails portion of the plan will address how important it is to connect to these places.
- ♦ **Multi-Family Residential (R-3)** – The R-3 zone can be found in two areas on the southeast side of the subarea. This zone allows denser housing options such as apartments, detached second units, and renting of rooms. Both areas are currently developed into apartments and senior housing.

- ♦ **Single-Family Residential (R-1)** – This is the low-density housing zone and should not be confused with single-family residences (R-1B), Chewelah's medium density zone. Single-family housing structures are the predominant housing type in the zone, though the zone also allows duplexes and manufactured housing.

Housing Uses by Zone

During the first workshop, the public focused on whether to allow duplex development in all of the residential zones in Chewelah. Polling at that workshop showed that 56% of people voted yes to allowing duplexes in the medium density housing zone, 25% voted no, while 19% were unsure.

Workshop two explored other housing uses a bit further. Other housing uses included detached second unit, renting of rooms, and housing for people with functional disabilities. Table 12 lists each of the uses, showing the R-1 zone (low density housing in yellow), the R-1B zone (medium density housing, in magenta) and the R-3 zone (high density housing, in orange), and indicated in which zones these housing types are allowed, where they are conditionally allowed, and where they are prohibited.



Map 18 - Chewelah South Residential Zoning

The color of each zone corresponds with colors in the use table. The zoning map (Map 15) shows the entire city limits for Chewelah south and the location of the subarea. Much of the R-1B parallels the US 395 corridor (and the commercial/retail zone). The R-1 zone, in yellow, is the largest zone and is located entirely outside of the subarea zone. The R-3 zone (high density housing) is located within the subarea, however, most of this zoning district is scattered on the east and west outskirts of town.

Generally, zoning provides less dense housing options in lower density zones and a more options in higher density zones. However, in Chewelah's current zones, the lowest density housing zone (R-1) allows for all three housing types, while the R-1B (medium density zone) and R-3 (high density zone) do not allow or only conditionally allows for more intense uses. This setup is somewhat backwards than typically allowable uses in these zones. More dense uses should center around the downtown/commercial corridor while less dense uses should radiate out to the single-family residential zone.

Housing Scenarios

During the second housing workshop, polling questions about where to allow detached second units, duplexes, renting of rooms, and housing for people with functional disabilities was further investigated and housing scenarios were presented to the public. This section will describe each housing scenario beginning with the least dense housing option to the densest housing option. Each scenario will include the polling results, demonstrating the public's support and level of comfort in allowing these uses and the preferred housing scenario.

Option A – Baseline Housing Scenario

The baseline house scenario, Option A, proposes allowing duplex development and renting of rooms in the R-1B zone (yellow area). Mixed-use development is currently allowed in the R-B zone and will continue to be encouragement along US 395 and Main Avenue. Option A provides the least change to the housing subarea, it allows two new housing types, and is the least dense housing option.

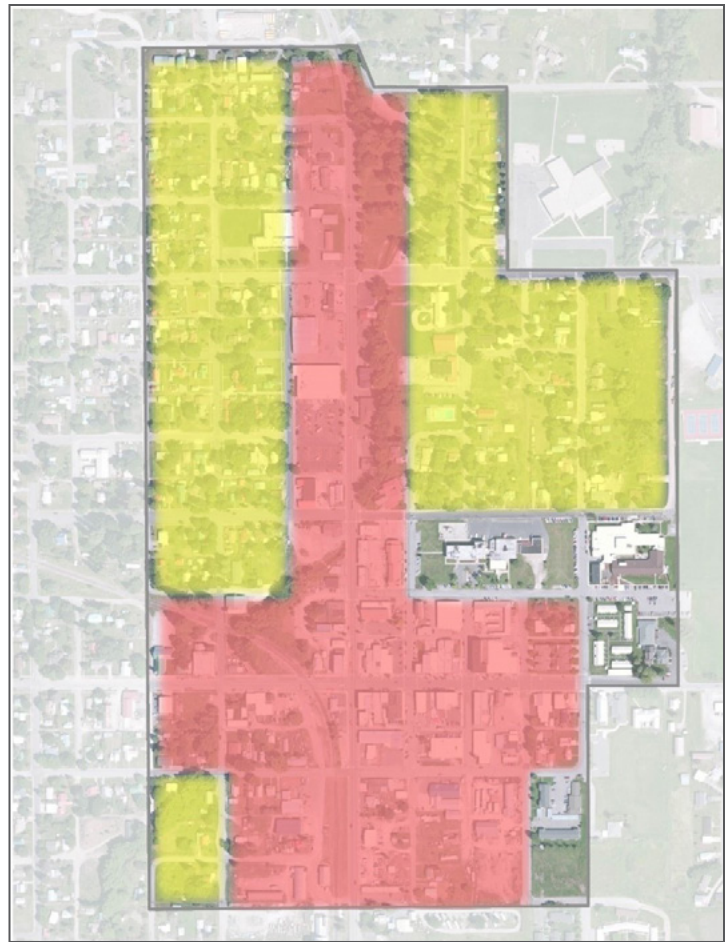
Proposed changes:

Yellow Area – R-1B medium housing density zone:

- ♦ Allow Duplex Development
- ♦ Allow Renting of Rooms

Pink Area – R-B retail business zone:

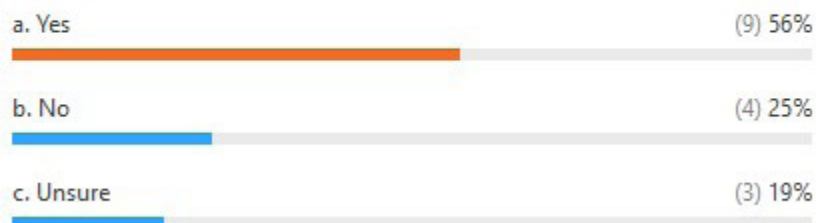
- ♦ Mixed-use development (currently allowed)



Map 19 - Baseline Housing Scenario

During the first workshop, polling revealed that 56% of people were in support of allowing duplex development throughout the city.

1. Should duplex development be allowed in residential zones throughout the city?



Option B – Medium Density Housing Scenario

In the medium density housing scenario, Option B, includes the proposed allowed uses from Option A (duplexes and renting of rooms) and proposes the zoning code also allow development of detached second units in the R-1B zone and development of housing for people with functional disabilities in the R-3 zone.

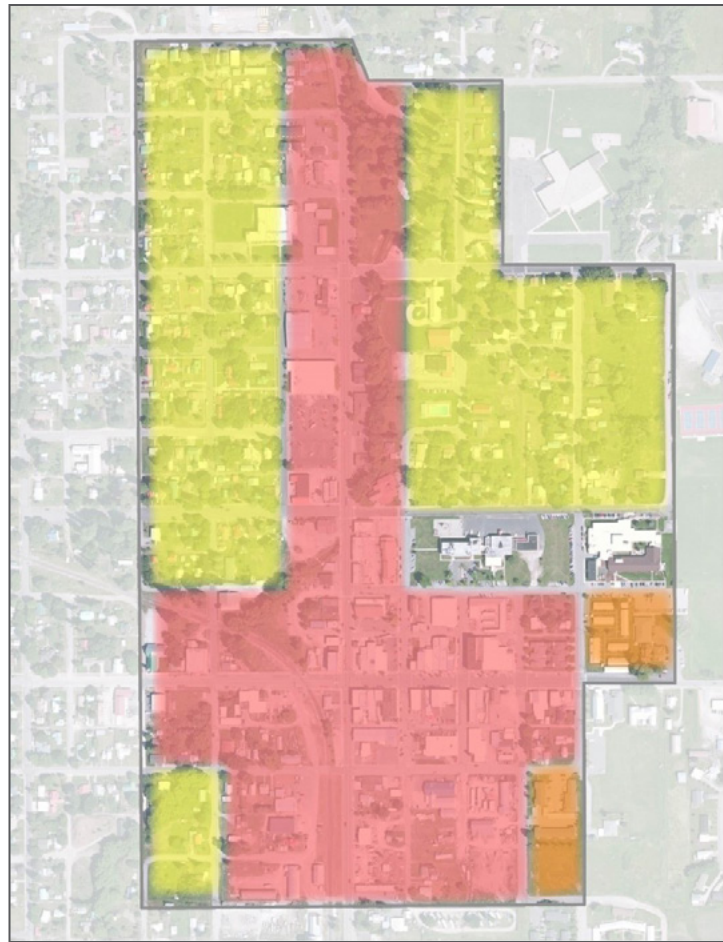
Proposed changes:

Yellow Area - R-1B medium housing density zone:

- ◆ Allow Duplex Development
- ◆ Allow Renting Rooms
- ◆ Allow Detached Second Units

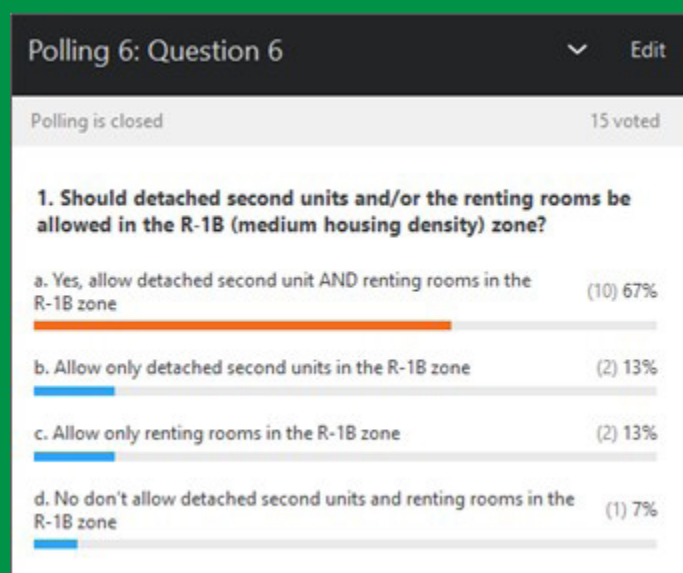
Pink Area – R-B retail business zone:

- ◆ Mixed-use development (currently allowed)
- ◆ Allow Housing for People with Functional Disabilities



Map 20 - Medium Density Housing Scenario

During workshop 2, polling revealed that 67% of people were in support of allowing detached second units and renting of rooms in the R-1B medium density housing zone.



Option C – High Density Housing Scenario (Preferred Scenario)

The high-density housing scenario, Option C, is the preferred housing scenario. The proposed zoning amendments will increase housing density in the medium and high-density housing zones and the retail business zone.

Option C includes the allowable uses proposed in Options A and B and rezoning a portion of the R-1 and R-1B zone (within the black dotted line on Map 18) from the low- and medium-density housing zones to multi-family high-density residential (R-3) zone. This area is seen as an area of transition. It is nestled between the retail business zone to the west and community facility to the south and northwest corner and is very close to the downtown and city park. The proximity to many retail businesses, schools, the park, and downtown make it an optimal location for increased housing density with the greatest flexibility for more housing options. Outside of the rezone area and subarea boundary the zoning transitions to single-family residential out to the periphery of the city limits.

Proposed changes:

Yellow Area - R-1B medium housing density zone:

- ◆ Allow Duplex Development
- ◆ Allow Renting Rooms
- ◆ Allow Detached Second Units

Pink Area – R-B retail business zone:

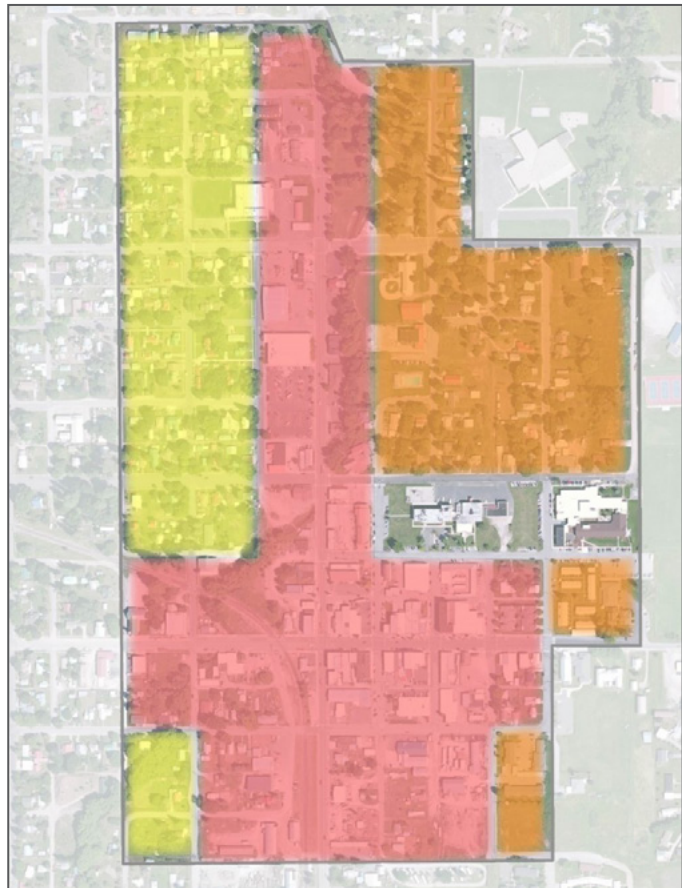
- ◆ Mixed-use development (currently allowed)
- ◆ Allow Housing for People with Functional Disabilities

Orange Area – Rezone location

- ◆ Rezone R-1 and R-1B in this area to R-3

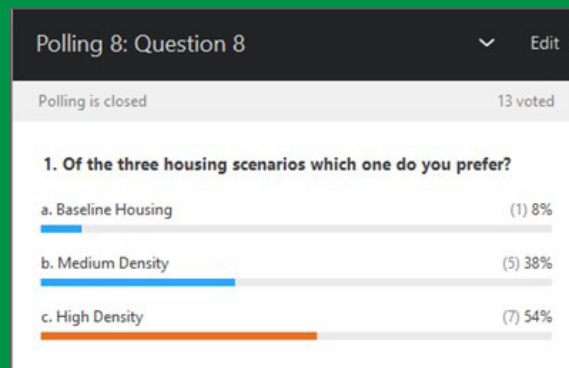
Implementation:

The implementation of the preferred housing scenario will require an amendment to the Comprehensive Plan, the city zoning map and zoning code ordinance (Title 17).



Map 21 - High Density Housing Scenario

Option C is the preferred scenario chosen by 54% of people voting. However, 38% of were in support of Option B the medium housing density scenario. It is anticipated that these changes will be gradual. Goals, policies, and actions will be in support of this scenario and integrated into the comprehensive plan.



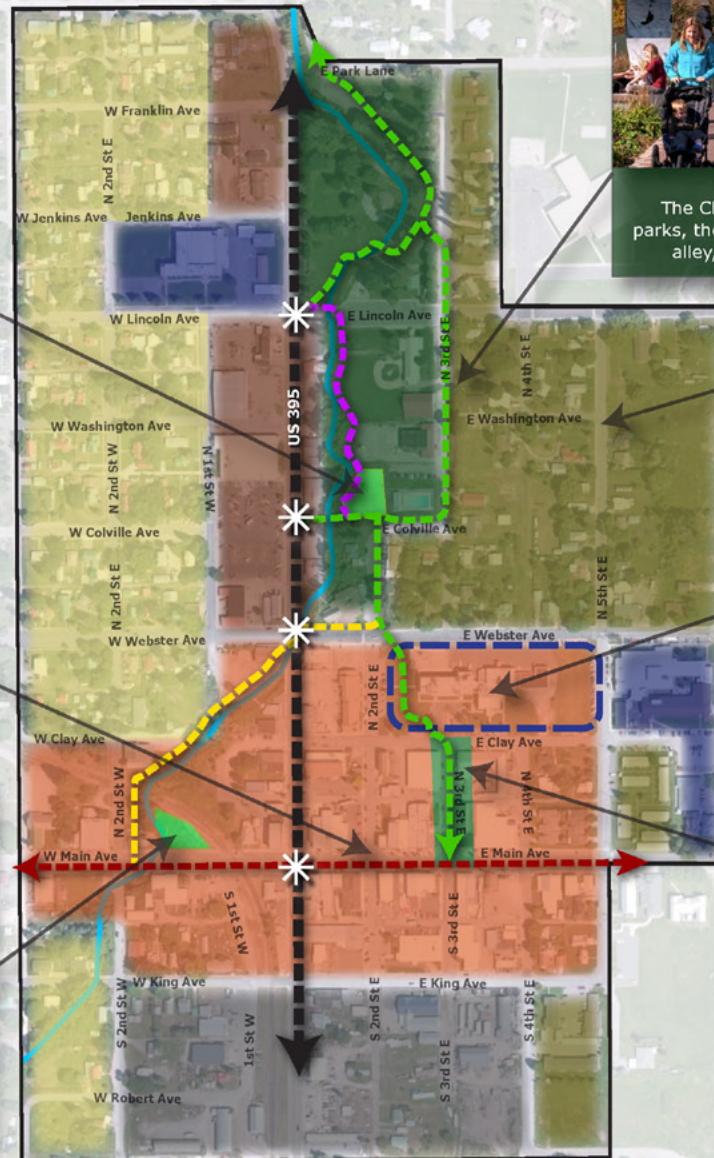
A new pocket park provides creek views and a pedestrian bridge that leads to the lively business district along US 395.



Enhanced sidewalks, street trees, lighting, banners, public art, and other street furniture extend along Main Avenue all throughout the DBD Overlay Zone.



West Main Avenue will function much like East Main, lined with new mixed uses at higher densities. A small new public space along the creek provides opportunities for outdoor dining, events, and enhanced creek visibility.



The Chewelah Walking Trail connects parks, the creek, the museum, the bowling alley, and multiple trail off-shoots.



Alternative housing types such as duplexes, townhomes, and small apartment buildings help create variety and affordability close to downtown.



Updated and energized public spaces create a buzzing and functional center for city services including gathering spaces, a trail extension, and additional downtown parking.



A lively, pedestrian-focused street connects downtown to the Civic Campus with opportunities for outdoor shopping & dining.



Map 22: Preferred Plan Scenario Diagram

Implementation Action Plan

Goals for the five categories are listed below. These goals can be achieved by enacting policy and taking strategic actions. The tables below outline these specific policies and actions to help achieve each goal.

 <h3>Economic Development</h3> <p>Grow and sustain a balanced, resilient economy in Downtown Chewelah</p>	 <h3>Land Use & Streetscape</h3> <p>Maintain Chewelah's small-town charm while fostering aesthetic and functional improvements</p>	 <h3>Public Spaces</h3> <p>Maintain and improve public spaces and services to meet the needs of the community</p>	 <h3>Transportation</h3> <p>Provide appropriate infrastructure to enhance mobility and accessibility of a multimodal network</p>	 <h3>Housing</h3> <p>Provide greater opportunities to develop a variety of housing types and sizes in Chewelah to accommodate any lifestyle and family size</p>
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Table Key:

#	Action number
Action Recommendation	Recommendation description and details
Project	Budget-able items that help accomplish the action
Reference	Where the ideas came from (reference key to the right)
Effort	Organization, coordination, and work to complete the task
Cost	Organized into categories based on cost, in-kind, or policy initiatives \$=\$0 (Policy) \$\$=\$1–\$100,000 \$\$\$=\$100,001–\$1,000,000 \$\$\$\$=\$1,000,000+
Timing	Organized on a scale of SHORT (less than 3 years), MEDIUM (3-6 years), LONG (more than 6 years), and ONGOING (continuous/repeated)

Reference Key:

Abbreviation	Document/Source
REG	Chewelah Regeneration Plan, 2000
COMP	Chewelah Comprehensive Plan
CRK	A Creek Runs Through It, 1993
CORR	US 395 Corridor Study – Stevens County Line to Kettle Falls, 2007
CFP	2019 Capital Facilities Plan
TIP	2020 – 2025 Transportation Improvement Program
OPP	Opportunity Assessment
PUB	Public Feedback
SMP	Chewelah Shoreline Master Program
CARPE	Chewelah Area Recreation Planning Effort

Economic Development: Grow and sustain a balanced, resilient economy in Downtown Chewelah

#	Action Recommendation	Project	Reference	Effort	Cost	Timing
1.1	Strengthen the tourism economy by encouraging businesses and services in the downtown that cater and advertise to outdoor recreation enthusiasts.	Partner with Chamber of Commerce and other regional economic development entities (TEDD) to promote tourism in Downtown Chewelah with a focus on outdoor recreational pursuits.	OPP, PUB, CARPE	MED	\$	SHORT
		Market and establish Chewelah as a strong place to own a small business and create a campaign to attract recreation-oriented businesses, entrepreneurs, and self-employed people.	REG, CARPE	MED	\$\$	SHORT
1.2	Strengthen the local character of Main Avenue.	Form a Main Street committee that advocates for this Downtown Plan and seeks grant funding aimed at supporting local businesses and creating a vibrant, walkable, and livable downtown environment.	REG, OPP, PUB	LOW	\$\$	SHORT
		Direct the Main Street committee to collaborate with downtown businesses, the Chamber of Commerce, and the City to find mutually agreed upon solutions to prioritizing local businesses on Main Street and larger chain retailers on US 395.	OPP, COMP, REG	MED	\$	SHORT
1.3	Reduce costs and barriers for retrofitting, leasing/renting, and operating businesses downtown.	Establish a Local Improvement District (LID) for downtown to fund necessary infrastructure improvements and to match grant funding pursued by the Main Street committee.	OPP, REG	MED	\$\$	SHORT
		Develop a business incentive program to encourage the sale/lease/development of downtown property at reasonable market rates.	REG, OPP, PUB	HIGH	\$	SHORT
		Develop a Retrofit program and partner with local developers to reduce costs of renovating existing buildings.	OPP, PUB	HIGH	\$	SHORT
1.4	Expand downtown's unique commercial market, including the arts, cultural, and civic environment.	Utilize the benefits and resources of the Creative District to attract and target arts-related retail goods, services, and entertainment. Examples are galleries, artists' co-op or incubator, and local craft gallery.	OPP, PUB, COMP	LOW	\$\$	SHORT
		Fund promotional activities by matching the amount received by the state each year from the lodging tax.	REG	LOW	\$\$	MEDIUM
		Host regular public events that highlight Downtown Chewelah and the Creative District, such as an art walk, restaurant week, or street fair.	OPP, REG	HIGH	\$\$	SHORT
1.5	Prompt new economic vitality by making downtown an attractive, convenient, and enjoyable place to live.	Provide development incentives such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses for mixed-use projects that supply housing. (See Housing section for more mixed-use strategies)	PUB, REG, COMP	HIGH	\$\$	SHORT

Land Use & Streetscape: Maintain Chewelah's small-town charm while fostering aesthetic and functional improvements

#	Action Recommendation	Project	Reference	Effort	Cost	Timing
1.1	Enhance the Downtown Business District Overlay zoning designation.	Clearly define the boundaries of the overlay district in the city code.	REG, OPP, PUB	LOW	\$\$	SHORT
		Update the Use Classification table (CMC 18.08.020) by adding the Downtown Business District Overlay zone and update the types of uses allowed in this zone based on the character of the downtown.	REG, OPP, PUB	MED	\$\$	SHORT
1.2	Define unique design requirements and density standards that promote the Downtown Plan's vision.	Increase allowable floor area ratios from 2.0 to 3.0 in the Downtown Business District Overlay Zone, 1.0 to 2.0 in the R-B zone's "other areas" and establish exterior façade standards.	OPP, REG	HIGH	\$\$	MEDIUM
		Adopt design standards for the commercial zone along US 395 to provide sidewalk/street-oriented entrances with off-street parking provided on side of or behind buildings.	OPP, PUB, REG, COMP, CARPE	HIGH	\$\$	SHORT
1.3	Explore and implement incentives for mixed-use development in the retail business zone.	Provide a combination of financial and regulatory incentives, such as permit fee reductions, tax abatements, expedited development approvals, density, and building height or floor area bonuses.	PUB, REG, COMP	HIGH	\$\$	LONG
	Adopt creek-oriented design standards for development along Chewelah Creek.	Begin partnering with property owners to discuss opportunities to purchase or improve development along the creek.	OPP, CRK	HIGH	\$\$	SHORT
		Develop Creek-oriented design standards ensure businesses that face the creek, include outdoor patios/yards along the creek, high water and shoreline quality, and public paths along the creek.	CRK, OPP, PUB	MED	\$\$	LONG
1.4	Improve streetscape character along Main Ave from US 395 to West Third Street.	Improve and expand sidewalks throughout the downtown, install new lighting, add street furniture such as benches, trash cans, and bike racks, and incorporate aesthetic features such as banners, landscaping, and public art.	OPP, PUB, REG	HIGH	\$\$\$	LONG
		Adopt a Complete Streets Policy to become an eligible jurisdiction for TIB grant funding and apply for a Complete Streets grant to fund improvements.	OPP, REG, COMP	LOW	\$	MEDIUM
		Apply for and become an active member of Main Street America to access resources and grants for downtown improvements and recognition.	OPP	LOW	\$\$	MEDIUM

Public Spaces : Maintain and improve public spaces and services to meet the needs of the community

#	Action Recommendation	Project	Reference	Effort	Cost	Timing
1	Improve existing pedestrian infrastructure downtown and construct a new pedestrian corridor.	Redesign 3rd Street East between Main Avenue and Clay Avenue as a multi-use pedestrian corridor with emphasis placed on secondary storefront entrances, improved facades, and enhanced streetscapes. The design should include space for outdoor seating and dining, walking/biking, and pop-ups for street performances or local street fairs.	REG, OPP, PUB, CARPE	HIGH	\$\$-\$\$\$	MEDIUM-LONG
		Improve the alleyway between 3rd Street East and 2nd Street East to accommodate further pedestrian and public space with additional lighting and streetscape.	OPP, PUB	MED	\$\$	MEDIUM-LONG
2	Reimagine underutilized outdoor space on the Civic Campus to provide new public amenities.	Design and construct a public plaza on the south/southwest lawn of the civic campus for public gathering, outdoor markets, and public mingling.	PUB, REG	HIGH	\$\$\$	MEDIUM
		Improve the lawn, sidewalk, and curbing all around the property. ♦ Install a continuous walking path looping around the property. ♦ Install new seating, tables, and shade amenities on the east lawn, establishing it as a comfortable resting place. Improve landscaping to display an inviting appearance from all sides.	OPP, REG, CFP	HIGH	\$\$\$	MEDIUM
		Incorporate additional public off-street parking on 2nd Avenue East between Clay and Webster by adding more angled parking spaces, potentially allowing only one-way traffic.	PUB, OPP	HIGH	\$\$	SHORT
3	Upgrade and renovate the Civic Center building to better serve the indoor gathering, event, and service needs of the community.	Develop programs and spaces within the Civic Center/Civic Campus that provide education, services, and recreation for seniors, youth, and families.	OPP, PUB, CFP	HIGH	\$\$	SHORT
		Improve exterior façades to display a welcoming and attractive public center and establish a northern connection to Webster Avenue with improved landscaping and signage.	OPP, PUB, COMP	MED	\$\$\$	MEDIUM
4	Improve and redevelop recreational land.	Develop a master plan for Chewelah City Park to improve efficiency of the space, rehabilitate the creek shoreline, establish new trail connections, and add new amenities, such as a splash pad.	OPP, PUB, COMP, CARPE	MED	\$\$	MEDIUM
		Construct a creek path between Lincoln Avenue & Colville Avenue, leading to a pocket park near the corner of 2nd Avenue East and Colville Avenue. This area includes a footbridge connecting to the US 395 business district and a direct connection to the Chewelah Walking Trail.	OPP, PUB, COMP, CARPE	MED	\$\$\$	LONG
5	Use tactical approaches, demonstrations, and pop-ups to provide temporary solutions, gain community buy-in, and see immediate change.	Initiate pop-up projects that use flex delineators, pavement tape, paint, and planters to designate new public space on downtown streets for pedestrians/cyclists, or as new plazas/pocket parks. This method could be used as an initial setup for the Chewelah Walking Trail while funds for permanent solutions are acquired over time.	OPP, PUB, COMP, TIP	LOW	\$\$	SHORT
6	Reactivate the old Jenkins Junior High School building into an artist incubator.	Establish an artist incubator with art studios for rent, classrooms that offer art programs and classes, an indoor theater, and an art gallery. Establish a community garden on the school's lawn and coordinate with potential gardening classes at the incubator.	OPP, PUB, COMP	MED	\$\$	MEDIUM

Transportation: Provide appropriate infrastructure to enhance mobility and accessibility of a multimodal network

#	Action Recommendation	Project	Reference	Effort	Cost	Timing
1	Build the Chewelah Walking Trail.	<p>Start the design and construction of the Chewelah Walking Trail (see proposed alignment in Attachment X).</p> <ul style="list-style-type: none"> ♦ Phase 1: City Park to City Hall – The trail alignment should follow Chewelah Creek where possible. Install restoration plantings at strategic areas along the creek within the city park, include wayfinding signage and informational signage about the creek and its preservation/habitat restoration. Between Lincoln Avenue and Webster Avenue evaluate the area and consider trimming, removal and overall cleanup on both sides of Chewelah Creek. ♦ Phase 2: City Hall to 3rd Street West & Main Avenue 	COMP, OPP, PUB, TIP, CRK, CARPS	HIGH	\$\$\$	MEDIUM-LONG
		Install trailheads in City Park and on the northwestern corner of the Civic Campus (signage, benches, water, restrooms, bike repair station).	REG, OPP, PUB	MED	\$\$\$	SHORT-MEDIUM
		Improve pedestrian and bicycle crossings along the Chewelah Walking Trail to include appropriate safe crossing features and signage.	OPP, REG	MED	\$	SHORT-MEDIUM
2	Improve pedestrian facilities along main routes to schools.	Improve sidewalks and crossings within two blocks of Chewelah's schools, all of which are located near downtown.	PUB, OPP, COMP	MED	\$	SHORT
3	Build a Creek Walk in West Downtown.	Design and construct a walking path along Chewelah Creek from 2nd Street West & Main Avenue to US 395 & Webster Ave.	PUB, OPP, CRK	MED	\$\$\$	LONG
4	Update plans for US 395 through the city to accommodate enhanced pedestrian facilities and safety.	Partner with WSDOT to incorporate sidewalk buffers into design plans for US 395 that call for removing parking and adding a center turn lane.	TIP, COMP, CORR	MED	\$	LONG
		Improve US 395 crossings at Jenkins Avenue, Lincoln Avenue, Colville Avenue, Webster Avenue, Clay Avenue, King Avenue, and Main Avenue by adding flashing beacons, bulb outs, and pedestrian islands.	OPP, CORR, PUB	HIGH	\$	SHORT-MEDIUM
5	Improve downtown parking options without sacrificing downtown character or businesses.	Maintain existing street parking configurations but continue to monitor for congestion and frequency of cars circulating and looking for parking.	REG, CORR, PUB	MED	\$	ONGOING
		Study the feasibility of and investigate land for locating a public off-street parking lot within a few blocks of Main Avenue downtown, such as on 2nd Street East next to the Civic Campus or to the south of Main Avenue.	REG, CORR, PUB	MED	\$	MEDIUM-LONG
		Re-orient existing parking on the Civic Campus to accommodate more efficient public parking configurations, utilizing existing parking lots and adding more angled parking stalls around the perimeter of the campus, as outlined in Scenario 2 of the Civic Center Exterior section.	REG, COMP, PUB	MED	\$	SHORT-MEDIUM

Housing: Provide greater opportunities to develop a variety of housing types and sizes in Chewelah to accommodate any lifestyle and family size

#	Action Recommendation	Project	Reference	Effort	Cost	Timing
1	Amend the Chewelah Municipal code, Title 18 Zoning, to allow renting of rooms in the R-1B zone.	Initiate a zoning text amendment to allow the “renting of rooms” use outright in the R-1B Zone.	COMP, OPP, PUB, TIP, CRK	HIGH	\$\$	SHORT
2	Amend the Chewelah Municipal code, Title 18 Zoning, to allow housing for people with functional disabilities in the R-3 zone.	Initiate a zoning text amendment to allow the “housing for people with functional disabilities” use outright in the R-3 Zone.	REG, OPP, PUB	MED	\$\$	SHORT
3	Study a variety of incentive programs to encourage mixed-use development in the downtown and along US 395.	<ul style="list-style-type: none"> Identify provisions within zoning, subdivision, development, and other regulatory codes that prohibit mixed-use development. Provide a combination of financial and regulatory incentives to mixed-use developers, such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses. Explore the feasibility of a multi-family tax exempt program in Chewelah. Multifamily tax exemption (MFTE) program is a voluntary incentive provided by the City. Under this program, private multifamily housing developments in certain designated districts are exempted from property taxes for up to 12 years if income-restricted units are maintained in the development. 	OPP, REG	MED	\$\$	MEDIUM
4	Implement the preferred housing scenario.	The implementation of the preferred housing scenario will require an amendment to the Comprehensive Plan, the city zoning map and zoning code ordinance (Title 17).	PUB, OPP, COMP	MED	\$\$	SHORT
5	Amend the Downtown Overlay District to encourage and prioritize mixed-use development projects in two- and three-story buildings which provide retail on the ground floor and residential in the upper stories.	Amend the zoning code to update the definition and purpose of the Downtown Business District Overlay Zone to prioritize mixed-use development projects that provide residential uses.	PUB, OPP, CRK	MED	\$\$	SHORT

Funding Strategies

The following funding opportunities provide details that will guide Chewelah when seeking funding for the projects listed in Section 8.

Washington Department of Transportation (WSDOT) Funding

Surface Transportation Block Grant Program—Stevens County/WSDOT Local Programs

- ♦ Surface Transportation Program funds (STP) can be used for the widest range of transportation projects, including street or sidewalk construction projects, planning projects, design and right-of-way acquisition projects, bicycle, pedestrian and recreational trails, etc.
- ♦ Transportation Alternatives Program funds (TAP) can only be used for bike and pedestrian facilities and programs, trails, some historic preservation projects related to transportation, some environmental mitigation activities, etc.

Types of projects to be carried out, based on the following seven categories:

- Pedestrian & Bicycle Facilities
 - Recreational (recreational trail projects only)
 - Turnouts, Overlooks, Viewing Area
 - Historic Preservation
 - Environmental and Wildlife
 - Safe Routes to School
 - Other – Inventory, control, or removal of outdoor advertising
-
- ♦ Funding priorities and project selection process are established by the funding agency (Stevens County). STP and TAP funds have different requirements as to which facilities are eligible based on functional classification and project type. Putting any federal money into a project—even a very small amount relative to the rest of the project funding—effectively federalizes the entire project requiring that all monies must be used in ways that meet federal reporting and accounting requirements and the project must comply with all federal standards for design, testing, and record keeping. A project designed with federal funds must go to construction within 10 years or else the earlier expenditure of funds must be repaid. Any federally-funded project, other than a planning project, must be managed by an agency certified by Highways and Local Programs for this purpose. Federally-funded projects have a minimum 20% local match requirement.
 - ♦ For more information: <http://www.wsdot.wa.gov/localprograms/programmgmt/stp.htm>

Pedestrian and Bicycle Program—Washington State Department of Transportation (WSDOT), Local Programs

- ♦ The Pedestrian and Bicycle Program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike. Since 2005, the program has awarded \$72 million for 159 projects from over \$337 million in requests.
- ♦ WSDOT issues a call for projects in the “even year” before the new biennium for selection by the legislature. For example, the application period closed in June 2020 for projects to be considered for funding in the 2021–2023 biennium. The next call for projects will be in 2022. All public agencies in Washington are eligible to apply.
- ♦ For more information: <http://www.wsdot.wa.gov/LocalPrograms/ATP/funding.htm>

Safe Routes to School (SRTS)

- ♦ The WSDOT Safe Routes to School program provides technical assistance and funding to public agencies to improve conditions for and encourage children to walk and bike to school. Eligible projects include infrastructure improvements within two miles of a school and education/encouragement projects.
- ♦ No match requirement, but priority is given to projects with cash or in-kind match.
- ♦ The grant cycle is every two years. The next application is due July 2022.
- ♦ For more information: <https://wsdot.wa.gov/LocalPrograms/SafeRoutes/default.htm>

Transportation Improvement Board (TIP) Funding

Complete Streets Funding—Transportation Improvement Board

- ♦ The Complete Streets Award is a funding opportunity for local governments that have an adopted complete streets ordinance. Board approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities.
- ♦ This program awards grants every two years starting in 2017. Agencies with an adopted complete streets ordinance should confirm their eligibility.
- ♦ For more information: <http://www.tib.wa.gov/grants/grants.cfm#other>

Small City Sidewalk Program—Transportation Improvement Board

- ♦ The Sidewalk Program was established by the Legislature in 1995 to provide funding for pedestrian projects. The program is available to both small city and urban agencies. Urban and small city projects compete separately.
- ♦ To be eligible for the program:
 - The intent of the project must be transportation and not recreation
 - The project must be on or related to a TIB Small City Arterial
 - Small City Sidewalk Program projects improve safety, access, connectivity, and address system continuity. Completed projects must be consistent with the Americans with Disabilities Act (ADA).
- ♦ For more information: <http://www.tib.wa.gov/grants/grants.cfm#other>

Washington State Department of Commerce Funding

Building for the Arts

- ♦ This funding program awards state grants to nonprofit organizations to defray up to 20% of eligible capital costs for the acquisition and major new construction or renovation of performing arts, art museums, and cultural facilities. Historical museums are not eligible. Facilities must focus on the active interpretation, performance, or exhibition of aesthetic traditions, practices, or works of art that characterize cultural values. Up to \$2 million per award was available for the most recent awards.
- ♦ Commerce issues a call for projects in the “even year” before the new biennium. For example, the application period closed in August 2020 for projects to be considered for funding in the 2021-2023 biennium. The next funding opportunity will open in Fall 2022.
- ♦ For more information:
<http://www.commerce.wa.gov/building-infrastructure/capital-facilities/building-for-the-arts/>

Building Communities Fund

- ♦ This funding source provides grants for nonresidential community and social service capital projects. Eligible applicants must be registered as a nonprofit organization in the state of Washington with a legally constituted board of directors. The goal is to improve the economic, social, and educational climate in economically distressed communities. The program can defray up to 25% of eligible capital costs; there is no minimum or maximum grant award. Awards are of state funds.
- ♦ Commerce issues a call for projects in the “even year” before the new biennium. For example, the application period closed in August 2020 for projects to be considered for funding in the 2021-2023 biennium. The next funding opportunity will open in Fall 2022.
- ♦ For more information:
<http://www.commerce.wa.gov/building-infrastructure/capital-facilities/building-communities-fund/>

Community Development Block Grants

- ♦ Two different Community Development Block Grants (CDBG) are most pertinent to Chewelah’s economic revitalization efforts:
 - Economic Opportunity Grants can be used for priority local economic development projects that promote vibrant rural communities. Application materials were available in July and grants were awarded on a rolling basis while funds lasted.
 - General Purpose Grants can be used for the planning or construction of public infrastructure such as streets and sidewalks, community facilities that serve lower income populations, affordable housing, and economic development projects. Application materials were available in March and were due in June.
- ♦ CDBG funds can be used as local match for other federal or state grant programs used to fund CDBG-eligible activities.
- ♦ For more information: <http://www.commerce.wa.gov/serving-communities/current-opportunities/community-development-block-grants/>

Community Economic Revitalization Board (CERB)

- ♦ The Community Economic Revitalization Board (CERB) was formed in 1982 to respond to local economic development in Washington communities. CERB provides funding to local governments and federally recognized tribes for public infrastructure which supports private business growth and expansion. Eligible projects include domestic and industrial water, storm water, wastewater, public buildings, telecommunications, and port facilities.
- ♦ For more information: <https://www.commerce.wa.gov/building-infrastructure/community-economic-revitalization-board/>

Library Capital Improvement Program

- ♦ The Library Capital Improvement Program was created by the Legislature in their 2019 Regular Session to assist libraries operated by governmental units, as defined in RCW 27.12.010, to acquire, construct, or rehabilitate their facilities. The Department of Commerce, in consultation with the Library Capital Improvement Program Committee, will conduct a statewide competitive grant process to award up to \$10 million. The maximum grant amount to any one entity will not exceed \$2 million. This program will require a 50% match of the total cost of the project. The program criteria and application are currently under development.
- ♦ Explore a partnership with North Central Washington Libraries on revitalization or expansion of library site/city hall as appropriate.
- ♦ For more information: <https://www.commerce.wa.gov/building-infrastructure/library-capital-improvement-program/>

Washington Department of Archaeology and Historic Preservation

Third Places Grant Program

- ♦ This brand-new program is a brick-and-mortar historic preservation grant program that will serve rural communities throughout the state of Washington. More information will be available regarding the grant application process and eligibility by January 2021.
- ♦ The intent of this program is to foster communal gathering spaces, which are vital for rural communities. These spaces are physical environments that promote social interaction where people connect and spend time together outside of their home and work. They are locations where citizens exchange ideas, build relationships, and create a shared feeling of belonging in a community. As communities recover from the pandemic, these venues will be essential in promoting long-term mental health and enabling people to heal and reconnect. They will continue to foster place-making and catalyze locally-based economic development.
- ♦ This could provide a good funding opportunity to redevelop Chewelah Civic Center and Campus.
- ♦ For more information: <https://dahp.wa.gov/thirdplacesgrant>

Washington State Recreation and Conservation Office (RCO)

Land and Water Conservation Fund

- ♦ The Land and Water Conservation Fund provides funding to preserve and develop outdoor recreation resources, including parks, trails, and wildlife lands.
- ♦ Applications are due annually in the spring.
- ♦ Can be used as matching funds for WWRP Grants
- ♦ For more information: <https://rco.wa.gov/grant/land-and-water-conservation-fund/>

Aquatic Lands Enhancement Account

- ♦ Funding to buy, protect, and restore shorelines and tidelands and to provide public access to waterfront. Grants may be used for the acquisition, improvement, or protection of aquatic lands for public purposes. They also may be used to provide or improve public access to the waterfront.
- ♦ Eligible organizations – Local agencies, special purpose districts, state agencies, and tribes.
- ♦ Applications are due annually in the spring.
- ♦ 25% match required.
- ♦ For more information: <https://rco.wa.gov/grant/aquatic-lands-enhancement-account/>

Habitat Conservation Projects-Washington Wildlife and Recreation Program

- ♦ The Washington Wildlife and Recreation Program provides funding for a broad range of land conservation efforts, from conserving natural areas near big cities to protecting the most pristine and unique collections of plants in the state, including some of last remaining plant species in the world.
- ♦ The Washington Wildlife and Recreation Program was envisioned as a way for the state to accomplish two goals: acquire valuable recreation and habitat lands before they were lost to other uses and develop recreation areas for a growing population.
- ♦ Applications are due annually in the Spring.
- ♦ 50% match required.
- ♦ For more information: <https://rco.wa.gov/grant/washington-wildlife-and-recreation-program-habitat/>

Brownfield Programs & Funding

Integrated Planning Grants, Washington State Department of Ecology Brownfield Program

- ♦ Reuse of a brownfield site can be a complicated undertaking that requires coordinated analysis of environmental conditions, site planning, and financial issues. The Department of Ecology provides two different types of Integrated Planning Grants (IPGs) — Standard and Affordable Housing. Both grants support efforts in conducting the key first steps in the cleanup and redevelopment process by helping to create an integrated project plan. The IPG reduces uncertainty about contamination at a property while integrating administrative processes and analysis of investments needed for post-cleanup redevelopment of a site.

- ♦ Amount of funding available: \$2,000,000 for 2019–2021 Biennium
- ♦ Grant award limit: \$200,000 for a single site and \$300,000 for a study area with multiple sites
- ♦ Amount of matching funds required: None

Washington Wildlife and Recreation Program (WWRP)

- ♦ Different categories depending on project type and needs (such as Local Parks and Trails types below)
- ♦ Applications are due May 1st of even years and funds are awarded in the following odd years.
- ♦ No grant limit, but there is a match requirement (cannot use Safe Routes to Schools as a match)
 - o Match Reduction Info: <https://rco.wa.gov/recreation-and-conservation-office-grants/grant-requirements/match-reduction/>
- ♦ For more information: <https://rco.wa.gov/grant/washington-wildlife-and-recreation-program-recreation/>

Local Parks Category

- ♦ Grants in this category provide for active (high impact) or passive (low impact) parks. Grants may be used to buy land or develop or renovate land or facilities for parks.
- ♦ Projects may contain both upland and water-oriented elements. Projects with a primary focus on upland recreation elements and all outdoor swimming pools will be classified as Local Parks Category projects.

Trails Category

- ♦ Grants in this category provide for projects whose primary intent is to acquire, develop, or renovate pedestrian, equestrian, bicycle, or cross-country ski trails. Projects may include land and/or facilities, such as trailheads; parking; rest, picnic, or view areas; and restrooms that directly support an existing or proposed public trail.
- ♦ Trails in this category must be for non-motorized use and cannot be part of a city street or county road ("roadway") such as a sidewalk or unprotected road shoulder, or any other area on the roadway such as a designated bike or combination bike and pedestrian lane.
- ♦ Trails Must Be Separated from Roadways. Trails adjacent to a roadway must be separated by at least 10 feet of space and potentially physical barriers (if less than 10 feet) to ensure a quality recreational experience.

Volunteers and Donations

While the local community may have limited funding resources to tap for capital improvement projects, a number of the concepts developed in this plan would be appropriate for smaller-scale contributions from businesses and civic boosters, as well as provide opportunities for community involvement either for-hire or as volunteers on the design and/or installation.

- ♦ Estimates for the landscape upgrades along US 395 are broken into materials and other services, so the City may elect to make these projects volunteer or donation-driven.
- ♦ Local artists can be used in the design and fabrication of signage and gateway features.
- ♦ Local contractors or vendors may be appropriate for some of the smaller projects, street furnishings, art and signage installation, landscaping, and painting.
- ♦ There are numerous opportunities to partner with private property owners to enhance the streetscape or view corridors where there is no clear demarcation between the public right-of-way and private property.

Future Funding/ Program Options

Improvement Districts

As the downtown becomes more and more successful, you may want to explore a general improvement district, business improvement district, or downtown improvement district which shifts more ownership to the property owners and business owners who are benefiting from the improvements either in the downtown or the US 395 corridor. This tool can be explored as many of the revitalization efforts are realized and things shift to more ongoing maintenance, events, and promotion.

Washington Main Street Program

The Main Street Approach has been used in many communities as a framework for downtown vitality. As Chewelah gains momentum in the downtown revitalization effort, it may provide structure, education, and funding to keep the momentum moving. The Washington Main Street Program has two different avenues to participate:

- ◆ Main Street Communities have met a number of organizational development criteria and are already using the Main Street Approach as a model for their downtown revitalization initiatives.
- ◆ Affiliates are organizations or municipalities that are interested in the Main Street Approach and see benefit to being connected to the WSMSP network.
- ◆ For more information: <https://dahp.wa.gov/local-preservation/main-street-program>



Appendices/Attachments

Chewelah Downtown and Housing Subarea Plan

A. Public Outreach

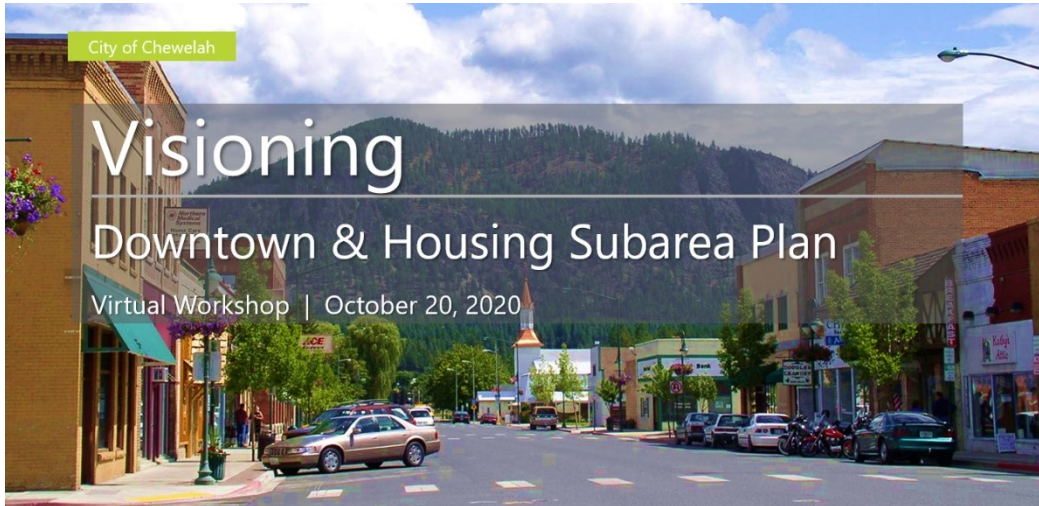
B. Parking Code Updates

C. Civic Center Report

D. Other Existing Conditions

Appendix A: Public Outreach

Chewelah Downtown & Housing Subarea Workshop 1: Vision Workshop Summary



Overview

The City of Chewelah received funding from the Department of Commerce to complete a downtown plan and housing subarea plan. The two planning efforts have been combined to develop a downtown plan with a housing study.

What is the goal of this study?

- ◆ Identify what is working well and what needs improvement
- ◆ Establishment of a vision for the downtown, housing, and the other plan components
- ◆ Set up goals and policies to achieve the vision
- ◆ And create a strategic action plan to implement goals and policies
- ◆ Improve housing throughout the subarea, via more housing options to choose from and affordable housing.

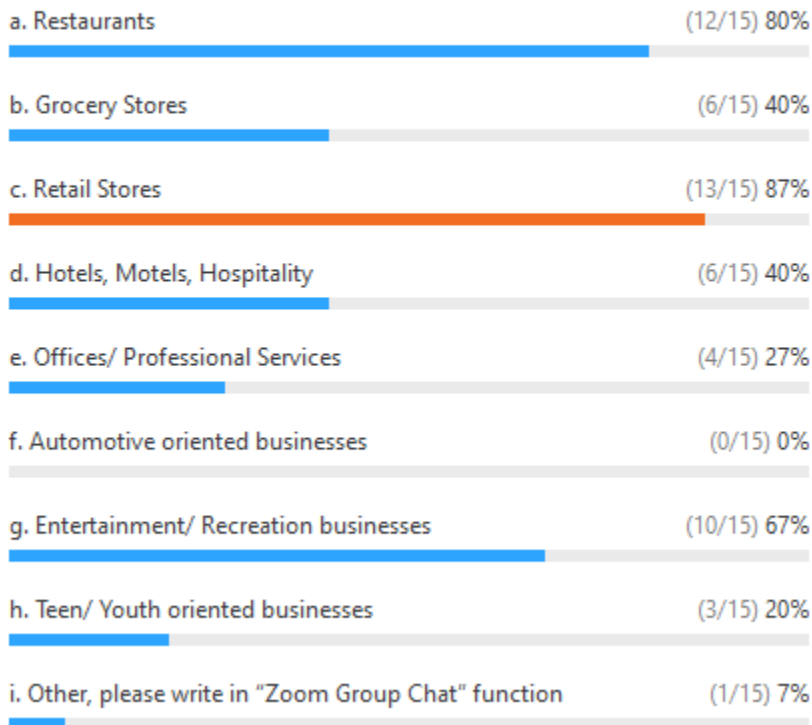
Vision Workshop Format

While the pandemic prevented an in person public meeting, the virtual workshop was organized to be as interactive as possible. Participants were able to engage as much or little as they wanted. The workshop had live polling, Q&A, and chat functions enabled. SCJ Alliance Consultants, Alicia Ayars and Aren Murcar guided participants through the history, demographics, study area and current plans. Participants were given 10 polling questions and there was a question and answer portion to conclude the presentation. The Vision workshop is summarized in this document and then led to the second workshop on implementation, scenario planning, and next steps to realize the community's vision for the downtown. There were 17 attendees from the public and 3 panelists.

Live Polling

Question 1: What businesses would you like to see more of in the downtown?

1. What businesses would you like to see more of in the downtown? (select all that apply) (Multiple choice)

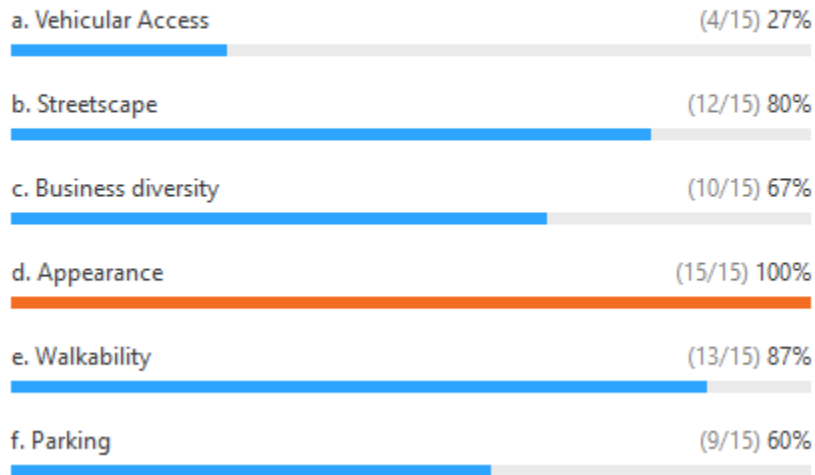


Other write in:

- ♦ Creative artist galleries

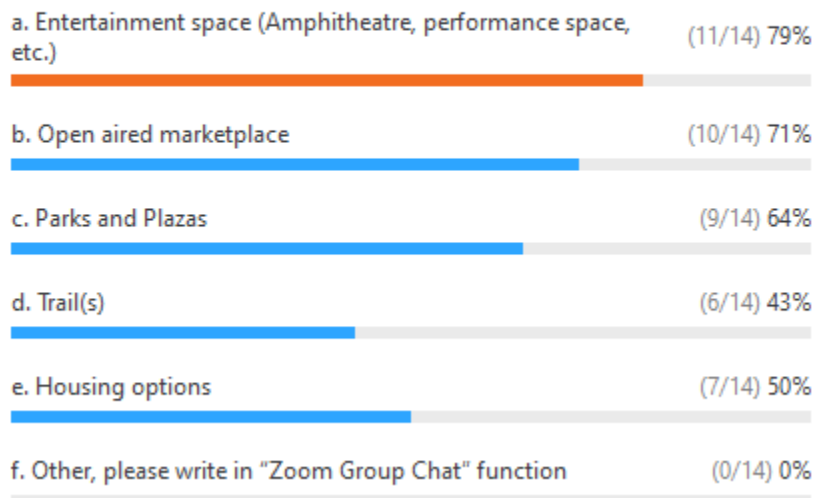
Question 2: What are the elements that make a downtown successful?

1. What are the elements that make a downtown successful? (select all that apply) (Multiple choice)



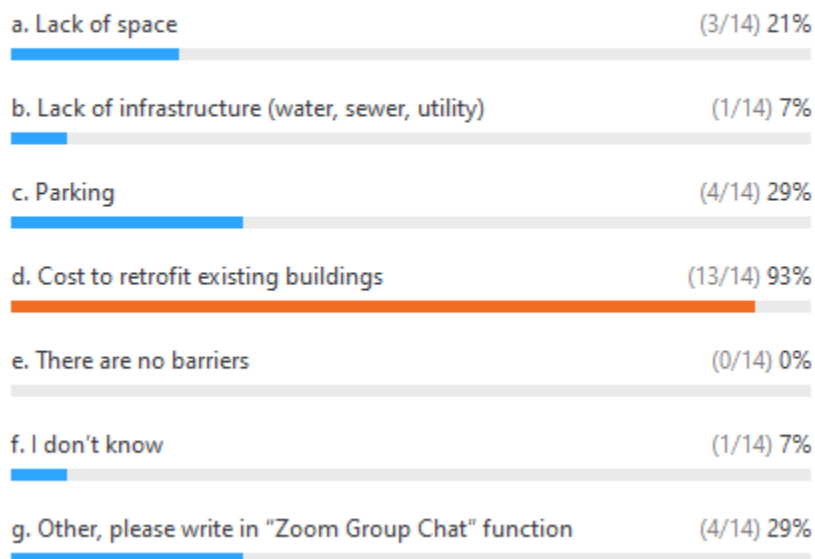
Question 3: What other uses should be in the downtown?

1. What other uses should be in the downtown? (select all that apply) (Multiple choice)



Question 4: What are some barriers to downtown development?

1. What are some barriers to downtown development? (select all that apply) (Multiple choice)

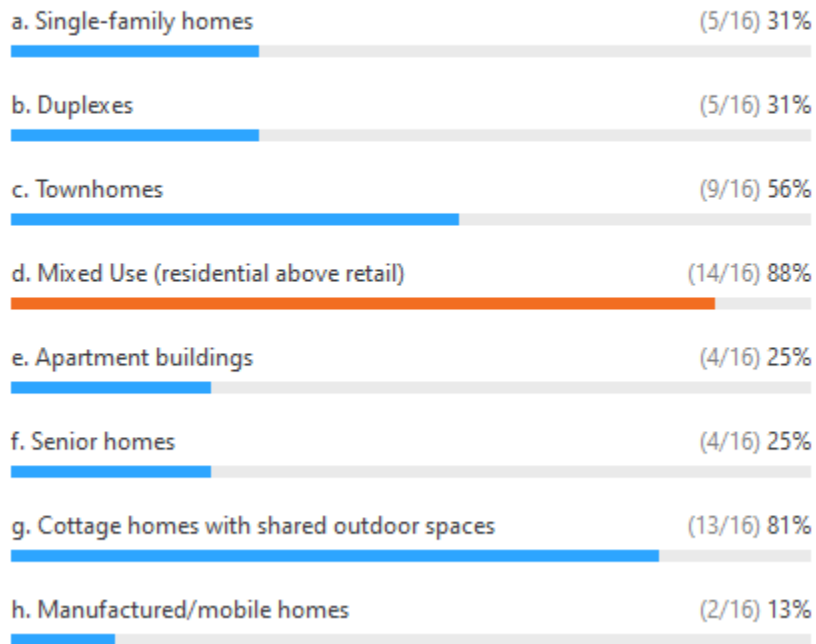


Other write in:

- ◆ Many empty spaces are not for sale and are becoming blight.
- ◆ A slow local economy, hard for people to afford to put their business in, unless they are coming in from outside. Takes a while for a business to catch on.
- ◆ Many empty spaces are also overpriced by owner.
- ◆ Perceived barriers to downtown growth, one family owns many of the buildings (both empty and occupied) and in the past have been unwilling to work with start-ups or entrepreneurs on the prices they charge for their buildings. I personally know of a number of businesses or potential new businesses who have either left or not got going because the cost of the building space was too high.

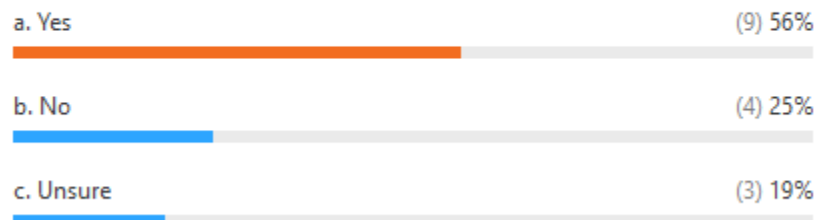
Question 5: What types of housing would you like to see more of in the housing subarea?

1. What types of housing would you like to see more of in the housing subarea? (select all that apply) (Multiple choice)



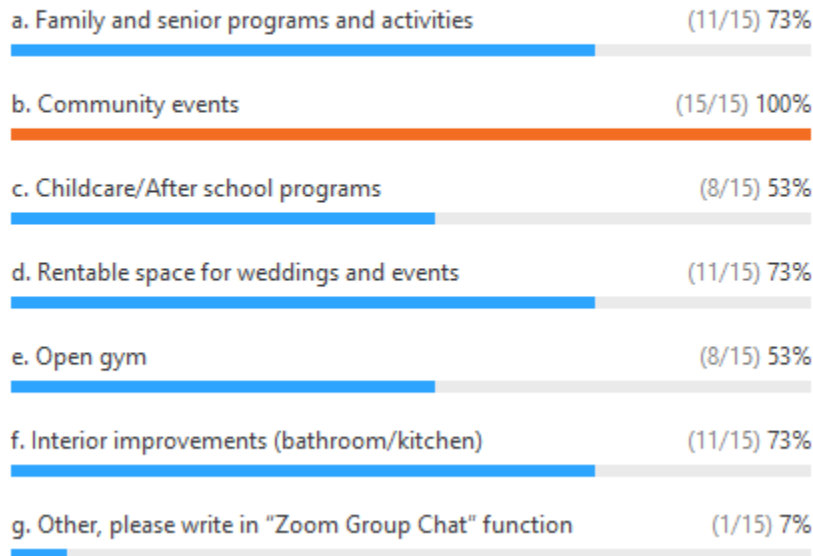
Question 6: Should duplex development be allowed in residential zones throughout the City?

1. Should duplex development be allowed in residential zones throughout the city?



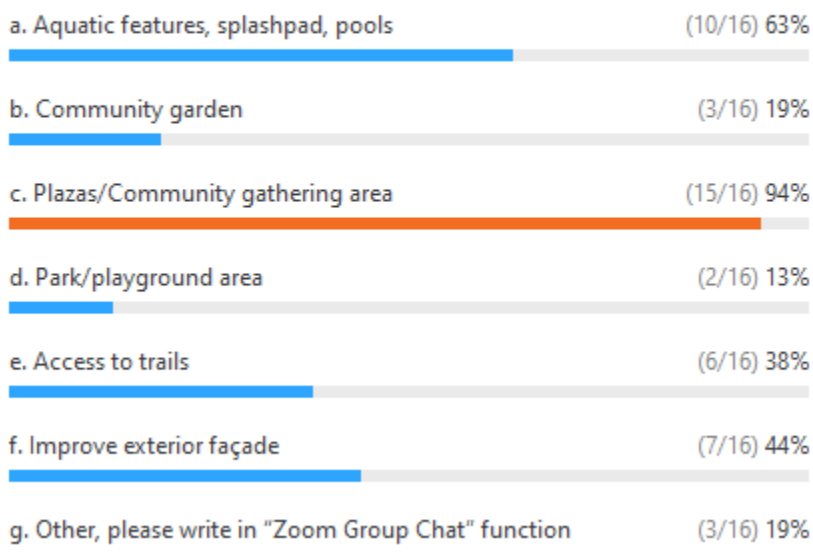
Question 7: What types of uses/ activities should be inside the Civic Center?

1. What types of uses/activities should be inside the Civic Center? (select all that apply) (Multiple choice)



Question 8: What types uses/ activities should be outside the Civic Center on the surrounding grounds/ lawn?

1. What types uses/activities should outside the Civic Center on the surrounding grounds/lawn? (select all that apply) (Multiple choice)

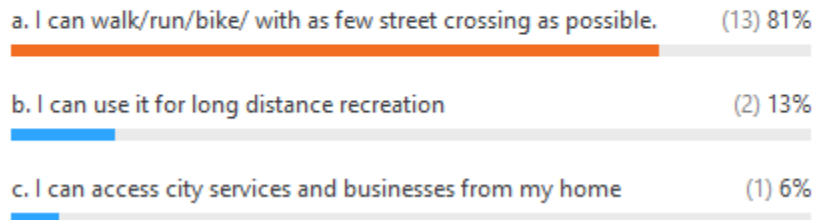


Other write in:

- ◆ Parking public restrooms
- ◆ West side could be utilized for parking for downtown
- ◆ Big on community garden but not at the civic center
- ◆ One problem that would have to be addressed by a trail plan is the problem of safe street crossings.

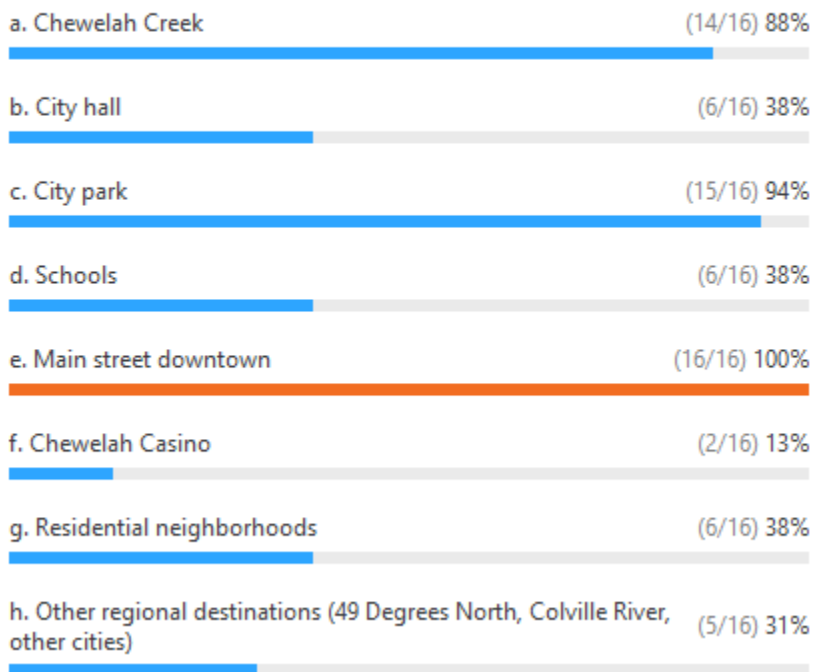
Question 9: How would you want to use the trail?

1. How would you want to use the trail? (select your top priority)



Question 10: What places would you want the trail to connect to?

1. What places would you want the trail to connect to? (select all that apply) (Multiple choice)



Other write in:

- ◆ Connection to the Colville National Forest (i.e. CARPE planning document for RCO).

Question & Answer Themes:

1.1. Where is the study area? Why was this area chosen?

Answer: The subarea is within the City limits and straddles highway 395. The northern edge of the subarea is Grant Ave, east boundary is 5th Street, south boundary line is Sunny Ave, and the west boundary line is 3rd street. The downtown area is within the subarea boundary.

1.2. Will any proposed trails address safe street crossings?

Answer: Yes, in the vision implementation workshop further discussion to determine locations for safe street crossings was explored at the intersections of Highway 395 and Lincoln Ave, Colville Ave, Webster Ave, and Main Ave.

1.3. What resources are available to assist property owners in redevelopment such as mixed use development?

Answer: A part of the planning process we will research any opportunities for redevelopment and include them in the final planning document

1.4. Can the city address affordable housing outside of the subarea boundary?

Answer: The city can use the housing subarea plan as a model for other areas within the city municipal boundaries.

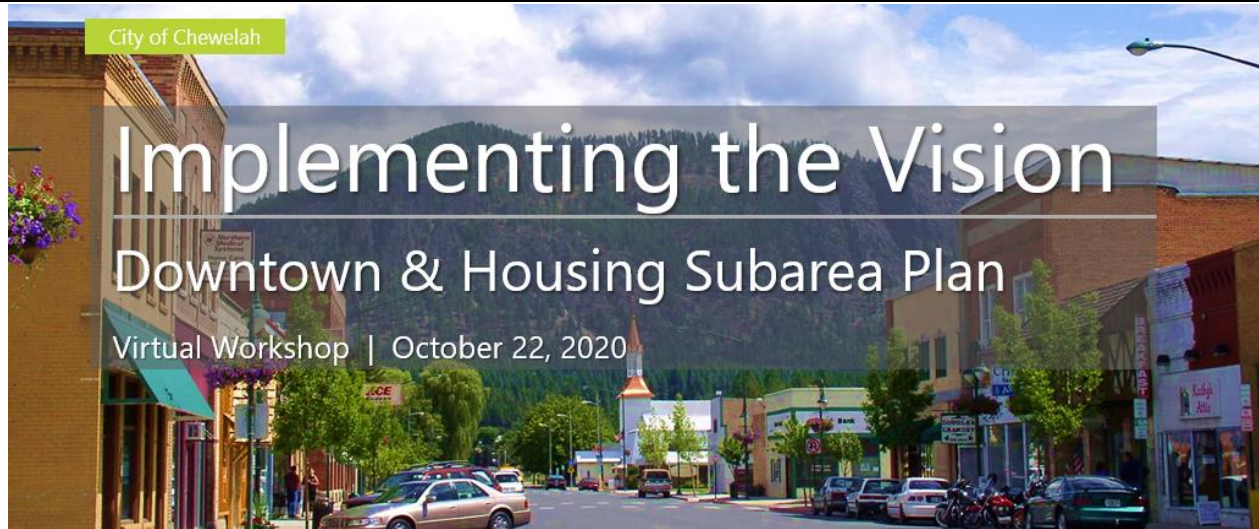
1.5. Is affordable housing a requirement of the grant?

Answer: Increased residential capacity is the goal of receiving the grant funding. Affordable housing is one area of housing we're exploring as part of this process. The hope is the outcome of the planning process and final document will identify a variety of housing types.

1.6. How was housing value determined relating to land value?

Answer: For the purposes of this study we gathered housing demographic information for average housing value in Chewelah.

Chewelah Downtown & Housing Subarea Workshop 2: 'Implementing the Vision' Workshop Summary



Overview

The City of Chewelah received funding from the Department of Commerce to complete a downtown plan and housing subarea plan. The two planning efforts have been combined to develop a downtown plan with a housing study.

What is the goal of this study?

- ◆ Identify what is working well and what needs improvement
- ◆ Establishment of a vision for the downtown, housing, and the other plan components
- ◆ Set up goals and policies to achieve the vision
- ◆ And create a strategic action plan to implement goals and policies
- ◆ Improve housing throughout the subarea, via more housing options to choose from and affordable housing.

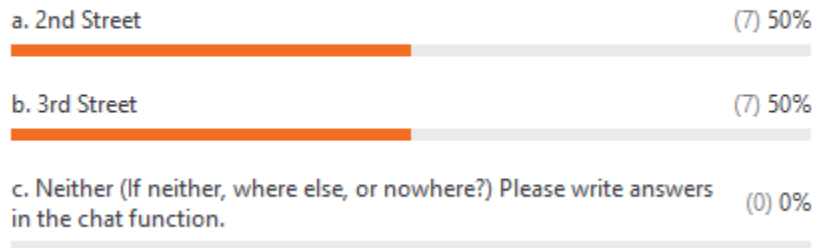
'Implementing the Vision' Workshop Format

While the pandemic prevented an in person public meeting, the virtual workshop was organized to be as interactive as possible. Participants were able to engage as much or little as they wanted. The workshop had live polling, Q&A, and chat functions enabled. SCJ Alliance Consultants, Alicia Ayars and Aren Murcar guided participants through the history, demographics, study area and current plans. Participants were given 9 polling questions and there was a question and answer portion to conclude the presentation. Participants could use the chat function and elaborate on their thoughts throughout the presentation. This workshop is summarized in this document. The results from Workshop 1, two days prior, relating to a downtown vision informed this presentation and scenarios that were presented. There were 17 attendees from the public and 3 panelists.

Live Polling

Question 1: Which street should be activated as a pedestrian corridor?

1. Which street should be activated as a pedestrian corridor?

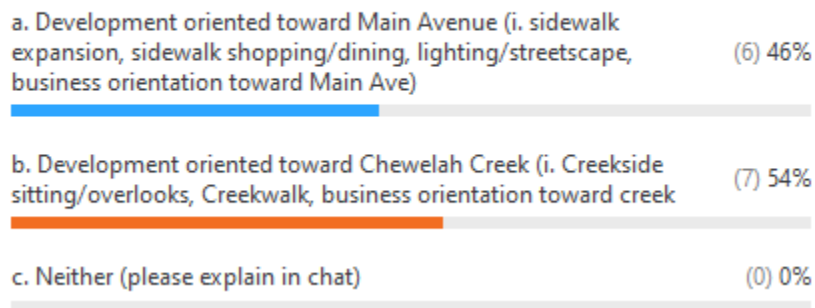


Chat comments:

- ◆ Having the corridor next to the radio station would be awesome. 2nd would be better being shut down, that 2nd and Main intersection is a nightmare for pulling out in traffic
- ◆ I think the alley between 2nd & 3rd, behind sportys, in front of radio station. That connected to a 3rd St corridor
- ◆ I agree... It would open up outdoor dining and entrance options to existing businesses and connect 2nd and 3rd.
- ◆ I put 2nd street as my choice, but I also feel like there is solid potential to take parking off mainstreet between 2nd and 4th or 5th street. making 2nd and 4th or 5th street one way so that you could move the parking onto those corridors. then you could widen the sidewalks and truly create a walkable downtown center
- ◆ I like the alley and 3rd combo
- ◆ I think all three spots should be developed.
- ◆ The Lutheran Church's Creekside is awesome, we went down there so much during the summer
- ◆ both with the alley connecting
- ◆ It's almost a pseudo park, lots of people down there during the summer. I agree with the both 2nd and 3rd with the alley connecting

Question 2: What are the elements that make a downtown successful?

1. In West Downtown, which option do you prefer?

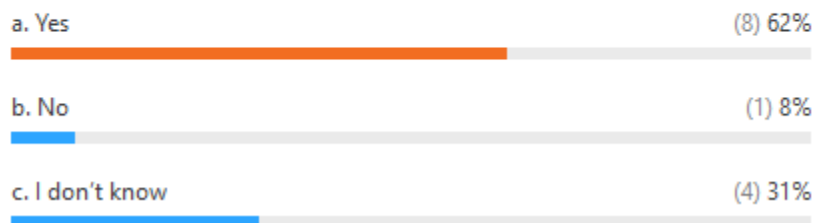


Chat comments:

- ◆ Access could be available while closing for thru traffic and entrance to city office parking.
- ◆ That is a consideration, but they do have access from the other side.
- ◆ I think you need to keep the highway zone and Main avenue separate in types of businesses, I like the current separation
- ◆ 2nd ave would affect WA bank
- ◆ Plus its fun saying "Downtown Chewelah"
- ◆ This is Chuck... I'm saying yes, but new zoning should include appearance standards and take steps to reduce the amount of empty and blighted properties.

Question 3: What should the city consider creating a new zone specific to the downtown core along Main Avenue?

1. Should the city consider creating a new zone specific to the downtown core along Main Ave?



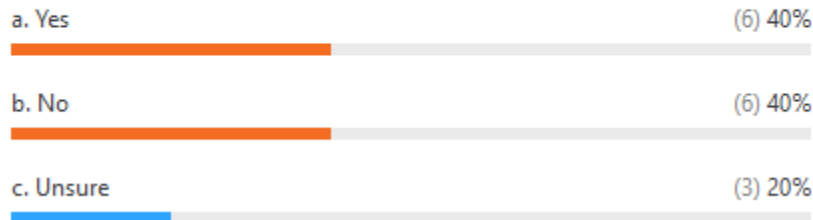
Chat comments:

- ◆ Access could be available while closing for thru traffic and entrance to city office parking.
 - ◆ Follow up comment: That is a consideration, but they do have access from the other side.
- ◆ I think you need to keep the highway zone and Main avenue separate in types of businesses, I like the current separation
- ◆ 2nd ave would affect WA bank

- ◆ I'm saying yes, but new zoning should include appearance standards and take steps to reduce the amount of empty and blighted properties.

Question 4: Does downtown Chewelah need more parking?

1. Does downtown Chewelah need more parking?

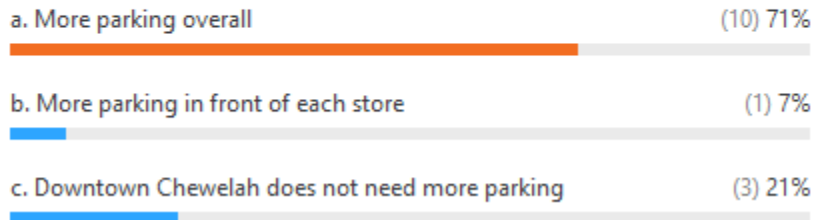


Chat comments & Unsure:

- ◆ The lack of a gathering area in the downtown area for downtown events is kind of noticeable. Its fun to have downtown events where people can gather. The Civic Center could be that outdoor space
- ◆ I'm down with combining the library and pool. Splashy storytimes, everyone.
- ◆ The West Lawn could also be converted to parking to make up for taking parking off a couple blocks of downtown
- ◆ The northside just looks like the backside of a big building that I have no idea what is going on in
- ◆ It was disappointing to see the lack of priority towards youth amenities.
- ◆ It went down a couple spots when they re-stripped.
- ◆ I am all for moving parking off Main in this area
- ◆ Also the city had to deal with big trucks parking there and blocking the street, but I agree offstreet parking for businesses
- ◆ The new angle helps but sheesh, some guys keep getting longer trucks I swear
- ◆ I think the question is flawed. We need better parking, not more
 - ◆ 3 others agree with this comment
- ◆ I think more off street parking would be good
 - ◆ 1 other agrees with this comment

Question 5: Do you feel there needs to be more parking overall in the downtown OR does there need to be more parking in front of each store?

1. Do you feel there needs to be more parking overall in the downtown OR does there need to be more parking in front of each store?

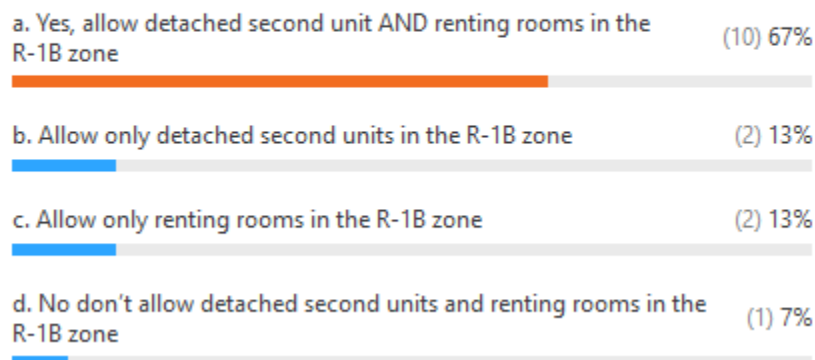


Chat comments:

- ◆ Yes, more off-street
- ◆ Designated and visitor parking would help guide folks
- ◆ One big issue is how unsafe it is backing out blindly into the street from the angled parking.
- ◆ Overall, I feel we have plenty of parking spots, but off street lots would un-clutter the street, giving downtown a better overall appearance.

Question 6: Should detached second units and/or the renting of rooms be allowed in the R-1 B (medium housing density) zone?

1. Should detached second units and/or the renting rooms be allowed in the R-1B (medium housing density) zone?



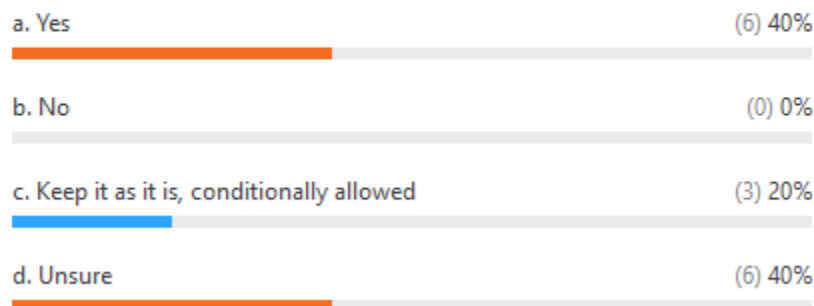
Chat comments:

- ◆ Okay, but I don't know enough about this. What are pros/cons in typical cities?
 - ◆ Explained on webinar recording and below in Q&A summary.

- ◆ I don't know that we have too many parcels that would even have this option.
- ◆ The R1B zone generally has smaller lots, yes
- ◆ Downtown area development needs to be a people focused approach rather than an auto focus development approach
- ◆ People thru history have taken in borders to cover rent in tough times.

Question 7: Should housing for people with functional disabilities be allowed in the R-3 Zone?

1. Should housing for people with functional disabilities be allowed in the R-3 zone?

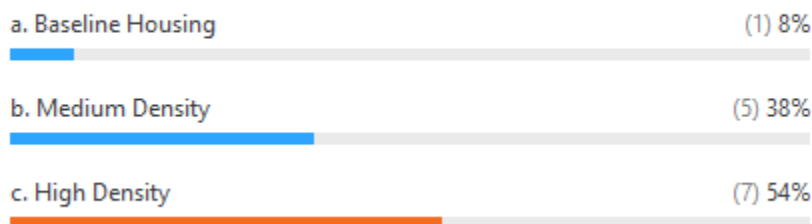


Chat comments:

- ◆ Can you please define "functional disabilities"?
 - ◆ Answered below in Q&A Summary

Question 8: Of the three housing scenarios, which one do you prefer?

1. Of the three housing scenarios which one do you prefer?



Chat comments:

- ◆ I want whichever one creates more housing options...

Question 9: Which way should the trail go from Downtown? (Options 1, 2 or 3)

1. Which way should the trail go from Downtown (Options 1, 2, or 3)

a. Option 1: West along Main Ave, connecting west side of downtown and western neighborhoods	(7) 50%
b. Option 2: South along US 395 to connect southern edge of town and southern destinations such as the casino	(0) 0%
c. Option 3: East along Flowery Trail Road to connect to eastern edge of town and eastern destinations such as 49 degrees north	(3) 21%
d. Option 4: Something else – please explain in the chat.	(4) 29%

(OTHER VOTES):

- ◆ All of the above...
- ◆ A single sky bridge over 395 would be ideal & less impact on traffic
- ◆ All of the above!

Chat comments:

- ◆ Bigfoot trail
- ◆ That trail looks awesome! Goes right by the museum and PACA
- ◆ Yes This is connecting the park, museum, PACA, Cabin to Main - supporting the creative district.
- ◆ If the trail could swing west back toward the creek where the pool used to be and then down 2nd...that could be nice... :)
 - ◆ That's what I was thinking, but that would then bypass PACA and the Museum, which isn't ideal.
- ◆ Can attest I cross HWY 395 walking to work every day and it is a challenge. I'm like George Costanza crossing the street to the Frogger music
- ◆ Flowery Trail rd is scenic, even if it just went out of town a bit that would be awesome
- ◆ I love walking it in the evening
- ◆ yay to skybridge
- ◆ BigfootBridge
- ◆ I agree with a lot of these comments - it should bleed into trails that connect out into all other possible destinations
- ◆ Even connecting to around the Barbour Complex.
- ◆ I love both south and east.
- ◆ What's the Barbour complex?
- ◆ Think if it as the beginning to a greater trail network

Question & Answer Themes:

1.1. What are pros/cons in typical cities regarding accessory dwelling units and renting units?

Answer: There are many pros and cons to accessory dwelling units and renting units. Many of the pros and cons will be specific to a community. Perception of what is pro and what is a con may change depending on community needs. Some basic pros and cons are listed below for both accessory dwelling units and renting units.

Pros:

- Extra income.
- More usable space. Versatile space for workshop, studio space, home office, guest suite for family and friends, permanent living space for a family member.

Cons:

- Landlord/management of rental unit. Repairs and house maintenance.
- Cost of construction.

1.2. Can you give an example of a "detached second unit"?

Answer: A detached second unit is also known as a "in-law-unit" or an "accessory dwelling unit (ADU)". A detached second unit is an additional, self-contained dwelling on the same lot as an existing residential building.

1.3. Can you please define "functional disabilities"?

Answer: Currently, the city does not have a definition for "functional disabilities" or a definition for "housing for people with functional disabilities". The permitted, conditionally permitted, and prohibited use table (CMC 18.08.020) allows housing for people with a functional disability in the R-1 and R-1B zones and conditionally permits this type of housing in the R-3 zone. Housing types for people with a functional disability might include single-family residential with ADA accessibility, assisted living, apartments, in-home care, group homes/supportive housing, and skilled nursing facility to name a few. This use is outright allowed in the low-density housing zones and conditionally allowed in the densest housing zone (R-3).

1.4. Engaging hard to reach populations and options with COVID-19 restrictions, How can we better engage these hard to reach participants – intentional outreach to groups?

Answer: Future public engagement will include increased outreach to citizens of Chewelah via utility billing insert, posting meeting notices and project information on a variety of locations both physical flyers and on social media, outreach to special groups, and continuing with the email outreach list.

1.5. Relating to trails, is crossing the railroad tracks a problem?

Answer: Relating to crossing the railroad tracks on Main Avenue, west of US 395: The street and sidewalks currently cross the railroad. A trail would likely follow this same alignment, and therefore similar measures to stop traffic for trains would be used for the trail. Enhanced level crossing signals could be used to also signal trail traffic to wait for trains. Enhancements for safely crossing the railroad tracks at other locations will be researched as part of the planning process, railroad regulations and best practices will also be incorporated for safe crossings.

1.6. Are there any towns that are good references for downtown trails and mixed use two store buildings to create a more pedestrian oriented downtown?

Answer: There are many downtowns with trails and mixed use development that would be suitable examples. Some in our immediate area of Washington and/or Idaho to reference include;

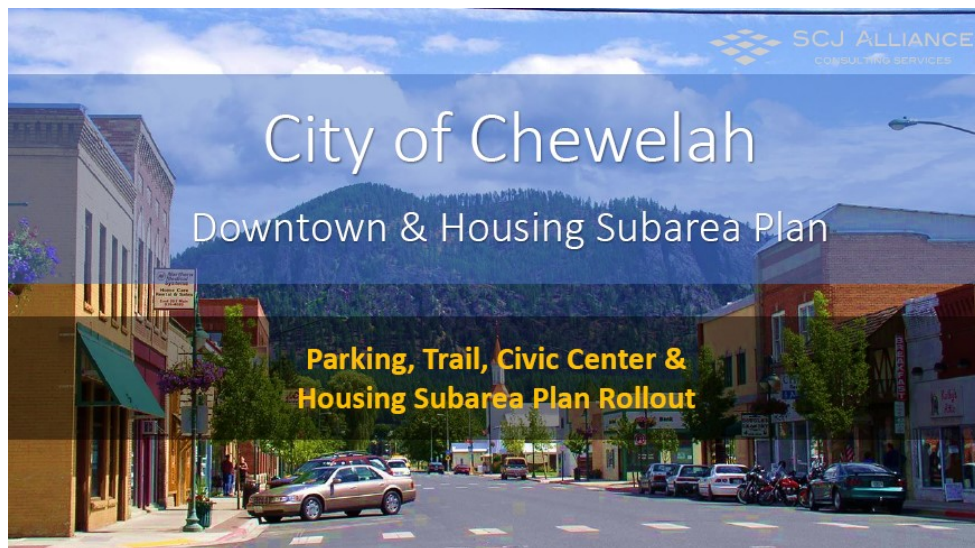
1. Wallace Idaho, population 776
2. Sandpoint Idaho, population 8,700 (also see photos of the Sandpoint-Dover Community Trail)
3. Long Beach WA, population 1,436
4. Port Townsend WA, population 9,704

Populations are similar and as well as these locations have successful trail and mixed use development.



Chewelah Downtown & Housing Subarea Plan

Workshop 3: Parking, Trail, Civic Center & Housing Subarea Plan Rollout



Overview

Workshop 1 laid the groundwork for understanding the subarea planning process, location, the background research about zoning, land use and demographics prominent in the subarea boundary, this included an inventory of housing types, age, and density. As well as understanding which business types are most prominent in the downtown area along Main Ave and, separately, Hwy 395. Workshop 1 was the initial pulse check on the community to understand more about the physical environment taking shape and the perspective of the community in who they think and feel there are.

Workshop 2 was focused on implementing those visioning concepts from workshop 1. Through the polling questions in workshop 1 we were able to better to refine earlier ideas. In this workshop we focused more narrowly on the downtown, paying particular attention to, identifying which street (2nd or 3rd) would be better suited for the pedestrian promenade (as identified in the ReGeneration Plan). We focused on West Main Street, asking questions about the importance to the community to carry the downtown vibe through to the west side of 395 along Main Ave.

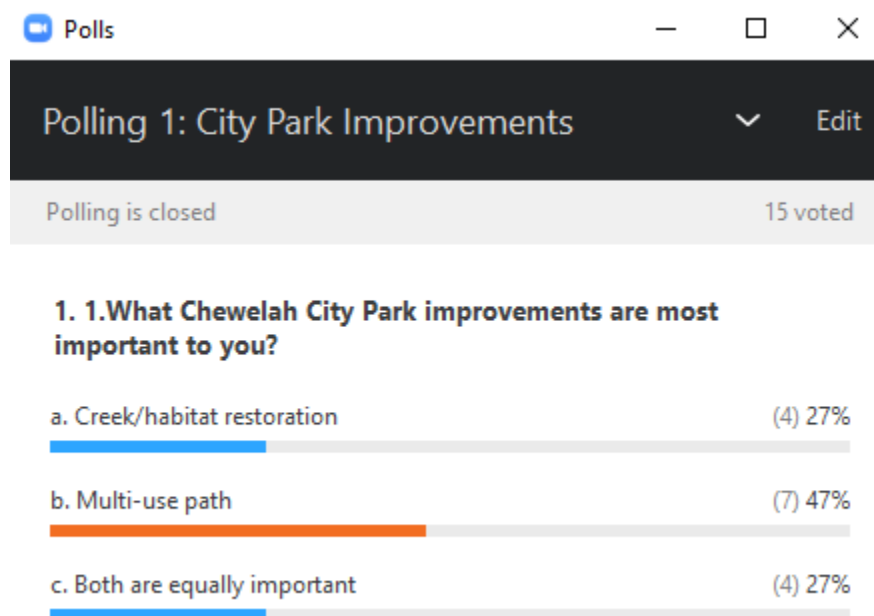
And lastly, we spend a lot of time looking at ways to improve the housing area by increasing the types of housing allowed within the subarea boundary and we identified the preferred housing scenario which included rezoning

a part of the subarea from R-1B, the medium density housing category, to R-3 the densest housing category in Chewelah.

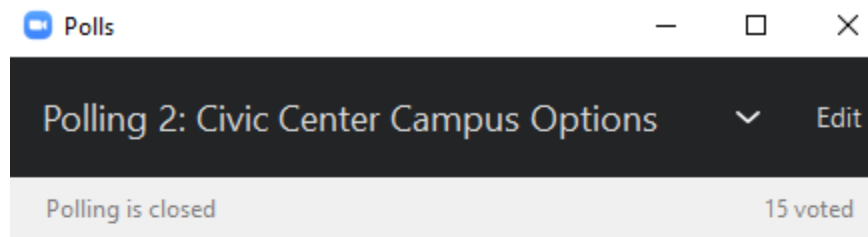
Outcome – Similar to this workshop, workshops 1 and 2 provided a ton of polling questions. In both of the first workshops, we’ve aimed to study, understand, research, and update the previous planning documents foundational to this effort. Those documents being the Chewelah ReGeneration: Downtown Revitalization and Traffic Movement Plan from 2000 and the 1993 Chewelah Creek Public Access and Recreation Plan also know as A Creek Runs Through it Plan. The outcome of workshop 3 was to hear what Chewelah’s vision is for downtown, housing, trails, parking, and the civic center.

Live Polling

Question 1: What Chewelah City Park improvements are most important to you?



Question 2: Which Civic Center Campus option is preferred?



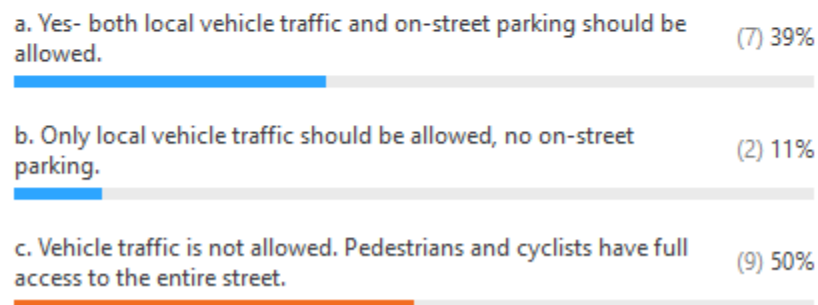
1. 2. Which Civic Center Campus option is preferred?



Question 3: Should vehicle traffic and/or on-street parking be allowed on the 3rd Street Promenade?



1. 3. Should vehicle traffic and/or on-street parking be allowed on the 3rd Street Promenade?



Question & Answers:

Question 1: Are there opportunities for revisions of the Trails (referring to the Trail Alignments' slide?) If so, may we discuss the possibility of the East Creek Walk crossing back to 3rd street, between the museum and PACA, meeting up with the Primary Walking Trail?

Answer: There is flexibility, we have looked at the situation and public feedback, talking with the City and discussing plans along with feasibility, land ownership and cost. As proposed, this is the most likely path for implementation. There are areas for east connection near the museum, and interconnection piece. Additionally, future planning for the trail may consider the east to west connection points.

Question 2: Can we create a loop style trail in the city park as well as the north-south plan?

Answer: A loop trail in just the City park – this is a great option and will build off of Chewelah walking trail, east creek walk, and the west downtown area, there are plenty of opportunities to connect and create future systems.

Question 3: We are currently organizing projects for the Chewelah Creative District. Those projects include murals, wayfinding signs, and a beautiful, interactive informational kiosk with a small deck and seating. I am the project lead for the Kiosk. Can we please coordinate? If we could plan our project along with those responsible for approval and implementation of these projects, it would help a ton.

Answer: Yes, I will follow up with off line after the meeting.

Question 4: Is there a possibility of making the Civic Center kitchen a Commercial Kitchen?

Answer: Yes, that is a possibility. The assessment revealed that the city should work with the local health department through compliance guidelines for a commercial kitchen.

Question 5: On the municipal center, is the skate park still part of each option or are other plans being considered for that area?

Answer: There are no changes to the skate park at this time.

Question 6: On the 3rd Street Promenade, removable traffic barriers can be installed to allow for events that may need kiosk loading or food trucks in, but also can be blocked off allowing a safe place for community public gatherings.

Answer: Great idea, seems like a good middle ground. Streets in other cities

Question 7: As part of the hardware store, in question, on 3rd street, I have a lot of questions regarding traffic and street access. It is a primary street for our freight trucks and customer traffic. When will there be an opportunity for us to discuss this in detail?

Answer: I (Alicia) will set up time with you following this meeting to discuss your freight and access needs.

Question 8: Can you give examples of "incentives" and ways to "encourage" these housing changes?

Answer: Education and outreach as a first step. Work with individuals, groups, and educate developers when they come in for permitting.

Question 9: It's been a challenge in the past working with the railroad on public space. How would it be possible to work with them to secure access along the entire rail corridor for a multi-use trail.

Answer: Working with the railroad takes a long time to work through all of the logistics. Yes, the railroad can be difficult to work with. This would be a longer-term goal of this plan.

Question 10: Where do you think mixed use development is possible?

Answer: mixed use in the downtown core specifically for 2-story and 3-story buildings. These types of buildings offer the best set up for commercial on the first floor with residential on top.

Question 11: I think polling should be sent out somehow to all interested parties instead of just to the few people who can miss work to be at a specific timed public meeting. Perhaps we could put it in on the Independent's Facebook Page for the Polls (or somewhere else)? I know a lot of people in the community may go a bit sideways with their comments, but that is just a normal risk with using social media. You may get more input that way.

Answer: Good suggestion. Social media is a terrific tool to help with the communications and overall participation of the plan. We will continue to partner with local groups where we can access specific groups through various social media platforms.

Question 12: Parking has always been an issue in the downtown area. Won't allowing more residential structures add to the parking problem?

Answer: The city codes address parking requirements during permit review. The intent of the trail and this plan is to create alternative modes of transportation for people to select. Yes, parking will always be something the city needs to address as the city grows and develops.

Question 13: I have never seen all parking spaces full downtown. We could add extra ADA parking, but most people can walk a block or even 2 to their destinations.

Answer: Again, parking will be finite and will have to be continuously addressed as the city grows.

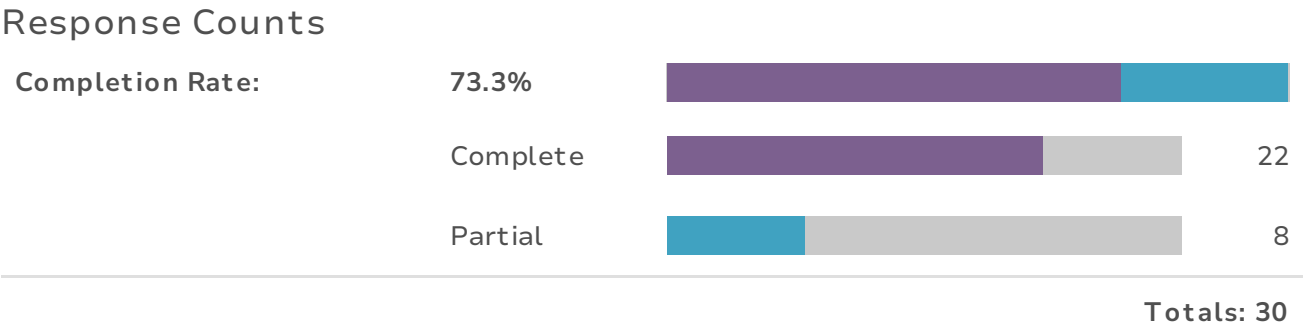
Chat

- Work with the railroad has not been a possibility in the past.
 - I think there is a possibility. We just have not found or been able to "locate" the right person to move forward.
- I love how you all have used the creek to tie this project together so cohesively.
- There should be no Single Family zoning in this area. Throughout history, these areas "grow" and change over time. Read "Strong Towns"
- Is the trail not VERY very close to the creek behind (along the west side of the softball field) which is why I am questioning/suggesting the possibility of changing the trail to move east between the museum and the PACA building to connect up with the trail along 3rd street.
- I think polling should be sent out somehow to all interested parties instead of just to the few people who can miss work to be at a specific timed public meeting. Perhaps we could put it in on the Independent's Facebook Page for the Polls (or somewhere else)? I know a lot of people in the

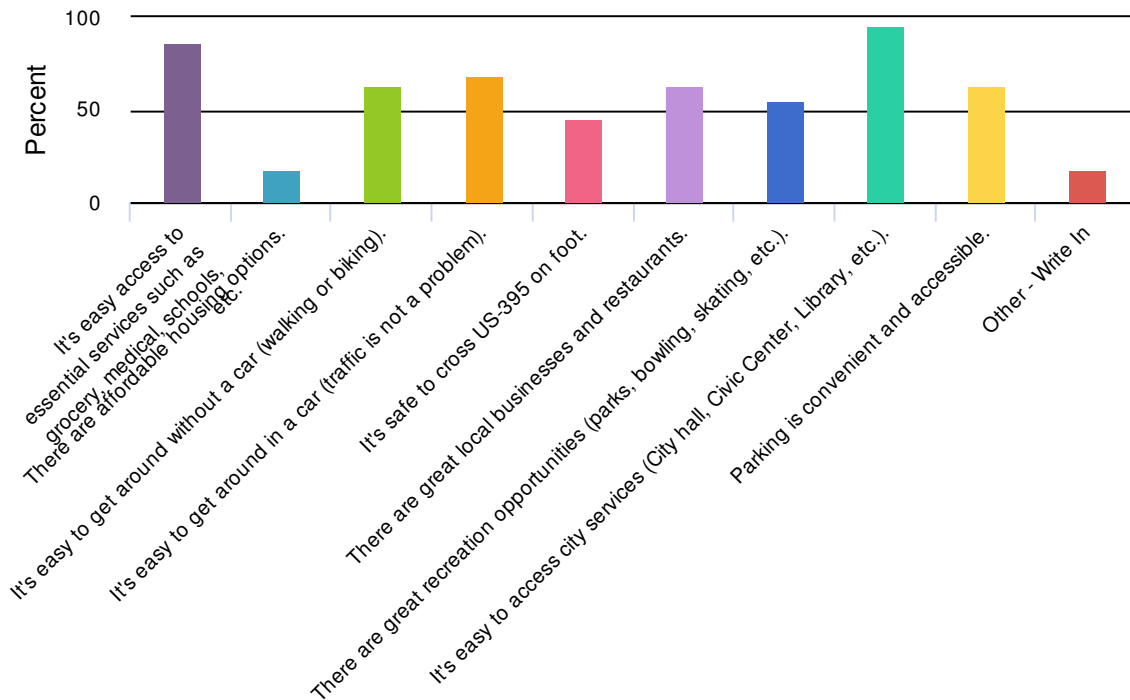
community may go a bit sideways with their comments, but that is just a normal risk with using social media. You may get more input that way.











- The polling responses will be posted on the website and available to all who are interested.
- Progressive Rail (BNSF)
- I also run the NEW Creator's Workshop on 3rd street. I would love a festival corridor there!
- TEDD has begun talking with them on other potential partnerships and that might be the foot in the door we could use to seek access to the ROW
- BNSF doesn't want any development along their tracks, per their property management co. Jones, Lang, LaSalle.
- For anyone who missed the first set of workshops (Vision and Implementing the Vision), information and polling questions/responses are still posted on the Planning page of our City of Chewelah website for reference.
- Parking on Clay would be a massive benefit, especially with a beautiful promenade on 3rd street!
- Nothing is open on Friday night, lol

Report for Downtown & Housing Subarea Survey



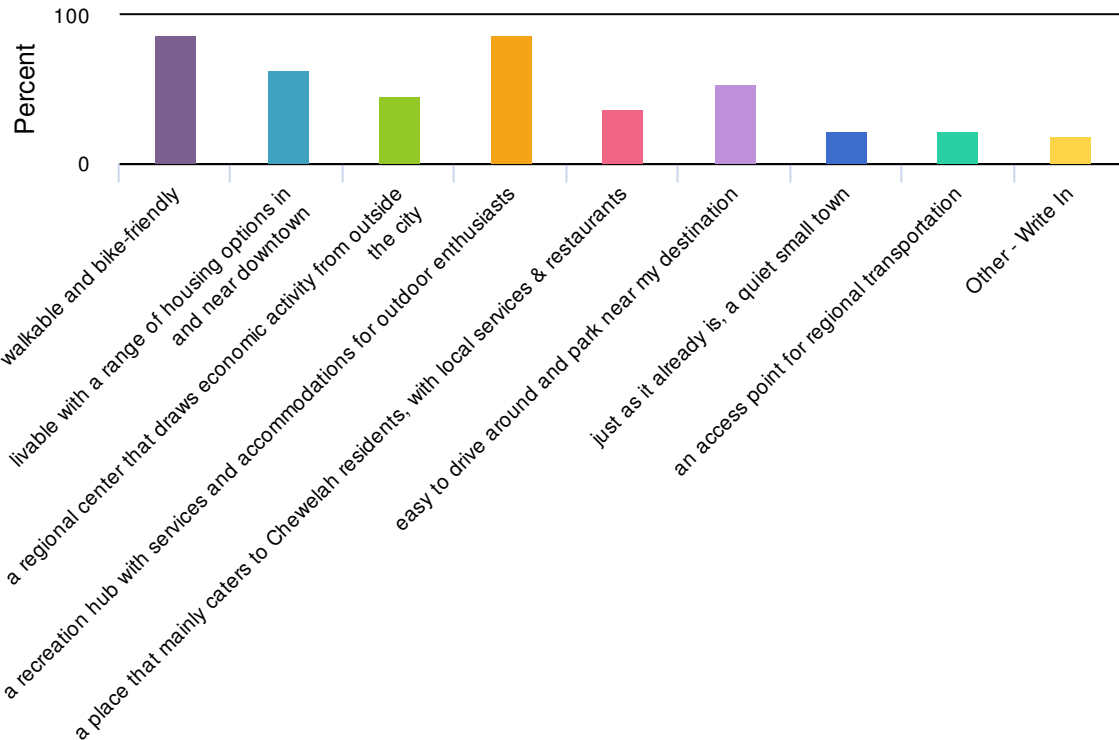
1. What are some things that already work well in Downtown Chewelah? Select all that apply.












Value		Percent	Responses
It's easy access to essential services such as grocery, medical, schools, etc.		86.4%	19
There are affordable housing options.		18.2%	4
It's easy to get around without a car (walking or biking).		63.6%	14
It's easy to get around in a car (traffic is not a problem).		68.2%	15
It's safe to cross US-395 on foot.		45.5%	10
There are great local businesses and restaurants.		63.6%	14
There are great recreation opportunities (parks, bowling, skating, etc.).		54.5%	12
It's easy to access city services (City hall, Civic Center, Library, etc.).		95.5%	21
Parking is convenient and accessible.		63.6%	14
Other - Write In		18.2%	4

Other - Write In	Count
Not sure how this is to be used but binary (yes/no) survey questions can generate misleading results.	1
Other than clear lack of affordable housing, my answer to most of these is almost. Everything is almost working well.	1
There are not great recreation opportunities for kids. Yes, the park is great. There is no opportunity for ice skating, renting roller skates. There is a basketball hoop at the a Triangle Park and I understand thst that is used a lot. There is not a swimming pool anymore. A splash pad at the park could be a good thing. The Arts Guild has had a week long art and movement camp in the park. COVID has curtailed much. The Arts Guild has had very organized art activity events during Chataqua which is no more.	1
efforts to beautify	1
Totals	4

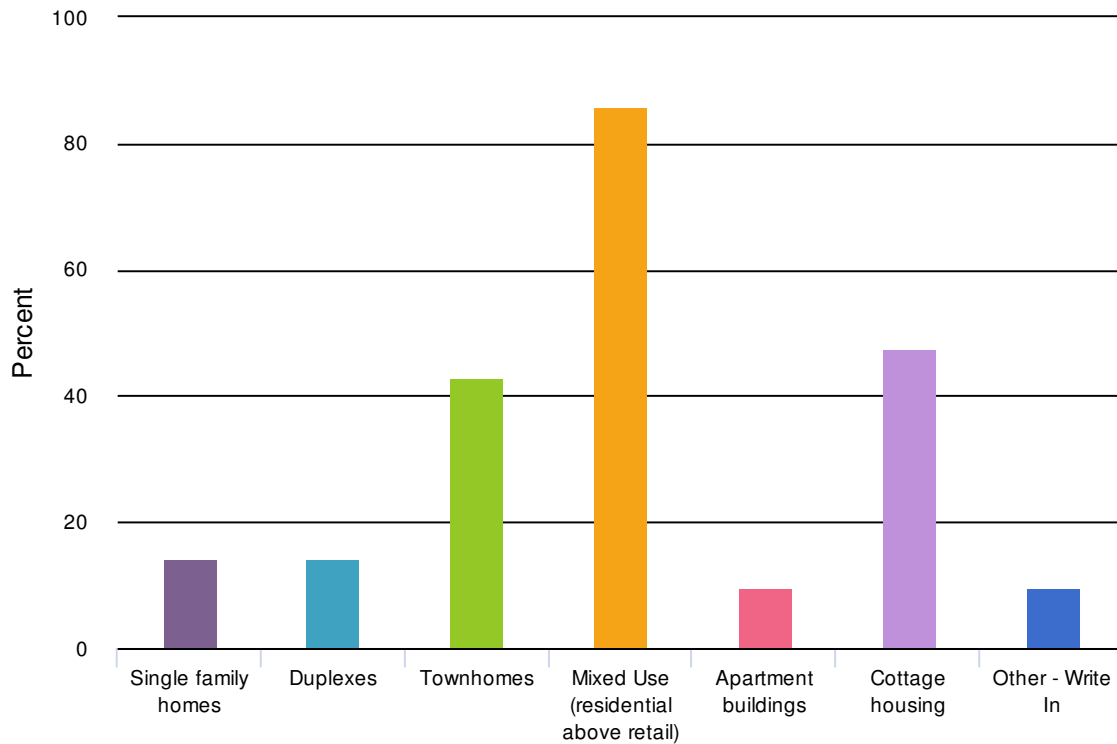
2. In the future, I want Downtown Chewelah to be: (select all that apply)



Value		Percent	Responses
walkable and bike-friendly		86.4%	19
livable with a range of housing options in and near downtown		63.6%	14
a regional center that draws economic activity from outside the city		45.5%	10
a recreation hub with services and accommodations for outdoor enthusiasts		86.4%	19
a place that mainly caters to Chewelah residents, with local services & restaurants		36.4%	8
easy to drive around and park near my destination		54.5%	12
just as it already is, a quiet small town		22.7%	5
an access point for regional transportation		22.7%	5
Other - Write In		18.2%	4

Other - Write In	Count
An arts and creative district destination for the region, with the same quirky small town feel.	1
Businesses that serve Chewelah on Main Street get a large portion of support from outside of chewelah and seasonal residents. If chewelah wants businesses that it asks for it needs to support those businesses	1
Creative hub	1
We have a large retired population, so even though downtown walkability has been a focus of discussions, parking near destinations is important to our elderly residents.	1
Totals	4

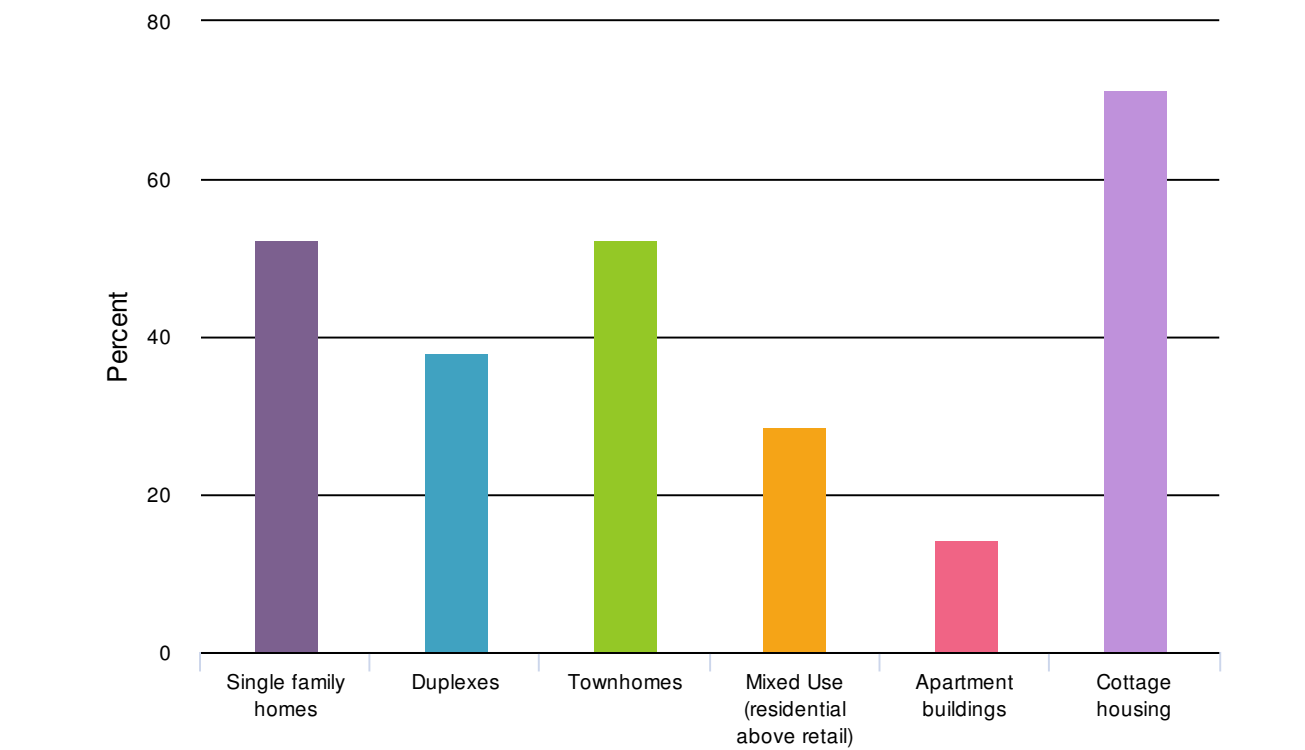
3. What types of housing would you like to see more of in Downtown Chewelah? Select all that apply.



Value		Percent	Responses
Single family homes		14.3%	3
Duplexes		14.3%	3
Townhomes		42.9%	9
Mixed Use (residential above retail)		85.7%	18
Apartment buildings		9.5%	2
Cottage housing		47.6%	10
Other - Write In		9.5%	2

Other - Write In	Count
More of Quail's Nest condos on East Main. Smallish, well maintained	1
senior living	1
Totals	2

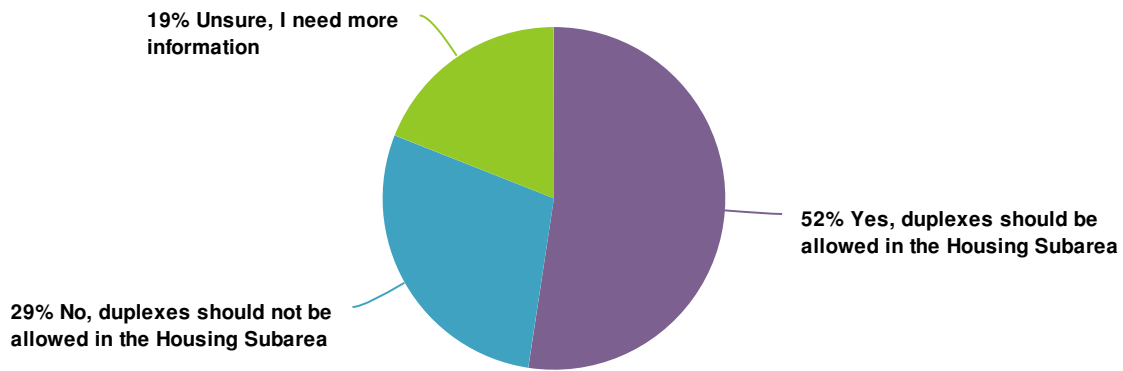
4. What types of housing would you like to see more of in the Housing Subarea? Select all that apply.






Value		Percent	Responses
Single family homes	<div><div></div><div></div></div>	52.4%	11
Duplexes	<div><div></div><div></div></div>	38.1%	8
Townhomes	<div><div></div><div></div></div>	52.4%	11
Mixed Use (residential above retail)	<div><div></div><div></div></div>	28.6%	6
Apartment buildings	<div><div></div><div></div></div>	14.3%	3
Cottage housing	<div><div></div><div></div></div>	71.4%	15

Other - Write In	Count
Totals	0

5. Currently, the Housing Subarea is composed primarily of single-family homes. Do you think duplex development should be permitted in the Housing Subarea?



Value		Percent	Responses
Yes, duplexes should be allowed in the Housing Subarea		52.4%	11
No, duplexes should not be allowed in the Housing Subarea		28.6%	6
Unsure, I need more information		19.0%	4
Totals: 21			

6. Rate how much you agree with the following statements:

	Strongly Disagree	Disagree	No Opinion	Agree	Strongly Agree	Responses
Increased housing density should be allowed in Downtown Chewelah. Count Row %	2 9.5%	3 14.3%	1 4.8%	8 38.1%	7 33.3%	21
Increased housing density should be allowed in the Housing Subarea. Count Row %	2 9.5%	5 23.8%	4 19.0%	5 23.8%	5 23.8%	21
Totals Total Responses						21

7. Rate how much you agree with the following statements:

	Strongly Disagree	Disagree	No Opinion	Agree	Strongly Agree	Responses
Parking is convenient and accessible along US 395. Count Row %	3 14.3%	6 28.6%	1 4.8%	7 33.3%	4 19.0%	21
Parking is convenient and accessible along Main Avenue. Count Row %	1 4.8%	3 14.3%	3 14.3%	9 42.9%	5 23.8%	21
Totals Total Responses						21

8. What would improve the parking situation downtown? Is there anything else you want to share about parking in Downtown Chewelah?



ResponseID Response

18	I don't know.
19	The parking problem in chewelah is that people do not want to suffer the inconvenience of having to walk 1/2 a block and our city cannot enforce parking restrictions consistently.
21	I would like to see parking moved out of a couple of blocks of downtown to make the commercial area more bike/walk-friendly.
25	I have never had any trouble finding parking, so I don't think there is anything to improve. :)
28	Parking is just fine, People who complain either do not know how to parallel park or are just too lazy to walk a block to their destination.
30	It is fine how it is. One can usually park within a block of their destination.
31	It was wrong of the city to receive a donation of land to be used for parking, and turn around and sell it to Sety's. The should be pursuing buying land on Main Street to make up for this oversight and provide it as a parking area.

ResponseID Response

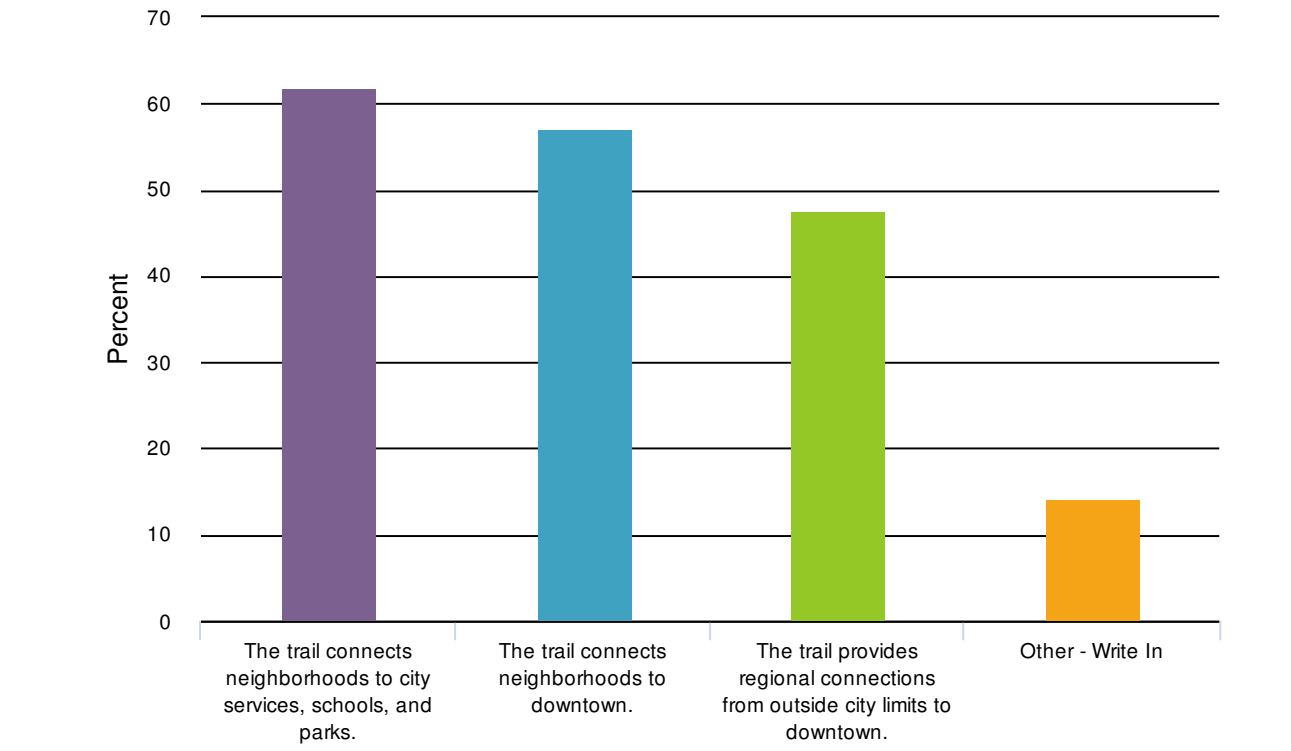
32	We do not have a parking problem, we have an expectations problem. In what world are people demanding they should be able to park directly in front of or within a half block of their destination? It is not uncommon to park and walk a few blocks to perform your daily errands on foot in a small town. The parking "issue" is a fictional problem. Park at City Hall, walk two blocks, get your exercise while you get your mail. "Problem" solved.
36	Ideally a combination of parking a block in either direction from Main Ave, more pedestrian and bike focus in downtown and two raised or pinch point crossings for Main Ave.
38	Designated parking lots for downtown shopping like Colville has
39	Remove angled parking from Main, put in a center curb parallel parking in front of businesses and a center parallel parking lane. Make 2nd, 3rd, 4th, & 5th one way between King and Webster. Put angled parking all along 2nd, 3rd, 4th, and 5th. Turn the skate park into a parking lot. City should purchase the blighted Rebecca building and turn that into a municipal parking lot.
40	designated parking lots or structure
42	Direct people to additional off street parking.
44	I would like to see no parking at all on Main St...increased parking on side streets and utilize the City Hall grass area for more parking.
45	I'm not sure the downtown parking needs improvement. Parking on Main Street is fairly convenient. Even if I can't park directly in front of a shop/restaurant, I can usually get very close.

9. Rate the following amenities based on how important it is to include them in Civic Campus updates:

	Not at all important	Not important	No opinion	Important	Very important	Responses
Community garden Count Row %	3 15.0%	7 35.0%	3 15.0%	4 20.0%	3 15.0%	20
Public plaza/square Count Row %	2 9.5%	2 9.5%	3 14.3%	10 47.6%	4 19.0%	21
Aquatic facility (new public pool, splash pad, etc.) Count Row %	0 0.0%	2 9.5%	6 28.6%	4 19.0%	9 42.9%	21
Senior center Count Row %	1 4.8%	5 23.8%	9 42.9%	4 19.0%	2 9.5%	21
Youth center Count Row %	0 0.0%	1 4.8%	3 14.3%	13 61.9%	4 19.0%	21
Outdoor event space Count Row %	0 0.0%	5 23.8%	3 14.3%	11 52.4%	2 9.5%	21
Better the Skate Park Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1

	Not at all important	Not important	No opinion	Important	Very important	Responses
Hard surface Gathering place with tables with umbrellas and chairs, benches where folks could access WiFi, maybe a giant chess board Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
MORE PARKING, ELIMINATE SOME OF THE GRASS ON THE WEST OR SOUTH SIDES. Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1
Safe restroom facility Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Totals Total Responses						21

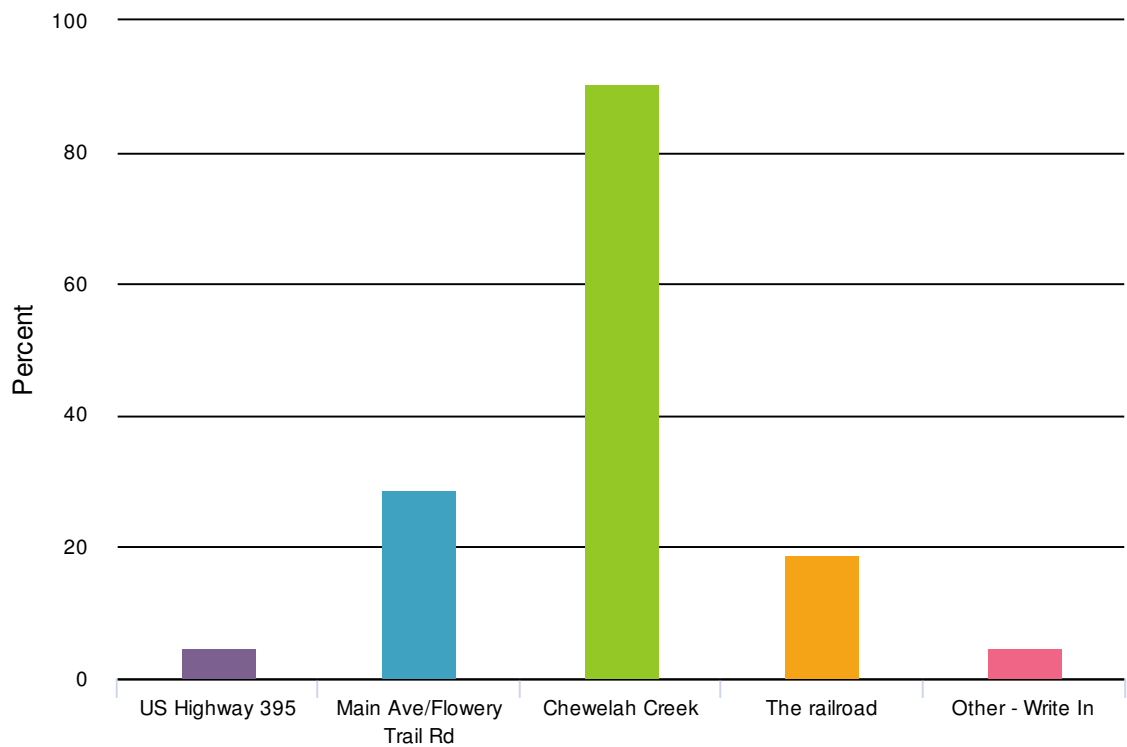
10. The residents of Chewelah have said they'd like a walk/bike trail through town. Which connections should the trail prioritize?



Value		Percent	Responses
The trail connects neighborhoods to city services, schools, and parks.	<div><div></div></div>	61.9%	13
The trail connects neighborhoods to downtown.	<div><div></div></div>	57.1%	12
The trail provides regional connections from outside city limits to downtown.	<div><div></div></div>	47.6%	10
Other - Write In	<div><div></div></div>	14.3%	3

Other - Write In	Count
Access to the creek and Colville River	1
Park to downtown river trail	1
between the two parts of the city - the golf course and downtown	1
Totals	3

11. If the trail were to generally follow the alignment of one of the existing features shown in the map below, which feature or combination of features would you choose?



Value		Percent	Responses
US Highway 395	<div><div></div></div>	4.8%	1
Main Ave/Flowery Trail Rd	<div><div></div></div>	28.6%	6
Chewelah Creek	<div><div></div></div>	90.5%	19
The railroad	<div><div></div></div>	19.0%	4
Other - Write In	<div><div></div></div>	4.8%	1

Other - Write In	Count
And to Casino.	1
Totals	1

Appendix B: Parking Code Updates

Code updates:

CMC 18.12.020 Parking and Loading Standards

The Parking and Loading Standards provides the off-street parking requirements in Chewelah. These requirements apply to all areas of zoning, not just the subarea location. Below are the recommended updates to this code section.

A. Purpose

Off-street parking requirements are intended to reduce traffic congestion and hazards, to protect neighborhoods from the effects of vehicular noise and traffic generated by adjacent uses, to assure the maneuverability of emergency vehicles, and to provide accessible, attractive, and well-maintained off-street parking facilities.

B. General Provisions

Code Language	Recommended Updates
1. Where there are structural alterations or additions to a building that add gross floor space, dwelling units, bowling alleys, number of seats, or other units of capacity, off-street parking and loading spaces for the increase shall be provided. The number of spaces required shall be determined by reference only to the added capacity, except that when the aggregate number of spaces required for the alteration or addition is five or fewer, the off-street parking requirement may be waived by the building official if there is sufficient on-street or public parking within six hundred feet.	Recommend removing requirement to add additional parking when a building/business has been expanded.
2. Where a use is not listed the building official shall determine the number of required off-street parking and/or loading spaces based on similar uses for which the requirements are specified.	No changes.
3. The required parking and loading shall have reasonable access to a public street or alley.	No changes.
4. Removal of required off-street parking or loading spaces from practical use by obstruction, erection of buildings, or other action so as to reduce the usefulness below the minimum requirement established in this title is prohibited. Any such action in violation of this title shall be considered a misdemeanor subject to punishment and remedy prescribed in this title.	Recommend removing this section.

C. Parking Space Requirements:

Land Use	Parking Spaces Required	Recommended updates
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Single-family residence	One covered space	No change.
Duplex	One covered space per unit	Combine duplex with multi-family residency. Parking requirements for this should be one space per unit.
Multi-family residency	One space per unit	
Mobile home parks	Two spaces per mobile home lot	Update code to require one space per mobile home lot.
Hotels, motels, tourist courts, boarding house, and other establishments providing rooms or suites for overnight stay	One space for each unit/room	No change.
Retail uses	One space for each 500 gross square feet of building area	Update code to only half of this requirements for the downtown overlay zone. 1 space for 1000 gross square feet.
Places of assembly	One space per six fixed seats or one space per 100 square feet of assembly area	No change.
Professional and general offices	One space for each 500 gross square feet of building area	Update code to only half of this requirements for the downtown overlay zone. 1 space for 1000 gross square feet.
Industrial uses	One space for each 500 gross square feet of building area	No change.
Schools	One space for each 1000 gross square feet of building area	No change.
Assisted living facilities, retirement homes, nursing homes, or other similar facility	One space per two living units	No change.

Section C. Footnotes

Code Language	Recommended Updates
2. For nonresidential uses, a maximum of thirty percent of the required spaces may be compact in size.	No changes.
3. Number and size of handicap parking spaces shall be as per state requirements.	No changes.
4. Retail, professional, and general office uses within the central business district overlay zone shall provide parking spaces at one-half the requirements of this chapter. The requirements of this chapter may be waived by the current administrative designee provided a sum, identified per fee resolution, is deposited into a trust account to be used by the city to provide parking spaces within or near the downtown business district overlay zone.	Recommend changing item 4 to get rid of parking minimums completely in the downtown overlay zone (aka central business district overlay zone).

<p>5. Parking requirements do not apply to the following land uses within the downtown business district overlay zone:</p> <ul style="list-style-type: none"> • Retail; • professional and general offices; • Hotels/motels/other places for overnight stays 	<p>Add the following parking requirement strictly means for the Downtown Business District Overlay Zone.</p>
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D. Size and Location of Parking Spaces

Code Language	Recommended Updates
1. All parking spaces shall be provided with adequate ingress and egress.	No changes.
2. For a private one car garage or carport, an unobstructed inside minimum dimension of twenty feet in length and nine feet in width shall be maintained.	No changes.
3. Each off-street parking space shall be a minimum of eighteen feet in length and nine feet in width for a standard space and fifteen feet in length and 7.5 feet in width for a compact space.	No changes.
4. All off-street parking spaces shall be surfaced with not less than four inches of crushed rock or gravel or paved with concrete or asphalt or similar material.	No changes.
<p>5. Off-street parking facilities shall be provided on the same lot with the use it is intended to serve with the exceptions below. Where parking is provided off-site the distance shall be measured from the nearest point of the parking area or lot to the nearest point of the nearest building that such parking area or lot is required to serve.</p> <ol style="list-style-type: none"> <u>Except in the Downtown Overlay Business District, For multi-family residential uses, up to fifty percent of the parking may be provided off-site, but no further than two hundred feet from the use.</u> <u>Except in the Downtown Overlay Business District, For nonresidential use the parking may only be separated from the site by an alley or street.</u> <u>Except in the Downtown Overlay Business District, For motels, hotels and tourist courts the parking may be separated from the lot by an alley.</u> 	<p>Recommendation is to remove the requirements for off-street parking facilities being located on the same lot within the downtown overlay business district zone for the following uses:</p> <ul style="list-style-type: none"> - multi-family - nonresidential, and - motels/hotels <p>By removing the restrictions, it creates more opportunities to expand on building foot print. With the limited space downtown, removing this restriction will all for greater focus on shared parking lots and join agreements between businesses, visitors, residents, and employees downtown.</p>

<ul style="list-style-type: none"> d. For industrial uses the parking may be six hundred feet from the use. e. No parking shall be located in the required front yard of any lot in a residential zone other than on a designated driveway. f. Trailers, boats, campers, mobile homes, house trailers and similar vehicles shall not be parked in the front yard of any lot in a residential zone other than on a designated driveway. 	
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E. Loading Space

Code Language	Recommended Updates
1. Commercial and industrial uses shall provide one space for each twenty thousand square feet of gross floor area or fraction thereof, which space shall be of sufficient length and width to accommodate the largest vehicle loading or unloading, but in no case less than ten feet in width and twenty-five feet in length and fourteen feet in height.	No change.
2. The required off-street loading area shall be located on the same lot as the use it is to serve.	No change.
3. No off-street loading area shall be located in the required front yard.	No change.
4. Off-street loading in all zones shall be provided such that no vehicle occupying the space extends onto a public sidewalk or road constructed after the effective date of the ordinance codified in this title.	No change.

CMC 18.08.120 Retail Business (R-B) Zone.

There are no changes to the code for the R-B zone as it does not address parking requirements.

CMC 18.08.180 Downtown Business District Overlay (DBD) Zone

To really distinguish this overlay zone from the 395 corridor, parking requirements and height limits should also be more flexible, even than they currently are. The Downtown and Housing Subarea Plan, as well as, earlier planning studies support mixed use with non-retail uses, including high density housing, above the first floor. The overlay zone should provide more instruction for mixed use incentives, especially those that supply residential above the first floor. Height requirements and parking requirements should be waived for these types of buildings.

Code Language	Recommended Updates
Section A. Purpose and Intent. The purpose of the DBD overlay zone is to implement the Chewelah re-	Add the downtown business district overlay zone to the code.

<p>generation downtown revitalization and traffic movement plan by providing for high density commercial and residential development, with maximum building footprint.</p> <p>1. <u>The downtown business district overlay zone is bounded by Webster Avenue to the north, 3rd Street West to the west, Robert Avenue to the south, and 5th Street East to the east.</u></p>	
<p>Section B. Uses. The permitted and conditionally permitted uses shall be as in the underlying zone identified in Table 18.08.020.</p>	No change.
<p>Section C. Development Standards. The development standards shall be as in the underlying zone except as modified in this section.</p> <p>1. The minimum setback requirements are:</p> <ol style="list-style-type: none"> Front yard: zero feet; Rear yard: zero feet, except fifteen feet required on lots adjoining the R zone without an intervening alley or street; Side yard: zero feet, except ten feet required on lots adjacent to a residential zone. <p>2. Maximum lot coverage: one hundred percent.</p> <p>3. Maximum floor area ratio (FAR): 2.0.</p>	Recommend increasing the maximum floor area ratio (FAR) to 3.0 in the DBD.
<p>Section D. Other Standards. Shall be as in underlying zone.</p>	No change.
<p>Section E. Other Applicable Regulations. In addition to the requirements contained in this section, the requirements contained in CMC 18.12, Supplementary Standards, shall also apply to development in the downtown business district overlay zone.</p>	No change.

Appendix C: Civic Center Report

Artisans Group Architecture and Planning

▪ www.artisansgroup.com ▪ 360.570.0626 ▪

1/22/2021

Mike Frizzell, Public Works Director
City of Chewelah Public Works
Re: Civic Center Site Updates

Dear Mike:

Artisans Group was hired by the City of Chewelah to assess the existing building condition of the Civic Center located off E Clay Ave. The assessment focused on general observations for improvement of function or issues of maintenance, and ADA compliance.

This letter also identifies potential building improvements/potential future projects and rough order of magnitude cost to complete this work.

This report is meant to be broad, and wide sweeping for long term planning purposes, and does not reflect a deep study of the suggestions or applicable codes or design constraints and is in no way a comprehensive report.

General Observations



Figure 1

The recessed entry process of the civic center could be improved with an “arbor” referencing the forms of the rest of the building, perhaps timber, like the bell structure, that could make the entry more prominent and provide opportunities for signage and more visibility. See example massing in *figure 1*. Additional exterior lighting is also recommended. The ROM in terms of cost for this suggestion is between \$10K-\$40K.



Figure 2

The friendliness and entry process on the back entry of the civil center could be improved by adding exterior lighting or sconces to the building, with exposed conduit to preserve the brick and signage or a potential mural. Additionally a dumpster screen/gate would approve aesthetics. The ROM in terms of cost for this suggestion is between \$10K-\$30K.



Figure 3

The condition of the storefront front and back entry of the civic center is in relatively good shape from the interior with visible fading and ageing from the exterior. Painting of the storefront inside and out is recommended, if not replacement. The ROM in terms of cost for this suggestion is between \$1K-\$15K. ADA accessibility and door thresholds appear to be in compliance. Tactile exit sign must be added for ADA compliance.

In figures 3-7 show the condition of the lobby. It is recommended the ceiling tiles be replaced, and warmer recessed led lighting be added in the ceiling tiles. The carpet should be replaced, carpet tiles are recommended for acoustics, maintenance, cost and longevity. It is recommended this space in its entirety be painted a lighter color with a durable low VOC paint, consider removing or painting the existing wooden chair rails an accent color. It is recommended that all the interior doors and hardware be replaced with durable and ADA compliant selections. All bathroom signage needs to be brought up to ADA standards. The drinking fountain needs to be brought up to ADA compliance below in figure 8. The ROM in terms of cost for this suggestion is between \$30K-\$100K.



Figure 4

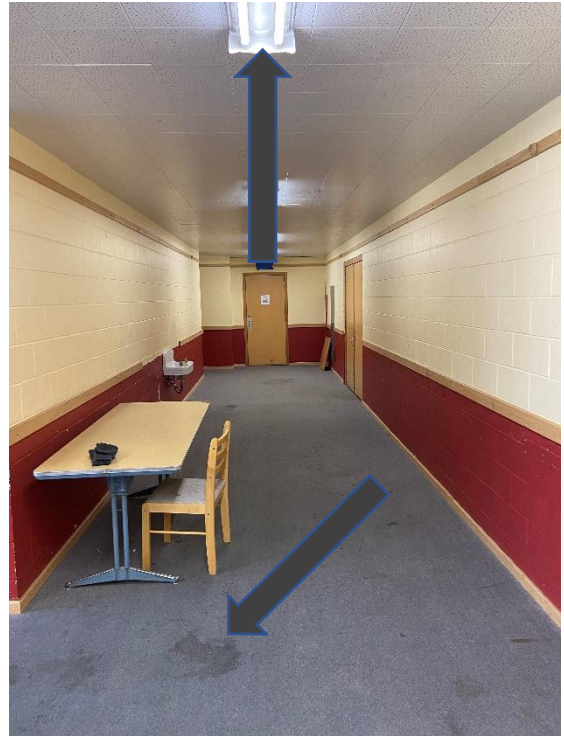


Figure 5

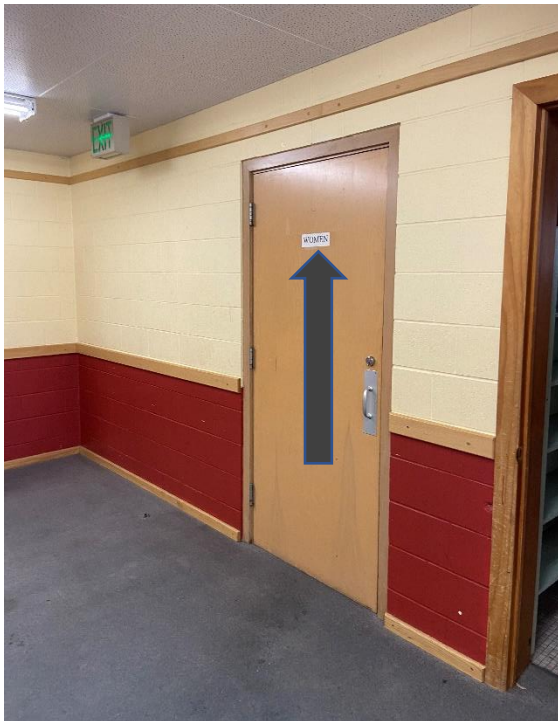


Figure 6



Figure 7



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12

Figures 9-11 are of the gymnasium and stage. These spaces are in relatively good condition. It is recommended to make the stage ADA accessible with a modular metal ramp or a wheelchair lift to be purchased and stored when not in use. See example ramp in *figure 12*. The ROM in terms of cost for this suggestion is between \$3K-\$7K.

It is suggested for the gymnasium in *figures 9-11* that the existing wall carpet be replaced with a wipeable surface, if not then consider carpet tiles for a fresh aesthetic and the ability to individually replace them as they get damaged. Consider painting the acoustic panels and the wall the same color and painting the stage. The ROM in terms of cost for this suggestion is between \$10K-\$25K.

Figures 13-17 show the gymnasiums original girls' locker and bathroom spaces. The asbuilt diagram is for broad planning purposes and needs to be field verified before any architectural work commences. It is suggested that completely renovated, modern bathrooms meeting ADA standards be designed and constructed in this existing space, the area in red. Full architectural services will be required for this scope of work including an in depth code review, in the absence of more information it is anticipated two stalls, one of which is ADA compliant will be required per gender of bathroom. The ROM in terms of cost for this suggestion is between \$50K-\$80K.

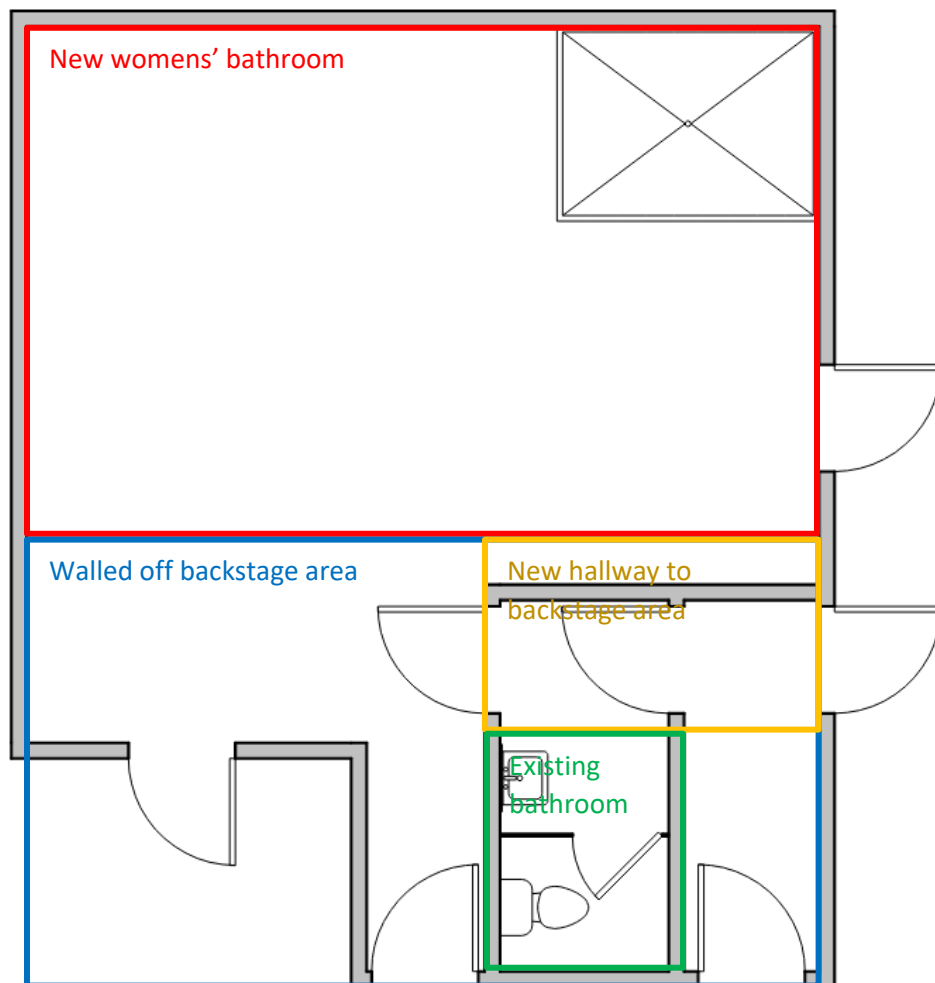


Figure 13



Figure 14



Figure 14



Figure 15



Figure 16

Figures 17-18 show existing women's bathroom. It is suggested that the existing bathrooms stall space could stay relatively in tact and be walled off to the backstage area with a new hallway for performance purposes, the areas in green blue and yellow. A cosmetic renovation to modernize it should also be considered. The ROM in terms of cost for this suggestion is between \$15-\$25K.



Figure 17



Figure 18

Figures 19-22 show the gymnasiums original boys' locker and bathroom spaces. The asbuilt diagram is for broad planning purposes and needs to be field verified before any architectural work commences. It is suggested that completely renovated, modern bathrooms meeting ADA standards be designed and constructed in this existing space. Full architectural services will be required for this scope of work including an in depth code review, in the absence of more information it is anticipated two stalls, one of which is ADA compliant will be required per gender of bathroom. It is also suggested the mens' bathroom access be relocated to the existing closed off opening located in the lobby hall, for ADA and general bathroom access to be consistent for both genders from the lobby. The ROM in terms of cost for this suggestion is between \$50K-\$80K.

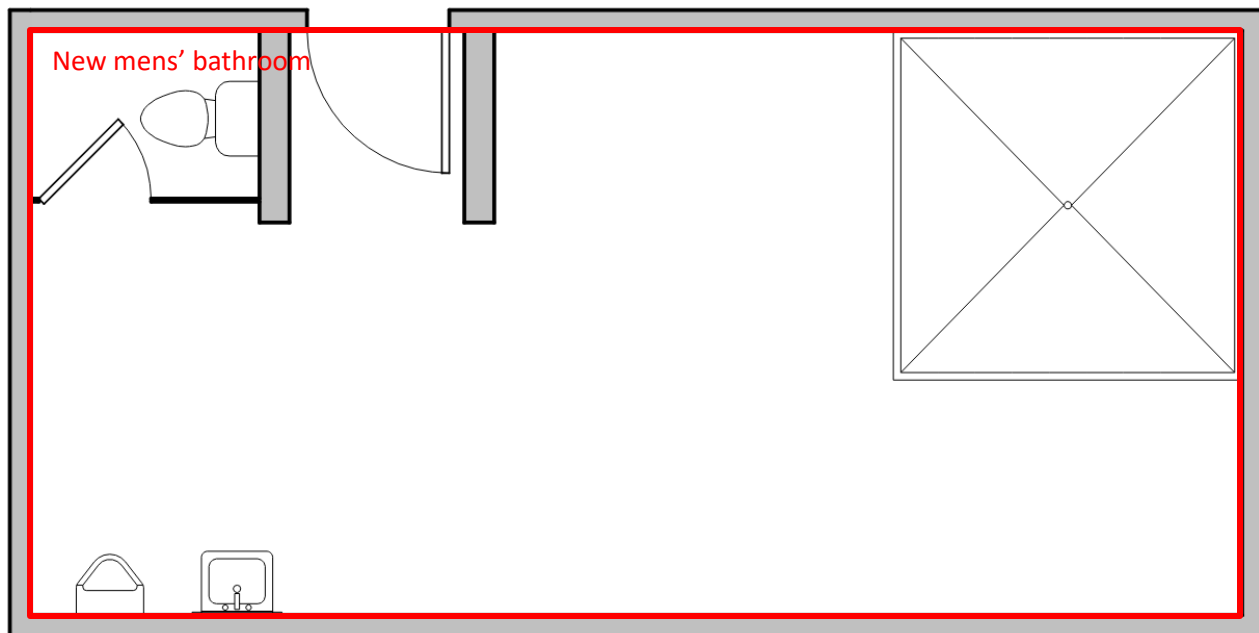


Figure 19



Figure 20



Figure 21



Figure 22

Figures 23-27 show the commercial kitchen adjacent to the gymnasium space. The asbuilt diagram is for broad planning purposes and needs to be field verified before any architectural work commences. Generally, the kitchen is in good condition. It is suggested that the backsplash areas and the half wall perpendicular to the range be wrapped in a wipeable surface such as fiberglass reinforced panels (FRP), remove the cabinetry on the half wall and replace with a stainless steel table, also consider putting one parallel and against the cooktop, and one next to the fridge. It is suggested the remaining existing cabinetry be painted with a high gloss wipeable paint, replace the hardware, replace the flooring, paint the walls and ceiling, replace the fridge. It is also suggested to have the health department inspect and provide compliance guidance. The ROM in terms of cost for this suggestion is between \$15K-\$30K.

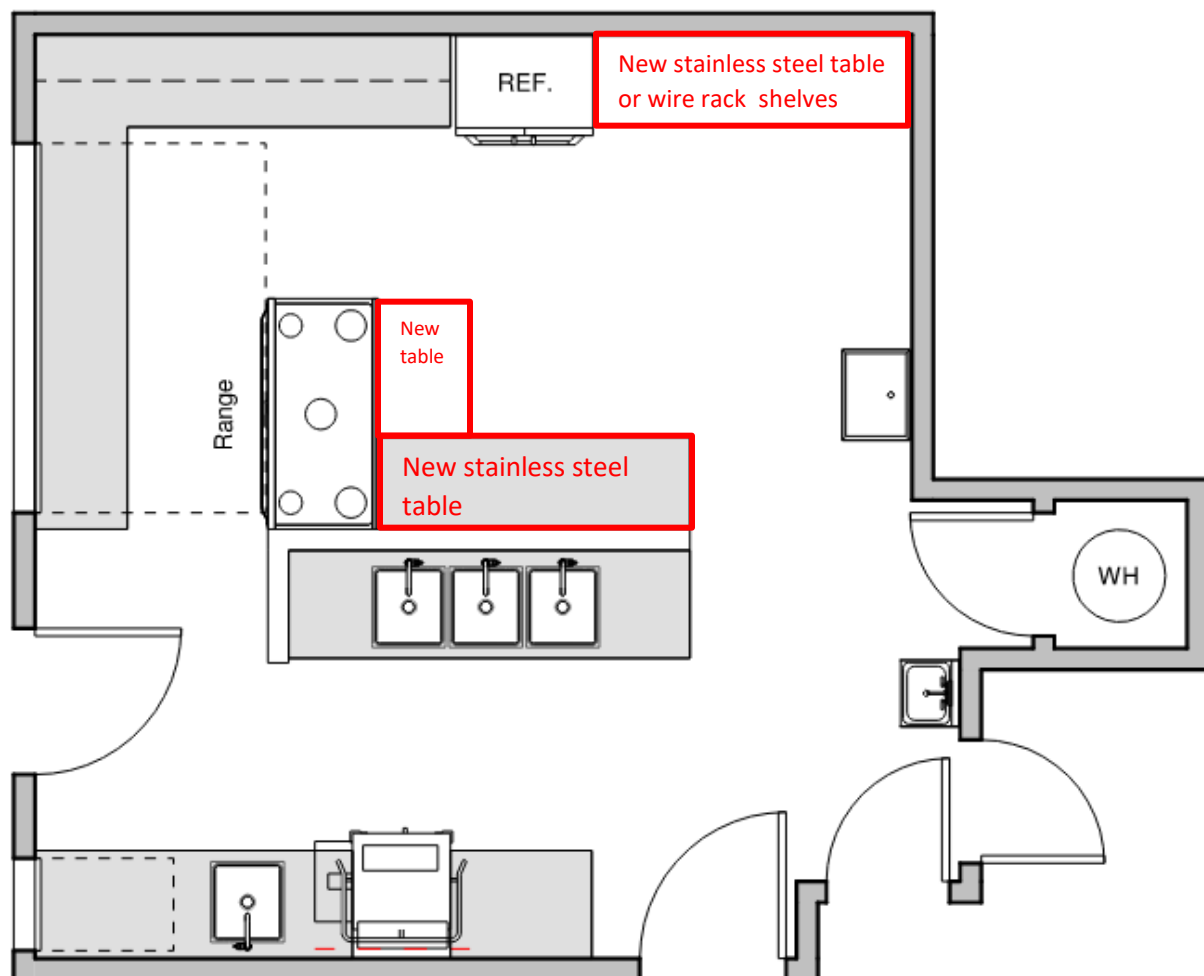


Figure 23



Figure 26



Figure 27



Figure 24

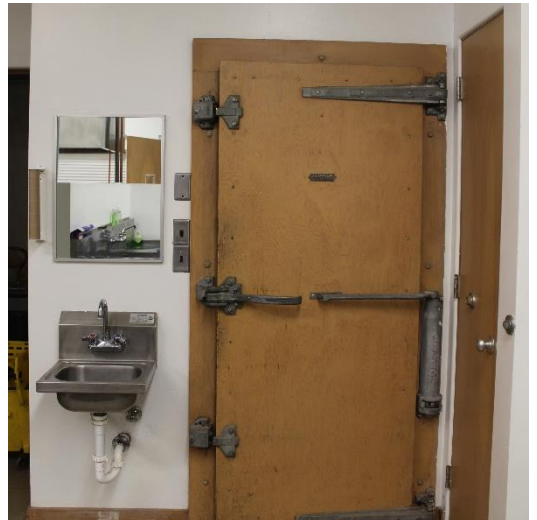


Figure 25



The items identified in this study are meant to give guidance for future site upgrades to the facility. If the City decides to complete one or more of these improvements an architect will need to be hired to complete permitting and construction drawings for the project(s). The cost to draft the plans have not been included in the estimates listed above, but typically run 10-15% of total construction cost. The estimates listed above also do not include tax, City permitting fees, or escalation. For escalation, it is recommended to add 3-5% for each year after the date of this study.

Respectfully,
Artisans Group

A handwritten signature in black ink, appearing to read "Tessa Bradley", written over a horizontal line.

Tessa Bradley
Principal Architect



1/22/2021

Mike Frizzell, Public Works Director
City of Chewelah Public Works

Re: Civic Center Site Updates
SCJ Project # 0786.04

Dear Mike:

SCJ Alliance was hired by the City of Chewelah to assess the existing site related components of the Civic Center located off E Clay Ave. The assessment focused on site accessibility, ADA compliance, walkability to the facility from the parking lot(s) and adjacent public streets, and review of the northern parking lot functionality and stormwater system.

This letter also identifies potential site improvements/potential future projects and rough order of magnitude cost to complete this work. Note, this is high level overview of the site and should not be considered fully comprehensive to meet every applicable code. No formal design, engineering, or cost estimation is included in this assessment.

Assessment of existing site facilities:

1. Figures 1-4 show the ADA Parking stalls at southern building entrance. Both stalls appear to be less than 2 percent slope in all directions as shown in Figure 4 and therefore meet the accessibility slope requirements.



Figure 1



Figure 2



Figure 3



Figure 4

2. ADA guidelines require a maximum discontinuity in vertical surfaces to be $\frac{1}{2}$ inch. Figures 5 and 6 below show areas of concern marked on the southern ADA entrance. These panels should be sawcut at the joints, removed and replaced with new concrete. Approximate cost: \$1,500 - \$2,500



Figure 5



Figure 6

3. The ramp at the southern entrance appears to meet accessibility requirements.



Figure 7



Figure 8

4. Adding wheel stops along the northern side of the building will add protection from vehicles pulling too close to the building and causing potential damage. Also, the addition of a vegetated strip along the building, or planters, may also help address this concern as well as beautification to the building. It is also recommended that wheel stops be added along the planter strip on the north edge of the parking lot. Approximate cost of wheel stops: \$150 - \$200 per wheel stop. Cost of Planters: \$2,500 - \$5,000



Figure 9

5. Accessibility to the site from E Webster Ave is not currently provided as there is no sidewalk on the southern side of the street from N 2nd Street E to N 5th Street E. It is recommended that a sidewalk be added along with a pedestrian pathway to the northern building entrance per Figure 10 below. Stormwater runoff from the northern parking lot currently sheet flows to the north into a grass depression. Once a sidewalk is added, it is recommended a swale be added between the sidewalk and curbing to provide water quality treatment for the stormwater runoff of both the road and parking lot. See Section A-A on Figure 10. Approximate cost of improvements: \$50,000 - \$75,000

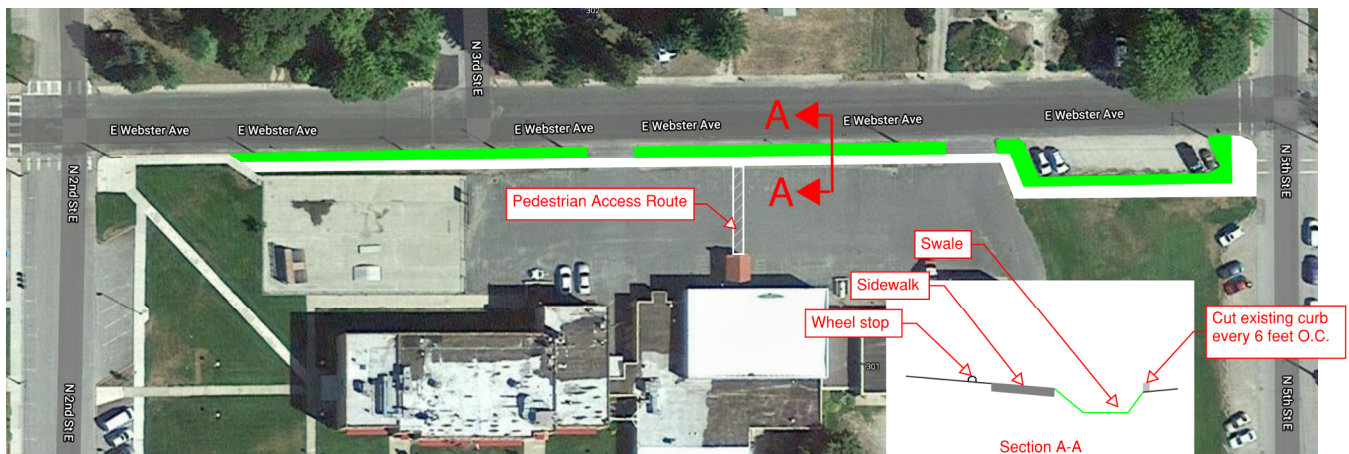


Figure 10

The items identified in this study are meant to give guidance for future site upgrades to the facility. If the City decides to complete one or more of these improvements an engineer will need to be hired to complete permitting and construction drawings for the project(s). The cost to engineer the plans have not been included in the estimates listed above, but typically run 10-15% of total construction cost. The estimates listed above also do not include tax, City permitting fees, or escalation. For escalation, it is recommended to add 3-5% for each year after the date of this study.

Respectfully,
SCJ Alliance



Tyrell Bradley, PE
Project Manager

Enclosure(s):

Civic Center Report.docx

Appendix D: Other Existing Conditions

City of Chewelah

Downtown and Housing Subarea Plan Demographics

Employment by Industry and Occupation

The ACS 5-year estimates from 2018 showed a labor force consisting of 995 people in Chewelah, where 950 of those people were employed and 45 were unemployed – an effective unemployment rate of about 2.1% in 2018. Those 950 employed people worked in various industries, the most common of which were “educational services/health care/social assistance”, “retail trade”, “manufacturing”, and “agriculture/forestry/fishing/hunting/mining”. The most common occupations were in “Management, business, science, & arts” and “sales and office”.

Table 1 - Industry by Type

Industry Type	#	%
Agriculture, forestry, fishing and hunting, and mining:	105	11.1%
Construction	76	8.0%
Manufacturing	112	11.8%
Wholesale trade	12	1.3%
Retail trade	176	18.5%
Transportation and warehousing, and utilities:	27	2.8%
Information	5	0.5%
Finance and insurance, and real estate and rental and leasing:	34	3.6%
Professional, scientific, and management, and administrative and waste management services:	62	6.5%
Educational services, and health care and social assistance:	189	19.9%
Arts, entertainment, and recreation, and accommodation and food services:	59	6.2%
Other services, except public administration	54	5.7%
Public administration	39	4.1%
Civilian employed population 16 years and over	950	100.0%

Labor Force/Unemployment

The ACS 5-year estimates from 2018 showed a labor force consisting of 995 people in Chewelah, where 950 of those people were employed and 45 were unemployed – an effective unemployment rate of about 2.1% in 2018.

Subarea Business Inventory

The subarea contains the city's downtown, and therefore a large portion of city businesses. The table below shows the breakdown of business types within the subarea based on SIC code. A total of 82 businesses operate within the study area. Retail trade is the most common business in this area. Other popular business types include construction, finance/insurance/real estate, education/library, government, and health services. The "other service" category does not provide specifics and no more information was available on what types of businesses this category consists of.

- Management, business, science, and arts occupations:
- Service occupations:
- Sales and office occupations:
- Natural resources, construction, and maintenance occupations:
- Production, transportation, and material moving occupations:

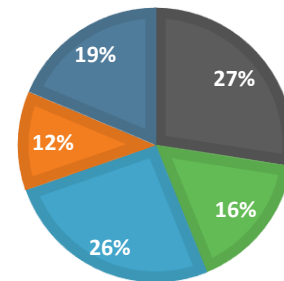


Table 2 - 2020 SIC Businesses in the Subarea

2020 SIC Businesses in the Subarea	#	%
construction	7	8.5%
manufacturing	2	2.4%
transportation	2	2.4%
wholesale	1	1.2%
retail trade	15	18.3%
finance/ins/real estate	8	9.8%
hotel/lodging	1	1.2%
auto services	3	3.7%
movie/amusement	1	1.2%
education/library	5	6.1%
other service	17	20.7%
government	6	7.3%
unclassified establishments	3	3.7%
health services	11	13.4%
Total	82	100.0%

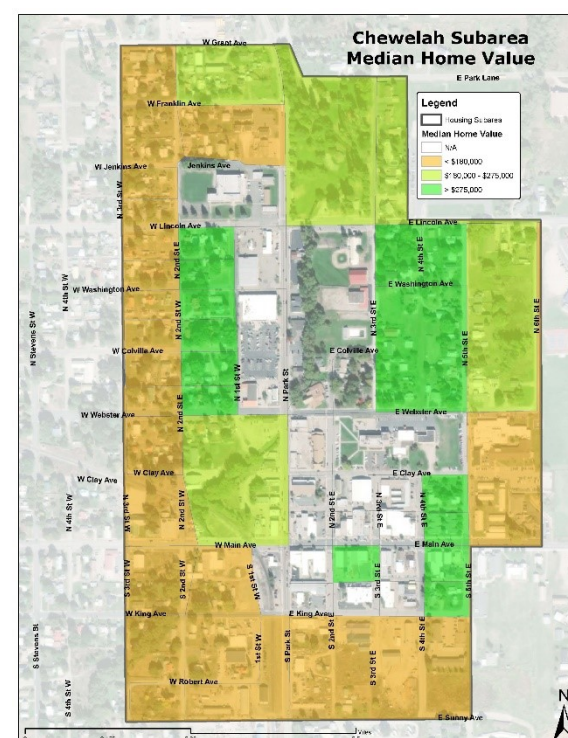
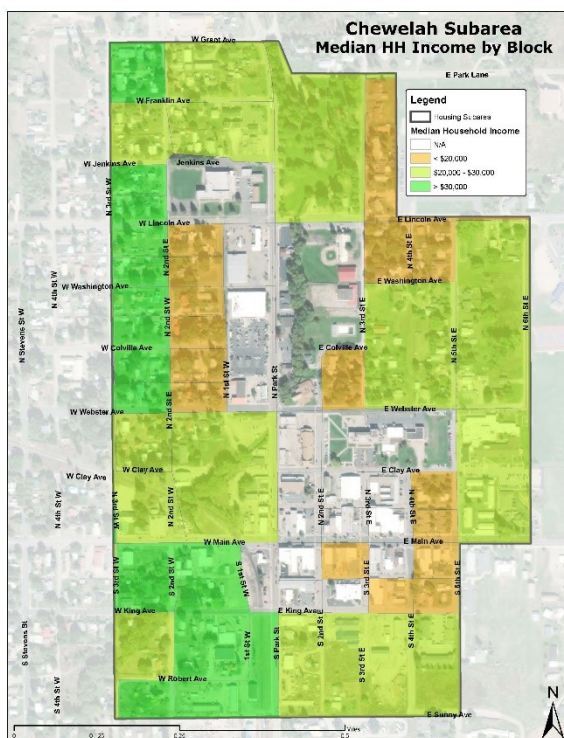
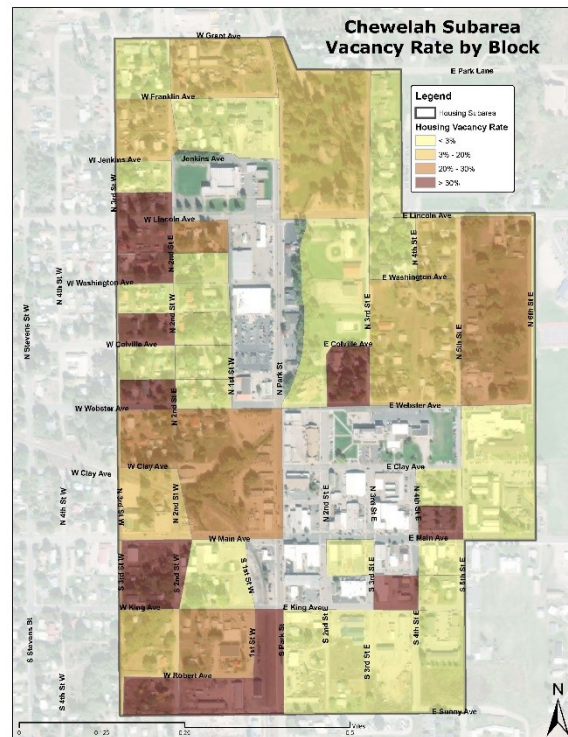
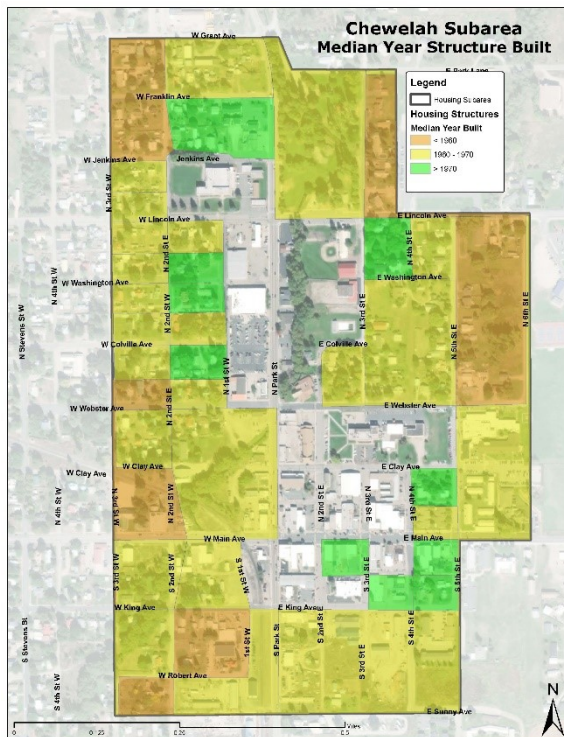
More detailed business information was not available in the data available from the city or the county. However, the Chewelah Chamber of Commerce website has a directory for all businesses operating in Chewelah.

Census Block Analysis

The following maps provide an analysis of census block groups within the subarea. This revealed that the census blocks on the western portions of the subarea are experience higher vacancy rates, lower home values, and

consist of older homes. However, these western blocks are also the areas with higher household incomes. This may be because the more central and eastern blocks consist of more multi-family structures and rental units. Such structures may be newer than the older single-family homes, but are not owned, and instead are occupied by renters whose income is typically lower than those who own homes.

This analysis may be considered as a way to focus the efforts of this plan and configure land uses and opportunities. However, it must be noted that error margins and lack of data may skew these results, and further efforts will require more detailed analysis of these blocks. (*Map source: Esri Living Atlas, 2020 Estimates*).



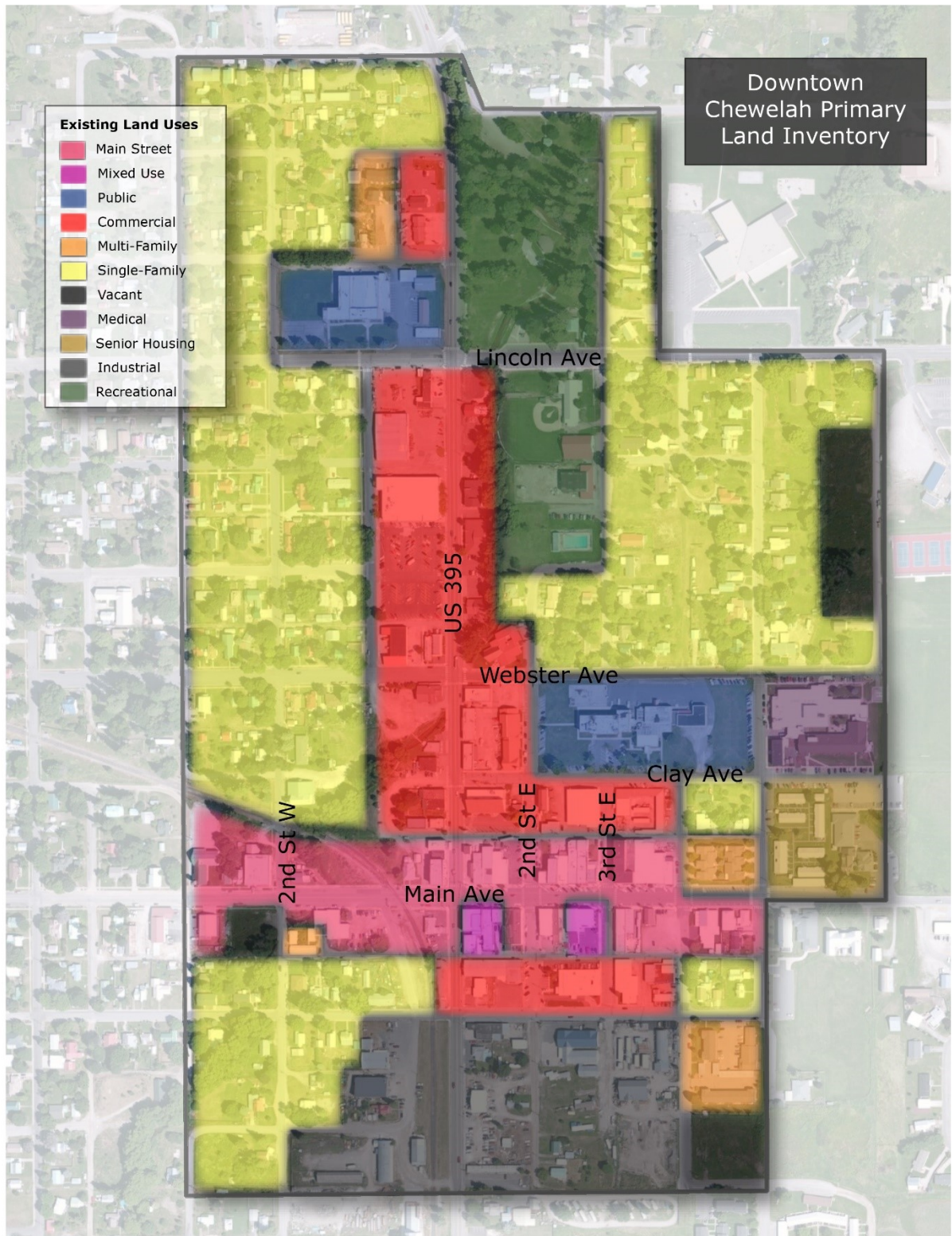


Figure 1: Subarea Land Use Inventory

Existing Land Use (Figure 1)

Single-Family Residential

Detached single-family homes.

Multi-Family Residential

Housing structures with multiple units, including two apartment complexes and one townhouse development.

Senior Housing

The senior housing complex has multiple attached housing units that cater to the 55+ community.

Main Street

This is the commercial area lining Main Street. Buildings line the street with no setbacks. There are wide sidewalks and angled street parking through much of this area. The downtown represents the core of the city where the highest concentration of local businesses, restaurants, bars, and shops is located.

Mixed Use

There are two existing mixed use properties within the housing subarea, both along Main Street (102 E. Main & 210 E. Main). Both have retail/shops on the street level with apartments above.

Commercial

This area consists of local businesses, but they typically have a larger footprint than those along Main Street because businesses tend to be oriented toward surface parking lots rather than the street. Businesses in the highway commercial areas are more auto-oriented, some buildings are set back from the street, and business types include grocery stores, banks, automobile services, and drive-in restaurants.

Recreational

Chewelah City Park is one of the major assets of the Housing Subarea. Additional recreation includes the block containing the bowling alley, ballpark, museum, and old city pool.

Public

The Civic Campus contains many essential city services such as City Hall, the Civic Center, the public library, the fire hall, and the police department. The Skate Park is also located within the Civic Campus. This also includes the only school within the Housing Subarea, Quartzite Learning, located in the old Jenkins Junior High building.

Medical

Providence St. Joseph's Hospital

Industrial

The southern edge of the subarea contains some businesses along the highway but is mainly dominated by large manufacturing and warehousing businesses.

Vacant

Reasonably-sized vacant lots have been identified, marking potential for new development within the subarea.



CHEWELAH
WASHINGTON

