HANDBOOK OF
SUGGESTED DEVELOPMENT GUIDELINES
for
METHOW VALLEY
SUB-UNIT "A" PLANNING AREA

Prepared by:
The Mazama Planning Committee
# Handbook of Suggested Development Guidelines

for

**Methow Valley Sub-Unit A Planning Area**

Prepared by:
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INTRODUCTION

In 1976, Okanogan County officials adopted the Methow Valley Addendum to the County's overall Comprehensive Plan. The Addendum contains general statements intended to provide direction for land use changes.

The authors of the Methow Addendum recognized the Mazama area as one of the "prime targets of development" and identified Sub-Unit A as "the unit closest in proximity to potential future development" and "most environmentally fragile". The Figure on the facing page shows the Sub-Unit A Planning Area.

In 1984, Mazama area residents sensed a need to develop more specific guidelines to guide growth in the Sub Unit A planning area and particularly in the Mazama/Early Winters area. They requested from county officials permission to draft suggested planning guidelines for Sub-Unit A. On February 14, 1984, the Mazama Advisory Committee was officially appointed by the Okanogan County Commissioners and asked to develop a community land use plan for Sub Unit A.

In 1986, the Mazama Advisory Committee incorporated and became the Mazama Planning Committee in order to provide a legal framework to finance the planning effort. Cash and time donations, received from area landowners, were matched with a planning grant from the State of Washington.

In preparing their recommendations, the Committee utilized input from citizens and landowners of the area. They also considered comments from the proponents of the proposed Early Winters Resort to assure that land uses and plans were coordinated between the Community of Mazama and the Resort.

The Advisory Committee members wish to provide enough direction to land use decisions to help assure the development of a quality community. A community image is contemplated. But at the same time, they wish to maintain enough flexibility in matters of community design to foster creativity and diversity.

This Handbook contains suggested guidelines to be used at the community and project levels throughout Sub Unit A and in particular the Community of Mazama. Recommendations in the Handbook are meant to serve only as guidelines unless specifically enacted by ordinance or other regulation. Guidelines not implemented by ordinance or regulation are offered with the hope that landowners will join with the intent of the community goals by voluntarily incorporating them into their development plans.

The Handbook begins by summarizing some of the key planning goals that best describe the desired future of the planning area.

PLANNING GOALS

Land Use

Changes in land use pose potential problems in maintaining the character of the planning area and at the same time offer opportunities to bring about quality development. The Committee wishes to minimize the negative and enhance the positive by designating locations for different land uses and establishing specific design criteria for development. This is particularly true in and near the Community of Mazama where they wish to establish the framework for a cohesive, efficiently operated, and successful commercial and residential community. The drawing on Page #6 depicts the schematic layout of the community desired by the Committee.

Transportation and Circulation

Roadways can have a significant effect upon the community and environment. Location of roadways will influence both types and intensities of land use. Design of roadways can damage sensitive features within the planning area. The Committee wishes to assure that these influences are addressed at the community and project levels. A specific community circulation scheme has been proposed for the Mazama Community. At the project level, developers are encouraged to protect sensitive environmental and aesthetic features.

A multi-purpose trail system throughout the planning area is also suggested for recreation and as an alternative means of travel.

To these ends, road and pedestrian ways have been designated.

Community Systems

The construction, operation and maintenance of utilities and facilities needed to support development in the planning area must be done economically. Unnecessarily high costs tend to discourage investment and may in fact result in development pressures outside of areas planned for higher intensities of land use. The Committee feels
that by defining system needs and standards before development, significant cost savings can occur.

The Environment

Sensitive environmental features exist within the planning area. These include water, air, environmental corridors and the need to protect the rural character and views of the area. The Committee acknowledges the environmental issues and support regulations already adopted to deal with many of them. The Plan focuses attention upon ways to assure development and environmental issues are in harmony.

Housing

The housing needs of residents and tourists will be the primary focus of land use changes within the planning area. The Committee wishes to cluster homes in areas that are not environmentally or visually sensitive by suggesting standards for subdivisions. Additionally, they have recommended types of building materials they feel appropriate for the area.

Recreation

Recreation will likely continue as the fastest growing part of the economic sector throughout the entire Methow Valley. Should the Early Winters Project, a proposed four seasons destination resort be developed, the planning area will become the focus of non-disbursed recreation. The Committee wishes to encourage development of diverse recreation opportunities. Coordinated recreation planning and development with federal, state and local agencies will assure that recreation on privately owned land complements that planned for public lands and vice versa.

THE PLANNING AREA

The planning area in general can be described as a narrow glacial valley approximately 20 miles long and 1.5 miles wide. It is bounded on each side by steep slopes of the Cascade Mountains. Elevations of the valley floor range from 2,300 feet near Lost River to 1,670 feet mean sea level near Winthrop. Adjacent mountains reach to over 8,000 feet. Surface geology of the region is the result of glacial erosion and deposition. The Methow River flows the entire length of the planning area. Its flows are augmented by several tributaries.

The climate of the planning area is influenced by the nearby mountains. Precipitation varies within the planning area. Mazama receives an annual average 24 inches while Winthrop receives only 15 inches. Eighty percent of the precipitation falls between October and March resulting in total annual snowfall of between 10 and 15 feet. Snow accumulations at Mazama usually exceeds four feet.

Temperatures range from a summertime average of 71 to a winter low of 9 degrees. Extremes can reach -30 and 100 degrees.

Vegetation includes mixed coniferous and deciduous groves. Understory and groundcover include a wide variety of grasses, shrubs and forbs.

Ground and surface waters are of exceptional high quality. Earlier studies have addressed the need to protect this quality and have resulted in the adoption of specific management strategies to consider potential impacts upon the entire basin.

Air quality for the most part is good with current quality better than National Ambient Air Quality Standards. Seasonal degradation occurs from inversions that trap wood smoke from area wood stoves, forest fires and slash burning conducted on nearby federal lands.

The Methow Valley boasts the largest migratory mule deer herd in the state. It has become apparent that a portion of the herd utilizes lands within the planning area. Of primary importance are winter range, fawning areas and migration routes.

The mountain valley landscape of the planning area is both unique and beautiful. Important contributing factors to this landscape include the natural landform, vegetation and the land use changes resulting from human settlement and agricultural activities. The combination of these elements makes the area's visual attributes extremely sensitive to changes in land use.

Several distinct regions exist within the planning area. These have been identified for planning purposes and are shown on Page #3.
THE MAZAMA AREA

The primary focus of this Handbook is the Community of Mazama. Mazama contains the only zoned commercial area in Sub-Unit A. The zoned area is large and does little to help structure a diverse and efficient community. In arriving at the recommended community design for Mazama, the Committee considered four major alternatives. Each was evaluated against the physical opportunities and constraints of the area; input of residents and landowners; and, future growth expectations before the preferred alternative was selected.

Four distinct types of land uses are recommended to be applied to the Mazama Community. They are an auto commercial area that will serve the traveling public; a town commercial area designed to meet the shopping needs of residents and visitors; a neighborhood commercial area that will offer limited commercial uses and governmental service to local residents; and several urban residential areas to provide full time and overnight housing. The following sections of this Handbook identify the desired design elements to be considered community wide and within these different areas.

NOTE: BUILDING CODES, CONSTRUCTION METHODS, DEVELOPMENT STANDARDS AND OTHER REGULATIONS CHANGE FREQUENTLY. THE USER OF THIS HANDBOOK MUST CHECK WITH THE APPROPRIATE UTILITY OR AGENCY BEFORE UNDERTAKING PROJECT DESIGN OR CONSTRUCTION TO DETERMINE CURRENT REQUIREMENTS.

Present Mazama Community features, pictured at right, show the winter -time Community Hall with Goat Peak in background, and the Mazama Country Store. Both of these uses are typical of the recommended activities of the neighborhood area discussed in this plan.
PLAN SCHEMATIC / MAZAMA LAND USE DESIGNATIONS
GENERAL GUIDELINES FOR DEVELOPMENT WITHIN MAZAMA

This section of the Handbook discusses general area-wide guidelines and statements of intent that should be considered by those who develop in the Mazama Area. The Preferred Development Plan shown in the centerfold of the Handbook depicts the recommended development pattern for the Community of Mazama. It also will be used as a reference for the following discussion of general and specific development guidelines.

SEQUENCE OF DEVELOPMENT

Without the development of the Early Winters Resort, the need for commercial floor space and diversity of uses will be minimal and the ultimate development of the envisioned Mazama community will likely be far in the future. Even with the resort, development will take many years. This situation poses concern regarding the placement of early projects within each of the commercial areas. The potential exists for businesses to scatter in a manner that could discourage eventual community cohesiveness.

To address this concern, the Committee strongly recommend that those who develop early projects in either the Auto or Town Commercial areas place buildings within the Phase One areas as depicted in the Preferred Development Plan shown in the centerfold. Remaining commercial areas can be filled with development when need becomes apparent.

SITE ANALYSIS

Each landowner who initiates a change of land use should complete a thorough project analysis. The site analysis should focus on the opportunities and constraints as they relate to the items discussed in this Handbook. By recognizing these, it is hoped the developer can design the project in a manner that is not disruptive to sensitive features and meets community goals. The site analysis should address at least the following:

- consistency of location with the area plan
- views from and to the site
- unique landforms and sensitive environmental features
- relationship to community improvements such as trails, utilities and planned roadways
- solar exposure
- drainage
- opportunities for screening of development with existing vegetation
- relationship to other developments

SITE PREPARATION, DEVELOPMENT AND CONSTRUCTION CONSIDERATION

Grading

Grading plans must include methods which maintain to the greatest extent the natural character of the site. Grading around vegetation designated to remain should stay clear of the dripline of trees and shrubs. Use of terracing and tree wells should be required where significant trees and vegetation are impacted by development processes. Cut and fill in visually sensitive areas should be minimized. Topsoils should be stored for reuse in landscaping or replanting disturbed areas.
Revegetation

Preserving the native vegetation and systems is both cost effective and ecologically sound. The Mazama area contains rocky, well drained soils and experiences harsh winters, short growing seasons, and hot dry summers. These conditions combine to make revegetation of trees and shrubs difficult. The best strategy is to minimize disturbance. It is recognized that in certain instances it will be necessary to selectively clear trees to provide solar access, enhance views, and accommodate roads and homes. Site planners should, however, strive to integrate buildings and roads into the existing landscape with minimal disturbance to vegetation.

To help maintain the character of the natural landscape it is recommended that native species be used whenever possible.

Hardy non-natives should be used with discretion and under the advice of county extension agents so that infestation with noxious weeds and other pest plants does not occur.

Removal of trees and large scale clearing is discouraged. Trees and other shrubs intended to be preserved should be flagged for protection before construction begins.

Disturbed areas should be revegetated with native grasses, shrubs, trees or other recommended plants to control erosion.

Drainage

Natural drainage ways should be maintained in as near natural condition as possible. This is recommended so that the volume runoff entering and leaving the site do not change significantly and any pollutants generated on-site do not reach major waterways. If drainage courses are disrupted, they should be rehabilitated to as close to their natural state as possible. Open grass lined swales are preferred over artificial channels and piping.

Roadways should be designed to channel runoff into roadside swales which parallel the road in order to minimize the need for culverts and to clean runoff before it reaches larger streams and rivers. Swales should be vegetated and/or rock lined to prevent erosion.

Care should be taken to assure runoff from parking areas is adequately treated before it is allowed to enter ground or surface water.

Architecture and building materials
BUILDING MATERIALS AND STYLE

A strict architectural theme is not proposed for the planning area. The Committee, however, wish to encourage design, location and use of material that will tend to reflect the character of the Methow Valley and blend with the natural surroundings. The 1930's National Park style found in Glacier and Yellowstone Parks is viewed as compatible as is the main lodge at Sun Mountain. The architectural style of these buildings all adopted an imaginative use of logs and other natural materials. At the same time, contemporary and traditional Northwest Architecture is appropriate for diversity. High-tech or architectural novelty structures are discouraged.

New structures have the greatest potential for impacting the visual character of the planning area. For this reason the use of certain construction materials is recommended. Building materials and structures should be planned to blend with the natural surroundings. Wood, logs, stone or traditional beveled siding is desirable in highly visible areas.

Roofs should blend rather than stand out. Brightly colored roofs may be attractive individually, but their accumulated effect will create a substantial visual impact. Materials for roof construction should be:

- fire resistant natural wood shingles or shakes
- brown metal
- brown or black composition or slate
- natural gray may be used where costs or availability preclude use of the other recommended materials.

ROADS, PARKING AND PEDESTRIAN CONSIDERATIONS

Roads

Of particular importance in the community design is the eventual character of the Mazama Road. This road provides access to Mazama from the North Cascades Highway. A 100 foot right of way is suggested to make room for sidewalks, plantings, and a median strip that will extend from the Junction with the North Cascades Highway to the Mazama Bridge. Specific curb cuts are suggested to further the community planning goals.

A multi-purpose trail system for walking, cross-country skiing, bicycling and horseback riding is planned for Mazama and the surrounding areas. Developers are encouraged to consider these needs when designing their projects and coordinate them with the area-wide system. Each developer should at the minimum, designate points of entry and exit to their properties.

Developers are further encouraged to participate in any future privately operated trails maintenance association.

Recreation trails - Nordic skiing/Biking/Walking/Running

Equestrian trails

Town core - Pedestrian/Bike path
Parking

Parking lots should be located at the rear of buildings and away from sensitive views and site screening should be provided. Large expanses of parking area should be landscaped. Islands of existing vegetation should be preserved during construction.

Enclosed parking structures are encouraged if they can be accommodated without excessive cut and fill and blank foundation walls. Underground parking is desirable.

Handicapped parking stalls should be provided in adequate numbers and sited in the most convenient locations for handicapped users.

SNOW MANAGEMENT

Snow in Mazama commonly accumulates to four feet or more. A total of 10 to 15 feet commonly falls each year. Snow management is a necessity in order to avoid damage to persons and property and to assure transportation can occur with minimal disruption. It is recommended that each developer prepare and implement a snow management plan. Plans should discuss site specific strategy for dealing with temporary storm and long term seasonal accumulations and how they may relate to community wide methods. The following elements should be considered for inclusion in such a plan.

Parking Areas

Parking areas afford an opportunity for short and long term snow storage. At least 20 percent of total parking should be reserved for snow storage area. This percentage may include landscaped areas within the parking lot provided they are properly designed. Care should be taken to design parking areas so that snow can be easily cleared and eventually removed.

Landscaped Areas

Landscaped areas can also be used for snow storage sites. Plantings, however, must be hardy enough to take abuse from snow loading.

Setback areas from property lines, particularly side and rear yards, should be considered for snow storage.
Building Design

In addition to the surfaces discussed above, the design of buildings can do much to help manage snow. A management plan for roof top accumulations is recommended. Factors in roof top snow management are outlined below.

- **Roofs should be designed to carry a seasonal maximum snow load. Eaves should be designed to insulate and isolate the snow pack to prevent melting and the formation of ice dams.**

- **Sliding roofs can be used if the total snow load can be deposited within the project property line. In no case can the snow be directed to where it can endanger pedestrians and property.**

- **Shed roofs are encouraged, in part, to manage the snow fall and accumulation during winter months.**

Public Rights of Way

A designated portion of the outer edge of the town sidewalks can be used for temporary snow storage. When the storm has subsided most of the snow should then be removed to storage areas.

Snow storage within town streets can be accommodated in part by median areas, alleyways, and other acceptable locations in open areas and vacant commercial or residential space.

Design of streets and curbs can have a significant influence on ease of snow removal. Care should be taken to assure that equipment can easily access alleys, parking areas, and other places. Curbs should be of the type that will not impede or be damaged by plows.

Alley-ways should be constructed for easy access by snow removal equipment.

Miscellaneous

The excessive use of sand and gravel for winter traction is discouraged. Salt and inorganic chemicals should not be used to melt snow if there is a chance of runoff entering water ways or areas of vegetation.
UTILITIES

Utilities should be designed and constructed for the most intensive use that can reasonably be foreseen.

All utilities should be buried. Water and sewer piping must be allocated in different trenches, with separation distances as required by the Department of Ecology (DOE) and the Department of Social and Health Services (DSHS); power, phone, and television may be in common trenches with other services. Builders should check with utility companies to determine current installation standards.

The following general considerations are applicable to buried utilities.

- In order to avoid damage from the rocky subsoils of the area, all pipe and wiring (including wiring in conduit) should be bedded over and under with at least 4 inches of sand or pea gravel.
- No pipe or wire should be installed directly above another; at least 18 inches horizontal offset should be provided.
- Location tape should be provided above all buried utilities, at a depth of approximately 1 foot. Location tape above non-metallic piping should be magnetically detectable. A separate location tape should be provided for each pipe or wire even if installed in a common trench.
- Accurate as-built drawings should be prepared by all developers to tie the locations of all utilities to permanent reference points. Copies should be submitted to the governing utility or regulatory agency upon completion of construction.

Water

Individual water systems utilizing wells as sources of supply will be necessary for each development until a community water supply system is constructed. All such interim individual systems should connect to the community system at such time that a main becomes available within 200 feet of any point on the property.

The design, construction, operation, and maintenance of water systems shall conform to the requirements of the DSHS. Wells shall be constructed in accordance with DOE standards; water right applications shall be made through DOE.

Consideration should be given in the layout of individual water system piping for future connection to the community water supply system mains that will be installed within public rights-of-way and easements. The smallest pipe size for mains in individual water systems should be large enough to provide adequate flows to hydrants where required.

Future service connections will be made from the community system to buildings with galvanized steel piping, to facilitate electrical thawing. It is recommended that developments constructed before the community system is in place make use of galvanized steel or rigid copper pipe and fittings with electrical continuity from buildings to points within the piping located nearest to public rights-of-way and easements. Shutoff valves should be provided at lot lines for each building.

Adequate provision for fire protection should be made in all projects. Hydrants should be located in areas where they are accessible during all seasons. Their locations should be coordinated with a community wide fire plan if one is adopted.

Sewer

Individual interim on-site wastewater disposal systems will be necessary for each development until a community sewer system is constructed. All such individual systems should be designed for easy connection to the community system at such time that a trunk sewer becomes available within 200 feet of any point on the property.

The design, construction, operation, and maintenance of interim wastewater disposal systems shall conform to the requirements of Okanogan County, DSHS, and DOE.

Layout of sewer system piping for future connection to the community trunk sewers should be within public rights-of-way and easements. Where interim systems include sewers designed to serve more than one ownership, then the sewers should be designed and constructed in accordance with DOE requirements for municipal sewers, using 8-inch PVC.

In general, sewers should be kept as flat and shallow as DOE regulations allow, in order to provide the highest possible invert elevations for future connection to the public system. Gravity sewers should not be installed for basement service except in special situations where adequate fall exists above the future public sewer route. Individual sewage pumps should be installed and maintained by property owners in all other situations.
where basement service is desired. Cleanouts should be provided at lot lines for each building.

Power, Telephone, Television

Wiring for power, phone, and cable television should be installed underground, in accordance with the requirements of Okanogan County Electric Co-operative and Telephone Utilities of Washington, Inc. Power, telephone, and television wiring can be installed in trenches with either water or sewer piping, with at least 18 inches horizontal separation.

Utility easements should provide adequate space for construction and maintenance of utilities. Minimum utility easement width should be 15 feet in situations where only a single shallow utility such as power, telephone, or television is needed. Other utility easements should be at least 20 feet in width, and larger where deep cuts are required.

The location and size of easements should take into account the need for access during maintenance. Additional right-of-way or easement area should be provided where access by trucks is necessary for maintenance, such as at transformers, manholes, pump stations, etc.

The improvements constructed upon easements and upon the unpaved portions of rights-of-way should be restricted to avoid future access problems and costly replacement of improvements during maintenance operations. Vegetation should not include trees. No buildings of any sort should be constructed in these areas.

Utilities within rights-of-way should be located outside of paved areas wherever possible, to minimize the costs of maintenance.

MANAGEMENT OF OPEN SPACES, (GREENBELTS AND PUBLIC SPACES)

Open areas in and around Mazama can serve a functional and aesthetic role. Steps should be taken to assure that these areas are identifiable and well maintained as soon as they are committed or dedicated. Key open areas include the area on each side of the Methow River, the undeveloped commercial lands between the North Cascades Highway and Mazama’s initial core area and privately owned open areas within projects. Each area is discussed below.

Riverfront Areas

The Riverfront area on the southern bank of the Methow River should be designated for public use. This area will provide the ingredient to assure a waterfront orientation to the downtown commercial area. Paths, picnic areas, and other low intensity park improvements are appropriate. Community functions should be encouraged. A community square for such functions should be considered.

Ownership and maintenance of this area in the short term should remain the responsibility of individual developers who should be encouraged to use the area as an amenity supporting their development. In the long term, the Community of Mazama may wish to structure a mechanism to own and maintain portions in this and other dedicated open areas.

Lands on the north shoreline should remain in private ownership. Use should be by residents who live in the developments located in the adjacent uplands. Developers are encouraged however to provide access along designated trails which may traverse these properties.

Undeveloped Commercial Lands

These area will occur in the areas designated as Phase II of the Preferred Development Plan. They can provide a clear view to Mazama from the North Cascades Highway. When need becomes apparent, they will be filled with more commercial buildings. In the interim, these areas should be landscaped and maintained by the developer as suggested in later guidelines dealing with the Auto Commercial area.

Project Open Spaces

Open spaces will occur within individual residential developments. These areas should be used primarily by eventual owners. To assure proper maintenance, functional owners associations should be established. These entities should be assured the ability to assess and collect funds for the improvement and maintenance of the open areas through well structured covenants and by-laws.
TOWN CORE PREFERRED ALTERNATIVE

KEY TO DISTRICTS

A C  Auto Commercial  T C  Town Commercial
U R  Urban Residential  N U  Neighborhood Use
RECOMMENDED PHASING  IIIII  ROC  River Oriented
                        Commercial

Phase One
Phase Two
This illustration is an example of how the Mazama town core might develop. Actual layout will be determined by zoning and developer's plans.
SIGNING

Commercial Signs

Signs should not become a dominant visual element of Mazama. Architectural facades should be the primary identification for a particular business. Signs should be designed into building facades, covered walkway and/or forecourts. Advertising messages and reader boards are discouraged.

Signs should be made of wood or metal and be lettered in a professional and legible manner. Low-level, indirect, incandescent illumination from a separate fixture is suggested as the acceptable method of sign lighting. Flashing lights should not be used.

Projecting signs should be supported only from the facade of the building. Signs can project over the sidewalk provided they are at least 8 feet above the walk. Remember, winter pedestrians may be carrying skis. If the walkways are covered, the sign can be hung from a roof beam provided it meets the requirements for projecting signs. Allowable dimensions of a projecting sign are: 4 feet from building facade and/or a minimum of 8 feet above walkway grade. Maximum allowable square footage not to exceed 8 square feet for a single business, or 10 square feet for a building identification sign. Projecting signs cannot extend above the roofline or parapet of the facade.

Each business with an entry along the street should have only one projecting sign or one facade mounted tenant directory sign on the building front.

Facade mounted signs for identification should be no more than 12 square feet with dimensions not to exceed 6 feet in length or 3 feet in height. It is recommended that facade mounted signs be designed into the facade of the building so they do not detract from the architectural form.

Ground mounted signs should be used instead of pole mounted signs particularly in the auto commercial area. Each business or cluster of businesses should have no more than one ground mounted identification sign. Signs should be no more than 20 square feet and have no side longer that 7 feet. Maximum height should not exceed 12 feet above natural grade. Setbacks for signs should be 5 feet from sidewalks, 10 feet from curb cuts, and 20 feet from the pavement of Mazama Road.

Lighting for all signs should be by low intensity lamps.

High intensity lighting oversprays site, produces glare and should be avoided

Low intensity lighting enhances rural character and is the preferred method
Residential Signs

Three types of signs are recommended for residential areas. These are discussed below.

Project signs, that identify individual projects such as subdivisions, should not exceed 12 square feet with no side longer than 6 feet. Maximum height should not exceed 6 feet.

Individual signs, which identify buildings or residences, should not exceed 10 square feet. Maximum height should not exceed 5 feet or, if wall mounted, 8 feet.

Real estate signs, that advertise properties for sale or rent, should not exceed 4 square feet.

Sign lighting should be by low intensity, indirect lamps only. Flashing lights should not be used. Real estate signs should not be lighted.

LIGHTING

Lighting is done primarily to provide illumination and security. A coordinated system can also serve as an important part of the community's image. Light patterns and types can be varied to suit the needs of particular situations. The following recommendations are deemed important to the overall image of the planning area.

High intensity outdoor lighting should be used as sparingly as possible and shielding used in cases where lights are necessary. Consider use of lights with shields and lower watt lights closer to the ground or object to be illuminated. High intensity yard lights that turn on automatically and light up acres of area even when the occupant is absent for long periods are discouraged. As the number of installations increase, the many bright lights will give the area an urban appearance and atmosphere that the community hopes to avoid.

On premise lighting should be low intensity lamps located in a manner that does not adversely affect pedestrians, area residents or automobile drivers comfort and safety.

Neon and flashing should not be used.
SPECIFIC GUIDELINES FOR TOWN COMMERCIAL

The Town Commercial area offers opportunities for community shopping, office space and public activities. Concentrated specialty shops, food establishments and retail businesses are encouraged. Apartments and overnight lodging are also appropriate for additional diversity and vitality and to increase the economic viability of business ventures. These however should only occur on second and third floors of buildings.

The Methow River should be the main focus of the Town Commercial area. Shorelines should remain accessible to the public and be used for community events.

Pedestrian use should be emphasized community wide as a component of individual project plans. A coordinated multi-purpose trails system together with support facilities is strongly recommended. Public seating and resting areas should be provided throughout the Town Commercial area.

Building design should stimulate window shopping and pedestrian interaction. Coordination of design and building materials between individual projects is encouraged.

Siting and design of buildings, pedestrian ways, parking, service functions, site furniture and landscape should be considered as it relates to natural determinates such as views and solar access as well as community design goals.

Building Orientation

Buildings should orient to all adjacent streets. Commercial buildings on corner lots can limit entry to one street-side but the design of the building should address each of its adjacent streets.

A continuous street-front commercial facade is recommended. Sideyards and ill defined through-block connections are seen as detrimental to cohesiveness. If project size warrants, the design of a through block or off-sidewalk pedestrian ways should be coordinated with the community wide trails system.

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Town Commercial section example, looking south at riverside area
Building Dimensions

Building setbacks are intended to provide a streetside facade modulation, architectural flexibility and diversity. Forecourts of buildings which may result from setbacks should be designed as a usable and well maintained pedestrian zone, landscaped courtyard, or outdoor sales area.

A three story building height limitation is suggested. However towers, steeples and other structures which break roof lines and add architectural character are desirable.

Site coverage percentage should be based primarily upon commercial needs of the business, parking, service and snow management needs.

Roads, Parking and Pedestrian Considerations

Project design should provide all weather pedestrian circulation. Improvements which enhance the pedestrian experience is seen as beneficial.

Automobile and service access to this area should be limited to designated curb cuts as are shown on the Preferred Plan.

Required employee or resident parking and service access should be from alleys. Parking lots can be covered, but these areas should remain in the building envelope.

Parking for customers should be provided through on-street and shared community parking. At least one stall for each 200 square feet of retail floor area plus an additional service stall for each business is recommended. Residential development within this area should have two stalls per dwelling.

Architectural Design

Thematic or novelty architecture is discouraged. False facades or parapets are acceptable when they are used to shield gabled and flat topped roofs. Window mullions should be used to break up large areas of glass. Building fronts should be designed and scaled for the pedestrian to enhance street vitality and encourage window shopping and walking in the town area.

Covered walkways are recommended to provide shade in the summer and snow free areas in the winter. At least 70% of the sidewalk width should be covered. Covered walks should be coordinated with adjacent buildings in order to provide a continuous covered walking route along the street.

Landscaping

Because of its commercial character, few landscaping requirements are suggested for the Town Commercial area. A street tree program is encouraged to diversify streetscape. In addition, individual businesses are encouraged to landscape all undeveloped areas.

Regardless of use, building forecourts should be landscaped and attractively maintained. Plantings and or decorative pavers such as brick, unipavers, should contribute 75% of the total square footage of the forecourt.

Landscaped screening setbacks should be designated along side property lines and alleys to screen parking areas. The perimeter of the parking area should be buffered with shrubs and deciduous trees. Landscape areas along the rear property line abutting the alley rights of way should be at least 4 feet deep and extend along the entire rear property line. Side property line landscape areas are encouraged to coordinate with the adjacent owners.

Town commercial parking scenario
SPECIFIC GUIDELINES FOR AUTO COMMERCIAL

The Auto Commercial area is intended to provide visitors with convenient services. A key objective is to cluster high volume auto traffic activities in one area of Mazama while still encouraging location of buildings close to the adjacent Town Commercial area so that services in each can be complementary and easily visited.

Recommended uses include those that are oriented to the traveling public, such as service stations, motels and hotels, convenience stores, gift shops, and eating establishments.

Important design considerations for this area include traffic circulation, parking, convenience; visual impact, and initial placement of buildings.

Recommended development guidelines for this area are as follows.

Building Orientation

Developers should be encouraged to place buildings in a manner that will maintain a strong relationship with the Mazama Road thus avoiding the appearance of haphazard development. Project design and location reinforce the "town image" as discussed in the general guidelines for development in Mazama. Primary orientation of building fronts should be toward the Mazama road and/or the adjacent interior street. Secondary orientation should be toward the North Cascade Highway.

Because of the visually exposed nature of the existing site to North Cascades Highway, service entrances, loading areas and parking lots should be hidden or screened from view. Particular attention should be given to the project's visual character as seen from North Cascades Highway.

Building Dimensions

The buildings dimensions suggested for this area are intended to discourage large multi-shop "strip" development. Clusters of businesses are encouraged but continuous facades should not exceed 75 to 125 feet in length. Building heights should not exceed three stories.

Building setbacks are intended to create an open buffer of landscape and/or parking area between the roadway and buildings. In addition, setbacks provide areas for snow storage and utility placement.

Roads, Parking and Pedestrian Considerations

Circulation layout should accommodate the motorist's needs for safe and efficient automobile movement. Access points and curb cuts along the perimeter of the area should be limited to those points shown on the Preferred Plan centerfold.

A grid street system is recommended. Coordination of street location should be undertaken to assure eventual layout of roadways is somewhat consistent with those shown in the Preferred Plan centerfold.

Pedestrian ways should be coordinated with the Mazama trail system plan and be interfaced with the Town Commercial area.

Sidewalks, trails, and street designs shown on the Preferred Plan should be followed.

Large areas for parking can potentially detract from views. To reduce this possible impact, shared parking areas or lots created under buildings are encouraged. In addition, parking areas should be landscaped.

In order to provide convenience to visitors, separation of employee and visitor parking is encouraged. At least one stall for each 200 square feet of retail floor area is suggested. Overnight lodging accommodations should have at least one stall for each guest room.

Architectural Design

The Auto Commercial area will be the gateway to Mazama. It will make a lasting impression on visitors. Architectural and site design should receive a high priority in project planning.

Since buildings should not be sited adjacent to one another, individual pitched roofs are recommended to create the rural, ranch structure image desired. Covered walks, awnings and shedstyle roof additions are appropriate design elements and are encouraged.

Window design should avoid large expanses of glass. It is preferable to use several smaller windows to break up the glass areas.
Landscaping

Landscaping can be a major determinate in assuring a positive image. Visual exposure to North Cascades Highway and Mazama Road is of particular concern. Three landscaping strategies are suggested.

The interim open space between early commercial development and the North Cascades Highway should be managed in a visually pleasing manner. Plantings for screening purposes are expected, however, the open view to the core area or Mazama should be maintained.

The median landscaping suggested for the Mazama Road should be undertaken as shown on the graphic on this Page and Pages 14 & 15 Handbook.

Finally, alternate buffers are suggested for screening purposes. These should be used as indicated below.

- **Perimeter Landscaping**
  A 20 foot buffer of native vegetation along the property line adjacent to Mazama Road is suggested. The buffer should be composed of 20% evergreens and 80% deciduous. Understory should be native shrubs and grasses which include substantial amounts of wildflower seeds.

- **Foundation Landscaping**
  Foundation plantings of native species is recommended to soften the buildings built in exposed areas, particularly those having foundation walls and windowless facades.

- **Interior Parking Area Landscape**
  Shading in parking lots is desirable. Trees, shrubs and grasses should be used to break up the expanses of parking areas.
SPECIFIC GUIDELINES FOR URBAN RESIDENTIAL

Several urban residential areas are suggested in and around Mazama to provide a mix of higher density housing. These areas will eventually include multifamily and single family dwellings, apartments. In the Urban Residential 1 area, overnight inns and lodges will also be allowed. Housing for employees should be encouraged to be located throughout Urban Residential areas.

An opportunity to locate some limited commercial in the UR-1 area along the Methow River also exists. Public restaurants or commercial uses associated with specific residential projects are appropriate along the river corridor in this area.

The development goal for these areas is to design high density housing clusters with minimal disturbance to the landscape.

Building Orientation

Buildings should be sited so that they are screened from adjacent roads and adjacent developments to the greatest degree possible. Important view corridors through properties should be determined during initial site analysis and protected. Housing units should be placed along the edge of existing forested areas so that usable open space will occur in sunny, open fields.

Open spaces and community areas within and between individual developments should be designed to function as view corridors, pedestrian ways or recreational areas. Open areas should extend in a continuous manner throughout the project.

Building Dimensions

Few suggestions are needed for building form. A three-story height limitation is recommended.

Roads, Parking and Pedestrian Circulation

Roadways with residential areas should be curvilinear. Points of access to the areas are recommended in order to minimize impacts upon traffic on adjacent public roadways. These points are shown on the Preferred Plan centerfold.

Roads, parking, and trail locations should be sensitive to the physical limitations of the site. Each should be designed to preserve significant or sensitive areas.

If a developer takes advantage of the riverfront commercial opportunities, clear and direct access to the commercial sites should be provided in a manner that does not affect the sense of privacy of the residential units.

Architectural Design

Developments within these areas should be consistent with the building materials suggested in the General Guidelines.

Modulation of foundations, broken roof lines and natural wood and stone construction is desired.

Landscaping

To protect the visual integrity of the community while allowing for high density residential development each residential area should maintain as much natural vegetative buffer along the perimeter as possible. If no perimeter vegetation exists then native plants should be established.

Buildings and roads should be incorporated into the existing landscape without altering its natural character.

Key landscaping recommendations are:

- preservation of the existing native landscape
- integration of building design with the native landscape form function and character
- revegetation of all disturbed areas after construction is completed
- use of native plant species when possible
- establishment and maintenance of usable common spaces for recreation, wildlife and resident uses
SPECIFIC GUIDELINES FOR NEIGHBORHOOD USE

The purpose of this designation is to provide an area for limited uses that serves the everyday needs of neighborhood residents. It is also intended to provide areas for municipal buildings for services and public safety.

Suggested commercial uses in this district should be oriented to providing convenience services to residents living in the immediate vicinity of Mazama. Convenience grocery, drug stores, auto services, professional offices and municipal buildings are considered appropriate uses. Municipal building for public services and safety should be located in the southern portion of the district.

Building Orientation

Buildings should face the Goat Creek and Lost River Roads. A continuous facade or strip mall design is discouraged.
Building Dimensions

Building heights should not exceed two-stories.

Setbacks should be adequate to accommodate right angle parking between buildings and the Goat Creek and Lost River Roads.

Roads, Parking and Pedestrian Considerations

Pedestrian linkages with the Neighborhood Use area should allow easy movement along the Goat Creek and Lost River Roads and provide crossings to the Mazama Road.

Parking should be limited to off-street angle parking along the frontage of Lost River and Goat Creek Roads. Employee parking should occur at the rear of the buildings.

Architectural Design:

Thematic or novelty architecture is discouraged. False facades or parapets are acceptable when they area used to shield gabled and flat topped roofs. Window mullions should be used to break up large areas of glass. Building fronts should be designed and scaled for the pedestrian in order to enhance street vitality and to encourage window shopping and walking in the town area.

Covered walkways are recommended to provide shade in the summer and snow free areas in the winter. It is recommended 70% of the sidewalk width be covered.

Landscaping

Because of its commercial character, few landscaping requirements are suggested for the Neighborhood Use area. A street tree program is encouraged to diversify streetscape. In addition, individual businesses are encouraged to landscape all undeveloped areas.

Regardless of use, building forecourts should be landscaped and attractively maintained. Plantings and/or decorative pavers such as brick, unipavers, should contribute 75% of the total square footage of the forecourt.

Intersection of State Highway 20 and Mazama Road. Site of future auto and town commercial areas. View is to the northeast.
GENERAL GUIDELINES FOR EARLY WINTERS, MAZAMA RURAL, BIG VALLEY AND WOLF CREEK

As shown in the Figure on Page #3, lands within Sub-Unit A not included in the Community of Mazama have been separated into sub areas. Each has distinctive characteristics that will influence land uses in it.

EARLY WINTERS

The Early Winters Area includes properties currently planned for a four seasons destination resort. The Committee suggests the resort be developed as a total self contained unit which provides full services to those who visit. Services and facilities should include lodging, food establishments, gift shops, boutiques, and a variety of resort recreational opportunities. The Committee favors a full service village, high density and single family homes as the primary design focus of the resort. Dispersed buildings such as a golf course clubhouse, meeting and conference facilities, ski mountain lodges and an equestrian center may be located outside the central village. The appropriate planning tool for review and approval of this type of project is a mixed or multi use planned unit development.

While the Early Winters Area is anticipated to be a "self-contained" resort, certain improvements should be integrated with the Mazama and Mazama Rural Areas. These include pedestrian trails along and over both Early Winters Creek and the Methow River: and a host of public utilities and facilities.

MAZAMA RURAL

The Mazama Rural Area includes all privately owned lands above Weeman Bridge not included in the Mazama or Early Winters Areas. The predominate land use in this area has been and will continue to be used as residential. It is expected that buildout rates within new and existing subdivisions will accelerate.

New residential subdivisions will be the primary impetus for land use change. Developers should be encouraged to design subdivisions in a manner that addresses the visual, environmental and community needs identified in this Handbook.

BIG VALLEY

Current land use within the Big Valley Area are of a low density residential and agricultural nature. Present trends, ownership patterns and the physical limitations of this area suggest a continuance of this character.

Of particular importance are the large agricultural fields that exist between Winthrop and Weeman Bridge. Care should be taken to address these visually sensitive areas should owners opt for residential development.

WOLF CREEK

The Wolf Creek Area is the most removed from the impacts that can be expected to occur along SR-20. Trends in land use are tending toward lower density (one dwelling per 5 acres) year around residential uses.

Some areas within the immediate vicinity of Winthrop are included in the Town's future utility service areas and consequently have the potential for higher densities should services be extended.

It is recommended lands in the Wolf Creek Area remain zoned Methow Review District as it may be amended or until a more thorough planning may indicate a more appropriate zone.

CONSTRUCTION MATERIALS

The guidelines listed below are intended to apply to lands and projects located within the Mazama Rural and Big Valley Areas.

New structures have the greatest potential for impacting the visual character of the planning area. For this reason, recommendations are made to encourage the use of certain construction materials that will not detract from the character of the area. Building materials and structures should be planned to blend with the natural surroundings and be in harmony with the valley and its agricultural tradition. For example, rural or ranch style buildings, i.e. board and batten or logs, are more appropriate than high-tech or architectural novelty structures (Swiss village, Olde English).

Use of wood, logs, stone and other natural materials or traditional beveled siding is desirable in highly visible areas. Fencing and non vegetative barriers should use similar materials. For example, chain link fencing, bare or with interlaced plastic, or fiberglass sheets for siding should be avoided. Chain link with vegetative screening may be appropriate for confining dogs.

Roofs should be made to blend rather than stand out. While brightly colored roofs may be attractive individually, their accumulated effect in a rural or natural
setting creates a substantial visual impact. Roofs are recommended to be one of the following:

- Fire resistant natural wood shingle or shake
- Brown metal
- Brown or black composition or slate
- Natural gray metal where cost or availability precludes use of other recommended materials. Gray or silver metal roofs are considered indigenous and typical of the old farm buildings in the area. (not in town)

ARCHITECTURAL DETAILS

A strict architectural theme is not proposed for the planning area. Planners, however, wish to encourage design, location and use of material that will tend to reflect the character of the Methow Valley and blend with the natural surroundings. Emphasis is on the use of natural materials including wood, stone, rough hewn boards and imaginative use of logs. The 1930's National Park style found in Glacier and Yellowstone Parks as is the main lodge at Sun Mountain is viewed as compatible with the planning area. At the same time, contemporary and traditional Northwest Architecture is seen as
appropriate and necessary for diversity. However, high-tech or architectural novelty structures are discouraged.

Architectural controls or advisory groups within subdivisions or larger developments are encouraged. Covenants in planned unit developments to help achieve the community goals are helpful and appreciated.

LIGHTING

Lighting is done primarily to provide illumination and security. A coordinated system can also serve as an important part of the community’s image. Light patterns and types can be varied for the needs of particular situations. The following recommendations are deemed important to the overall image of the planning area.

High intensity outdoor lighting should be used as sparingly as possible and shielding used in cases where lights are necessary. Consider use of other lights with shields and lower watt lights closer to the ground or object to be illuminated. High intensity yard lights that turn on automatically and light up acres of area even when the occupant is absent for long periods are objectionable to many. As the number of installations increase, the many bright lights will give the area an urban appearance and atmosphere that the community hopes to avoid.

Neon and flashing lights should not be used.

Guidelines for construction materials, architectural detail and lighting for these Sub Areas are found in General Guidelines for Mazama.

SUBDIVISION DESIGN

Residential subdivision have the greatest potential for causing land use changes in the planning area. Their design and the subsequent placement of homes are consequently important to the maintenance of the rural character of the planning area. Project layout will vary depending upon the location of each site, however, certain considerations are important for all locations. Of particular importance are the open fields and meadows and the adjacent forested edges. These areas provide an important visual resource. Other environmentally sensitive areas such as riparian zones and wildlife habitat must also be addressed.

Developers should incorporate the following guidelines into project design in order to help meet area planning goals.

- Locate building sites in areas where natural screening opportunities exist. When such opportunities do not exist, provide plantings and other landscaping techniques to screen building sites from highways.
- Avoid placement of building sites or roadways in sensitive environmental areas.
- Consider impacts of views from and to the site.
- Locate and design roadways in a manner that causes the least disturbance to vegetation or landforms on the site.
- Avoid unnecessary removal of trees.
- Identify and implement fire protection and prevention measures.
- Open meadows and agricultural fields should be maintained.
- Rural settlement and farmsteads should be preserved.
- Views of Methow River corridor, especially at road crossing and trail heads, should be retained in natural state.
- Mountain and Valley Walls such as Lucky Jim Butte, Goat Wall, Goat Peak, Driveway Butte, Last Chance Peak, Grizzly Peak, Sandy Butte and Spokane Gulch should be managed in a visually sensitive manner.
- Roadway corridors should be designed and maintained to assure natural roadside vegetation, view sheds and landforms are retained.

Covenants should be carefully structured to assure those that eventually live within the development are able to meet the management and financial needs for community improvements and the maintenance of common areas.
Early spring view from the Methow River to a portion of Sub-Area V. Planned development carefully clustered in trees will allow views like this to be possible for future generations.

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