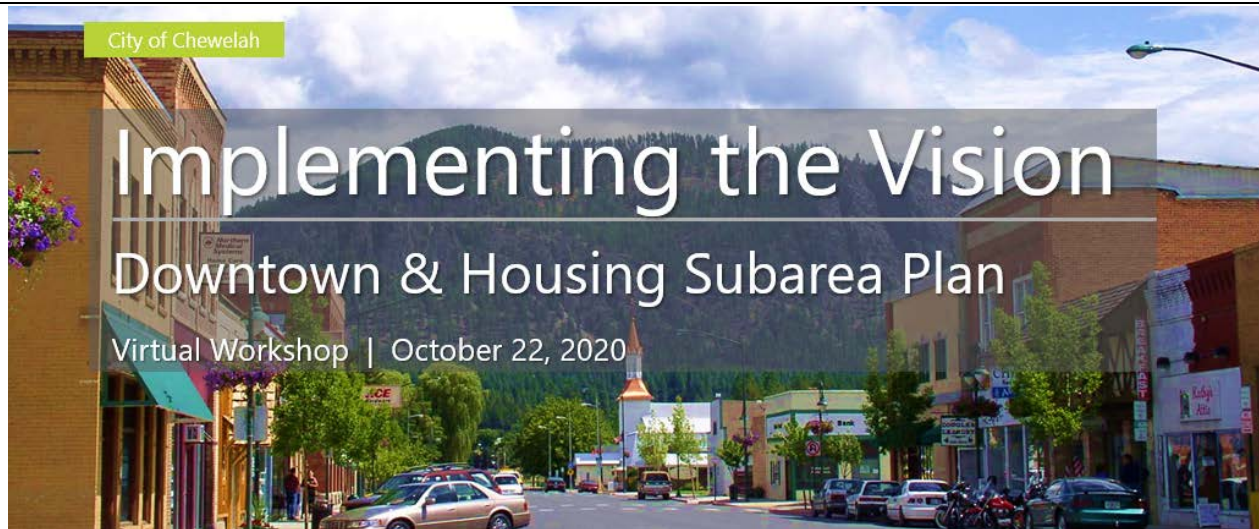


Chewelah Downtown & Housing Subarea Workshop 2: 'Implementing the Vision' Workshop Summary



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.

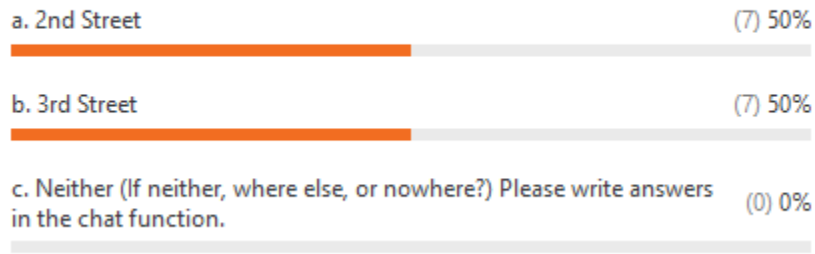
'Implementing the Vision' Workshop Format

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?

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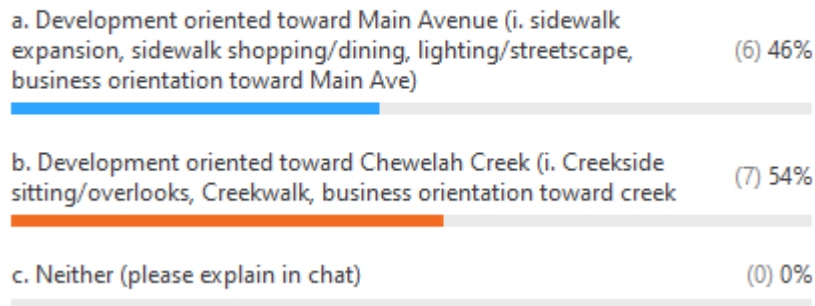


Chat comments:

- ◆ 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?

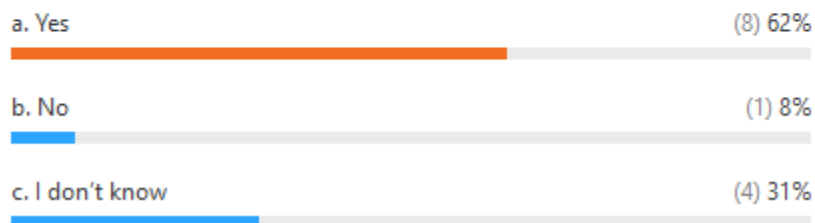


Chat comments:

- ◆ 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?



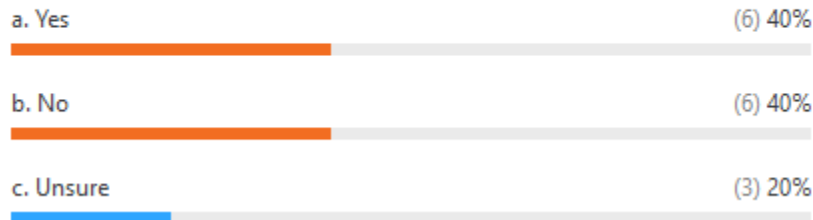
Chat comments:

- ◆ 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?

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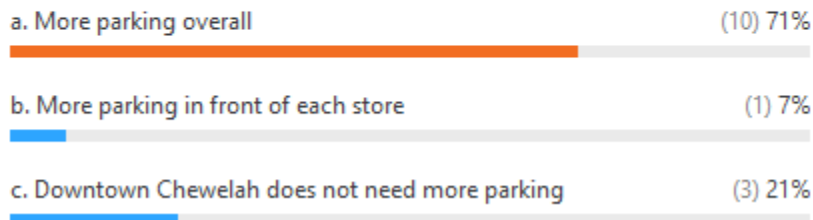


Chat comments & Unsure:

- ◆ 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?

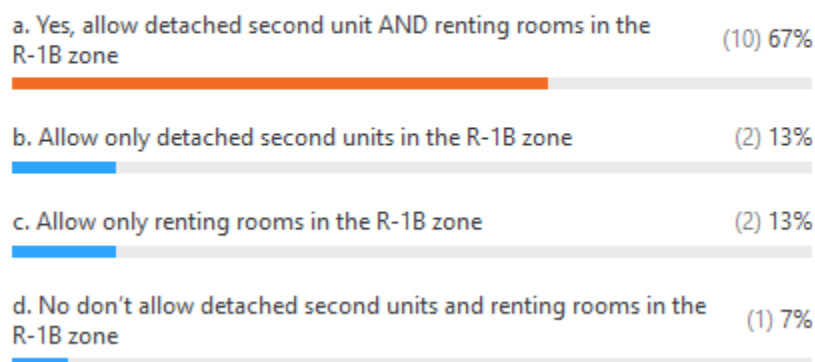


Chat comments:

- ◆ 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?



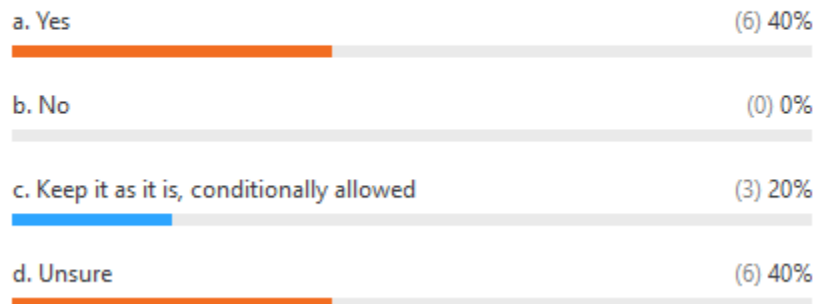
Chat comments:

- ◆ 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?

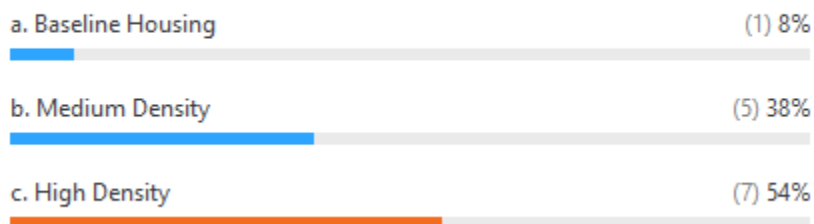


Chat comments:

- ◆ 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.