

III. THE LAND USE ELEMENT

A. GOALS

The land use element of the Comprehensive Plan is intended to promote orderly community growth by providing for planned land use areas which consider environmental, economic, and human factors. This Plan is designed to meet both present and future needs of the community, and to serve as a guide to the public and private entities who participate in the development and redevelopment of Tonasket. The land use element is also a guide for the preservation and development of the community's public and private property, and intends to retain the basic form of the community while creating order within the general pattern.

The land use element of the Comprehensive Plan is general, and the location of the land use designations shown by areas of different patterns on the land use plan map generally follow property lines. The Plan is a statement of policy which includes both a graphic and text statement which is designed to assist the future growth of the City of Tonasket toward the goals listed on the following page. The land use plan map is intended to be a guide as zoning and other land use regulations are updated.

A map illustrating existing land use at the time the land use inventory was completed in 2010~~20~~ is presented in Map III-1 in the Map Appendix. The Future Land Use Map, also referred to as the Land Use Designation Map, is presented as Map III-2 in the Map Appendix.

i. LAND USE GOALS

- ✓ Encourage the growth of an orderly physical environment that will insure the general health, safety and welfare of the citizens of Tonasket while protecting individual choice and the integrity of the natural environment.
- ✓ Coordinate the varied pattern of land use with circulation routes and public facilities in promoting the optimum in convenience, efficiency, health and welfare of the City.
- ✓ Protect and help develop, whenever possible, desirable public and private investments in land and improvements.
- ✓ Encourage planned growth of urban development in and around Tonasket which is cost effective, sensitive to the environment and to the preservation of the area's agricultural economy.
- ✓ Encourage the redevelopment of existing developed areas in order to keep the cost of installing public facilities at as low a cost as possible.
- ✓ An annual downtown clean-up campaign should be initiated by the City.

- ✓ Maintain and enhance the composition of the City as a tourist and trading center.
- ✓ Encourage the protection of the Tonasket Municipal Airport from adjacent incompatible land uses and/or activities that could impact the present and/or future use of the airport as an Essential Public Facility (EPF), endanger the lives of people on the ground and/or promote inadvertent growth of incompatible land uses.

B. ASSESSMENT - TONASKET TODAY

A land use inventory was conducted within the Tonasket incorporated limits in 20~~10~~20 to serve this purpose. A more general survey was conducted to determine the land uses in growth areas outside of the incorporated limits that could be subject to annexation in the future.

1. THE GENERAL PATTERN

The Existing Land Use Map¹ (see Map Appendix Map III-1) illustrates that the majority of commercial use runs through the middle of Tonasket, appropriately situated along Whitcomb Avenue (US 97), and along Western Street to the immediate northwest. This is the Central Business District. Industrial uses - consisting primarily of fruit warehouses, packing shed and some light manufacturing - parallel the railroad tracks to the immediate west to northwest of the Central Business District.

Industrial and Commercial uses are also developing outside of the incorporated limits just south of the City. Residential uses spread easterly to the hilly terrain which appears to be quite suitable for such use. There also exists a slightly isolated portion of residential use in the northwest sector of the City between the industrial area that lies along the railroad tracks, and the river. This neighborhood lies almost entirely within the hundred-year floodplain of the Okanogan River.

The incorporated boundaries of Tonasket encompass approximately ~~565~~503 acres of land; however, settlement that is closely related to Tonasket, some of which is serviced by sewer and water, increases this area of urban use to well over ~~700~~627 acres. As indicated on the map, the bulk of the unincorporated lands are residential immediately southeast and southwest of the City.

About ~~93~~87 percent of the City proper is currently in urban use. There are vacant lots scattered throughout the City, but many of those listed as vacant are commonly used as large yards, gardens or storage. Hence, the vacant land available for development could be a great deal less than that actually calculated a figure slightly less than 6 percent of the total land area. In comparison with Omak and Brewster, two communities in Okanogan County that have been recently surveyed, Tonasket has very little vacant, developable land available within the City limits.

¹ - existing land use data is based on ~~2010-2020~~ Okanogan County Assessor's parcel database ~~with limited modifications to accommodate known change of use or to more accurately describe current use (e.g. Bluebird and Smith & Nelson Warehouses changed from Commercial to Industrial) and properties annexed in later 2012 and early 2013 have also been included.~~

Considering only ~~the developed~~ land within the corporate limits of Tonasket, ~~24.96~~41.14 percent is residential; ~~5.65~~3.36 percent is commercial; ~~6.62~~3.36 percent is industrial; ~~41.59~~52.41 percent is public or semi-public; and ~~21.18~~14.51 percent is streets and alleys.

The Urban Growth Area, which is that land lying between the city limits and Urban Growth Boundary, is made up of ~~68.57~~53.65 percent residential, ~~16.87~~6.67 percent commercial, ~~1.02~~1.12 percent industrial, ~~12.88~~5.83 percent public or semi-public, and ~~0.68~~5.83 percent are streets and alleys

2. EXISTING RESIDENTIAL

Residential use encompasses ~~141.14~~191.65 acres of land use in Tonasket, single family homes using ~~121.52~~176.77 acres while multi-family dwellings, including manufactured home parks, make up about ~~19.62~~14.88 acres. As the existing Land Use Map reveals, the higher density residential uses ~~are~~ is mostly confined to the residential area between the railroad tracks and the river. The low to medium density residential area, which is primarily made up of single-family dwellings is located on the eastern slope of the City.

The mean average lot size for single family residences in Tonasket is ~~10,000~~13,129 square feet but the majority of lots fall into the 7,000-8,000 square foot range mainly because the original Town site was platted with 3,500 square foot lots. Many of these lots have been combined to form 7,000 square foot lots while plats filed in later years increased to this larger size. Larger lot sizes are less frequent but they are plentiful and large enough to increase the overall average. ~~The 10,000 5,000 to 7,000~~ square foot lots ~~is~~ are now commonly used for urban plats in in many communities in the county and suitable for today's building demands. There were ~~380~~386 single-family dwellings counted in the land use inventory. ~~Three of these dwellings were listed at the Okanogan County Assessor's office as holding no value. Two of the dwellings, located along the river and just north of the bridge, were considered uninhabitable.~~

There were ~~48~~42 parcels listed as multi-family dwellings that include the mobile home parks. ~~Fourteen~~Twenty of the multi-family dwellings include three or less units while ~~five~~seven were apartments with more than three units. The largest apartment complex includes twenty-six units. A few of the dwelling units on these parcels include two or more single family dwellings which were counted in that group while the mobile home parks are listed as one multi-family dwelling each.

There are six parcels listed as mobile home parks, most of which offer RV parking as well. One large mobile home park, located in the residential area between the tracks and the river, has twenty-five spaces. Occupancy of the facility was at about 80 percent of its total capacity at the time of this inventory. Another park, which offers RV spaces, has twelve mobile home lots with eight of them in current use. The other mobile home parks are smaller and rely mostly on RV business.

The Urban Growth Area, which is that land lying between the city limits and Urban Growth Boundary, contains ~~129~~191 parcels ~~with residential use~~ with a total land area of ~~216.23~~627.35 acres. Of these parcels, ~~126~~89 are ~~designated in~~ Single-Family use, and have a total area of ~~200.34~~116.34 acres, while the remaining ~~3~~1 ~~are~~ is ~~in~~ designated Multi-Family use at, and contain ~~14.79~~15.89 acres.

3. EXISTING COMMERCIAL

Almost ~~32-173.41~~ acres of developed Tonasket ~~is-are~~ commercial properties. Most of this commercial use is retail (including restaurants), while the rest is primarily service oriented (i.e. realtors, banks or repair shops which do not sell goods). The commercial area extends north to south along Whitcomb Avenue (US 97), and Western Avenue. The central business district consists of about four blocks of both Whitcomb and Western Avenue between Second and Sixth Streets.

Streetscape is limited in the downtown area; increasing use of vegetation is creating an inviting atmosphere for local shoppers and especially the traveler.

Rehabilitation and enhancement of the motorized and non-motorized transportation system of the downtown area of Tonasket has been a subject of community conversation for a number of years. Efforts came to a head in 2001 when the City retained Pertee Engineering, Inc. to complete a Downtown Plan. The consultants conducted a series of workshops and meetings in the community to learn about community desires, provide conceptual plans for review and comment, and finalize a plan for downtown improvements. The final plan, which separates the project into three interrelated schedules or phases, has a total estimated cost of \$8,106,500 (2001 dollars) was approved by the City Council in December 11, 2001. A first step in implementing the ideas in this plan was taken in 2012 with the installation of a lighted pedestrian crossing at Whitcomb Avenue and Second Street to provide a safe crossing from the parking lot to North Valley Hospital.

The downtown plan was updated in 2019/20 by Varela Associates and dubbed the "Perfect Passage" project. The City has been pursuing several aspects of this "Complete Streets" approach to rebuilding US 97 through the heart of downtown that includes all underground infrastructure, reconstruction of the roadway, installation of streetscape and pedestrian improvements. The current price tag is in the \$9,000,000 range with the City presently seeking funding to upgrade the storm water management system to address downtown flooding during severe storm events.

Tourist commercial use is made up of services for the traveling public; however, many of such services are used by locals as well. Therefore, in Tonasket, this type of commercial use consists primarily of motels, which includes only ~~a little over about 1.12 one~~ acred or ~~0.2219~~ percent of the developed area. Tourist commercial uses not included in this figure are commercial RV facilities because they are mixed with residential uses. Another tourist facility that is listed as one of Tonasket's parks is the Tourist Information Center. This park includes eight RV spaces with hookups. Currently, there is no specific zoning provision for tourist commercial uses. Areas that take advantage of one of Tonasket's most scenic assets, the Okanogan River, would be appropriate sites for tourist amenities.

The Urban Growth Area, which is that land lying between the city limits and the Urban Growth Boundary, is comprised of ~~22-191~~ parcels with commercial development totaling ~~53-1060.01~~ acres.

4. EXISTING INDUSTRIAL

Industrial uses in Tonasket consist of mostly fruit warehouses and packing sheds. This category accounts for ~~37.45~~12.72 acres of developed land. One portion of industrial use is a large area immediately west of the railroad tracks and south of the ~~Okanogan River~~ BridgeFourth Street. The rest is along both sides of the tracks from one end of the City to the other.

Expansion of fruit warehousing activities has taken place south of the City in the past several decades with the construction of an apple storage warehouse, and the development of an expansive bin storage area by Smith & Nelson and Bluebird. This trend is expected to continue as industrial space is becoming scarce within the City, and empty existing fruit storage buildings are difficult to put to other industrial uses. The area is served by the Tonasket water system and sewer is easily accessible and well uphill from the wastewater treatment plant.

Historically, the old mill site at the northeast corner of Tonasket has been a heavy industrial area. Since the destruction of the mill by fire in the 1970's, the remaining buildings on the site have been used for a peat/compost mixing operation, and storage facilities.

The Urban Growth Area, which is that land lying between the city limits and the Urban Growth Boundary, is comprised of ~~18~~8 parcels with industrial development totaling ~~3.23~~10.09 acres.

5. EXISTING PUBLIC AND SEMI-PUBLIC

Public and semi-public use make up ~~approximately 41.59~~50.69 percent of the ~~developed~~ land area in the Tonasket City limits and ~~12.88 percent of the UGA.~~ an area that totals about 233 acres. Over ~~527~~ acres are used for parks while a little over 4 acres make up public utilities, nearly all of which consists of the sewage treatment plant. Public uses include the Forest Service facility, post office, Schools, City Hall, ~~police station~~Okanogan River, fire station and other government ~~operated facilities~~owned properties. ~~They use just under 87 acres of land or just over 17 percent of the developed land. The hospital, convalescent center, churches and service clubs constitute the 12.5 acres of semi-public uses while the schools make up the rest of the public and semi-public category using about 76 acres of land.~~ The cemetery (26.92 acres) and airport (84.78 acres) are City-owned properties that lie outside of the UGA.

The Urban Growth Area, which is that land lying between the city limits and the Urban Growth Boundary, is comprised of ~~125~~5 parcels with Public and Semi-Public development totaling ~~40.61~~86.95 acres.

6. EXISTING STREETS AND ALLEYS

Streets and alleys utilize ~~119.74~~67.58 acres of land in Tonasket or around ~~21.18~~13.43 percent of the total land area which is generally consistent with Cities of comparable size. The streets and alleys appear to provide reasonable access within the City limits; however, street access in the fringe development south of the City is representative of random development patterns and could cause problems if densities increase. Also, access in the southwest industrial area and Chief Tonasket Park near the river is very

poor and potentially dangerous. Further discussion of streets and alleys is included in the Transportation/Circulation element of the Comprehensive Plan.

~~The Urban Growth Area, which is that land lying between the city limits and Urban Growth Boundary, is comprised of 4 parcels with street and alley development totaling 2.25 acres.~~

7. EXISTING AGRICULTURAL

Agricultural use is confined to a small (~~+/-17.22~~ acre) orchard within the incorporated areas of Tonasket. One parcel consisting of three platted lots makes up this acreage.

The Urban Growth Area, which is that land lying between the city limits and Urban Growth Boundary, is comprised of ~~43~~34 parcels with Agricultural development totaling ~~341.38~~120.75 acres.

~~Refer to Table III-1 on the following page for a summary of the Tonasket land use distribution².~~

The Existing Land Use Map (See Map Appendix, Map III-1), as well as Table III-1, illustrate the distribution of land uses throughout the community based on the DORCODE (See Appendix A) assigned by the Okanogan County Assessor in compliance with WAC 458-53-030.

The "Residential" category includes DORCODEs 11 through 19. DORCODE 11 represents single-family dwelling units, 12 represents 2-4 dwelling units, 13 five or more dwelling units, 14 condominiums, 15 manufactured home parks, 16 motels/hotel, 17 institutional housing, and 19 seasonal or vacation homes. However, it is important to note that a number of the parcels designated for commercial uses are actually being utilized exclusively for residential purposes, including single and multi-family uses. Table III-1 includes DORCODEs 11 and 19 as Single-Family Residential, 12, 13 and 17 as Multi-Family residential, 15 as Manufactured Home Parks, and 18 as Residential Other, a category that represents residential uses of commercial structures and structures accessory to residential uses, and includes 16 as Commercial uses.

The DORCODE system uses numbers 21 through 39 for various manufacturing-oriented land uses. Parcels with these DORCODEs are listed as Manufacturing in Table III-1. DORCODEs 41 through 49 include land uses related to transportation, communication and utilities and are listed in Table III-1 as Utilities. There are currently no lands being used for industrial activities within the Tonasket Urban Growth Area.

Commercial uses include DORCODEs 50 through 59 which represent "trade" oriented land uses and DORCODEs 61 through 69 "services" oriented land uses. Table III-1 includes all uses codes with 50 through 69 and 16 as Commercial. The data in Table III-1 under the heading of Commercial, only includes non-public owned parcels. Parcels owned by public entities with these DORCODEs are included under the Public heading. The commercial lands are located primarily along the U.S. 97 corridor running through the community.

²—please note that data in the table does not include the City Airport or Cemetery properties.

The next series of DORCODEs, 71 through 79 represent cultural, entertainment and recreational land uses and are applied to both public and private uses. The data in Table III-1 under the heading of Cultural/Recreation.

The final two series of DORCODEs include 81 through 89, resource production and extraction and 91 through 99, undeveloped. Table III-1 includes parcels with DORCODEs 81 through 89 under the Agriculture heading and 91 through 99 as Undeveloped. The data in Table III-1 under the Agriculture and Undeveloped headings include all parcels.

Included in the "Public" classification are all of the parks, schools, play fields, water, and federal, state, county and city-owned facilities and land, except road rights-of-way, including parcels with DORCODEs showing residential, commercial or other uses.

The number of acres identified for Right-of-Way was calculated by subtracting the parcel-based land use inventory number from the overall land located within the UGA.

TABLE III-1
2020 LAND USE
CITY OF TONASKET

Land Use	Parcels		Acres		% of Same Use		% of Total Land Area		Acres per 100 Persons	
	City	UGA	City	UGA	City	UGA	City	UGA	City	UGA
Residential	428	91	137.88	228.91	82.47%	17.53%	27.40%	36.49%	1.38	2.29
Single-Family	386	89	116.34	215.04	81.26%	18.74%	23.12%	34.28%	1.16	2.15
Multi-Family	36	1	14.79	1.19	97.30%	2.70%	2.94%	0.19%	0.15	0.01
Manufactured Home Parks	6	1	6.75	12.68	85.71%	14.29%	1.34%	2.02%	0.07	0.13
Commercial	131	25	173.41	60.21	83.97%	16.03%	34.47%	9.60%	1.73	0.60
Trade	71	10	36.75	41.16	87.65%	12.35%	7.30%	6.56%	0.37	0.41
Service	57	15	135.54	19.05	79.17%	20.83%	26.94%	3.04%	1.36	0.19
Tourist	3	0	1.12	0	100.00%	0.00%	0.22%	0.00%	0.01	0.00
Industrial	27	8	12.72	10.09	77.14%	22.86%	2.53%	1.61%	0.13	0.10
Manufacturing	4	0	4.82	0	100.00%	0.00%	0.96%	0.00%	0.05	0.00
Transportation, Communication and Utilities	23	8	7.9	10.09	74.19%	25.81%	1.57%	1.61%	0.08	0.10
Recreation/Cultural	22	4	13.28	21.98	84.62%	15.38%	2.64%	3.50%	0.13	0.22
School Lands (no parcel number)	14	0	6.40	0	100.00%	-	1.27%	0.00%	0.06	0.00
Streets, Rights-of-Way and Alleys	-	-	67.58	45.77	-	-	13.43%	7.30%	0.68	0.46
DEVELOPED AREA	608	128	411.27	366.96	82.61%	17.39%	81.74%	58.49%	4.11	3.67
TOTALS	608	128	411.27	366.96	82.61%	17.39%	81.74%	58.49%	4.11	3.67
Okanogan River	0	0	34.60	24.13	0.00%	0.00%	6.88%	3.85%	0.35	0.24

Agriculture	<u>1</u>	<u>34</u>	<u>7.22</u>	<u>120.75</u>	<u>2.86%</u>	<u>97.14%</u>	<u>1.43%</u>	<u>19.25%</u>	<u>0.07</u>	<u>1.21</u>
Undeveloped	<u>59</u>	<u>29</u>	<u>50.05</u>	<u>115.51</u>	<u>67.05%</u>	<u>32.95%</u>	<u>9.95%</u>	<u>18.41%</u>	<u>0.50</u>	<u>1.16</u>
CITY AND UGA TOTALS	<u>668</u>	<u>191</u>	<u>503.14</u>	<u>627.35</u>	<u>77.76%</u>	<u>22.24%</u>	<u>100.00%</u>	<u>100.00%</u>	<u>5.03</u>	<u>6.27</u>
Public Owned Lands	<u>43</u>	<u>5</u>	<u>76.75</u>	<u>17.05</u>	<u>89.58%</u>	<u>10.42%</u>	<u>15.25%</u>	<u>2.72%</u>	<u>0.77</u>	<u>0.17</u>
City	<u>23</u>	<u>1</u>	<u>61.16</u>	<u>2.06</u>	<u>95.83%</u>	<u>4.17%</u>	<u>12.16%</u>	<u>0.33%</u>	<u>0.61</u>	<u>0.02</u>
County	<u>3</u>	<u>1</u>	<u>0.60</u>	<u>5.47</u>	<u>75.00%</u>	<u>25.00%</u>	<u>0.12%</u>	<u>0.87%</u>	<u>0.01</u>	<u>0.05</u>
School District	<u>7</u>	<u>0</u>	<u>0.86</u>	<u>0.00</u>	<u>100.00%</u>	<u>0.00%</u>	<u>0.17%</u>	<u>0.00%</u>	<u>0.01</u>	<u>0.00</u>
Hospital	<u>6</u>	<u>0</u>	<u>5.72</u>	<u>0.00</u>	<u>100.00%</u>	<u>0.00%</u>	<u>1.14%</u>	<u>0.00%</u>	<u>0.06</u>	<u>0.00</u>
PUD	<u>0</u>	<u>2</u>	<u>0.00</u>	<u>3.60</u>	<u>0.00%</u>	<u>100.00%</u>	<u>0.00%</u>	<u>0.57%</u>	<u>0.00</u>	<u>0.04</u>
USA	<u>3</u>	<u>0</u>	<u>8.11</u>	<u>0.00</u>	<u>100.00%</u>	<u>0.00%</u>	<u>1.61%</u>	<u>0.00%</u>	<u>0.08</u>	<u>0.00</u>
State	<u>1</u>	<u>1</u>	<u>0.30</u>	<u>5.92</u>	<u>50.00%</u>	<u>50.00%</u>	<u>0.06%</u>	<u>0.94%</u>	<u>0.00</u>	<u>0.06</u>

TABLE III-1
2010 LAND-USE
CITY OF TONASKET

Land-Use	Pareels		Aeres		Percent of Developed Area		Percent of Total Land Area		Aeres per 100 persons	
	City	UGA	City	UGA	City	UGA	City	UGA	City (10.1)	UGA (4.37)
Residential	428	129	141.14	216.23	24.96%	68.57%	23.13%	29.94%	13.68	49.48
—Single-Family	380	126	121.52	200.34	21.49%	63.54%	19.92%	27.74%	11.78	45.84
—Multi-Family	48	3	19.62	15.89	3.47%	5.04%	3.22%	2.20%	1.90	3.64
Commercial	96	22	31.96	53.10	5.65%	16.84%	5.24%	7.35%	3.10	12.15
—Retail	62	7	18.34	36.60	3.24%	11.61%	3.01%	5.07%	1.78	8.38
—Service	28	15	12.55	16.50	2.22%	5.23%	2.06%	2.28%	1.22	3.78
—Tourist	6	0	1.07	0.00	0.19%	0.00%	0.18%	0.00%	0.10	0.00
Industrial	2	2	11.55	2.13	2.55%	0.51%	2.29%	0.25%	1.14	0.49
—Railroad	25	1	37.45	3.23	6.62%	1.02%	6.14%	0.45%	3.63	0.74
—Other	4	0	13.68	0.00	2.42%	0.00%	2.24%	0.00%	1.33	0.00
Public and Semi-Public	75	12	235.14	40.61	41.59%	12.88%	38.54%	5.62%	22.78	9.29
—Public	28	2	86.79	11.39	15.35%	3.61%	14.22%	1.58%	8.41	2.61
—Semi-Public	20	5	11.84	22.11	2.09%	7.01%	1.94%	3.06%	1.15	5.06
—Education	13	0	75.15	0.00	13.29%	0.00%	12.32%	0.00%	7.28	0.00
—Public-Utility	5	2	4.35	3.60	0.77%	1.14%	0.71%	0.50%	0.42	0.82
—Parks	9	3	57.01	3.51	10.08%	1.11%	9.34%	0.49%	5.52	0.80
Streets and Alleys	21	4	119.74	2.15	21.18%	0.68%	19.62%	0.30%	11.60	0.49
Developed Area-Totals	645	168	565.43	315.32	100.00%	100.00%	92.67%	43.66%	44.90	95.17
Agriculture	3	30.97	11.01	299.48	1.80%	41.46%	11.38%	26.70%	5.67	51.44
Vacant	46	33	33.72	107.49	5.53%	0.00%	0.00%	0.00%	0.00	0.00
City and UGA-Totals	694	232	610.16	722.29			100.00%	100.00%		

8. EXISTING LAND USES OUTSIDE THE CITY LIMITS

As mentioned earlier, industrial and commercial development has occurred to the south along the US 97 Corridor. A few commercial uses, mostly associated with residential uses, have also been established to the north of the City along the highway corridor. Across the river and to the south, there are two residential developments, one a mobile home park, which are ~~currently~~ connected to the City's wastewater treatment facility.

C. LAND USE PLAN - THE FUTURE

This part of the Tonasket Comprehensive Plan is intended to direct future development of the City toward the goals outlined in the introduction to the Land Use element.

1. SPATIAL NEEDS

General projections of land use needs are based on population projections (medium population projection was used to develop data) included in the Introduction and the existing allocation of land uses taken from the land use inventory. Table III-2 presents the allocation of land use needs for future populations (using high projection) at the same approximate ratio that presently exists (e.g., 9.961.38 acres per 100 persons for residential uses).

TABLE III-2
PRESENT AND PROJECTED ALLOCATION OF LAND USES - 2010
(in acres)

	Present	Projected Need	
	2010 <u>2020</u>	2020 <u>2030</u>	20430
Land Use Type			
Residential	100.59 <u>137.88</u>	149.28 <u>107.57</u>	161.63 <u>110.66</u>
Single-family	86.21 <u>116.34</u>	125.96 <u>92.23</u>	136.38 <u>94.88</u>
Commercial	40.21 <u>173.41</u>	187.75 <u>42.98</u>	203.28 <u>44.22</u>
Retail and Service	39.13 <u>172.29</u>	186.54 <u>41.80</u>	201.97 <u>43.00</u>
Tourist	.07 <u>1.12</u>	1.21 <u>1.19</u>	1.31 <u>1.22</u>
Industrial	11.55 <u>12.72</u>	13.77 <u>12.31</u>	14.91 <u>12.67</u>
Public and Park	139.63 <u>117.75</u>	127.49 <u>248.94</u>	138.03 <u>256.09</u>
Streets and Alleys	68.35 <u>57.58</u>	62.34 <u>73.12</u>	67.50 <u>75.21</u>
Total Developed Area	453.46 <u>411.27</u>	445.28 <u>484.92</u>	482.11 <u>498.84</u>
Vacant Land & Agriculture	49.83 <u>57.27</u>	62.01 <u>53.24</u>	67.13 <u>54.77</u>
Total Land Area	503.29 <u>503.14</u>	544.75 <u>538.16</u>	589.80 <u>553.61</u>

Source: Land Use Survey, City of Tonasket, ~~2010~~2020
Population Projections, Highlands Associates, ~~2010~~2020

2. ANNEXATION AND REDEVELOPMENT

Since the majority of the land within Tonasket is developed, annexation and redevelopment of certain areas is likely to take place. Redevelopment of the incorporated area of Tonasket should be more of a priority than annexation in order to reduce the costs ~~of~~ associated with extension of infrastructure. Parcels that currently accommodate substandard or condemned structures are likely sites for redevelopment which could include higher density housing. As affordable housing needs increase and the costs of building materials and extension of infrastructure rises, housing densities are expected to increase. These trends are evident in ~~recent new~~ construction of multi-family dwellings in Tonasket.

However, due to the lack of vacant land and growing need for off-street parking and loading as well as storage areas in conjunction with development, future construction in Tonasket will probably require more area than in the past. These needs will warrant the annexation of fringe areas that the City is currently providing infrastructure to in varying degrees.

Topography and other physical restraints have an overwhelming influence on the direction of future development; certain critical areas must be respected. Development that has already occurred outside of the City also reduces flexibility of land use planning for the expansion of the community since many land uses will be established before annexations can occur. Since it is difficult and often economically unfeasible to annex for the sake of planning, coordination of planning efforts with Okanogan County is imperative. The Future Land Use Map (see Map III-2 in the Map Appendix) represents the area targeted for urban growth by the City and defines the desired general distribution of land uses within that area. When the Okanogan County Comprehensive Plan Map is updated, it should parallel this one and the resulting land use regulations should be consistent with the intentions indicated in this Plan.

i. ANNEXATION AND REDEVELOPMENT POLICIES AND OBJECTIVES

- ◆ As new areas are considered for annexation, studies should be conducted that involve cost/benefit analysis, infrastructure analysis, land capability analysis and solicitation of public opinion.
- ◆ An annexation study should be conducted immediately for that area southeast of the City where certain urban services are already provided and access is gained through the City. A strategy should be developed to encourage residents in this area to initiate annexation procedures.
- ◆ Ensure that redevelopment and annexation proposals include adequate usable open space.
- ◆ Identify sites for annexation which are suitable for industrial and heavy commercial development in order to promote and prepare for economic development.

- ◆ All proposed annexations should be reviewed by the Planning Commission for recommendations to the City Council.

3. LAND USE DESIGNATIONS AND PRINCIPLES FOR DEVELOPMENT

General areas have been designated for specific types of land use on the Future Land Use Map (see Map III-2 in the Map Appendix) and are described in this section. In order to satisfy the land use goals, certain objectives and principles for development must be established that address different categories of land use. These objectives and principles are intended to be the basis for all future land use decisions within and surrounding Tonasket.

a. RESIDENTIAL

The residential designations, rural residential (low density), single-family (low to medium density), single- and multi-family mix (medium to high density) and multi-family (high density), are intended to indicate land which is already developed for residential purposes and land which is suitable for future residential development.

Tonasket has two distinct residential areas - one west of the railroad tracks and the other east of US 97. In both areas the land is almost entirely developed and expansion room is limited primarily to scattered vacant lots. Thus, if new residential development is needed, the City will be required to look at the underdeveloped fringe areas for expansion. Those areas that require the least infrastructure investment should be considered as a priority.

General objectives and policies for residential development include the following:

- 🏠 Residential areas should be varied in density, dwelling types, and design to provide a maximum range of choice to meet the needs of diverse family sizes, age groups, and income levels.
- 🏠 Parcels of ground should be large enough to allow for flexible site plans and maximum utilization of land including allowances for adequate open space.
- 🏠 Commercial and industrial uses which are not compatible with residential development should not be allowed to encroach upon residential areas since these conflicting uses often produce blight thereby lowering the residential property values.
- 🏠 Churches, schools, and similar uses should be allowed in residential areas after ascertaining the compatibility of the proposed development with the residential development of the area.
- 🏠 Residential Child Day Care facilities should be allowed, outright, in all residential areas and whenever possible barriers for the establishment of higher intensity child care facilities should be minimized.

- 🏠 Future residential development 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 along with reservation of area for future sidewalks.
- 🏠 Future residential developments should include construction of sidewalks to accommodate the pedestrian public and discourage unnecessary automobile traffic and air pollution.
- 🏠 Adequate off-street parking should be required as an element of any new development.
- 🏠 Future high density residential development should occur in such a manner as to allow maximum utilization of the land while retaining adequate open space for recreational and aesthetic values.
- 🏠 Designated manufactured homes should be considered the same as any other single family dwelling units and their placement should comply with comprehensive planning goals and objectives.
- 🏠 ~~Mobile hHomes~~ which are not built to the Uniform International Building Code, HUD or Labor & Industry Standards ~~and are not "designated" manufactured homes~~ should not be permitted ~~be restricted to mobile home parks~~.

1) **Rural Residential**

The purpose of the rural residential designation is to provide for areas within the Urban Growth Boundary that will annexed into the City where low density rural types of residential uses will be provided for with an emphasis on single family dwellings. For the purposes of this Comprehensive Plan, low density shall mean one to three dwelling units per acre of land.

Objectives and policies for Rural Residential Designation:

- 🏠 Restrict future development to low density rural residential uses consisting of single family homes and small farmsteads, exclusively.
- 🏠 Off-street parking (i.e., driveways) should be a required element of any new dwelling construction.
- 🏠 Land uses may include activities similar to those conducted in the area prior to annexation.
- 🏠 Portions of the City code related to keeping of animals and other agricultural or rural lifestyle related regulations should be reviewed for compatibility with the purpose of the rural residential designation.

2) **Single Family Residential**

The purpose of the single-family residential designation is to provide for areas of the City where low to medium density residential uses will be provided for with an emphasis on single family dwellings. For the purposes of this Comprehensive Plan, low-density shall mean one to five dwelling units per acre of land.

Objectives and policies for Single Family Residential designation:

- 🏠 Restrict future development to low ~~to~~ and/or medium density residential uses consisting of single family homes, exclusively.
- 🏠 Off-street parking (i.e., driveways) should be a required element of any new dwelling construction.
- 🏠 Land uses that are incompatible with the Single Family Residential areas should be buffered by gradually higher intensive uses.

3) **Single/Multi-Family Residential**

The purpose of the single/multi-family residential designation is to provide for the development of multi-family structures that are compatible with single family dwellings at a low to moderate density. For the purposes of this Plan, low to moderate density is defined as one to eight dwelling units per acre.

Objectives and policies for Single/Multi-Family Residential Classification:

- 🏠 Encourage a mixture of housing types.
- 🏠 The density standard for multi-family residential development should be stringent enough to prevent overcrowding; thereby providing a degree of certainty that new multi-family dwelling units will be compatible with single family residential development within the same area.

4) **Multi-family Residential**

This designation is intended to provide for multi-family apartments and other types of high-density residential uses such as manufactured home parks that might otherwise be incompatible with low density housing types. For the purposes of this Plan, high density includes eight or greater dwelling units per acre.

Objectives for the Multi-family Residential designation:








- 🏠 Ensure that multi-family dwelling needs are a priority in this designation.
- 🏠 Encourage construction designs that provide open space and are aesthetically acceptable.
- 🏠 Encourage development that will provide affordable, energy-efficient design.
- 🏠 Set access design standards that ensure safety which includes accessibility by police, fire and utility vehicles.

b. **COMMERCIAL**

The Commercial designations are intended to indicate land which is already developed for commercial purposes or which is suitable for future commercial development. The land use element of Tonasket's Comprehensive Plan provides for three different commercial designations - retail commercial, service commercial and tourist commercial. (See Map III-2 in the Map Appendix) The purpose of dividing commercial uses up in this manner is to protect the Central Business District of Tonasket as a pedestrian accessible area that is comfortable and safe for shopping and socializing as well as inviting and attractive to visitors to the community. To

accomplish this objective it is essential to provide for those uses that cater more to automobile access or activities that are otherwise incompatible with the Central Business District functions.

General objectives for Commercial development include the following:

-  Redevelopment of existing commercial areas should be a priority for commercial development in order to encourage improvement and maintenance of those areas.
-  Commercial areas should be grouped together in as attractive, convenient and compact a manner as possible so as to accommodate the pedestrians.
-  Interconnections between parking and access areas of separate businesses should be avoided in order to avoid traffic problems within private properties where municipal traffic controls are difficult to impose.
-  The amount of land set aside for commercial development should be closely related to need. The indication of excessive commercial area will undermine the strength of the present central business area and will tend to create deterioration of adjacent residential areas.
-  Businesses should provide ample, convenient off-street parking located in such a manner as to be architecturally pleasing and still accommodate the shopper. All new construction should provide off-street parking as part of construction; and at such time as parking becomes a problem in the present business area, a corporation should be formed by the businesses to provide off-street parking.
-  Uses in commercial areas should be compatible with each other and those that are not compatible should be excluded.
-  Commercial areas, including professional services (office-oriented) and tourist-related facilities should be compact with easy access and adequate off-street parking and loading facilities.

1) Retail Commercial

The purpose of the retail commercial designation is to provide a district which is suitable for present and future retail activities. Appropriate uses in this classification include most types of retail and office activities including a few service commercial activities such as restaurants and personal care services.

The retail commercial designation includes that area of the City considered to be the central business district. As indicated on the Existing Land Use Map of the Comprehensive Plan, it is generally described as an area that includes about four blocks of both Whitcomb and Western Avenue between Second and Sixth Streets. Slight expansion of this area may be necessary to enhance the district and to provide off-street parking. Also, the district could be expanded to include Fourth Avenue where the apple warehouses in that area could be encouraged to establish retail fronts for their produce as well as value-added and related products.

Objectives for the Retail Commercial Designation are:

- 🏢 Expansion of the Retail Commercial area should be limited in order to maintain a compact and easily accessible shopping area.
- 🏢 Business owners should be encouraged and assisted in establishing common off-street parking areas.
- 🏢 A private/public relationship should be established in order to initiate City revitalization efforts. This type of arrangement could include meetings that include both the Planning Commission and Chamber of Commerce to exchange ideas for improving the central business district.
- 🏢 A City bulletin board or kiosk should be built in the downtown area. Advertising space could be sold to fund the project.
- 🏢 A downtown enhancement fund should be established and funded by business licensing. Hotel/Motel revenues should also be considered for this purpose.
- 🏢 An annual downtown clean-up campaign should be initiated by the City.

2) **Service Commercial**

This designation is intended to provide for those businesses that require large land areas and attract little walk-in traffic. Permitted uses in this area should include all activities allowed in the retail commercial designation. Additionally, service type enterprises that are not necessarily desirable in the central business district including heavy commercial uses such as auto repair shops, auto and farm implement sales & service businesses, laundry facilities, and fast-food restaurants. Light industrial and tourist commercial uses should also be conditionally allowed in this area.

Objectives for the Service Commercial designation include:






- 🏢 The designation should not necessarily be situated in such a linear fashion as to create a "strip" environment that neither extends beyond the incorporated limits nor excessively impedes pedestrian travel.
- 🏢 The district should include adequate buffers between it and residential areas that would be adversely affected by noise, traffic, lighting or other annoyances that are associated with service commercial activities.
- 🏢 New service commercial development should provide safe pedestrian access.

3) **Tourist Commercial**

This designation is introduced to provide for services that are needed by, and attractive to the traveling public. At present Tonasket has a considerable

number of tourists who come to visit the areas very fine outdoor recreational resources, but the amount of land that Tonasket has in this category are not indicative of future needs. The Tourist Commercial classification would provide area for new motels, trailer parks and other tourist oriented business while at the same time assuring their development would be compatible with surrounding residential and commercial development.




Objectives for the tourist commercial designation are:





-  Tourist commercial uses should be convenient to and along major routes of transportation and be designed to adequately serve the public while discouraging the movement of disruptive traffic through residential areas.
-  Tourist commercial areas should include design standards that provide easy access and an aesthetically pleasing atmosphere.
-  Tourist commercial areas should be located to encourage the use of the Okanogan River as a scenic amenity.
-  Safe pedestrian access to and from the central business district should be ensured in tourist commercial development.
-  Parking areas for the tourist commercial areas should be designed to accommodate the larger recreational vehicles.

c. INDUSTRIAL

The Industrial designation is intended to provide areas which are suitable for present and potential use for manufacturing, repairing, wholesaling, warehousing, storage, or packing. The present industrial area within the City consists of a north/south corridor abutting the Burlington Northern tracks. The primary industrial uses in this area are fruit packing, processing and storage warehouses. Truck shops and fuel storage facilities are located there as well. Unfortunately, there is very little room for expansion in the present industrial area; therefore, new industrial uses will probably have to occur outside the present city limits. If Tonasket is to have future industry within its boundaries, annexation may be necessary.

Objectives for the Industrial designation include:

-  Industrial areas should have maximum access to transportation corridors and utilities with sites large enough to accommodate off-street parking, loading and reasonable expansion.
-  Industrial sites should be large enough to provide for expansion and for off-street loading and parking.
-  Industrial sites should be reserved well in advance of need for exclusive industrial use through single ownership and through industrial zoning.

-  Industrial areas should be compatible with surrounding land uses and be protected from conflicting uses.
-  Industrial areas should be buffered from all other uses so as to not create any adverse effects on other types of land use.
-  Industrial use should be consistent with shoreline and floodplain regulations.
-  Feasibility studies should be conducted for ready-to-build industrial sites as private interests increase and funding becomes available.

d. MIXED USE

The Mixed-Use designation is intended for those areas planned for development or redevelopment located within city limits or UGA. Mixed uses have ready access to full city services and the existing transportation network. Areas with this designation should be given a priority for annexation and/or extension of city utilities. Full utilization of properties so designated for residential, commercial and/or industrial uses should be contingent upon annexation if not already within the corporate limits, approval of a planned development (if required) and connection to city services.












Uses allowed in areas with this designation include Residential (densities from 1 to 30 units per acre), Commercial (professional, retail and wholesale commercial) and Industrial (primarily light industrial).

Two primary areas have been identified for future mixed use development:

Site 1: Some expansion of fruit warehouse facilities, the Tonasket Commancheros Rodeo Grounds and development of several commercial uses has already occurred to the south of the City along the frontage road east of US 97; however, water service is limited and sewer service is not yet available. There is vacant land available in the area with ready access to US 97 and the land is flat and could be readily served by extending city utilities.

Site 2: A former industrial area, an old sawmill site in the northeastern part of the City, is currently undeveloped with limited uses. Due to its proximity to residential areas, air quality considerations and concerns about excessive noise, this area is not considered ideal for heavy industry as it had been used for in the past. However, smaller scale non-polluting industry such as the peat operation and storage activity that is currently located there should be encouraged for future use. The area is appropriate for mixed light industrial, commercial and/or residential development due to its location along the Havillah Road, a classified Major Collector. Water and sewer are readily available to the site. As the site is developed for a variety of land uses, provisions should be made to encourage visual enhancement and vegetative noise buffering in order to minimize conflicts with adjacent uses.

Objectives for the Mixed Use designation include:

-  Mixed Use areas should have ready access to transportation corridors and utilities with sites large enough to accommodate off-street parking, loading and reasonable expansion.
 -  Development in Mixed Use areas should include buffering between potentially incompatible uses so as to not create any adverse effects on other types of land use.
 -  Commercial development in Mixed Use Areas is encouraged.
 -  Common off-street parking areas are encouraged in Mixed Use Areas.
 -  A private/public relationship should be established in order to initiate expansion of sewer and water utilities into Mixed Use areas within the Urban Growth Boundary.
 -  Tourist commercial uses within Mixed Use Areas should be convenient to and along major routes of transportation, provide for pedestrian access and be designed to adequately serve the public while discouraging the movement of disruptive traffic through residential areas.
 -  Safe pedestrian access within and to and from Mixed Use Areas to the central business district and adjoining residential areas is encouraged.
 -  Development within Mixed Use areas situated in a linear fashion should provide safe access for non-motorized forms of transportation.
 -  Parcels of ground should be large enough to allow for flexible site plans and maximum utilization of land including allowances for adequate open space and buffering from incompatible uses.
 -  Churches, schools, and similar uses are allowed in mixed use areas after ascertaining the compatibility of the proposed development with the existing development in the area.
 -  Future residential development 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 along with reservation of area for future sidewalks.
- e. **AIRPORT INDUSTRIAL**
The purpose of the Airport Industrial designation is to provide a specific designation for City of Tonasket Municipal Airport and adjoining City owned property that recognizes the priority nature of aviation in the area. The designation is intended to provide a basis for implementation of Federal Aviation Administration and Washington State Department of Transportation regulations and guidelines for general aviation facilities. In addition, the intent is to inform Okanogan County of the City's desire to maintain the long-term viability of this important and essential public facility. See Map III-2 in the Map Appendix for location of the Airport Industrial

area.

The Tonasket Airport has been recognized as a potential light industrial site. The site offers a location that would create minimal impacts to adjacent land uses while air parcel service could be readily developed. Well water is available at the airport but a source of additional water would need to be developed in order to provide adequate fire flows for commercial/industrial uses. On-site waste water treatment would have to be developed and the County Road serving the airport would have to be substantially improved to provide all weather access.

Objectives of the Airport Industrial Designation include:

- ✍ Maintain the facility as a general aviation airport.
- ✍ Develop adequate infrastructure (upgrade of County Road, development of water for fire flow and design of on-site septic systems) to allow for development of appropriate commercial/industrial activities.
- ✍ Encourage development of visitor infrastructure and flight services.
- ✍ Promote the safe operation of the Tonasket Municipal Airport and discourage uses or activities that will impede safe flight operations or endanger the lives of people on the ground.
- ✍ Discourage the siting of uses at the airport that attract birds, create visual hazards, and discharge any particulate matter in the air that could alter atmospheric conditions, emit transmissions that would interfere with aviation communications and/or instrument landing systems, or otherwise obstruct or conflict with aircraft patterns, or result in potential hazards to aviation.

f. AIRPORT PROTECTION OVERLAY

The purpose of the Airport Protection Designation Overlay is to provide notice to landowners in the area surrounding the airport that Okanogan County has adopted regulations governing structure height and location as well as land uses and densities within this area. The purposes of the regulations are to protect the health and safety of pilots and people/property on the ground and to protect the airport from incompatible uses and structures in order to secure its long-term viability. The designation is intended to provide the basis for implementation of Federal Aviation Administration and Washington State regulations and guidelines for general aviation facilities. In addition, the intent is to support Okanogan County's responsibility of adopting and enforcing regulations pertaining to safety and compatibility of land uses surrounding the City-owned facility. See Map III-2 in the Map Appendix for the location of the Airport Protection Overlay.

Objectives of the Airport Protection Overlay include:

- ✍ Work with Okanogan County to encourage compatible land uses and activities, and discourage uses or activities that will impede safe flight operations or

endanger the lives of people on the ground.

- ✈ Discourage the siting of uses adjacent to airports that attract birds, create visual hazards, and discharge any particulate matter in the air that could alter atmospheric conditions, emit transmissions that would interfere with aviation communications and/or instrument landing systems, or otherwise obstruct or conflict with aircraft patterns, or result in potential hazards to aviation.
- ✈ Encourage Okanogan County to adopt development regulations that protect the airport from height hazards by developing a Height Overlay District that will prohibit buildings or structures from penetrating the Federal Aviation Regulations (FAR) Part 77 “Imaginary Surfaces”.
- ✈ Ensure that the Tonasket Municipal Airport is protected from incompatible uses consistent with WSDOT Aviation Airport and Land Use Compatibility guidelines and best management practices.
- ✈ Incompatible land uses may include medium to high density residential, multi-family, height hazards, uses that attract large concentrations of people, wildlife hazards, and special uses such as schools, hospitals and nursing homes, and explosive/hazardous materials.
- ✈ Evaluate all proposed amendments to the comprehensive plan, capital facilities plan and/or urban growth area (UGA) that will increase incompatible land uses or potential of incompatible development adjacent to the airport through inappropriate land use or zoning designations and/or inadvertent land use policies.
- ✈ Coordinate the protection of the Tonasket Municipal Airport with Okanogan County by developing consistent development regulations that utilize WSDOT Aviation Airport and Land Use Compatibility guidelines and other best management practices for encouraging compatible land uses adjacent to the facility.
- ✈ Encourage open space/clear areas and utilize zoning criteria within key safety areas adjacent to the airport to facilitate protection of the airport as an essential public facility, and reduce safety risk exposure to people on the ground and in the air. Applicable criteria may include promoting cluster development to promote open space/clear areas, locating structures away from the extended centerline of the runway, discouraging public assembly, transfer of development rights and applicable strategies. When possible promote contiguous open space parcels, especially in areas with smaller parcel size configurations.
- ✈ Within the Airport Influence area a notice to title/disclosure statement should be required for new or substantial redevelopment of lots, buildings, structures, and activities. The notice should indicate that the property is located adjacent to and/or within the various safety zones of the Tonasket Municipal Airport and may experience low overhead flights, odor, vibrations, noise and other similar aviation impacts.

- Identify, preserve, and enhance, through interjurisdictional planning, goals, policies and development regulations that promote significant regional transportation linkages and multimodal connections to and from aviation facilities and employment centers.

D. RESOURCE LANDS, CRITICAL AREAS AND SHORELINES

There is a body of state and federal laws, which mandate that City identify and protect certain types of land uses and environmentally sensitive areas. The State of Washington's Growth Management Act (GMA, as it exists or hereinafter amended) requires the City and County to classify and designate resource lands and to classify, designate, and regulate development in critical areas. The Shoreline Management Act of 1971 (SMA, as it exists or hereinafter amended) mandates that the City prepare and enforce a shoreline master program, comprised in simple terms as a comprehensive plan and zoning ordinance for defined shoreline areas. The City is also required adopt and enforce flood damage prevention ordinances in order to maintain coverage under the National Flood Insurance Program. While the federal government has not established regulations that directly affect local land use planning, there is a substantial body of law, primarily enforced through the state, that regulates development ~~of~~in wetlands, construction in flood hazard areas and impact development through clean air and water regulations. This section of the land use element is intended to ensure that the city of Tonasket is meeting the requirements of both the Growth Management Act, and Shoreline Management Act and both state and federal flood hazard and wetlands regulations.

Beyond the City's obligations and responsibilities to implement federal and state mandates, area residents are concerned about their "quality of life" and the environmental attributes that contribute to the rural lifestyle. Resource Lands, Critical Areas, and Shorelines all play a significant role in the "quality of life" enjoyed by people living, working or playing in the Tonasket area. Therefore this section of the plan plays a crucial role in maintaining community desires into the future.

1. GROWTH MANAGEMENT ACT

In 1990, the Washington State Legislature passed the Growth Management Act (GMA) in response to rapid growth that was occurring in certain areas of the state. Counties that are either required or have opted to plan under GMA have a wide array of planning issues to address. Jurisdictions in counties such as Okanogan County that aren't required to plan under the Act and/or have not chosen to plan are still required to address certain issues. Tonasket fall within the latter category.

Classifying and designating "natural resource lands of long-term commercial significance" as well as "critical areas" is a required task for all cities, towns and counties in the state. Natural resource lands include agricultural lands, forest lands, and mineral resource lands. Critical areas include wetlands, aquifer recharge areas, frequently flooded areas, fish and wildlife conservation areas, and geologically hazardous areas which include erosion hazard areas, landslide hazard areas, mine hazard areas, seismic hazard areas and volcanic hazard areas identified using the "Best Available Science".

The City has historically had a cooperative working relationship with Okanogan County when working to comply with GMA requirements and other environmental protection mandates. During 1993 and 1994, Tonasket and other Okanogan County communities participated in a coordinated planning effort with Okanogan County that included broad citizen participation in order to comply with Resource Land and Critical Areas provisions of the Growth Management Act. In an attempt to maintain reasonable consistency between the county and municipal jurisdictions, information that was collected in that joint planning activity was used to create the City's original process for the classification and designation of resource lands and the classification, designation and regulation of critical areas.

Subsequently, during 2006 through the present, the City has been reviewing and preparing revisions to this plan and existing land use regulations to incorporate the use of Best Available Science in the identification and protection of critical areas. In addition, the City, in cooperation with Okanogan County and the other cities and towns in the County has ~~been working on~~prepared an update of its Shoreline Master Program which includes consistent measures to protect critical areas within shoreline jurisdiction.

Furthermore, Okanogan County is ~~nearing the end of a process~~continuing efforts to update its 1964 Comprehensive Plan which means that as of the time of this update of the City's Resource Lands and Critical Areas provisions, there appears to be some relatively significant changes to the County's approach to classify and designate resource lands of long term commercial significance. The scope of the changes to the County's critical areas provisions will not be fully known until appeals of the comprehensive plan update is complete~~are resolved and the plan is adopted~~.

In 2000, the State Legislature amended the Growth Management Act to include new rules for including Best Available Science in critical area policies and regulations. Specifically, the new regulations state:

“Counties and cities must include the best available science when developing policies and development regulations to protect the functions and values of critical areas and much give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries.”

Because this is ruling, the Tonasket Planning Commission began work to incorporate it into the Comprehensive Plan. Meetings were conducted from 2004 through 2008 to review and update the City's critical areas information; this included tours of critical areas within the planning area. During that time the City worked closely with Department of Ecology and Department of Fish and Wildlife in developing the classification, designation, and policies for critical areas within the Tonasket planning area. The Okanogan Conservation District provided valuable information on irrigation practices, water quality, and potential for nutrient loading. Efforts were made to coordinate critical areas planning with Okanogan County. The resulting classifications, designations, and policy guidance incorporate best available science with reasonable use of lands within the City and Urban Growth Area. ~~While completion of~~The process to update the City's Comprehensive Plan and Land Use Regulations was ~~put on hold in 2008, completed in 2012 with updated critical areas regulations adopted in 2014.~~ This current effort,

~~primarily using the same process, is the required update due in 2020. to complete the update continues that effort.~~

ii. **SHORELINE MANAGEMENT ACT**

Enactment of the Shoreline Management Act in 1971 (RCW 90.58) reflected a growing concern among the residents of Washington State with the adverse effects of unplanned and uncoordinated development on the state's shorelines. The Shoreline Management Act establishes a cooperative program of shoreline management between local government and the state. Local government has the primary responsibility for initiating and administering the regulatory program for shoreline development. The state Department of Ecology acts primarily in a supportive and review capacity with primary emphasis on ensuring consistency between local policy and provisions of the Act.

In Tonasket, the Okanogan River is designated a "shoreline of statewide significance", and thus, the City is required to give priority to statewide objectives and goals enumerated in RCW 90.58.020 while Bonaparte Creek is a "shoreline of the state". Tonasket regulates its shorelines through a Shoreline Master Program (SMP) adopted in 1991 with an update presently nearing completion. In 2003, the State Legislature enacted new shoreline rules that require all such Programs to be updated by 2014. The City ~~will~~ has adopted a new SMP in 2021 ~~prior to end of 2013 that will intended to~~ be compliant with the legislative mandate. However, the adopted plan has not been submitted to the Department of Ecology for its approval and codification into state statute.

The main purpose in including a reference to the shorelines in this section of the land use element is to provide a link between the Tonasket Comprehensive land-use Pplan and SMP.




iii. **GENERAL POLICIES FOR RESOURCE LANDS, CRITICAL AREAS AND SHORELINES³**

The following policies are intended to guide decision-making regarding resource lands, critical areas and shorelines in the Tonasket Area.

- 🌳 agree to develop plans, programs and intergovernmental cooperation aimed at ensuring resource lands, critical and shoreline areas are not subject to unnecessary impacts.
- 🌳 cooperatively develop strategies for meeting the requirements of the Growth Management and Shoreline Management Acts for the Planning Area.
- 🌳 coordinate and cooperate on the review and revision of critical area and shorelines regulations to reflect changes in local, state and federal regulations.
- 🌳 cooperate on identification of resource lands, critical and shoreline areas. This would




3 - The City of Tonasket Shoreline Master Program contains goals, policies and specific regulations applicable to all development within the defined shoreline area.

simplify the administration of existing ordinances consequently promoting compliance.




-  agree that development in critical areas outside of shoreline and floodplain areas should be subject to review under the State Environmental Policy Act procedures to ensure disclosure of potential environmental impacts.
-  agree to inform the public of resource protection and permitting requirements for resource lands, critical areas and shorelines using news media and educational materials available from local, tribal, state and federal agencies.
-  agree to provide for reasonable use of developable lands and to use enhancement measures to mitigate effects of development.

iv. **RESOURCE LANDS**

As defined under GMA, natural resource lands include three distinct categories to be classified and designated: agricultural lands, forest lands, and mineral resource lands. The Comprehensive Planning Goals for resource lands of long-term commercial significance are:

-  Respect and support existing agricultural operations, both within and surrounding the City and its projected growth area, while protecting the health, safety and welfare of those persons living, working or recreating within areas targeted for urban-future growth.
-  Encourage mineral development in areas where it can be accommodated with historic, present, and projected land use patterns for the area, while recognizing that mineral development can only occur where economically viable deposits exist.
-  Protect the quality and quantity of groundwater used for public water supplies.

The following Ppolicies are intended to implement ~~the general and specific~~ resource lands goals:

-  Zoning within the City shall treat commercial agricultural land as a non-conforming use that can continue but cannot expand or be substantially changed.
-  Encourage the establishment of sufficient buffers for proposed non-agricultural activities that adjoin existing commercial agricultural uses in order to protect the public health and safety and welfare.
-  Existing or proposed urban uses within the incorporated boundaries of the City shall be given acknowledgment and priority consideration over commercial agricultural uses while appropriate and effective buffers should be encouraged between such uses to protect the health, safety and welfare of citizens choosing to live, work and play within the City.