

COMPREHENSIVE PLAN

FOR

OKANOGAN COUNTY

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Joint Planning Office
Chelan County Court House
Wenatchee, Washington

October 1964

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Board of Okanogan County Commissioners
Okanogan, Washington

Gentlemen:

Enclosed for your review and consideration is the "Comprehensive Plan for Okanogan County". This plan represents the culmination of the Okanogan Planning Project which the Okanogan County Planning Commission has been preparing for the last three years.

The goal of the plan is to provide a framework upon which the future orderly development of Okanogan County can be based. The plan makes recommendations pertaining to land use, roads, recreation areas, and public facilities. It is hoped that the County Commissioners will adopt the plan, use it as a guide in making policy decisions, and take steps toward putting it into effect.

The comprehensive plan was prepared by the Joint Planning Office, Wenatchee, Washington as part of the planning program for Okanogan County. Local funds for this work were provided by Okanogan County, the Okanogan County Public Utility District, the Douglas County Public Utility District, the cities of Omak and Okanogan, and the towns of Brewster, Pateros, Twisp, Tonasket,

and Oroville. The local share was matched on a 2:1 basis by a grant from the Housing and Home Finance Agency.

Respectfully submitted,

Don Verbeck, Chairman
Okanogan County Planning Commission

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COMPREHENSIVE PLAN FOR OKANOGAN COUNTY

I. INTRODUCTION

The comprehensive plan for Okanogan County is intended to be a general guide for the growth and use of land in the county's unincorporated area. The plan is designed to be used as a guide for county development for the foreseeable future, or about the next twenty years. The general purpose of the plan is to provide goals and policies for the development of Okanogan County in order to make it a more desirable, convenient, attractive, and orderly place in which to live, shop, work, and play. The comprehensive plan and its implementing resolutions and programs can be economically beneficial to Okanogan County by assisting public agencies with their programs and by helping private property owners protect their investments.

The comprehensive plan is for the entire unincorporated area of Okanogan County. However, the county is very large, and most of its area is sparsely settled. Population concentrations and intensive agricultural development are found only in the major river valleys. Therefore, most of the recommendations contained in the plan pertain to areas adjacent to the larger towns in the county; to areas of population concentration in the Okanogan, Methow, and Columbia River Valleys; and to areas of present and potential recreational value such as the Upper Methow Valley and land along the county's major lakes and streams.

The general purposes of comprehensive planning within an area as outlined in the 1935 state planning enabling legislation (RCW 35.63.090) include the following:

1. To encourage the most appropriate use of land throughout the municipality;
2. To lessen traffic congestion and accidents;
3. To secure safety from fire;
4. To provide adequate light and air;
5. To prevent overcrowding of land;
6. To avoid undue concentration of population;
7. To promote a coordinated development of the unbuilt areas;
8. To encourage the formation of neighborhood or community units;
9. To secure an appropriate allotment of land area in new developments for all the requirements of community life;

10. To conserve and restore natural beauty and other natural resources;

11. To facilitate the adequate provision of transportation, water, sewerage, and public uses and requirements.

More specifically, general purposes for planning which relate to Okanogan County include the following:

1. To prevent an incompatible mixture of land uses which will result in blight of area, congestion of roads, and a general reduction of property values. Examples of improper mixture of land uses would be the location of a sawmill or a garbage dump in a residential, recreational, or intensive agricultural area; or the location of an auto wrecking yard in a residential or a tourist commercial area.

2. To reserve land which is adequate in size and suitable in quality and location for future development of homes, businesses, and industries. It is especially important to reserve suitable land for industry in the future--both to assure good industrial sites and to assure that the industrial use will be compatible with surrounding development.

3. To assure that roads into future urban, recreational, and agricultural areas will be of a sufficient standard and width to meet present and future needs.

4. To assure the orderly outward growth of urbanizing areas instead of a haphazard scattered urban development. Planned outward growth of a community will help to preserve the agricultural economy of an area; to maintain the lowest possible cost for the construction and maintenance of utilities, streets, and other public facilities; and to retain the community identity of the county's various urban developments.

5. To preserve the high quality intensive agricultural areas to the county by discouraging the use of the good agricultural land for non-agricultural purposes.

6. To assure that the density of urban and recreational development in areas with stream and lake frontage where no public sewerage and water facilities are available is low enough to prevent the pollution of streams and the lowering of water tables. Uncontrolled development in these areas can result in permanent damage to water oriented recreational activity and to drinking and irrigation water supplies.

7. To help conserve and develop Okanogan County's natural resources in the best manner possible so that the economy of the

county can prosper now and in the future.

8. To encourage recreational development in Okanogan County by private groups and individuals and by public agencies for the use of both tourists and county residents. Recreational development offers the highest potential of any economic activity for future improvement of the county's economic base.

9. To assure that the general public (both county residents and tourists) has access to the waterfront along lakes, rivers, and streams. The development and preservation of public access to waterfront areas is a basic part of adequate recreational development.

The comprehensive plan is composed of three main elements which must be closely interrelated to serve as a satisfactory guide for the foreseeable future. The elements are:

1. The land use plan which is intended to show the general location amount, and pattern of agricultural, residential, recreational, commercial, and industrial land needed in Okanogan County in the foreseeable future.

2. The public facilities plan which is intended to assist the county in determining the need and location for future schools, parks, public buildings, and other public facilities.

3. The road plan which is intended to indicate standards and locations for county arterials, collector roads, and access roads.

The generalized comprehensive plan for Okanogan County is shown on the map in the pocket of the inside rear cover of this report. Plates I through IV show the comprehensive plan for the most intensively developed portions of the county (the Methow, Okanogan, and Columbia River Valleys).

If the comprehensive plan is to be a vital document to the county, and a guide for its growth, it must be used by county officials as a guide in making policy decisions relating to land uses, public facilities, and roads. As time passes, technological improvements will be made, and the social, economic, and cultural needs of the county will change. In view of the constant change occurring, it is necessary to periodically revise and update the comprehensive plan.

Okanogan County contains eight municipalities with populations exceeding 500 and all of these towns are actively engaged in planning for their future growth. In many cases, one of the most serious problems facing these cities is in the planning for the

orderly developement of land on their periphery. This land is often outside the city limits and is therefore under county

jurisdiction. If these communities are to adequately plan for their future growth it will require close coordination between the cities and the county. Problems related to future urban growth and development do not respect city boundaries.

In order to prepare, adopt, and implement a comprehensive plan there are three basic steps which must occur. These are:

1. Preparation of studies of Okanogan County as it existed yesterday and as it exists today in order to have a firm foundation upon which to plan for tomorrow. These background studies include an analysis of the population, the land use, the economy, and the road pattern. Studies of this nature were made as a part of the first phase of the Okanogan County Planning Program between January 1962 and July 1963.
2. Preparation and adoption of the comprehensive plan by the Okanogan County Planning Commission and the Board of Okanogan County Commissioners.
3. Preparation and adoption of resolutions and other programs intended to effectuate the comprehensive plan by the planning commission and the county commissioners.

If effective measures are not taken to implement the comprehensive plan it will have little value to the county. If the plan is to serve as a guide for county growth steps must be taken to make the plan become a reality.

II. THE LAND USE PLAN

The land use element of the comprehensive plan for Okanogan County is a general guide for the future use of land within the county. The plan consists of a series of maps and policy statements relating to the future orderly development of residential, commercial, industrial, and intensive agricultural land use. The maps show the proposed location, extent, and pattern of the various land uses while the policy statements contain recommendations relating to the orderly development of these uses.

A. General Goals of the Land Use Plan

The general goals of the land use element of the comprehensive plan are as follows:

1. To reserve land which is adequate in size and suitable in quality and location for present and future development of homes, businesses, industries, and agriculture.

2. To prevent an incompatible mixture of land uses which may

result in blight of an area, congestion of roads, and a general reduction of property values. Examples of improper mixture of land uses include the location of a feed lot adjacent to a park or recreation area; or the location of a junk yard or wrecking yard in a tourist commercial or residential area.

3. To assure that the various land uses are suitably located with respect to roads, public utilities, and public facilities which are needed to serve these uses. For example residential areas should be conveniently located with respect to schools and parks, while industrial areas should be located so that adequate sewer and water facilities can be provided for the lowest possible cost.

4. To encourage planned outward growth of urban development in all of the communities of the county. This would help to preserve the county's agricultural economy; to maintain the cost of streets, utilities, and other public facilities at as low a level as possible; to maintain the identity of the communities by discouraging random urban development; and to maintain the feeling of openness that characterizes Okanogan County. It is this openness that is one of the county's major attractions and it should be preserved if at all possible.

B. The Land Use Plan

The generalized land use plan for Okanogan County is shown on Plate V. More detailed land use plans for the intensively developed portions of the county are shown on Plates I through IV and Plates X through XVIII. The plans show the location of seven different proposed land use classifications. These include intensive agricultural, suburban residential, recreational, residential, commercial, tourist commercial, industrial, and unclassified. The remainder of this section will include a discussion of definitions, purposes, development goals, and general locations for each of the seven types of land use.

1. Intensive Agricultural Areas

The intensive agricultural category of the land use plan is intended to help maintain and promote the county's agricultural economy by restricting inappropriate land uses from these areas. All types of agricultural enterprises and those accessory uses which are necessary for the operation of the farming enterprises are appropriate within this area.

The indicated intensive agricultural areas are generally concentrated in the county's major river valleys (Columbia, Okanogan, and Methow) and in those areas proposed for irrigation by the Bureau of Reclamation as a result of the Chief Joseph

Project. A large share of the intensive agricultural land has been used either for orchards, the growing of hay crops, or for

pasture. Normally land immediately adjacent to communities and to major recreation areas have been placed in either of the two residential categories rather than the agricultural category in order to provide expansion room for residential development.

General goals for intensive agricultural development include:

(1) The intensive agricultural areas of the county should be preserved and allowed to continue and expand without interference from non-agricultural uses.

(2) Construction standards and locations for new roads and highways in the area should be considered very judiciously before construction begins so as to leave as much of the county's best agricultural land in agricultural use as possible.

2. Suburban Residential Areas

This land use category is intended to be applied in those areas of the county which are, or may become, residential areas and which are suitable and desirable for residential use. This category can be described as including those areas which have already been developed in a residential nature, or those areas which are likely to be developed for residential use contiguous to the towns and communities in the county. Steady planned outward development is advisable because (1) it retains the community feeling in a relatively compact urban development; (2) local commercial and public facilities remain convenient to the general public; (3) the local agricultural economy can be preserved; (4) provision of utilities and other public facilities can be done on a much less costly basis. Both residential and agricultural land uses are suitable for the suburban residential areas.

The indicated suburban residential areas are found primarily around the county's major incorporated cities and towns, in the larger unincorporated communities, and in the densely developed urbanizing areas in the county. The suburban residential land use classification is indicated for the periphery of Oroville, Tonasket, Omak, Okanogan, Brewster, Pateros, and Twisp. The residential section of the unincorporated communities of Loomis, Ellisford, Malott, and Methow are also included in this category. The more densely developed urbanizing areas shown in the suburban agricultural classification include the west shore of Lake Osoyoos, the Elmway area between Omak and Okanogan, and the area along Highway 155 north of Coulee Dam.

General goals for suburban residential development include:

(1) Residential areas should be located within close proximity of institutional facilities such as schools, parks, churches, and

hospitals.

(2) Commercial and industrial uses which are not compatible with residential development should not be allowed to encroach upon residential areas since these conflicting uses are often blight producers which tend to lower residential property values.

(3) The density standard for apartment development should be stringent enough to prevent overcrowding in order to provide a degree of certainty that new multiple dwelling units will be compatible with single-family residential development within the same area.

(4) Churches, schools, and similar uses should be allowed in residential areas. However there should be assurance that the development of these facilities will fit in with the surrounding residential development.

(5) Future residential developments should have sufficient street right of way to provide curbs, paving of two driving lanes, at least one parking lane, and all necessary cuts and fills.

(6) Future residential development should occur in such a manner as to allow maximum utilization of the land. (Maximum land utilization eliminates large parcels of undeveloped land which cannot be provided with street access.)

(7) Okanogan County should co-operate closely with the 13 county municipalities to assure the residential development in the periphery of the towns is compatible with the development pattern, plans, and policies of the towns.

3. Recreational Residential Areas

The recreational residential classification of the land use element of Okanogan County's comprehensive plan is intended to indicate land which is suitable for residential development where the present or potential use is primarily recreational in nature (along lakes, rivers, or streams which are primarily in mountain areas). The primary use that this category is intended for is summer home developments. However, dude ranches, organization camps, and resorts will also fit in well in these areas. At present there is very little of this type of development but it is expected that the completion of the North Cross-State Highway will result in a great increase in recreation-oriented use.

The indicated recreational residential areas are located in the major potential intensive recreational areas of the county. These areas are mainly along the upper reaches of the Methow, Twisp, and Chewack Rivers as well as around most of the major lakes outside of the National Forest.

General goals for recreational residential development include:

- (1) Summer home residential waterfront lots should be large enough to prevent stream pollution and the lowering of water tables and to prevent the overcrowding which would destroy the aesthetic and recreational values of the mountain areas.
- (2) Public access to the water should be provided at specific intervals in recreational subdivisions in order to preserve the use of the water for the general public.
- (3) In approving recreational subdivisions the county should consider very closely such problems as fire safety, road access, and provision of adequate water and sewage facilities.

4. Commercial Areas

The commercial land use category is intended to indicate land which is suitable and desirable for retail sales and services. This category should be applied to the established commercial areas in the county, especially within the unincorporated communities. Future commercial areas should also be included within this category. However, it is impossible to determine where these areas will be located in advance of development. Location of future commercial areas should be guided by need (to service the retail shopping needs of people in the surrounding area) and by the effect which the development may have on surrounding property and streets. Types of uses which are suitable in the commercial classification include most retail, office, tourist-oriented, and service enterprises along with such light industrial uses as auto repair shops, lumber yards, and implement sales and service businesses.

Unincorporated communities with commercial areas include Loomis, Ellisford, Malott, Methow, and Carlton. The commercial classification is also suitable for the business development in the Elmway Area along Highway 97 between Okanogan and Omak.

General goals for commercial development include:

- (1) The amount of land indicated for commercial development should be closely related to need. The indication of excessive commercial area will undermine the strength of present commercial areas and will tend to create deterioration of adjacent development.
- (2) Commercial structures should be grouped together in as attractive, convenient and compact a manner as possible. This

means that strip commercial development (scattering of businesses for a great distance along both sides of a highway) should be

avoided as it creates many potential added traffic hazards, it weakens present commercial areas due to overdevelopment and it tends to create blight in adjacent residential areas.

(3) Uses in a commercial area should be compatible with each other and those that are not compatible should be excluded. This means that heavier industrial uses should be excluded from the commercial area.

(4) Businesses should provide ample and convenient off-street parking located in such a manner as to be attractive and still accommodate the shopper. All new construction should provide off-street parking as a basic part of the development.

5. Tourist Commercial Areas

The tourist commercial classification on the comprehensive plan is intended to be applied in areas which are suitable and desirable for development of tourist-oriented businesses such as motels, resorts, and trailer parks. Okanogan County has a considerable number of tourists who come to visit the outdoor recreational areas. The completion of the North Cross State Highway and Wells Dam, the state's probable continued population growth, and the shortened work week will cause the number of tourists coming into the county to increase considerably. Presently the number of privately developed tourist facilities in the county is at a minimum and in the future there will probably be a demand for a great many more. Therefore, there are many areas of potential tourist commercial use indicated on the comprehensive plan. The tourist commercial areas are located on the county's major lakes which receive the largest amount of tourist use and are large enough to support tourist facilities. Some of the lakes that have the tourist commercial category are Alta Lake, Patterson Lake, Pearrygin Lake, Conconully Reservoir, Spectacle Lake, Palmer Lake, Palmer Lake, Wannacut Lake, and Lake Osoyoos. No attempt has been made to indicate the actual site for this type of land use but rather that this type of use is needed in the area.

General goals for tourist commercial development include:

(1) Uses which are incompatible with tourist commercial development should be excluded from the designated tourist commercial areas. Examples of the uses which are not compatible in tourist-commercial areas are all industrial uses and such commercial uses as auto sales and repair establishments and lumber yards.

(2) Development of tourist commercial areas should be compatible with the natural environment where the uses are located and with the adjacent residential and recreational development .

6. Industrial Areas

This land use category is intended to be applied in present and potential industrial areas. Potential industrial uses should be centered around the major industrial districts in and near the towns and should be located close to rail and highway facilities. Subsoil conditions, direction of prevailing local winds, and effect upon residential, commercial, or agricultural development should be considered when designating new industrial areas in the county.

It is going to be extremely important for Okanogan County to set aside planned industrial sites that are strategically located for future use. If Okanogan County is to share in the industrial expansion of the region it will be necessary to be able to offer prospective industries well located sites close to utilities.

The indicated industrial sites on the land use plan are generally located on railroad frontage near the county's major communities. The plan indicates industrial sites near Oroville, Ellisford, Tonasket, Omak, Okanogan, Malott, and Brewster.

General goals for industrial development include:

- (1) Industrial sites should be level, well drained, provided with utilities, and have good access to the railroad and highway.
- (2) Industrial sites should be large enough to provide for expansion and for off-street loading and parking.
- (3) Industrial sites should be reserved well in advance for exclusive industrial use through single ownership and through industrial zoning.
- (4) Heavy industrial areas should be buffered from all other uses so as to not create any adverse effects on other types of land use.

7. Unclassified Areas (Forests, Dryland Farming, and Grazing)

The unclassified category of the land use element of the comprehensive plan is intended for those expansive areas of Okanogan County that have not had urban development and will probably not have any degree of urbanization in the foreseeable future. These areas are generally the large grazing, dryland farming, and forested portions of the county. The density of development is very sparse and the area does not have any urban orientation. Due to the lack of urban development the land can be put to almost any use without restrictions as long as any

specific use has not been declared a nuisance by statute,
resolution, or

court of competent jurisdiction.

C. Implementation of the Land Use Plan

The land use plan is a very necessary and basic part of the planning process. It establishes a guide for the future use of land within the county. However, the plan contains no legal authority for land use control. In order for the land use plan to be an effective guide for growth it must be implemented by the establishment of county codes dealing with land development. There are two basic ways to legally implement the land use element of the comprehensive plan. These are through adoption of zoning and subdivision regulations.

1. Zoning

Zoning is the most important legal tool which can be used to implement the land use element of the comprehensive plan. Many areas have had zoning in effect prior to the development of an overall plan. However if zoning is going to be able to withstand a test in court it must be based upon a comprehensive plan. State planning enabling legislation and various zoning court cases have dictated that a zoning ordinance must be based upon a comprehensive plan.

The basic purpose of zoning is to promote the county's public health, safety, and welfare and to assist in the implementation of the comprehensive plan. Under a zoning ordinance the county would be divided into residential, commercial, industrial, and agricultural districts and within each district there would be regulations pertaining to (1) the height and bulk of buildings; (2) the percentage of the lot which may be occupied and the size of required yards; (3) the density of population; and (4) the use of buildings and land for residential, commercial, industrial, agricultural, and other purposes. Where the land use plan establishes general policy and guidance, the zoning ordinance and map establish detailed requirements and definitive boundary lines. One of the basic services established by zoning is the protection of an area from the establishment of an incompatible land use (such as a sawmill in a residential or orchard area). It is very easy for just one or two incompatible uses in an area to jeopardize the present and future development of abutting property.

Some of the main features of a zoning ordinance in addition to the establishment of use districts include provisions for variances, conditional uses, non-conforming uses, and amendments.

A variance to the provisions of a zoning ordinance may be granted when literal interpretation of the zoning would cause unnecessary hardship and when the applicant can prove that the variance will

allow the applicant to have the same property rights as his neighbor; and that the variance will not be detrimental to the community or comprehensive plan.

A conditional property use is a use such as a school, church, or hospital which may be appropriate, desirable, and convenient in an area but which because of height, bulk, or creation of traffic or parking problems may be injurious to the area unless special conditions are imposed. Permits for variances and conditional property uses are normally considered by the planning commission at public hearings.

A non-conforming use is a use existing at the time the zoning is passed which does not conform to the use requirements of the zone in which it is located. Since the non-conforming use was in existence prior to the zoning it is permitted to continue but it is normally not allowed to be expanded.

Once zoning has been put into effect both the provisions of the text and the zoning map may be amended. Zoning amendments are considered at public hearings, first by the planning commission and later by the county commissioners. The planning commission makes a recommendation to the county commissioners on the amendment and the county commissioners may either affirm, modify, or reject the recommendation of the planning commission.

At such time as zoning is effectuated in Okanogan County, it should be prompted by demonstrated demand from the citizens of a particular area. The entire county would have to be included in a zoning classification but only in the particular areas of concern should a category other than "Unclassified" be used. However, if detailed zoning is established in a particular area it must be based on the county-wide comprehensive plan. Any zoning effectuated in Okanogan County should be closely coordinated with zoning within an adjacent incorporated community.

Zoning does not regulate the quality and type of construction. This can only be accomplished through the establishment of a building code.

2. Subdivision Regulations

Subdivision regulations are intended to regulate the manner in which land may be divided and prepared for development. They normally apply to residential development although they can be applied to proposed commercial and industrial areas. State law specifies that subdivision regulations apply to any subdividing of land containing five or more lots with a size of five acres or less. The regulations specify method of subdivision procedure

for the developer and the county, minimum improvements to be installed

by the developer (streets, utilities, etc.) and design standards for streets, lots, and blocks. Development of subdivisions immediately outside the incorporated communities should be closely coordinated between the towns and the county.

Development of recreation (summer home) subdivisions is just beginning to occur in Okanogan County. This type of activity is expected to increase rapidly in the foreseeable future, especially when the North Cross State Highway is completed. In approving the recreation subdivision the county is going to have to take extra care in assuring that the plats are furnished with an adequate and permanent water supply, that the lots are large enough so that stream pollution can be prevented, that road access to the plats is adequate, that public access to the waterfront can be preserved, and that provisions are made for fire safety.

3. Administration

At such time as Okanogan County adopts zoning and subdivision regulations, provision will have to be made for administration and enforcement. Any regulations adopted by the county will only be as effective as their enforcement. Adequate day by day enforcement of zoning and subdivision regulations will require the services of an individual on a full or part time basis. Serious consideration of the problems of enforcement should be made by the county prior to the adoption of zoning or subdivision regulations.

III. THE PUBLIC FACILITIES PLAN

The public facilities element of the comprehensive plan for Okanogan County is designed to be a guide for the future development of the county's parks, schools, water and sewer facilities. The technical design and construction does not fall within the scope of the plan except for the fact that they should be coordinated with the comprehensive plan to insure that the facilities will be adequate to handle future demands.

A. Parks and Recreation Areas

The public facilities plan for Okanogan County indicates suggested sites for public recreation development. The plan does not indicate who should develop the proposed sites but it does suggest that the parks should be developed either by the county, a state agency, or by service clubs.

The plan also does not suggest a specific priority of development but rather a general priority. This is done by pointing out which portions of the county need recreational development. The priority is determined largely through

suggesting that areas of highest present and potential demand be developed first.

The plan also does not suggest how specific park sites be developed. But it does point out in a general way what types of recreation facilities are needed in the county.

Plate VI and Table I show the suggested park sites in the county; Plate VII shows an outdoor recreation classification system; and Plate VIII shows a suggested priority for recreational development.

TABLE I
EXISTING AND PROPOSED PUBLIC AND SEMI-PUBLIC RECREATION SITES
Okanogan County

| <u>Recreation Site</u> | <u>Existing Site</u> | <u>Expansion Facilities Needed</u> | <u>Proposed Site</u> |
|---|----------------------|------------------------------------|----------------------|
| Upper Methow Valley Area | | | |
| 1. Various Upper Methow Valley points | | | X |
| Winthrop-Twisp Area | | | |
| 1. Pearrygin Lake State Park | X | X | |
| 2. Methow River-1/2 mile west of Winthrop | X | X | |
| 3. Methow River-1 mile north of Twisp | X | X | |
| 4. Methow River-4 miles south of Carlton | | | X |
| 5. Campbell Lake | X | X | |
| 6. Davis Lake | X | X | |
| 7. Twin Lake | X | X | |
| 8. Patterson Lake | X | X | |

Recreation Site

| | <u>Existing Site</u> | <u>Expansion of Facilities Needed</u> | <u>Proposed Site</u> |
|---|----------------------|---------------------------------------|----------------------|
| Pateros-Lower Methow-Lower Columbia | | | |
| 1. Alta Lake State Park | X | | |
| 2. Columbia River-1 mile south of Pateros | | | X |

Brewster-Bridgeport-Lower Okanogan

1. Bridgeport State Park

X

X

- | | | | | |
|---|--|--|--|---|
| 2. Rat Lake | | | | X |
| 3. Fort Okanogan State Park | | | | |
| 4. Mouth of Okanogan-East side | | | | X |
| 5. Southwest of Brewster-1/4 mile | | | | X |
| 6. Wakefield area-Pine and Sanddunes area along Highway 97 | | | | X |

Central Okanogan County

- | | | | | |
|--|---|---|--|---|
| 1. Conconully State Park | X | | | |
| 2. Leader Lake | X | X | | |
| 3. Fish Lake | X | X | | |
| 4. Crumbacher Lake | | | | X |
| 5. Junction U.S. 97 and Fish Lake Road | X | X | | |
| 6. Scenic Viewpoint 3 miles south of Riverside | | | | X |
| 7. Various Okanogan River points | | | | X |
| 8. Townsite of Ruby | | | | X |
| 9. Duck Lake | | | | X |

North Central Okanogan County

- | | | | | |
|--|---|---|--|-----|
| 1. Aeneas Lake | X | X | | |
| 2. Whitestone Lake | X | X | | |
| 3. Spectacle Lake (2 sites) | X | X | | |
| 4. Palmer Lake-North end | X | X | | |
| 5. Palmer Lake-South end | | | | X X |
| 6. Chopaka Lake-North end | | | | X |
| 7. Chopaka Lake-South end | X | | | |
| 8. Wannacut Lake-North end | | | | X X |
| 9. Wannacut Lake-South end | X | X | | |
| 10. Lake Osoyoos State Park | X | X | | |
| 11. Willow Point Lake Osoyoos | X | X | | |
| 12. South side Boundary Point Lake Osoyoos | X | X | | |
| 13. Dairy Point Lake Osoyoos | | | | X |
| 14. Similkameen Dam | | | | X |
| 15. Summit Lake | | | | X |
| 16. Various Okanogan River points | | | | X |

Northeast Okanogan County

1. Sidley Lakes
2. Fletcher Lake
3. Bonaparte Lake
4. Gooseberry Lake
5. Ell Lake
6. Crawfish Lake
7. Lost Lake

Southeast Central Okanogan County

1. Omak Lake-2 sites

2. Big Goose Lake

Southeast Okanogan County

1. Chief Joseph Grave
2. Buffalo Lake
3. Roosevelt Lake
4. Summit Lake

1. Type of Park Sites Needed In Okanogan County

For purposes of this report, the park site need discussion will be limited to areas outside of federal jurisdiction. Park and recreation development in the national forest is a federal responsibility and beyond the scope of the Okanogan County comprehensive plan.

In the report, "Outdoor Recreation for America", the Outdoor Recreation Resources Review Commission of the Federal Government recommended the following system of classifying recreation resources:

Class I- High Density Recreation Areas. Areas which are intensively developed and managed for mass use. These areas should have a high degree of facility development and provide a wide range of activities for many people. They should be located close to centers of urban population. Development could include playfields, playgrounds, picnic areas, swimming pools, etc.

Class II-General Outdoor Recreation Areas. Areas which are subject to substantial development for a wide variety of specific recreation uses. They should provide a wider range of recreational opportunity than the Class I sites but should be less intensively developed. Class II areas could be oriented to such activities as fishing, skiing, camping, picnicking, and boating, and could include camping sites, picnic grounds, trailer parks, ski areas, resorts, boat launching ramps, and hunting preserves.

Class III- Natural Environment Areas. Various types of areas that are suitable for recreation in a natural environment and usually in combination with other uses. These areas are usually a transition between general and primitive recreation areas. The large majority of the land would be placed in this classification. The land would generally be left in its natural state and recreational use would not change this. Class III developments could include trails, access roads, and some basic camping facilities. Often there would be small Class II and even Class I areas found inside a larger Class III area.

Class IV- Unique Natural Areas. These are areas of outstanding scenic splendor, natural wonder, or scientific importance. These areas, because of their uniqueness, should be preserved in their natural condition. Class IV areas are limited in number and irreplaceable. They would normally include spectacular or especially beautiful lakes, waterfalls, or natural features.

Class V- Primitive Areas. These are undisturbed wilderness areas, characterized by natural wild conditions including "wilderness areas". The natural

environment should be undisturbed by all types of development and there should be no

mechanized transportation. The area should provide a sense of being far removed from civilization so that the individual is alone with nature.

Class VI- Historic and Cultural Sites. These are sites of major historic or cultural significance, either local, regional, or national. They include sites related to history, tradition, or the cultural heritage of the nation.

In relating the above classifications to Okanogan County, city governments should be concerned primarily with provision of Class I areas and county or state government or private groups with Class II areas. Provision of Class III and Class V areas could be made by either the federal or state government. Following is a resume of the recreation classification system as it could be applied in Okanogan County.

Class I-High Density Recreation Areas. In Okanogan County, areas classified for high density recreation would be limited to the incorporated towns, the urbanizing areas surrounding these towns, and the larger unincorporated communities. The largest area of need for high-density recreation is Omak-Okanogan including the unincorporated Elmway area lying between these two cities. Other areas where high-density recreation facilities are needed include the incorporated towns (and their surrounding urbanizing areas) of Coulle Dam, Elmer City, Nespelem, Brewster, Pateros, Riverside, Tonasket, Oroville, Conconully, Winthrop, and Twisp; and the unincorporated communities of Malott, Loomis, and the Colville Indian Agency. Park sites would have to be provided by the cities, the county, special park and recreation districts, or private service clubs. School grounds can also function as high density park sites. Types of park facilities needed include playfields, playgrounds, picnic areas, swimming pools and other swimming areas, and landscaped areas for passive recreation.

Class II- General Outdoor Recreation Areas. This type of site should be located in the more densely settled rural areas of the county or along lakes which are outside of National Forest land. The park sites should be primarily oriented to the waterfront, the state highway system, or an outstanding view. Areas included in this category are lands abutting all primary and secondary state highways and lands adjacent to the Okanogan, Methow, Chewack, Twisp, Similkameen, and Columbia Rivers; Sinlahekin Creek; and a number of lakes including Buffalo, Summit (southeast portion of the county), Omak, Big Goose, Crawfish, Gooseberry, Ell, Bonaparte, Lost, Fletcher Summit (northeast portion of the county), Sidley, Osoyoos, Palmer, Wannacut, Chopaka, Spectacle, Whitestone, Aeneas, Fish, Conconully, Duck, Leader, Rat, Davis, Campbell, Pearrygin, Patterson, Twin, and Alta. Development of public recreation areas would be primarily a county or state responsibility which could be handled through such agencies as Okanogan County, the State Department of Parks and Recreation, the State Highway Department, the State Game Department, and the State Department of Natural Resources. Semi-public development of recreation by service clubs could also play a major role in Class II recreation development. Private recreational development is a basic part of Class II areas and is more important in this recreational category than in the others. Types of recreational development which should be considered include resorts, trailer

camps, campgrounds, picnic areas, boat launching areas, swimming areas, water skiing areas, fishing areas, and skiing areas.

Class III- Natural Environment Areas. The bulk of Okanogan County is in this classification. The majority of the land is either under Forest Service or Indian Reservation jurisdiction although there is considerable privately owned land (mainly immediately west of the Okanogan River Valley and in the northeast section of the county). Provision of recreation on forest service lands is under the jurisdiction of the Forest Service. Lands outside the forest which are in this classification are outside the limits of potential urbanization and will probably remain in their natural state for the foreseeable future. Typical recreation activities include hiking, hunting, fishing, camping, picnicking, and sightseeing. Improvements should emphasize the natural environment and could include access roads, trails, and simple improvements for camping.

Class V- Primitive Areas. The part of the National Forest land located within the North Cascade Primitive Areas is the only portion of Okanogan County within a Class V category.

Class VI- Historical and Cultural Sites. Okanogan County has many sites of interest from a historical or cultural point of view. Efforts have been made to preserve and promote some of these sites. The two most important Class VI sites in the county which have been well developed are Grand Coulee Dam and Fort Okanogan. Such sites as the townsite of Ruby and the grave of Chief Joseph should be preserved and developed more extensively. The Okanogan County Historical Society plans to mark many of the sites of historical significance so that county residents and tourists may have an opportunity to view them. An incomplete list of sites to be marked by the historical society includes the Okanogan Smith orchards; the McLaughlin Indian battleground; the townsites of Chesaw, Molson, Riverside Loomis, Conconully, Ruby, Silver, and Wauconda; the Hee-Hee Stone; the Wild Goose Bill Condon toll road; the Cariboo Trail; Hart's Pass road; the Black Canyon forest fire; Fort Okanogan; Indian paintings; Chief Joseph's grave; Grand Coulee Dam; the Parson Smith tree; the Guy Waring cabin; and the flood of 1948. Okanogan County has a historical background which is almost unique in the State of Washington and which, if developed properly, could be of significant cultural and economic value.

Types of park sites and facilities which are needed in the county include the following:

(1) Waterfront access for swimming, fishing, boating, water skiing, or looking. This is especially needed along Lake Osoyoos, Omak Lake, and in the Upper Methow and Chewack Valleys. Other areas of high priority need are along the Okanogan River; along the Columbia River near Brewster, Pateros, Bridgeport, Elmer City and Coulee Dam and along such lakes as Palmer and Spectacle.

(2) Roadside parks. These are needed primarily along Highway 97 and along the proposed North Cross-State highway north and west from Twisp. Facilities needed in roadside parks include parking areas, picnic tables, and comfort stations. In many cases the parks could be developed in conjunction with waterfront access parks. This is especially advantageous along both the Okanogan and Upper Methow Rivers.

In Okanogan County with its comparatively small population, with no major urban centers, with a high recreation potential caused by the impending completion of the North Cross-State Highway, and with the potential of the vast Puget Sound metropolitan area population to draw from county park development should emphasize the following:

Acquisition, development, and operation of parks of a general outdoor recreation nature (Class II). The parks should be for the recreational needs of the local residents and for the weekend, summer and fall visitors from outside the county (primarily from the Puget Sound area or Canada). General outdoors recreation sites developed by the county should emphasize provision of picnic areas, water skiing facilities, swimming areas, and fishing areas. Sites should be chosen which provide ease of access to the water, and, when feasible, ease of access from the state highway system. Highest emphasis for site consideration priority should be in the Upper Methow Valley; along Lake Osoyoos, Palmer Lake and Omak Lake; in the Wells Dam Reservoir area from the Chelan County Dam and Roosevelt Lake. High emphasis should be placed on the Okanogan Valley and the Spectacle-Whitestone Lake area. Secondary emphasis for consideration should include lands along the state highway system; the Columbia River; the Similkameen River; Sinlahekin Creek; and many of the county's lakes where it is feasible for fishing, swimming, boating, or water skiing.

2. Means of Securing and Developing County Park Land

If the county chooses to develop a park system, a decision will have to be made pertaining to administration of the parks. The two general methods for administering the county park system are through park boards or through a park department or similar arrangement under the general supervision of the county commissioners. County Park and Recreation Boards were originally set up by 1949 state legislation. County Park Boards have the responsibility of acquisition, improvement, and maintenance of parks, playgrounds, and recreational facilities. A Park Board has seven members, six of whom are appointed by the Board of County Commissioners. The seventh member is the County Superintendent of Schools.

The basic difference between the Park Board and control of county parks directly through the county commissioners is in the matter of budget. Under the Park Board method, a county park and recreation fund is established and all yearly budgetary allocations are placed in this fund by the county commissioners. All balances in the fund at the end of any year are carried over in the fund to the next year. When the county commissioners have direct responsibility for the park system any budget surplus at the end of the year reverts to the general fund.

Acquisition of land for county parks can be done by a number of means. Among the more feasible methods of acquiring parks are:

- (1) Negotiated purchase through use of general funds.
- (2) Gifts or donations.

(3) Through use of land already owned by the county-this may be land originally

purchased for other purposes.

(4) Through lease of lands owned by the State of Washington and managed by the Department of Natural Resources.

(5) Through purchase or lease of Federal surplus lands for recreational purposes. The Bureau of Land Management has a program of this nature where land is sold to local government for recreation purposes for a nominal fee providing the local government prepares a plan for development of the site for recreational purposes.

(6) Through co-operation with the State Highway Department and the County Road Department in providing access to waterfront as a part of highway design and construction.

(7) Through acquisition of park sites from the Douglas County Public Utility District as a result of the Wells Dam Hydroelectric Project. Upon completion of Wells Dam, the Douglas County PUD will own a considerable amount of waterfront along the Wells Dam Reservoir (both Columbia and Okanogan Rivers) in Okanogan County. Some of the shore area along the reservoir will be desirable for park sites. Since the title of the property is in public ownership Okanogan County should work closely with the Douglas County PUD to acquire and develop park sites along the reservoir.

In addition to the above, there is pending both federal and state legislation which will provide matching money to local government for park development. At such time as the new legislation is approved, Okanogan County should investigate it thoroughly to determine if it would be advantageous to participate in either the state or federal program for recreation development.

Park sites can also be acquired through local bond issues, through purchase by the right of eminent domain, or through requiring land for park purposes as part of subdivision approval.

Park development and maintenance will have to be accomplished in large part through use of county general funds. However, service clubs and other community organizations should be encouraged to participate in county park development with both financial and manual assistance. It is unlikely that park maintenance could be accomplished successfully by any group outside of county government.

User fees could partially offset the cost of park maintenance, operation, or administration. This method could be used most advantageously for overnight camping. Other Washington counties charge \$1.00 a night for tent camping and \$1.50 a night for trailer camping. Lease or rental of park concessions to a private operator may also be considered as a means of raising revenue for park operation.

Once a park system is established it is important that park land not be appropriated for other incompatible purposes. The land should be preserved from the threat of encroachment by highways, business enterprises, or institutional uses. Zoning can be beneficial in protecting parkland from incompatible

commercial, industrial, and institutional land uses. Protection of parks from encroachment by highways will have to be considered carefully prior to the time of highway right-of-way acquisition. It is more important to work with the Highway Department to try to improve access to recreation areas which will be of benefit to both the county and the highway user.

If land is lost for recreation purposes it should be replaced in kind considering size, usability, and quality.

Parks in urbanizing areas could often be developed in conjunction with schools. A school-park is a school, a neighborhood park, and a playground which are combined and developed on an integrated basis. The school and gymnasium can be used for recreation and community activities during non-school hours; the park can be used as part of the school program; and the playground can serve as part of both the school and the park. A school-park occupies less land and is less costly than the two facilities would be if developed separately.

3. Other Means of Securing and Preserving Open Space

Private recreation is of great importance to Okanogan County and can assist in recreational development primarily through provision of facilities which are the highest in demand (resorts, trailer camping areas, etc.) County government can assist in private recreation development through support of civic organizations and other groups in their acquisition and development of sites.

Other than outright purchase of park lands, the county can assist in preservation of open space either through acquisition of rights of less than full ownership or through regulatory devices such as zoning and subdivision regulations.

Acquisition of rights of less than full ownership could primarily be accomplished through lease of property or through the use of easements. Property lease is discussed in the previous section. Use of easements would mean that the county would purchase the right it needs and the land would remain in productive use through private ownership. One type of easement which could be used successfully in Okanogan County is the streambank easement.

This type of easement can be used to preserve fishing and walking rights along the edge of a stream or lake to the general public and still permit subdivision of waterfront property. In this way public access to the water could be assured in the future summer home subdivision areas (primarily along the Methow or Chewack Rivers). A streambank easement could be made a requirement for subdivision approval.

Access to the waterfront for the general public can also be maintained through close scrutinization by the county of applications for vacations of county roads. This would mean adoption of a county policy whereby vacations of county roads would not be permitted in cases where the road provides direct access to a stream or lake.

Regulatory devices established by the county which can help to maintain open space include zoning and subdivision resolutions. Agricultural zoning with large

minimum lot sizes can assist in the preservation of the open countryside through the prevention of urban development in agricultural areas. Subdivision regulations can be used to require access to waterfront property in new subdivisions through the provision of street right-of-way with at least a 60-foot width to the water at specified intervals of a quarter mile or less.

B. Schools

The population projection for Okanogan County* shows a high estimate of 28,900 people and a middle estimate of 26,700 people in 1980. If approximately 25 per cent of the 1980 population were in schools in 1980 there would be from 6,700 to 7,200 students enrolled in Okanogan County. These figures indicate that the equivalent of from two to three new schools would have to be built in the county to accommodate the potential enrollment increase. Of course this total does not indicate the entire amount of possible new construction as it does not consider such items as school consolidation, changes in curriculum which require greater space, major additions to existing schools, closure of small rural schools, the need to replace obsolescent school facilities, or the population shifts within the county.

Minimum land area standards for school sites which have been adopted by the State Department of Public Instruction are as follows:

Elementary schools-5 acres plus one acre for each 100 students of predicted ultimate maximum enrollment.

Junior and senior high schools-10 acres plus one acre for each 100 students of predicted ultimate maximum enrollment.

Factors other than the site size should be taken closely into consideration in locating new schools are:

*Population Trends in Okanogan County, Joint Planning Office, Chelan County Court House, Wenatchee, Washington 1963.

1. For an elementary school the walking distance from home to school should not exceed one-half mile. For junior highs the maximum recommended walking distance

is on mile and senior highs one and one-half miles.

2. A school should be centrally located with respect to its service area. If possible a service area for an elementary school should not be bisected by an arterial street. Elementary schools should not be located on arterials because of the traffic hazards for the smaller children. Senior highs are more suitably located on arterials because the gyms and auditoriums usually connected with them attract large crowds and because the school bus route to the site should be on more important streets.

3. Schools should not be located in existing or potential commercial areas because the environment is not suitable for school location and because the schools would be poorly located with respect to their service areas.

4. School sites should be located in areas with relatively flat terrain, with minimum drainage problems, and where utilities can be made immediately available.

5. Schools sites should be located and purchased well in advance of need to obtain the most satisfactory site at the minimum cost.

C. Sewer and Water Facilities

At present Okanogan County does not have any sewerage and water controls. It is going to be imperative for the future health and welfare of the residents of Okanogan County that adequate sanitation regulations be implemented and enforced by the county. There are several areas within the county that are beginning to have, or will have in the near future, problems relating to water and sanitation. The reason that this has occurred is due to the lack of adequate controls at the time of development. As time passes and the density of development increases the situation will become more serious. The Elmway Area between Omak and Okanogan; the west shore of Lake Osoyoos; the communities of Malott and Loomis; and many smaller pockets of development are presently beginning to have problems caused by the lack of adequate sewer or water facilities or controls. Therefore, Okanogan County should begin procedures to implement adequate safeguards for its residents pertaining to the installation of sewer and water facilities. It also would be very desirable if some of the more densely developed areas instigated and developed sewer and/or water districts to take care of their needs. Information regarding the establishment of sewer and water districts can be obtained from the State Health Department.

Another type of development that is going to require careful watching is the summer home recreational plat on the county's lakes and streams. Recreation is one of Okanogan County's major industries and adequate sanitation controls should be provided to protect and enhance this industry. If these safeguards are not provided it is going to put not only recreation but also the agricultural industry in jeopardy since much of the county's irrigation water comes from its larger lakes and streams. Each time a summer home recreational plat is submitted for approval, protection must be provided to guarantee a safe and adequate water supply for all lots in the plat, and a control against stream

or lake pollution. This means that surrounding development must be considered in approving all plats.

D. County Court House Parking

There is no need, in the foreseeable future, for building expansion on the county court house. There is a need for parking facilities for court house employees so that the area immediately adjacent to the building will be available for patrons and so that traffic and parking congestion on Fourth Avenue in front of the court house will be relieved. The vacant lot located on the southwest corner of Fourth Avenue and Norman Street should be considered as a parking lot by the county commissioners.

E. Other Public Facilities

There are several other types of public facilities in Okanogan County which also need development. These other facilities include county road district shops, airports, garbage dumps, and gravel pits.

1. County Road District Shops

The county road district shops are located in various communities throughout the county and in some cases they are not in a desirable location as far as the town's welfare and development is concerned. As the towns grow and the location of the shops become less desirable the shops should be moved to the industrial sections of the towns.

2. Airports

There are several airports in Okanogan County, but few of them have adequate development at this time. Many of them are dirt strips. The major towns which have underdeveloped airstrips are Oroville, Tonasket, Okanogan, and Brewster. It is going to be necessary to expand the development of these airstrips to allow the area for which they serve to adequately benefit from the facility. As the use of Okanogan County's recreational resources expands there are going to be more people flying into the county. Those areas that have the best strips will be in the best position to take advantage of the additional tourists.

3. Garbage Dumps

Garbage dumps are one of the necessary evils of present day society. At best a garbage dump is an unsightly, smelly, and undesirable development. As garbage dumps are considered in Okanogan County particular care should be exercised in their location and development. The following are general guidelines for consideration of development of a garbage dump:

- (1) The dump should be as far from any concentrated development as possible.
- (2) The dump should be down-wind from any concentrated development.
- (3) The dump should be located in a manner so that it is not visible from a major road.

(4) The dump should not be near a stream or source of water supply.

(5) The pit site should be rehabilitated as much as possible upon termination of the operation.

F. Implementation

The most usual method of implementing the public facilities element of the comprehensive plan is through the adoption of a capital improvements program. A capital improvements program is a long-range financial plan for the acquisition and development of public property such as utilities, parks, and public buildings. The capital improvements program designates a priority for the development of public facilities and normally looks about six years into the future. It should be revised every year to reflect completion of projects, new project needs, and financing. The amount of money set aside for capital expenditures is based upon estimates of future expenditures, cost of public facilities, revenue from taxes, and other sources.

Local service and community clubs can also be of great assistance in the acquisition and development of parks within Okanogan County. These clubs should be encouraged to participate in county park development with both financial and manual assistance.

IV. ROADS

The road plan for Okanogan County contains proposals relating to the standards and locations of arterial roads. County road use is directly related to the present and future use of land within the county and plans for future development and location of arterials should be directly related to plans for future county land use and public facilities. The plan for arterials should provide a general guideline to the county in the preparation and implementation of the six-year arterial road program.

A. Definitions of County Roads

The county road system in Okanogan County includes the following types of roads:

1. Major County Arterials
2. Secondary County Arterials
3. Collector County Arterials
4. Access Roads

1. Major County Arterials

These arterials are second in importance only to the state highways. Along with the state highways they form the major framework of the county highway network. Supplementing the state highway system, the major county arterials:

(1) Connect the major population centers of the county with each other and with major traffic generators such as mills, mines, elevators, warehouses, parks, and resorts.

- (2) Connect the populaion centers and traffic generators with the state highway system.
- (3) Carry the greater traffic volumes found on the county's arterials.
- (4) Serve nenerous side roads as a primary feeder to or from an area.
- (5) Provide special truck routes or bypasses of congeseed areas.

In general all major county arterials will be on the Federal Aid Secondary (FAS) system, but not all FAS routes will necessarily qualify as major arterials. Dead ends and closely parallel routes should be avoided if topography permits.

2. Secondary County Arterials

These arterials are the next most important group, supplementing both state highways and major arterials. In combination with major arterials they serve a majority of travel on all roads of the county arterial system.

Supplementing major county arterials, the secondary county arterials:

- (1) Connect minor communities, population centers, or traffic generating establishments with each other and with nearby larger places.
- (2) Carry somewhat less traffic volumes than that found on the county's arterial roads.
- (3) Serve as major connectors between state highways and major county arterials, and feed side roads as well.
- (4) In urbanized areas, provide intermediate collector routes between state highways or major arterials.

Normally, all county Federal Aid Secondary (FAS) routes not designated as major arterials are included in the secondary arterial class. State highways and major or secondary county arterial roads should, where feasible, provide service from all communities of more than 300 people. Dead end roads and closely parallel routes are not desirable, but are permissible where essential.

3. Collector County Arterials

These arterials are the "spacers" and are essential to provide reasonable arterial type service to all populated areas not otherwise served by preceding classes or by state highways. Normally, collector roads are located between roads of higher class, and are not necessarily continuous in line for long distances. Ordinarily, they are not directly connected to communities or traffic-generating points.

Collector arterials in addition to the preceding:

- (1) Have generally heavier traffic than local access roads (all public roads other than state highways or arterials).
- (2) Serve as collector roads for two or more side roads.
- (3) Act as frontage roads for full-controlled access or interstate highways.
- (4) Serve local school, church, elevator or warehouse as connector to nearest road of higher class.
- (5) Provide arterial spacing in conjunction with higher class roads.

4. Access Roads

All county roads which are not classified as arterials are known as access roads. The primary function of the access road is to provide access to abutting properties and to carry low volume traffic to the arterials. Compared to arterials the number of people serviced by any single county access road is quite small.

Within Okanogan County there are over a thousand miles of road which are not on either the county or state highway road systems. These roads are built and maintained by the U.S. Forest Service, the Washington State Department of Natural Resources, and the Colville Indian Agency. They are considered and function as access roads in Okanogan County.

B. Design Standards

The Washington State Adopted County Arterial Highway Design Standards as approved on June 3, 1961 are as follows:

ARTERIALS WITH PRESENT OR PREDICTED AVERAGE DAILY TRAFFIC
FROM 1,000-4,000 VEHICLES

| | |
|-------------------------|------------------------------------|
| Right of Way Width | 60 feet or more |
| Number of Traffic Lanes | 2 |
| Width of Roadbed | 38-44 feet |
| Shoulder Width | 8-10 feet |
| Pavement Width | 22-24 feet |
| Maximum Grade | 6 per cent-flat topography |
| | 8 per cent-rolling topography |
| | 10 per cent-mountainous topography |
| Sharpest Curve | 6 degrees-flat topography |

10 degrees-rolling topography

| | |
|----------------------------|---|
| Non-passing Sight Distance | 14 degrees-mountainous topography 475 feet-flat topography 350 feet-rolling topography 275 feet-mountainous topography |
| Surface Type | High grade asphaltic concrete or similar surfacing |

ARTERIALS WITH PRESENT OR PREDICTED AVERAGE DAILY TRAFFIC
FROM 100-1,000 VEHICLES

| | |
|----------------------------|--|
| Right of Way Width | 60 feet |
| Number of Traffic Lanes | 2 |
| Width of Roadbed | 26-30 feet |
| Shoulder Width | 3-4 feet |
| Pavement Width | 20-22 feet |
| Maximum Grade | 8 per cent-flat topography 12 per cent-rolling topography 12 per cent-mountainous topography |
| Sharpest Curve | 10 degrees-flat topography 12 degrees-rolling topography 24 degrees-mountainous topography |
| Non-passing Sight Distance | 350 feet-flat topography 275 feet-rolling topography 200 feet-mountainous topography |
| Surface Type | Low to intermediate bituminous |

ARTERIALS WITH PRESENT OR PREDICTED AVERAGE DAILY TRAFFIC
FROM BELOW 100 VEHICLES

| | |
|-------------------------|---|
| Right of Way Width | 60 feet |
| Number of Traffic Lanes | 2 |
| Width of Roadbed | 20-26 feet |
| Shoulder Width | 2-3 feet |
| Pavement Width | 16-20 feet |
| Maximum Grade | 10 per cent-flat topography 12 per cent-rolling topography 15 per-cent mountainous topography |
| Sharpest Curve | 14 degrees-flat topography 25 degrees-rolling topography 56 degrees-mountainous topography |
| Surface Type | Unpaved |

Major county arterials should be constructed to the road standards for average daily traffic from 1,000 to 4,000 vehicles. Both secondary arterials and collector arterials should be built to at least the recommended standard for roads from 100 to 1,000 vehicles per day. Access roads can normally be built to standards of roads with less than 100 vehicles per day, although in the county's urbanizing areas the standards for access roads should be higher.

C. The Arterial Plan

The proposed arterial plan for Okanogan County is shown on plate IX. Recommendations on the plan pertain mainly to the designation of major, secondary, and collector county arterials. There are no suggested changes to the state highway system.

1. Major County Arterials

The major county arterials designated on the plan are as follows:

- (1) The old state highway on the west side of the Okanogan River from Brewster to Okanogan (plus the Malott Bridge). This road serves the major agricultural area in the southern portion of the Okanogan Valley and Brewster Flat. The road also connects the community of Malott directly with Highway 97 and with Brewster and Okanogan.
- (2) Present U.S. Highway 97 between Okanogan and Omak. This road will revert to the county when the highway bypass on the east side of the river is completed. This road connects the county's two largest cities, and serves the Elmway area lying between Omak and Okanogan. It has the highest traffic counts of any road in the county and it is expected that construction of the new bypass east of the Okanogan River will not significantly reduce the amount of traffic on this road.
- (3) The old state highway west of the Okanogan River from south of Tonasket to Oroville (plus the bridge to Ellisford). This road provides access to the orchard areas of the north part of the county and supplements the state highway in carrying traffic between Tonasket, Ellisford, and Oroville. The road also collects traffic from the Loomis-Palmer Lake area roads and funnels it onto the state highway system.
- (4) The road from Conconully to the City of Okanogan. This road connects Okanogan, the county court house, Omak, and Highway 97 to the recreational area, lake, and state park at Conconully. The road also provides arterial access in the densely settled Pogue Flat orchard area north and west of Omak and Okanogan.
- (5) The Ross Canyon and Kermel Grade roads from the Conconully Road to Omak. These roads provide a major connection from the Conconully Road to Omak and Highway 97. They also help to provide arterial access in the Pogue Flat area.
- (6) The Tonasket-Havillah Road from Tonasket to its junction with the Oroville-Toroda Creek Road and the Oroville-Toroda Cheek Road from the above-mentioned junction west to Oroville. This loop road provides arterial access from Oroville, Tonasket, and Highway 97 to the agricultural, recreational, and forest areas in the northeast part of the county.
- (7) The Cache Creek Road from Nespelem east to Ferry County. This road provides arterial access from State Highway 155, Nespelem, Omak, and the Coulee Dam area to the Sanpoil River Valley in Ferry County.

(8) The road from Carlton to Twisp on the west side of the Methow River and the road from Twisp to Winthrop on the east side of the Methow. These roads

supplement State Highways 20 and 153 in providing arterial access to Twisp, Winthrop, and the agricultural and recreational areas of the Methow valley.

2. Secondary County Arterials

The secondary county arterials indicated on the plan are as follows:

(1) The Alta Lake Road from State Highway 153 to Alta Lake. This road provides arterial access from U.S. Highway 97 and State Highway 153 to the substantial public and private recreational development at Alta Lake.

(2) The Twisp River Road from Twisp to Buttermilk Creek. This road provides arterial access from Twisp and Highway 20 to the agricultural, recreational, and forest areas along the Twisp River.

(3) The loop formed by the Loomis Road and the Similkameen Road from its junctions with higher type arterials in the Okanogan Valley (plus the road to the Nighthawk port of entry). This road connects the northern Okanogan Valley with the community of Loomis, and with the recreational and agricultural areas in the vicinity of Whitestone, Spectacle, and Palmer Lakes and the Similkameen River. As both agriculture and arecreation become more important in this area it is likely that use of this road will increase considerably in the foreseeable future.

(4) The Toroda Creek Road from its junction with State Highway 30 northeast to Ferry County. This road connects Okanogan County with the Curlew recreational area in northern Ferry County.

(5) The Tunk Creek Road from Riverside to Synarup. This road provides arterial access from Riverside and Highway 97 to the agricultural areas in the vicinity of Synarup.

(6) The Omak-Riverside road along the east of the Okanogan River from East omak to Riverside. The road provides supplementary arterial access to Highway 97 for the agricultural area in central Okanogan County.

(7) The Duck Lake and Robinson Canyon Roads from Omak through Pogue Flat. These roads connect Omak and Highway 97 to the Pogue Flat Area and supplement other major arterials in the area.

(8) The Peter Dan Canyon Road from Highway 155 north of Elmer City to Ferry County. This road provides arterial access from the Coulee Dam-Elmer City area to the Keller area in Ferry County and should assist in the future recreational development of Roosevelt Lake.

3. Collector County Arterials

The collector county arterials shown on the plan are as follows:

(1) The Molson-Mary Ann Creek Roads, the Oroville-Toroda Creek Roadk, and Bonaparate Lake Road have been classified as collector arterials in order to

complete the arterial network for the northeastern section of the county.

(2) The Salmon Meadows Roads, the Conconully Road (north and east of Conconully), the Fish Lake-Loomis Road and the Pine Creek Road provide arterial access to the recreational forest, and agricultural areas in and around the Sinlahekin Valley.

(3) The Riverside Cut-Off Road provides collector arterial access from the Conconully area to Riverside and Highway 97.

(4) The Duck Lake Road and the Old Omak to Riverside Road connect the Conconully Road to Highway 97, provide collector arterial access in the Pogue Flat area, and provide an arterial to the Omak Airport.

(5) The Salmon Meadows Road, the Mazama Road, the Perrygin Lake Road, the Davis Lake Road, and the Twin Lakes Road provide arterial access to the recreational and agricultural areas of the Upper Methow and Chewack Valleys. When the North Cross-State Highway opens these roads will assume additional importance in providing access to recreational areas.

(6) The Malott B and O Road connects the Malott area and Highway 97 with the Loup Loup Highway.

(7) The Monse-Wakefield Road (and the Monse Bridge) completes the arterial road pattern for the agricultural area on the west side of the Okanogan River in the south portion of the county. It also connects the community of Monse with Highway 97.

(8) The Cameron Lake Road, the Duley Lake Road, the Timentwa-Timm-Greenway Roads, the Omak-Okanogan to Nespelem, the Coyote Creek Road, the Mission Road, the Nespelam Road, and the Eder Road have been designated as collector arterials to serve the recreational and forest areas in the reservation area. The Omak-Okanogan to Nespelem Road and the Coyote Creek Road are especially important as they provide arterial access to the high potential recreation areas at Omak Lake.

(9) The Park City and Gold Creek Roads provide collector arterial access to the agricultural and forest areas near Nespelem.

D. New Roads

At this time the only new road Okanogan County is contemplating constructing is the Beth Lake Road in the northeastern portion of the county. This road is being built in conjunction with the National Forest Service since a portion is over forest lands. The road will be important to this portion of the county since it will open up additional forest and recreation resources to public use.

The only other new roads that are being contemplated at this time are either on state or federal lands and are going to be phased over an extended period of time. These roads will be beneficial to the county's forest and recreation industries.

The last section of the county comprehensive plan, "Urbanizing Area Plans", contains recommendations for construction of new roads in the urbanizing portions of the county. Many of the proposed roads are located outside the corporate boundaries of the county's larger towns and, if they are to be built, they will most likely be part of subdivisions which will have to be approved by the county. These proposed roads are intended to open up landlocked property and to provide a logical extension of the street pattern which prevails in the towns. In many cases the proposed streets are in hilly terrain. Street and lot patterns in areas of steep topography should be oriented to the terrain in order to minimize street grades, reduce the amount of cutting and filling along the street, create more developable lots, and assure that advantage can be taken of the view.

E. Implementation

One of the main intentions of the arterial plan for Okanogan County is to provide a guideline to the county for the preparation of their six-year road program. Programming of capital improvements for roads as a part of the six-year road program should be related to the arterial plan. It is realized that the arterial plan goes far beyond the scope of the six-year road program. Therefore, the plan will have to be the general guide upon which to base the six-year program for the next 15 to 20 years. Unless the six-year road programs are based on some long-range goals it is very difficult to attain a logical arterial plan in the future.

The arterial plan can also be implemented through encouragement of travel on the designated arterials. This can be done most effectively through use of arterial standards in design and construction. Use of properly located "Stop" and "Yield Right of Way" signs will also help to implement the arterial plan. The traffic control signing can be completed by giving highest preference for traffic movement to major arterials, second preference to secondary arterials, next to collector arterials, and lowest preference to access roads.

Another means of implementing the county road plan would be through the adoption and enforcement of subdivision regulations. Subdivision regulations normally contain design standards for roads which would help to implement the street design standards section of the comprehensive plan. Subdivision regulations will be of greatest benefit in the periphery of the communities and in the recreational residential areas in helping to promote a coordinated street pattern.

V. URBANIZING AREA PLANS

Due to growth problems caused by rapid present or potential urbanization, more detailed comprehensive plans have been prepared for nine areas in Okanogan County. Eight of the nine areas are adjacent to some of the larger incorporated towns while the ninth area is that district impacted by construction of Wills Dam in the southern portion of the county.

A. The Twisp Area

The Town of Twisp has recently adopted a comprehensive plan for the area within and surrounding its corporate limits. However, the town does not have

jurisdiction of the land outside its boundaries and will have to rely upon the county to assist in the development of this outlying property.

The land use plan shows that the majority of developable land outside the city boundaries is designated as residential although there are some industrial areas also indicated. The industrial and residential areas are logical extensions of these areas inside the city limits. All of the industrial area is south or southeast of town. The designated residential area around Twisp is used mostly for agricultural purposes. As the residential sections of Twisp grow, the development should be watched closely so that conflicting industrial and commercial land uses which create deterioration and lower property values do not move into the area.

The only proposed public facility located outside of Twisp is a park between the Methow River and the Twisp-Winthrop road east of the river. This park need not be developed until such time as the parks within the town have been well established.

The road plan for the areas outside Twisp show extensions of the town's arterial streets into the county. There is also a suggested new street pattern on the northern edge of Twisp which would provide for full residential development of this area.

The comprehensive plan for Twisp and vicinity is shown on Plate X.

B. Wells Dam Impact Area

Wells Dam is being constructed just south of Okanogan County on the Columbia River. This dam and the resulting reservoir area behind the dam are going to have a profound influence on the economy of the south portion of Okanogan County. Much of the Town of Pateros and some of the Town of Brewster are going to be inundated by the reservoir and will have to be relocated. A considerable amount of prime orchard land along the Columbia River is also being inundated. With the creation of the reservoir behind the dam the potential for recreational development will be increased significantly and it is especially important that public agencies take advantage of this opportunity.

The land use element of the comprehensive plan for the Wells Dam Impact Area provides for agricultural, recreational residential, suburban residential, commercial, tourist commercial, and industrial areas. The proposed recreational residential area is shown for the area surrounding Alta Lake. Suburban residential areas are indicated in the vicinity of both Brewster and Pateros to allow for residential relocation of the inundated portion of these communities. The new industrial area for Pateros is located east of town but will be annexed to the city. The county plan shows that large areas along the Great Northern tracks east and west of Brewster are suitable for industrial use. Property near the intersection of U.S. Highway 97 and State Highway 153 just south of Pateros would be suitable for limited commercial development. Tourist commercial development should be located near the potential recreation area at the mouth of the Okanogan River. Private recreational development is suitable for many other areas along the shore of the reservoir and should be encouraged when the demand

warrants it. Along most of the Columbia River from the Chelan County line to Brewster most of the land is indicated as agricultural. This prime agricultural land should be reserved for agricultural use while urban development should be encouraged near the towns where municipal facilities are available.

There are several park sites designated for the Wells Dam Impact Area that in the future are going to be very important to the economy of the south portion of Okanogan County. The most important potential park site is at the confluence of the Okanogan and Columbia Rivers. There will be a large lee-water area at this point which will be suitable for all sorts of water sports. The other park sites indicated in the reservoir area are across the Okanogan River from Wakefield at the pine tree-sand dunes area; on the west city limits of Brewster; and approximately two miles south of Pateos. The plan also indicated the proposed golf course north of Alta Lake.

The comprehensive plan for the Wells Dam Impact Area is shown on Plate XI.

C. Brewster Area

The comprehensive plan for the Brewster area shows only that portion lying outside the city limits. The town is currently preparing a comprehensive plan. It is important that the county plan for the Brewster area be closely coordinated with the plan for Brewster.

In planning for the outskirts of Brewster, the most serious item of consideration is the relocation of the portion of the city to be inundated by the Wells Dam Reservoir. A large share of the southerly portion of town including part of a city park and some residential property will be covered by the reservoir. The plan for the outskirts of town shows potential residential development immediately west of the city limits and on the hillside of town is presently in orchard but this area presents the only suitable site where municipal facilities can be provided for residential growth. Industrial expansion areas on the plan are shown along the Great Northern tracks both east and west of town. The relocation of the orchards to the Brewster Flats area should make Brewster a suitable spot for new fruit warehousing facilities with railroad track frontage.

The Wells Dam Reservoir area should provide considerable recreational potential for Brewster. The reservoir shore just southwest of the city limits would provide a natural location for the development of a park with swimming, boating, camping, and picnicking facilities.

The road plan for the Brewster area indicates several new residential streets for the area west of town. If a road pattern of this nature is not provided when this area develops for residential use, the result could be an excessive number of jogs and dead-ends in streets and landlocked property where road access cannot be made available. One of the major goals of planning is to provide for maximum utilization of land and a coordinate street system.

The comprehensive plan for the Brewster area is shown on Plate XII.

D. The Okanogan Area

The comprehensive plan for the Okanogan area includes recommendations pertaining to land within the city limits. The City of Okanogan has recently completed a comprehensive plan for Okanogan and vicinity. The city can implement the plan as it pertains to land within their corporate boundaries but the plan for the areas outside the city will have to be implemented by the county.

The large majority of urban development in the Okanogan area has occurred within the city limits. However, room for future development, especially of a residential or industrial nature, is quite limited. It is expected that the large majority of future residential development in the Okanogan area will occur on the hillsides west of town.

The land use plan for Okanogan and vicinity shows suburban residential development for this area west of town. Almost all of the land in this area is fairly steep and much of it commands an excellent view of the city and the Okanogan Valley. Because of the steepness of the terrain there will be many problems associated with its development. Among these problems are development of a coordinated street pattern, provision of utilities, steep grades on streets, and excessive cutting and filling on streets and lots which may cause slides. The county will have to supervise development of this land but subdivisions in the area should be closely coordinate with city plans so that the city can furnish adequate utilities.

East of the Okanogan River most of the land has been placed in an agricultural classification. The majority of this land has been used for orchard or other intensive agricultural purpose. The land is important to the preservation of the agricultural economy of the Okanogan area and its location east of the Okanogan River makes it difficult to provide necessary utilities for urban development.

Some land adjacent to ther city limits east of the Okanogan River is included in the industrial land use classification. This area is the natural expansion area for Okanogan industry as it is flat, can be provided with water, it has good access both to the highway and the railroad, and its location across the river from town will create no harmful effects upon residential or commercial development. When the need arises this industrial area can be expanded on a planned basis into the agricultural area designated on the plan.

The new highway bypass and its access roads into Okanogan should be as free as possible from commercial development. The bypass will only be as satisfactory to the city as the type of use developed near the two interchanges. Commercial development along the new highway would have the bad effort of considerably undermining the strength of downtown Okanogan and of reducing the effectiveness of the highway as a carrier of fast-moving through traffic.

The comprehensive plan for Okanogan and vicinity is shown on Plate XIII.

E. The Elmway Area

The Elmway area is the unincorporated territory between the cities of Omak and Okanogan. In recent years the area has seen considerable urban growth spilling

over from both Omak and Okanogan. Elmway is the natural transportation corridor between the two largest towns in the county and contains existing Highway 97, the new Highway 97 bypass, the Great Northern tracks, and the Okanogan River. The growth in the area has been related to its corridor function and has largely consisted of suburban residential and highway oriented commercial use. Existing Highway 97 between Omak and Okanogan has the highest traffic counts of any road in the county. Roadside development consists largely of mixed residential and commercial use. The two major growth problems in the Elmway area have been related to the mixed commercial and residential development along the highway and the lack of a public water supply which has created serious sanitation problems.

The land use plan for the Elmway area contains three types of land use areas. These are commercial, suburban residential, and agricultural. The commercial classification is indicated for all the frontage along existing Highway 97 except Shell Rock Point. This area is already extensively developed for commercial use. It is unfortunate that the strip commercial development be perpetuated but because of the extent of business use already in the area a commercial designation is appropriate. However, commercial development along the new bypass east of the river should be discouraged as it would weaken existing commercial development in the Omak-Okanogan area, it would cause many new potential locations for traffic accidents, and seriously reduce the capacity of the new highway as a high-speed traffic carrier.

The suburban residential classification is shown for the area west of the Okanogan River between the river and the high bench orchard lands. This area represents a probable expansion area for residential development from both Omak and Okanogan. There are many desirable level homesites and development would help to tie the two communities together. Before residential development is encouraged it is necessary to provide a public water supply system in the area.

There are two major agricultural areas on the Elmway plan. One is the area east of the Okanogan River and the other is the bench orchard land in the westerly part of the area. The area east of the river should be reserved for agricultural use because of the desirability of maintaining the agricultural economy of the Omak-Okanogan area and because of the difficulty in providing urban services in the area. Because of the rail and highway frontage and the generally level terrain it is possible that the area east of the river has a long-range future for industrial development. However, industrial use should not be encouraged until the more desirable industrial sites closer to Omak and Okanogan have been developed. The orchard bench land west of the Okanogan River is a very desirable agricultural area and should be maintained for agricultural use.

The public facilities element of the plan provides for one park. This proposed site is just south of Omak and occupies on large block. There are some drainage problems on the site but development could provide a neighborhood park for the south Omak area. In addition there are additional sites along the Okanogan River which would make suitable parks especially for tourist-oriented use with camping and picnic facilities.

If the Elmway area is to become a desirable area for future residential growth, a public water supply system is going to have to be provided. It would also be

advantageous to provide a public sewer facility to minimize the problems of sanitation and water pollution. Creation of a water and sewer district for the Elmway area should be seriously considered by its residents and encouraged by county officials. It is possible that an Elmway water district could contract with the City of Okanogan for a water supply.

The road plan suggests the addition of several new access streets in the Elmway area. The proposed streets would provide a logical extension of the present street pattern and would open up considerable presently landlocked property. The additional streets would also provide a logical location for the badly needed public utilities.

The comprehensive plan for Elmway is shown on Plate XIV.

F. The Omak Area

The City of Omak adopted a comprehensive plan in 1959, therefore, recommendations pertaining to the Omak area are limited to territory outside the city limits. However, the Omak area plan is closely related to the city's plan. Omak is the largest municipality in Okanogan County and urban growth can be expected to continue in and around the city. Therefore, it is probable that Omak is going to have many problems associated with its fringe area in coming years.

The land use plan for the Omak area contains five land use categories including commercial, tourist commercial, industrial, suburban residential, and agricultural. The commercial area is located on Highway 97 south of town and is an extension of the city's south end business area. The tourist commercial area is located at the junction of existing Highway 97 and the new highway bypass at the northeast corner of Omak. This is one of the few places where tourist commercial facilities can be located close to the new highway and still have municipal facilities provided to them. In addition, tourist development such as motels and restaurants would be of convenience to the traveling public and would considerably enhance the appearance of the north approach to Omak.

The industrial area is located adjacent to the city limits in East Omak. It includes the Biles-Coleman Lumber Company plus considerable additional potential industrial expansion area. This area southeast of Omak has good access to highway and rail facilities, is level, can be serviced with utilities with a minimum additional expense, and represents the natural industrial expansion area for the community.

The proposed suburban residential area is almost entirely confined to the same elevation upon which the most recent residential development has occurred. The majority of the suburban residential area is located north of town but there are smaller areas to the east and southwest. It is likely that the majority of future residential development will occur in the area north of town. The terrain is flat and the property is conducive to residential development. Proposed suburban residential areas on the plan are more than adequate in size to account for probable population growth in the Omak area in the foreseeable future.

The agricultural area on the Omak area plan is indicated for the higher elevation

orchard benchland areas north and west of the proposed suburban residential areas. An agricultural classification is also proposed for the area south of the the industrial area and east of the Okanogan River. These areas have been developed extensively for orchards and other agricultural uses, cannot be provided with municipal services, and are important to the preservation of the county's agricultural economy.

Two park sites are shown on the plan for the Omak area. One site is south of town and has been discussed in the "Elmway" section of this report. The other park site is a proposed expansion of the East Omak park. The expansion area could be provided with camping and picnic areas and with playground equipment.

The main recommendations in the road plan for the Omak area are for the location of streets which would be necessary to adequately serve the potential residential areas surrounding Omak. When these areas are subdivided, a street pattern comparable to the recommended one is essential to provide a logical extension of existing streets and to assure that maximum utilization can be made of the land.

The comprehensive plan for the Omak area is shown on Plate XV.

G. The Tonasket Area

Concurrently with the Okanogan County planning program, the Town of Tonasket has developed a comprehensive plan for the area within and immediately surrounding town. Recommendations contained in the town's plan are included in the plan for the Tonasket area. Tonasket can implement the plan for the area within its boundaries but recommendations for the area surrounding town will have to be implemented by the county.

The land use plan for the area surrounding Tonasket includes suburban residential, agricultural, and industrial cartegories. The suburban residential category includes land surrounding Tonasket in all directions. There is considerable residential development south of Tonasket at this time and probable future residential growth areas are north and east of town. The Town of Tonasket has very limited spave for future residential growth is going to be protected from the blighting effects of some commercial or industrial uses, land use controls in the periphery of the city are necessary. Residential development should be encouraged in the areas closer to town where municipal facilities can be provided and the orchard areas further away from the city should be reserved for agricultural use.

The area that is best suited for industrial development near Tonasket is south of town along the railroad tracks between U.S. Highway 97 and the Okanogan River. This area is adjacent to the present city limits and the existing industrial area, has good rail and highway access, is level, and can be provided with utilities.

The development in the residential area south of Tonasket is quite dense and existing water lines into the area are inadequate. If this area is to develop properly adequate water and sewer lines should be made available. This should

be done either through annexing the area into the city or through the creation of a

special district that can contract with Tonasket to provide the necessary facilities. The road pattern in this area does not presently provide for adequate circulation. The street plan recommends additional roads which would open up landlocked property and which would possibly be suitable locations for the residential area southwest of Tonasket on the west side of the Okanogan River.

The road plan for the Tonasket area provides for extension of residential streets north, west, and south of town and for new streets in the proposed industrial expansion area. These new streets are needed to make maximum use of the potential residential and industrial property and to provide a logical extension of the city's existing street pattern.

The comprehensive plan for the Tonasket area is shown on Plate XVI.

H. The Oroville Area

A comprehensive plan has been developed for the Town of Oroville as well as for land immediately outside its boundaries. City jurisdiction only applies to property within the city limits and implementation of the plan for the outlying areas is the responsibility of the county. Even though Oroville has sufficient residential expansion room within its city limits there will be some urban development outside the town, particularly industrial development.

The land use element of the comprehensive plan for the Oroville area indicates industrial, suburban residential, tourist commercial, and agricultural areas. The industrial areas outside of Oroville are along the railroad tracks both east and west of town and between Highway 97 and the Okanogan River south of town. This area is presently being developed with industrial use and all industrial development in the Oroville area should be limited to this district. The suburban residential areas are north and southeast of town. These two areas are already developing in this manner even though municipal facilities are not presently available. The tourist commercial area is immediately north of town along Highway 97. It is located so that development can take advantage of the tourist traffic in the area. The agricultural areas almost surround the town and are provided to help maintain the orchard economy of the area and to discourage conflicting uses which will jeopardize the orchard development.

The public facilities element of the comprehensive plan suggests an expansion of the existing Lake Osyoos State Park south along the west side of the Okanogan River and across the river to the east side. A small bridge would allow this sort of development on the east side of the river and it would be a great addition to the state park which presently has a limited area. Consideration should be given to providing public water and sewer facilities to the developing areas outside of Oroville. Some of this area is already having sanitation problems and unless these facilities are provided the problem will be compounded.

The only suggested change to the present road pattern in the Oroville area are some new streets which would serve the proposed suburban residential district

south of town. Unless a street pattern similar to the proposal is provided much of the property will be undevelopable for residential use because it is

landlocked and does not have street access.

The comprehensive plan for the Oroville area is shown on Plate XVII.

I. Lake Osoyoos Area

The Lake Osoyoos area has been urbanizing at a faster rate than almost any area in Okanogan County in recent years. This has been caused by two factors. The most important reason is because of the recreational development around the lake. In addition, many people from the Oroville area have moved near the lake in order to take advantage of its recreational and view attractions. Both the trend to recreational and suburban development are likely to continue and accelerate in the foreseeable future. Around Lake Osoyoos the problems of urbanization are more serious than in many portions of the county because of the dangers of lake pollution and because there is no municipality available to handle problems arising from sanitation and conflict of land uses.

The land use element of the comprehensive plan shows suburban residential, tourist commercial, and agricultural areas. The suburban residential areas border the lake on both sides. These areas are presently being suburbanized but problems relating to inadequate public water supply and sewage disposal are occurring. The designated tourist commercial areas are centered around the existing tourist facilities. In addition, there are other locations where tourist commercial development is suitable. However, it is impossible to designate these areas in advance of need and sites should be chosen which will not create harmful effects on other land uses. The orchard areas are away from the lake on both sides. These are the better agricultural areas and an attempt should be made to protect them for agricultural use.

Due to the high present and potential demand for water-oriented recreational use at Lake Osoyoos, the development of park sites on the lake is very important to the economy of the county. The public facilities element of the comprehensive plan indicates four park sites on the lake. Three of these are partially developed but should be expanded. Lake Osoyoos State Park should be extended to the north in order to accommodate more people. The Willow Point Park that has been developed by the Oroville Kiwanis Club also needs expanding to provide more facilities. The proposed park on the south side of Boundary Point would be a desirable site if some filling was done to provide more area. The lake is very shallow at this point and filling would not be a major problem. The proposed park at Dairy Point would probably make the best park on the lake if a road was extended out to it and the proper facilities were provided.

Public sewer and water facilities should be installed in the Lake Osoyoos area (especially on the west side of the lake) since there are many sanitation problems at present and as time passes they will get worse. If these are not provided and the lake starts to become polluted the importance of the lake for recreational use will decline and as a result the recreational industry in the area will suffer. Creation of water and sewer districts in the Lake Osoyoos area should be seriously considered.

The comprehensive plan for the Lake Osoyoos area is shown on Plate XVIII.

