

INTRODUCTION

The comprehensive plan for the Town of Twisp is intended to be a guide for the growth and development within and surrounding the community that is both sensitive to the environment and to the needs of community residents. The plan is intended to guide the community in its development for the foreseeable future, or about the next 10 years. It is intended that this plan be reviewed on a regular basis to insure that it serves the best wishes of the community. This plan should be the guiding element for the decision making process of the Town Council.

This comprehensive plan describes general goals and objectives which Town Officials believe to be consistent with the attitudes of the citizens of Twisp and in the best interest of the community as a whole. The general purpose of the plan is to provide goals for the development of the town which will make it a more convenient, attractive, and orderly place in which to live, shop, work, and play. Goals of the plan are as follows:

1. Encourage the most appropriate use of land throughout the community.
2. Lessen traffic congestion and accidents. Encourage non-motorized transportation and pedestrian connection of neighborhoods.
3. Secure safety from fire.
4. Provide adequate light and air, lessen noise & light pollution.
5. Prevent overcrowding of land. Encourage a broad spectrum of housing through multiple residential zoning types.
6. Balance residential areas with sufficient business and industrial areas to support employment and business growth.
7. Promote the coordinated development of undeveloped areas.
8. Encourage the formation of neighborhood or community units.
9. Secure an appropriate allotment of land area in new developments for all the requirements of community life.
10. Conserve, protect and restore natural beauty and other natural resources.
11. Facilitate the adequate provision of transportation water, sewerage, and other public uses and requirements.

The Town of Twisp Comprehensive Plan is composed of five main elements which must be closely interrelated to serve as a satisfactory guide for future development.

These elements are:

- I. The Land Use Element which is intended to show the general location, amount, and pattern of residential, commercial, industrial, agricultural and open space land needed in the Twisp area in the foreseeable future.
- II. The Public Facilities and Services Element which is intended to assist the community in determining the need and location for future schools, water, sewer, health care, municipal buildings, and other municipal facilities and services.
- III. The Transportation/Circulation Element which is intended to indicate standards and locations for arterials, collector and local access streets, and pedestrian and non-motorized access in and around Twisp.
- IV. The Park and Recreation Element which is intended to provide goals and objectives, for the development and expansion of a wide range of parks, trail system, and recreation facilities.
- V. The Community Identity Element which is intended to provide goals and objectives to identify, preserve and maintain and beautify historical structures, heritage and trees.
- VI. The Economic Development Element which is intended to provide goals and objectives that supports the economic vitality of Twisp and the Methow Valley.

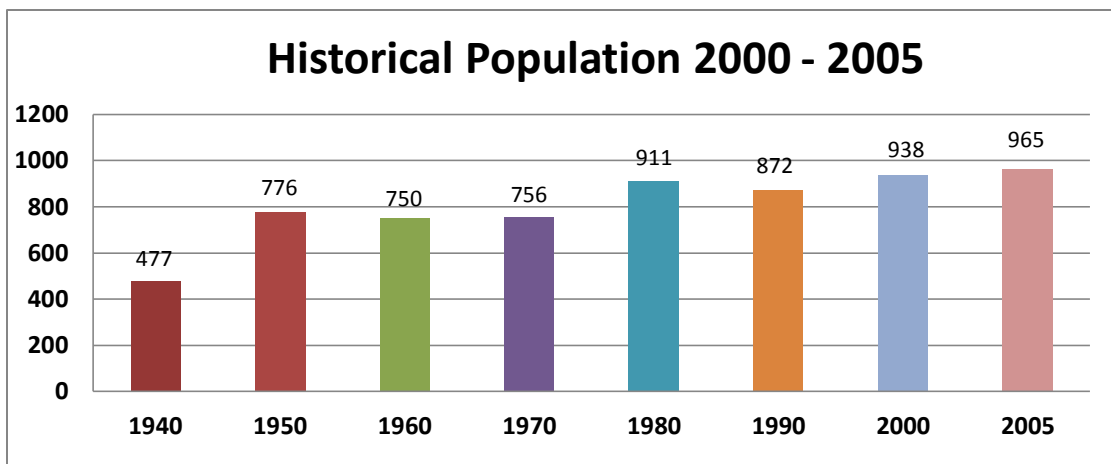
As time passes, technological changes are made and the social, economic, and cultural needs of the community change. In light of such change, it is necessary to constantly revise and update the comprehensive plan. The following strategies and ideals must be included and considered in any review of the plan to ensure the plan serves its intended function.

- If the plan is to be a vital document to the community and a guide for its growth, it must be constantly used as a guide in making local policy decisions relating to land use, public facilities and services, transportation/circulation, parks/recreation, and community identity.
- If planning within the Town of Twisp is to be effective, it must be coordinated with planning in Okanogan County. Problems related to future growth and developments do not respect corporate limits. Even though there is ample room within the town for urban expansion there will also be urban development on the town's periphery. Therefore, it is of utmost importance that the town and county work together in the future planning of the Twisp area.
- If effective measures are not taken to implement the comprehensive plan, the document will have little value for the community.
- If the plan is to serve as a guide for community development, steps must be taken to make the plan become a reality.
- At least every five years this plan should be reviewed to ensure it is current and that proper direction is being applied.

POPULATION DATA

Information on the population of Twisp is an important part of the picture of land use within the community. Changes in the population affect the demand for housing, infrastructure, and services to the community, which in turn influences the pattern of development. For that reason, basic population information is included in this element.

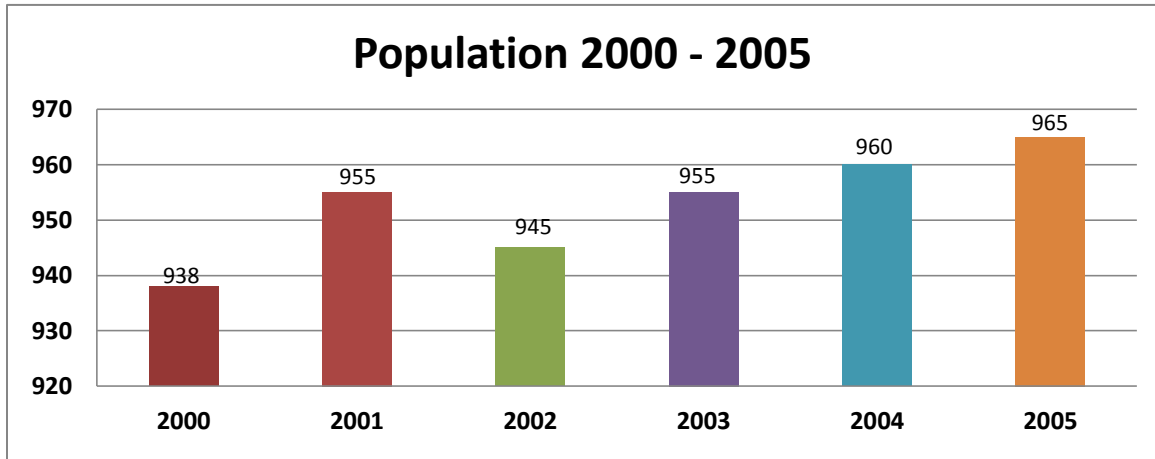
The 2000 US Census revealed a population of 938 in the Town of Twisp. The following tables and figures show historical population data of the Town of Twisp. The first figure details changes in the Town’s historical population by decade from 1940 to 2005. The following table shows the percentage of change in population over the same period.



Historical Population Data 1940 – 2005

Year	Population	Change
	335	
1940	477	
1950	776	38.53%
1960	750	-3.47%
1970	756	0.79%
1980	911	17.01%
1990	872	-4.47%
2000	938	7.04%
2005	965	2.80%
OFM Forecasting 2005		

This second figure and table illustrates the Town’s growth in residents from 2000 to 2005.



Town of Twisp Population Change – 2000 - 2005

Year	Population	Change
2000	938	
2001	955	1.78%
2002	945	-1.06%
2003	955	1.05%
2004	960	0.52%
2005	965	0.52%
OFM Forecasting 2005		

There is an assumption that residential growth in Twisp will roughly double over the next 20 years from 1000 to 2000 based upon 100% build-out of all current single and multifamily homes including condominiums and townhouses. OFM population forecast is shown below.

Town of Twisp Population Change – 2006 - 2010

Year	LOW .57% Annual Increase	HIGH 2% Annual Increase
2006	920	933
2007	925	952
2008	931	971
2009	936	990
2010	941	1010
	26	95.2
Total 5 yr. projection		
OFM Forecasting 2005		

General Population Characteristics

Town of Twisp - Characteristics	Number	Percent
One Race	923	98.40%
White Alone	902	96.20%
Black or African American	0	0.00%
American Indian and Alaska Native	9	1.00%
Asian	5	0.50%
Native Hawaiian and Other Pacific Islander	0	0.00%
Other Race	7	0.70%
Two or More Races	15	1.60%
Total Population	923	100%
Hispanic or Latino (of any race)	26	2.80%
Census 2000 Demographic Profile		

I. LAND USE ELEMENT

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, cultural and social 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 agencies who, through their programs, are developing and redeveloping Twisp. The Land Use Element is an important tool for promoting orderly community growth over time. It is also a guide for the preservation and development of the community's public and private property and retains the basic form of the community while creating order with in the general pattern. It incorporates requirements under the Growth Management and Shoreline Management Act designated to protect lands that are environmentally significant.

The Land Use Element of the comprehensive plan is general and the location of the land use categories shown by areas of different patterns on the map is intentionally nonspecific. Unlike a zoning map, the land use element of a comprehensive plan is not based on exact property lines. The plan is however, a statement of policy which includes both graphic and text statements which are designed to assist the future growth of the Town of Twisp toward certain objectives. See Map I of the Map Appendix for existing land uses based on 2005 County Assessor data. A summary of the land use inventory is presented in the Appendix A. The Land Use Plan Designation Map II is presented in the Map Appendix following the Existing Land Use Map. Including in the pages following are objectives for land use in Twisp and descriptions of the land use designations.

A. GOALS OF THE LAND USE ELEMENT

The goals for the Land Use Element of the Comprehensive Plan are as follows:

1. Encourage the growth of the community that will insure the general health, safety and welfare of the citizens of Twisp while protecting individual choice and the integrity of the natural environment. Promote the concentration of urban life within the town and promote the "rural" residential character of the town.
2. Coordinate land use with circulation routes and public facilities in promoting the convenience, efficiency, health and welfare of the town. Provide for pedestrian connection of neighborhoods.
3. Protect and help develop desirable public and private investments in land and improvements.
4. Maintain and enhance the composition of the town as a vibrant tourist, commercial, and residential center.
5. Preserve open space. Both public and private lands can be considered open space, including parks, farmlands, playing fields, forested hills, wetlands, and public right-of-ways. These special features contribute to Twisp's small town atmosphere, offer visual relief and separation from urbanized areas and serve as natural systems which protect surface and ground water, and air quality. Also, open space provides and maintains valuable wildlife habitat.

6. Promote the Methow and Twisp River frontages as a valuable economic and recreation source.
7. Provide safe and convenient access for differently-abled people, pedestrians, and bicyclists.

B. GENERAL PRINCIPLES FOR DEVELOPMENT

In developing the land use element of the comprehensive plan it is necessary to make general policy statements regarding the method in which particular land use categories should develop. Any development must have the existence of adequate utilities, such as water and sewer. Any new development should be required to be tied into the town's water and sewer systems and land with the prior history of industrial use should undergo environmental review when being redeveloped.

1. Residential Areas – 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.
2. Commercial Areas – 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. Retail commercial areas should be whenever possible, convenient to major routes of transportation. Tourist commercial and professional office service areas should also be convenient to and along major routes of transportation. Each commercial area should be designed to adequately serve the public while discouraging the movement of disruptive traffic through residential areas.
3. Industrial Areas – 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 areas should be compatible with surrounding land uses and be buffered from conflicting uses.
4. Public Use – Public use areas should, as their primary purpose, serve the common needs of the entire community.
5. Resource Lands, Critical Areas and Shorelines – Critical areas should be designated where natural features such as wetlands, floodplains, steep slopes and other critical areas preclude or require special considerations for residential, commercial or industrial development.

The Twisp Shore Master Program, in compliance with the Shoreline Management Act of 1971 (RCW 90.58) establishes a cooperative program of shoreline management between the Town of Twisp and the State of Washington. Four environmental designations have been developed which apply to the shorelines of Twisp: Urban Environment, Suburban Environment, Rural Environment and Conservancy Environment. From the Town of Twisp's perspective, the Shoreline Master Program articulates local policies and use regulations governing the physical development of land and water resources affecting the shorelines within our community.

6. Recreation – Twisp has an opportunity to obtain a strong recreation base comprised of parks and trail systems. It will be important to acquire new properties for recreation, open space and to

establish new programs to accommodate growth and changing needs. Refer to the Parks and Recreation Element of this comprehensive plan.

7. Buffer Zones – Buffer zones should be erected in areas of critical zone changes. New development has the responsibility of buffering from existing uses.

8. Urban Growth Area (UGA) and Areas of Interest (AOI) – Areas outside of Twisp should be developed to be consistent with proposed urban growth guidelines and AOI guidelines should be formally proposed to Okanogan County to guide future growth decisions.

C. LAND USE PLAN

The allocation of land uses and projected needs for the future is shown in the table on the following page. Future needs are based upon present land use patterns and the medium population projections presented in the introduction to this plan. Due to present building trends and growing need for off-street parking and loading as well as storage areas in conjunction with development, future construction in Twisp will need more area than in the past.

TABLE 1. Allocation of land Uses (Acres) 2005

			Total Acres	% of Area	% of Developed Area	Acres per person
Residential			114.62	17.10%	31.96%	11.60
	Single Family		97.04	14.48%	27.06%	10.05
	Two Family		2.36	0.35%	0.66%	0.24
	Multi-Family		12.69	1.89%	3.54%	1.31
		Apt.	3.94	0.59%	1.10%	0.41
		Motel-Hotel	6.22	0.93%	1.73%	0.64
		Vacation	2.53	0.38%	0.71%	0.26
Commercial			83.96	12.53%	0.03%	8.69
	Retail, Wholesale		9.80	1.46%	2.73%	1.01
	Enter. & Service		61.39	9.16%	17.12%	6.36
	Mobile Home Park		12.29	1.83%	3.43%	1.27
	Tourist		0.68	0.10%	0.19%	0.07
	Utilities		0.27	0.04%	0.08%	0.03
Manufacturing			0.47	0.07%	0.00%	0.05
Public and Semi-Public			68.3	10.20%	19.05%	7.07
	Parks		5.37	0.80%	1.50%	0.56
	Public		58.07	8.66%	16.19%	6.01
	Semi-Public		2.92	0.44%	0.81%	0.30
	School District		1.97	0.29%	0.55%	0.20
Streets & ROW			91.22	13.61%	25.44%	9.44
Developed Area			358.60	50.78%	100.00%	37.12
Vacant			242.21			25.07
Agricultural			69.42			7.19
	Ag non-classified		15.93			1.65
	Ag classified		53.49			5.54
Land Area			670.2	94.90%		69.38
Water			36.0	5.10%		3.73
Total Area			706.23	100%		73.11

Source - Okanogan County GIS information 2005

TABLE 2 COMMERCIAL ESTABLISHMENTS – TOWN OF TWISP 2006

Type of Establishment	Number	Percentage
Retail trade	51	
Building and Equipment	6	12%
Dealers	2	4%
General Merchandise	1	2%
Food Stores	6	12%
Auto Dealers and Accessories	9	18%
Gas Stations	3	6%
Apparel and Accessories	1	2%
Home Furnishings	0	0%
Restaurants and Taverns	15	29%
Drug Stores	1	2%
Other	7	14%
Services	34	
Tourist Accommodations	6	18%
Personal Services	15	44%
Repair	8	24%
Amusement	4	12%
Funeral	1	3%
Offices	31	
Finance, Insurance and	3	10%
Real Estate	5	16%
Professional	13	42%
Miscellaneous	10	32%
Industry	21	
Service, Logging	0	0%
Road Construction	7	33%
Building Construction, etc.	12	57%
Welding and Fabrication	2	10%

Source: Town of Twisp, 2006

1. RESIDENTIAL AREAS

Twisp's existing residential areas have developed into several reasonably distinct districts:

- a. Central District – The most highly developed area, which contains a mixture of single and multi-family development is that part of town west of the Methow River, south of the Twisp River, and is bordered on the south and west by commercial areas that border the north and east side of State Highway 20.
- b. Twisp River District – This area contains a large manufactured home park. It is situated south of the Twisp River, north of the Twisp River Road (County Road #9114), and west of the commercial area that borders the west side of State Highway 20. This area is bordered by a large conservancy area on the west end.
- c. Painters Addition District (upper west side) – There are several single family residences located on fairly large lots in this area. They are located south of the Twisp River Road, and contain a conservancy area which separates two groups of housing establishments. It is bordered by conservancy and agricultural areas.
- d. Southeast District (lower east side) – This area is populated with single family residences on a mixture of small and large lots. This area lies in the southeast portion of Twisp, bordered on the north by the commercial area along State Highway 20, on the west by an industrial area and on the south by the Methow River. The east side is currently bordered by another industrial area that lies outside, but along the town limits.
- e. Southern District – This area is currently being utilized as an orchard with a few single family residences situated around the edges of the orchard. The borders are the Methow River on the east, County Road #9105 on the west the commercial area that is along the south side of State Highway 20 on the north and the town limits on the south.
- f. Northwest District – This area is north of the Twisp River and west of the commercial area on the west side of State Highway 20. This area contains a mixture of small and large lots, consisting of single family residences.
- g. Lloyds Addition District – This area is east of town and comprises the old Wagner Mill site.
- h. Urban Growth Area – Areas south of Twisp along Highway 20 and Airport Road extending to the junction with Highway 153 and areas North of Twisp along Highway 20 extending to parcel #3322070077 on the west side of the Highway and to parcel #3322060021.
- i. Mobile Home Parks – This area should be provided for especially in areas immediately adjacent to the unincorporated boundaries where large land parcels exist and infrastructure is assessable.

The major portion of Twisp's future residential development should occur in these areas making it possible to provide municipal services at a reasonable cost. Future utilities expansion should be planned for the UGA area south of Twisp incorporating the airport and area to the Highway 20 turn-off.

GENERAL GOALS FOR RESIDENTIAL DEVELOPMENT:

- a. Residential areas should be located within close proximity of institutional facilities such as schools, parks, and churches.
- b. Commercial and industrial uses which are not compatible with residential development should not be allowed to encroach upon residential areas.
- c. 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.
- d. Future residential development should have sufficient street right-of-way to provide curbs, paving of two driving lanes, at least one parking lane, sidewalks and other pedestrian walkways.
- e. 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.
- f. Discourage placement of non-designated manufactured homes which are deemed incompatible with other single family dwellings in the area while designated manufactured homes should be placed in conformance with local building codes.
- g. The following facilities should be provided for as follows:
 1. Family day care facilities should be allowed in single family residential and multi-family residential designated areas. Family day care means a an agency that regularly provides care during part of the twenty four hour day to six or fewer children in the family abode of the person or persons under whose direct care the children are placed.
 2. Mini day care should be allowed in single family residential designated areas under a conditional use permit. Mini day care means a day care center for the care of twelve or fewer children in a facility other than the family abode of the person or persons under whose direct care and supervision of the child is placed; or the care of from seven through twelve children in the family abode of such person or persons.
 3. Day care centers should be prohibited in single family residential designated areas. Day care centers should be allowed in multi-family residential designated areas under a conditional use permit. Day care center means an agency regularly providing care of thirteen or more children. No such center shall be located in a private family residence unless the portion of the residence where the children have access is used exclusively for the children during the hours the center is in operation or is separate from the usual living quarters of the family.
 4. Long term residential care for the elderly, handicapped or disadvantaged should be provided for in single family and multi-family residential designated areas.

*Definitions for Child Day Care facilities taken from RCW 43.215.010, as amended.

*Long Term Residential Care goal complies with RCW 35.63, as amended, provisions for such facilities.

SPECIFIC RESIDENTIAL DESIGNATIONS FOR LAND USE PLAN

The residential designations, (single low = 10,000 ft. sq. and single high = 5,000 ft. sq. density) and multi-family (low to high density), are intended to indicate land which is already developed for residential purposes and land which is suitable for future residential development. Well over half of the town's land area, exclusive of streets, is in one of these designations as indicated on the Land Use Plan, page 7.

SINGLE FAMILY LOW DENSITY RESIDENTIAL (R-1)

The purpose of the single family residential designation is to provide for areas of town where low density residential uses will be provided for. For the purposes of this comprehensive plan, low density shall mean from 1 to 4 dwelling units per acre of land, or a minimum of 10,000 ft. sq. lot size.

SINGLE FAMILY HIGH DENSITY RESIDENTIAL (R-2)

The purpose of the single family residential designation is to provide for areas of town where high density residential uses will be provided. For the purposes of this comprehensive plan, high density shall mean from 1 to 8 dwelling units per acre of land, or a minimum of 5,000 ft. sq. lot size; and include single family residences or duplexes.

MULTI-FAMILY RESIDENTIAL (R-3)

The purpose of the multi-family residential designation is to provide for the development of multi-family dwellings and other types of higher density residential uses such as manufactured home parks. For the purposes of this comprehensive plan, multi-family shall mean from 5 to 15 dwelling units per acre of land. Specific goals for multi-family residential development encourage a mixture of housing types, provide flexibility in land use regulations which allows for the development of all types of residential uses with varying densities, and allow family and mini day care facilities outright in these areas.

2. COMMERCIAL AREAS

The commercial areas of Twisp are divided into distinct areas:

- a. Central Business District – The central business district is the commercial center of Twisp. This district is bound on the west by Lincoln Street, south of Twisp River, east of Johnson Street and north of Glover Street and Highway 20 intersection.
- b. North Commercial Area – This area, bound on the north approximately by Hagerman Street, on the west by the northwest residential area, on the south by the Twisp River and on the east by approximately the Twisp and Methow Rivers interface.
- c. South Commercial Area – This area, bound on the east by the Methow River, on the north by the mill site which is designated for industrial use, on the south by the southeast residential area and on the east by industrial uses and the corporate limits.

GENERAL GOALS FOR COMMERCIAL DEVELOPMENT:

- a. Commercial area construction should be attractive, convenient as possible to accommodate the shopper by providing adequate parking and pedestrian.
- b. Businesses should provide ample and 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.
- c. Family Day Care, Mini Day Care and Day Care Centers as defined under general goals for residential development, should be permitted uses in commercial designated areas.
- d. Long term residential care for the elderly, handicapped or disadvantaged should be provided for in commercial designated areas based on the State of Washington rules.

SPECIFIC COMMERCIAL DESIGNATIONS FOR LAND USE PLAN

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 Twisp's Comprehensive Plan provides for four (4) different commercial designations: C-1, C-2, C-3 and CR. These four categories parallel each other but provide different functions.

DOWNTOWN COMMERCIAL DESIGNATION (C-1)

INTENT: The C-1 District is a pedestrian-oriented commercial district designed to foster a vibrant downtown business area supporting a mix of residential and commercial uses. The C-1 designation is intended for the central business district encompassing Highway 20, Glover and Lincoln Streets between the Twisp River on the North and the intersection of Glover and Highway 20 on the South. In creating regulations for the C-1 District, we need to promote pedestrian circulation and access. Downtown Commercial is an area of shared parking and walking between stores, with limited space for off-street parking. Off-street parking areas should be encouraged wherever practical. Design elements and uses that will foster community life and social use of outdoor areas such as pocket parks are to be encouraged. The area needs to be attractive to pedestrians and provide for safety, and convenience of bicyclists, pedestrians, and the differently-abled.

Permitted uses in this area should include most types of retail, office, service and tourist type enterprises such as restaurants, galleries and theaters. Existing single family homes in this district should remain and living accommodations above businesses be allowed. Examples include banks, shops, and offices.

OFFICE/TOURIST COMMERCIAL DESIGNATION (C-2)

INTENT: C-2 District is intended to provide areas outside of the downtown business area for uses that do not generate large volumes of traffic or traffic circulation and turning patterns that would disrupt the smooth flow of traffic on adjacent arterial streets or the Highway 20 corridor, including low-to medium-intensity, generally non-retail commercial and service uses and residential uses (including single-family and multi-family dwellings as well as tourist accommodations). While the primary circulation between commercial establishments in C-2 districts is expected to be vehicular, with parking areas supplied for

customer use, commercial users should also provide for the safety and convenience of bicyclists, pedestrians, differently-abled and be generally compatible neighbors to residences and overnight accommodations.

Twisp must plan for an increasing number of tourists and community residents looking for similar services that are convenient to the highway but are quiet and attractive. The Comprehensive Plan accommodates these needs by focusing this type of commercial activity into the C-2 and CR districts and to some degree into the C-3 district.

This district includes the area North of Twisp River Bridge along Highway 20.

GENERAL COMMERCIAL (C-3) DISTRICT

INTENT: The C-3 District is intended to allow for a wide variety of commercial uses outside of the downtown business area. While the primary circulation between commercial establishments in C-3 districts is expected to be vehicular, with parking areas supplied for customer use, all users should also provide for the safety and convenience of bicyclists, pedestrians, and differently-abled people. C-3 districts are suitable for higher-intensity uses such as automobile sales, retail sales outlets, and large or mid-size office buildings. The Town will encourage uses and site development that are aesthetically pleasing and harmonious with the surrounding neighborhood. Outdoor bulk storage of materials and supplies should be screened from adjacent properties and public rights of way. The storage of goods typically displayed in outdoor parking lots, such as automobiles, motorcycles, farm equipment should be allowed.

This district includes the area along Highway 20 from the Glover street intersection south to the Methow River Bridge, and continuing South along Highway 20 to the Southern edge of Town at Airport Road. The Wagner Mill site located North of Highway 20 and east of the East County Road has been proposed by the current owners to have future uses as C-3 commercial and multi-family residential.

COMMERCIAL RIVERFRONT – (C-R) DISTRICT

INTENT: C-R district is intended to provide areas for high-density, pedestrian-friendly mixed-use development that takes advantage of the special qualities of Twisp's riverfront and promotes public pedestrian access and use of the riverfront and its business amenities. The Town will encourage developments meeting high aesthetic standards and offering a mix of uses including pedestrian-oriented retail, multi-family housing and tourist accommodations, entertainment and cultural activities, restaurants, offices, businesses and conference facilities. C-R development shall provide for the safety and convenience of bicyclists, pedestrians, and differently-abled.

Developing a public accessible riverfront trail along the East side of the river, both North and South of the Highway 20 Bridge will be encouraged.

This District includes the Old Wagner Mill property North of Highway 20 between the East County Road and the Methow River, and South of the bridge along the Methow Valley River to Marble Street, plus the property on the west side of the river by the town's stormwater retention site. Much of this area has a history of industrial use and is adjacent to established industrial uses. Development within this district

should be required to conduct environmental reviews prior to development and provide sight and sound obscuring buffers to minimize the potential for conflict between planning and existing uses.

3. PUBLIC USE AREAS

GENERAL GOALS FOR PUBLIC USE DEVELOPMENT:

- a. Public sites should contribute to the general health, safety, welfare and economic well-being of the community.
- b. Public sites should, where appropriate, provide protection for natural areas such as critical fish and wildlife habitat, wetlands, flood hazard areas and steep slopes.
- c. Public sites should be “barrier free”, and provide opportunities, where appropriate, for all age groups, regardless of race, creed, color or religious preference.
- d. Public sites should not be converted to other, non-public uses unless they are being replaced by similar or more enhanced facilities.

PUBLIC USE (PU) DISTRICT

The purpose of the Public Use designation is to preserve and provide lands for those community uses and utilities which are of cultural or physical benefit to the well-being of the community and its residents. In general, land under this designation includes parks, playgrounds, schools, city owned facilities and all other government properties.

4. INDUSTRIAL AREAS

GENERAL GOALS FOR INDUSTRIAL DEVELOPMENT:

- a. Industrial sites should be level, well-drained, provided with utilities, and have good access.
- b. Industrial sites should be large enough to provide for expansion and for off-street loading and parking.
- c. Industrial areas should be buffered from all other uses so as to not create any adverse effects on other types of land use.
- d. Family Day Care, Mini Day Care and Day Care Centers, as defined in the general goals for residential development, should be permitted uses in Light Industrial designated areas given certain provisions.

INDUSTRIAL – (I) DISTRICT

INTENT: I Districts are intended to provide areas for high-intensity uses, new industries, and uses requiring large amounts of space, including outdoor yards, storage areas, and parking areas. Retail operations are limited to activities that are incidental to a permitted use and a small number of bulk retail uses that involve outdoor storage and display. I Districts shall be located where utilities, street capacity,

and other services are adequate to support the intended uses. While the primary circulation in I Districts is expected to be vehicular including large trucks, with parking areas supplied for customer use, all users should also provide for a safety and convenience for bicyclist, pedestrians and differently-abled people. The Town will encourage site development that is aesthetically pleasing and harmonious with the surrounding neighborhood. I Districts are suitable for heavy industrial, manufacturing , and commercial uses such as metal fabrication, research and development, high-tech facilities, storage, wholesale, trade, distribution, and auto, truck, and equipment repair services.

This district includes part of the existing industrial property west of Wagner Street and south of Highway 20, and the existing industrial property located off Airport Way at the South end of Town. The Wagner Mill site located North of Highway 20 and east of the East County Road has been changed from industrial to C-3 and R-3 uses. Park of the proposed Urban Growth Area (UGA) South of Twisp and around the Twisp Airport should be designated for Industrial use and is covered in the UGA section of this plan.

5. RESOURCE LANDS, CRITICAL AREAS, AND SHORELINES

A growing body of state and federal laws mandate that the Town and County identify and protect certain types of land uses and environmentally sensitive areas. The State of Washington's Growth Management Act (GMA) requires that the Town and County classify and designate resource lands and classify, designate, and regulate development in critical areas. The Shoreline Management Act of 1971 mandated that the Town and County prepare and enforce shoreline master programs, comprised of a comprehensive plan and zoning ordinance for shoreline areas; and it is also required that the Town and County adopt and enforce flood damage prevention ordinances. The federal government has not established regulations directly affecting local land use planning but has passed laws that regulate development of 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 Twisp is meeting the requirements of the Growth Management Act, Shoreline Management Act and both state and federal flood hazard and wetlands regulations.

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 Twisp and the Methow Valley. Therefore this section of the plan plays a crucial role in maintaining community desires into the future.

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 that aren't required to plan under the Act or have not chosen to plan are still required to address certain issues. Okanogan County and Twisp fall within the latter category; the Tribes are exempted, although, fee lands within the boundaries of the Reservation are subject to the Act.

In 2000, the State Legislature amended the Growth Management Act to include new rules for requiring the use of 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 must give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries.”

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 states 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 Twisp, the Methow and Twisp Rivers are designated “shorelines of statewide significance”, and thus, the Town is required to give priority to statewide objectives and goals enumerated in RCW 90.58.020 (as it exists or may hereinafter be amended). Twisp regulates its shorelines through a Shoreline Master Program (SMP) adopted in 1991. In 2003, the State legislature enacted new shoreline rules that require all such Programs to be updated by 2014. Okanogan County has received grant funding and will be preparing a Regional Shoreline Master Program that will provide much of the data and information for the Town to update its own SMP prior to the 2014 deadline. Until this happens, application of critical areas policies and regulations in shoreline areas may fill in certain gaps in shoreline protection

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 comprehensive land use plan and shoreline master programs.

GENERAL POLICIES FOR RESOURCE LANDS, CRITICAL AREAS AND SHORELINES

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

The Town and County shall:

Policy 1 – Agree to develop plans, programs and intergovernmental cooperation aimed at ensuring resource lands, critical and shoreline areas are not subject to unnecessary impacts.

Policy 2 – Cooperatively develop strategies for meeting the requirements of the Growth Management Act for the Planning Area.

Policy 3 – Coordinate and cooperate on the review and revision of critical areas ordinances to reflect changes in local, state and federal regulations.

Policy 4 – Cooperate on identification of resource lands and critical areas. This would simplify the administration of existing ordinances consequently promoting compliance and resource protection.

Policy 5 – Agree that development in areas outside of shoreline and floodplain areas should be subject to review under the State Environmental Policy Act to ensure disclosure of potential environmental impacts.

Policy 6 – 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, state and federal agencies.

Policy 7 – Agree to provide for reasonable use of developable lands and to use enhancement measures to mitigate effects of development.

Resource Lands

As identified under GMA, natural resource lands include three distinct categories to be classified and designated: agricultural, forest lands, and mineral resource lands.

Agricultural Lands of Long-Term Commercial Significance

1. Classification

Okanogan County uses six criteria to classify the long-term value of agricultural lands outside of the Town. For the sake of consistency, this classification scheme is also used by the Town to determine the extent of agricultural lands of long-term significance within and around the community.

In order to be classified as Agricultural Lands of Long-Term Commercial Significance, land must meet at least four of the following six criteria:

- Land is currently in agricultural use.
- Land has one or more of the following improvements in place:
 - Irrigation facilities (public or private)
 - Drainage facilities (public or private)
 - Fencing, stock watering, or other physical improvements that enhance the land's suitability for commercial agricultural production
- Land is enrolled in Agricultural Open space taxation program.
- Land is surrounded by lands primarily in agricultural use with few non-farm commercial, industrial or residential uses and is not located in areas with clear potential for more intense uses of land.
- Land is not located within areas identified for urban or suburban growth (or similar designation) in official city, town, or county comprehensive plans.
- Land is not located within an area served by domestic sewer or domestic water service districts.

2. Designation

In applying the classification to the Twisp planning area it has been determined that there are no parcels of land that meet 4 of the above mentioned 6 criteria.

Forest Resource Lands of Long-Term Commercial Significance

1. Classification

For the initial purposes of classification of Forest Lands for timber production and harvest, the Town of Twisp intends to designate land grades 1 through 5 pursuant to WAC 458-40-530 (as it existed or is hereinafter amended), as forest lands of long-term commercial significance.

2. Designation

The Washington State Department of Natural Resources Private Forest Land Grading Productivity maps are used to designate Forest Resource Lands in Okanogan County. No forest resource lands of long-term commercial significance have been identified within the Town nor the associated planning area.

Mineral Lands of Long-Term Commercial Significance

1. Classification

A four-tiered classification scheme presented in a report by Alan Robert Grant to the U.S. Forest Service (May 3, 1982) is the basis for the five-tiered system developed by the Okanogan County GMA Mineral Resource Lands subcommittee to classify these resource lands within the county. The Okanogan County classification system, which is accepted by the Town, is based on the “likelihood of activity” which includes the following categories:

- Area I has very good potential for development of minerals of long-term commercial significance. These areas will see continued exploration activities and includes areas that have historic mineral resources, which include some identified and demonstrated reserves, with a very good potential for undiscovered reserves.
- Area II has good potential and includes areas geologically favorable with some identified reserves and good potential for undiscovered reserves.
- Area III has moderate potential and includes areas geologically favorable with some identified reserves and moderate potential for undiscovered reserves. Also included are areas where rock units of poor potential obscure underlying areas of good and very good potential.
- Area IV has fair potential and includes areas geologically unfavorable overall, but includes certain areas that require additional geologic investigation. Also included are areas where rock units of poor potential obscure underlying areas of moderate, good and very good potential.
- Area V has poor potential and includes areas that are geologically unfavorable with poor potential for undiscovered reserves.

2. Designation

In Okanogan County, mineral resource lands are mapped based on information from the following sources: U.S. Forest Service, U.S. Bureau of Mines, Landsat, Colville Confederated Tribes Geology Department, Washington State Department of Natural Resources, personal knowledge of the members of the Okanogan County GMA Mineral Resources Subcommittee and others.

Mineral resource lands of long-term significance in Okanogan County, including Twisp and its urban growth area have been designated according to the above classification criteria. West of the Okanogan River, the designation for the Greater Omak Area is IV, Fair Potential. East of the river, on the Reservation, the designation is Area III, Moderate Potential. The Mineral Resource Lands Designation Map for Okanogan County is located at Okanogan County Department of Planning and Building.

Resource Land Goals

The Comprehensive Planning Goals for resource lands of long-term commercial significance are:

- a. Respect and support existing agricultural operations, both within and surrounding the Town and its projected growth area, while protecting the health, safety and welfare of those persons living, working or recreating within areas targeted for future growth.
- b. 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.

Resource Land Policies

The policies intended to implement the general land use and specific resource lands goals are:

- a. Zoning within the Town shall treat agricultural land as a non-conforming use that can continue but cannot expand or be substantially changed.
- b. The Town shall encourage the establishment of sufficient buffers for proposed non-agricultural activities that adjoin existing agricultural uses in order to protect the public health, safety and welfare.
- c. Existing or proposed urban uses within the incorporated boundaries of the Town shall be given acknowledgement and priority consideration over 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 Town.
- d. The Town shall encourage and strictly enforce the control of noxious weeds throughout its jurisdiction.

- e. The Town shall encourage the use of “best management practices” (defined by the particular agricultural industry) on all agricultural lands as a means to reduce potential conflicts with adjoining landowners, particularly in those areas where agricultural and non-agricultural uses presently co-exists.
- f. The Town shall recognize and support the multiple uses and beneficial role agricultural resource lands play in the provision of open spaces, enhancement of wildlife habitat and the rural qualities prized by the community.
- g. The Town shall encourage growth where urban services are available and where such growth has a least potential for impact on any lands identified as agricultural lands of long-term commercial significance.
- h. The Town shall provide opportunities for affected citizens to be involved in the preparation of plans and regulatory programs intended to protect natural resources, including agriculture.
- i. Residential and commercial development shall take priority over any proposed mineral exploration of development.
- j. In the event that substantial mining development occurs, the Town shall incorporate the preceding goal and these policy statements into regulations specific to mining exploration, development and reclamation.
- k. The Town shall coordinate with relevant county, state and federal entities in at least the three following areas:
- Access to mineralized lands
 - Opportunities for development of mineralized lands
 - Reclamation of the land according to an approved site reclamation plan
- l. Lands that are already developed for urban uses shall be protected from the hazards of mine development.
- m. Lands being considered for annexation that have known mineral development sites shall include zoning designations that would allow the use or potential use to take place while providing protection for urban uses (including gravel or soil extraction).

Critical Areas

Classifying, designating and regulating “critical areas” is a required task for all cities, towns, and counties in the State. Critical areas include wetlands, aquifer recharge areas, frequently flooded areas, fish and wildlife habitat conservation areas, and geologically hazardous areas, which include erosion hazard, landslide hazard, mine hazard, seismic hazard and volcanic hazard areas. Local governments may also choose to address other critical areas such as wildfire hazard areas or river channel migration zones.

During 1993 and 1994, the Town of Twisp and other Okanogan County communities participated in a coordinated planning effort that included broad citizen participation in order to comply with the critical

areas provisions of the Growth Management Act (GMA). In 2001, the legislature adopted new requirements for consideration of “best available science” in the classifying, designating and regulating of critical areas. Again, the local jurisdictions joined together to craft locally and regionally relevant policy for meeting GMA requirements. In an attempt to maintain reasonable consistency among the different municipalities and Okanogan County, information that was collected in these joint planning activities is used in this Plan for the management of critical areas.

The Town has used shoreline and conservancy overlays, in combination with development standards set forth in the City’s Shoreline Master Program, Flood Damage Prevention and Zoning Ordinances, to regulate development in critical areas. In the past, these largely served to cover critical areas requirements. Upon review, however, it appears development may occur in some critical areas without the additional consideration required under GMA. The goal, policies, classifications and designations contained in this Comprehensive Plan are intended to support the use of best available science in regulating critical areas through a comprehensive overlay. Maps of critical areas within the Town were prepared with data from the Okanogan County Office of Planning and Development and other sources using the best data available. The maps accompany the classifications and designations of this Plan While they show known critical areas, the classification and designation of new sites is implicit in the goals and policies herein.

Goals for Critical Areas

Goal – 1 Use Best Available Science in classifying, designating and regulating Critical Areas within the Town of Twisp.

Goal 2 – Provide flexibility in critical areas regulations, recognizing that the Growth Management Act encourages development within cities in order to limit the geographic extent of human impacts.

Goal 3 – Protect the aquifer recharging functions of land located within and adjacent to the Town.

Goal 4 – Maintain a high standard of quality for both groundwater and surface water resources.

Goal 5 – Increase and maintain awareness in the community of the roles and functions of various natural systems in maintaining water quality and quantity.

Goal 6 – Recognize fish and wildlife habitat as an attractive amenity and the Town of Twisp and, protect its valuable role in the local and regional economy.

Goal 7 – Ensure that the Twisp area experiences no net loss of the functions and values provided by its remaining wetlands.

Goal 8 – Manage land use in such a way that flood damage potential is minimized and development that increases flood potential is avoided.

Goal 9 – Avoid the loss of life and property due to development in areas determined to be geologically hazardous.

Policies for Critical Areas

Policy 1 – Review and incorporate best available science into all critical areas regulations.

Policy 2 – Use the following criteria to determine the best available science for developing and implementing critical areas regulations:

a. Meets the definition under WAC 365-195 (as it exists or is hereinafter amended). Such sources may include natural resource science, documented and verifiable research using valid scientific methods, and scientific reports that offer decision making processes and/or tools.

b. Regionally relevant and defensible. This includes scientific studies conducted within the region, specific to habitat and/or species known to exist in the region, and science generally accepted through past use. See Priority Habitat Species (PHS) Map III in the Appendix.

c. Locally (sub-regionally) relevant. This includes science which is specific to the local area.

d. Isolated/Unique. Such sources would include studies of isolated or unique features, not adequately covered in larger scale scientific sources.

e. Anecdotal – Where recognized science does not adequately address a specific situation or location, anecdotal information which can be verified and documented by historic records, photos, or other means.

Policy 3 – Develop and maintain a bibliography of best available science consistent with the criteria in Policy 2.

Policy 4 – Update critical areas maps as new scientific information becomes available.

Policy 5 – Discourage the release of hazardous wastes or materials, regardless of their risk potential, through setting an example and providing educational materials.

Policy 6 – Shorelines, zoning, and all other pertinent regulations should appropriately limit impervious lot coverage and provide for adequate stormwater drainage.

Policy 7 – When the Town is requested to comment on any land use applications or rezones outside the corporate limits, the critical areas classification criteria should be applied in developing comments for the particular development proposal.

Policy 8 – Critical Areas classification criteria should be applied when annexations are considered the areas identified in any of the aquifer recharge classifications should be appropriately zoned and protected.

Upon discovery, those areas that have critical potential for recharge shall be subject to limits on the construction of impervious surfaces and protection against ground and surface water contamination.

Critical areas classification criteria should be applied when annexations are considered, and any annexed areas should be appropriately zoned and protected.

AQUIFER RECHARGE AREAS

In general, aquifer recharge areas are those areas that, due to the presence of certain soils, geology, and surface water, act to recharge ground water by percolation. Among these areas, some have a critical recharging effect on aquifers used for potable water. Aquifer recharge areas serve the vital function of replenishing groundwater resources that provide potable water, and essential life-sustaining element. Aquifers not only provide water for domestic use but influence water availability for fish, wildlife, recreation and agriculture in wetlands, lakes, rivers and streams. Groundwater contributes to these water bodies while they return the favor when groundwater supplies become depressed. Where groundwater and surface water are in continuity, any decrease in ground water level. See Aquifer Recharge Map IV in the Map Appendix

Frequently flooded areas are those that experience a general and temporary condition of partial or complete inundation of normally dry areas from the overflow of inland waters and/or the unusual and rapid accumulation of runoff of surface waters from any source. Such areas include the 100-year flood plain as defined and mapped by the Federal Emergency Management Administration (FEMA). Twisp's frequently flooded areas are associated with the Methow and Twisp Rivers. See Flood Hazard Map V. These areas are regulated by the Town's flood damage prevention ordinance.

1. Classifications

Class I – The floodway of any river or stream as designated by FEMA; and draws, alluvials and flood channels that are not mapped by FEMA but are areas of local concern that have a historical reoccurrence of flood events characterized by significant damage from flood flows.

Class II – All areas mapped by FEMA as 100-year flood plain; and, those areas of local concern that experience recurrences of flooding that are characterized by damage due primarily to inundation.

2. Designation

The Town designates those areas of special flood hazard indicated in the *Flood Hazard Boundary Map/Flood Insurance Rate Map* and *Flood Boundary/Floodway Map*, together with the accompanying *Flood Insurance Study* from Community Number 5301170875C, revised November 16, 2003. As information becomes available, the Town should pursue mapping of areas of local concern that have a tendency to flood, despite being outside the levee.

GEOLOGICALLY HAZARDOUS AREAS

Geologically hazardous areas consist of the following types: Erosion hazard Areas; Landslide Hazard Areas; Mine Hazard Areas; Seismic Hazard Areas; and Volcanic Hazard Areas. Each type has different criteria for determining and evaluating the extent of the hazard area, however all types, when necessary, will use the same classification system. Based upon the risk to development in geologically hazardous areas, the following categories will be used:

- Known or Suspected Risk
- No Risk
- Risk Unknown (Data not available to determine presence of absence of a geological hazard)

1. Classification

Erosion Hazard Areas – Erosion hazard areas are those areas that contain all three of the following characteristics:

- a. A slope of 30% or greater, Cashmere Fine Sandy Loam (25%-65% slopes); Cashmont Extremely Stony Sandy Loam (25%-45% slopes); Ewall Loamy Fine Sand (25%-45% slopes); Haley Fine Sandy Loam (25%-45% slopes); Lithic Xerochrepts-Cashmont Complex (15%-45% slopes); Pogue Extremely Stony Fine Sandy Loam (25%-65% slopes); Skaha Gravelly Loamy Sand (25%-65% slopes); Tonasket Silt Loam (25%-45% slopes)
- b. Soils identified by the Natural Resource Conservation Service (NRCS) as unstable and having a high potential for erosion
- c. Areas that are exposed to the erosion effects of wind or water
- d. *No soils identified by NRCS are unstable. See Steep Slopes Map VI in the Map Appendix*

Landslide Hazard Areas – Landslide hazard areas may include:

- a. All areas that have historically been prone to land sliding
- b. All areas containing soil types identified by the Natural Resource Conservation Service (NRCS) as unstable and prone to landslide hazard
- c. All areas that show evidence of or are at risk from snow avalanches
- d. All areas that are potentially unstable as a result of rapid stream incision or stream bank erosion

Mine Hazard Areas – Mine Hazard Areas include: Areas that are directly underlain by, adjacent to, or affected by mine workings such as adits, tunnels, drifts, or air shafts with the potential for creating large underground voids susceptible to collapse, tailings piles, and waste rock. In addition, steep and unstable slopes created by open mines, tailings and waste rock piles have the potential for being mine hazard areas. Mine hazard areas are based upon the identification of active or historic mining activity and site-specific information regarding topography and geology.

Seismic Hazard Areas – Areas subject to sever risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, or soil liquefaction.

Volcanic Hazard Areas – Areas that are subject to pyroclastic flows, lava flows, and inundation by debris flows, mudflows, or related flooding resulting from volcanic activity.

2. Designation

Geologically Hazardous Areas – Each type of geologically hazardous area is designated based on different factors. The designation process for each type follows:

Erosion Hazard Areas – Soil Conservation Service (SCS) soil erosion –hazard ratings are interpretations of the potential for erosion, applied to broadly generalized map units. They do not pinpoint erosion sites, but rather areas that, because of soil properties, availability of water, etc., are more susceptible to severe erosion than others. The SCS maps will be used to identify areas of erosion potential. The soil information needs to be combined with site-specific information (rills, inter-rills, and wind erosion) to determine if erosion hazard is present on the site. The soil types that have erosion hazard potential have been identified within the urban growth area in the County. In Twisp’s case, most of the land within the incorporated boundaries is already developed and soil stability has been proven. See Soils VII in the Map Appendix.

Landslide Hazard Areas – Lands that meet the classification criteria are hereby designated as landslide hazard areas and should be mapped, as resources become available.

Mine Hazard Areas – Lands that meet the classification criteria are hereby designated as mine hazard areas and will be mapped, as resources become available.

Seismic Hazard Areas – There are no known active faults in Twisp. The majority of the Town is located within Seismic Zone 2B in accordance with the Uniform Building Coad (1991 Edition, as amended).

Volcanic Hazard Areas – There are no volcanic hazard areas in Twisp. There are, however, several active volcanoes that could have impacts on areas of Twisp, particularly the fallout of ash. There is no way to prevent the impacts of fallen ash, but there are ways to respond to the ash that could lessen its impact.

Maps III through VII depict the various Critical Areas in Twisp.

RECREATION AREAS

Refer to the Parks and Recreation Element of this comprehensive plan.

BUFFER ZONES

Areas of abrupt changes in land use should include buffer zones that are visually appealing as well as effective in absorbing the impact of uses that are incompatible. Buffers can include but are not restricted

to vegetative screening, transitional densities and use intensities, fences and berms. New development has the responsibility of buffering from existing uses.

URBAN GROWTH AREA (UGA)

While it is realized that the Town of Twisp does not have jurisdiction over that area outside of its corporate limits, development in the unincorporated areas surrounding the Town has a definite impact upon Town. Since this area is under Okanogan County jurisdiction, the County will have to supervise its development. However, major developments in the surrounding unincorporated areas should be approved by the Town of Twisp as well as the County to assure that the development will fit into the Town's plan and be served with adequate utilities. This is extremely important for the future economic and physical well-being of the Town.

At present, Okanogan County has zoned areas around Twisp for two major types of land uses; residential and industrial. They are described as follows:

Industrial Area

The industrially classified area within the unincorporated area adjoins the corporate limits to the east and southeast. This area, which contains large equipment storage and maintenance facility and an industrially zoned subdivision, is significant in that it is the only industrially zoned land within the unincorporated area of Okanogan County.

Residential Area

While the county has only one type of industrial zoning designation, there are four different classifications for residential use within the unincorporated area surrounding Twisp. Residential classifications are based on density (density means the number of dwelling units per acre of land).

Okanogan County residential zoning designations make a distinction between the "uplands" and valley floor. Descriptions of the various residential classifications are as follows:

- a. Uplands – The upland zoned areas around Twisp are located in the foothills on both sides of the Twisp and Methow Rivers. Areas zoned as "uplands" are limited to a density of one dwelling unit per twenty acres. "Upland" areas contain no other density classifications.
- b. Valley Floor – There are three different "valley floor" areas around Twisp:
 1. Standard Valley Floor – This area covers the majority of the land on either side of the Methow and Twisp Rivers outside of the corporate limits of Twisp. The designation allows one dwelling unit per five acres.
 2. Higher Density Valley Floor – This area, zoned one dwelling unit per one acre, is located adjacent to the industrially zoned area east and south east of the corporate limits. This area nearly surrounds the Town's airport, particularly around the north and west sides of this facility.

3. Highest Density Valley Floor – This area, zoned three and one-half dwellings per acre, is located adjacent to the northern corporate limits west of State Highway 20.

Current Okanogan County zoning for the unincorporated areas around Twisp are shown on Map VIII of the Appendix.

The Land Use for unincorporated areas within the UGA is shown on Land use Designation Map II in the Map Appendix. Note that designations are general and non-specific.

It should be noted in the following discussion of these areas that low-density residential use for County purposes is not the same as that for Twisp (urban) purposes. With the exception that the Town of Twisp has included areas of the unincorporated County for portions of its UGA, environmental constraints such as floodplain processes or critical habitat shall be protected through low densities.

Those lands lying north of Twisp along Highway 20 are included in the UGA and should remain low-density as zoned by the County. Similarly, the area east of the Town limits below Airport Road is included within the UGA. Its inclusion in the UGA is to protect the airport with the current low-density residential development.

The area immediately south of the high water channel and northwest of the Town limits that is currently zoned at three and one half dwelling units per acre should also remain in that status for low-density residential use, at least until a need for a higher density may be required as a result of annexation.

The area between the airport along the eastside of Airport Road and the southeast incorporated boundary which is already zoned by the County for industrial use is included in the UGA as mixed use zone.

Those areas immediately south of Town along the east side of S.R. 20 up to Star Dust Drive and along the west side of the highway to parcel #777000200 should be considered for commercial UGA areas to accommodate existing and proposed commercial development allowed by the county. Beyond the commercial zone, extending to the Highway 153 junction, residential uses should flank both sides of the highway while recognizing that the airport, which has recently been annexed, and the area surrounding it should be developed in respect to airport uses.

With the exception of certain lands immediately adjacent to the Town, most other areas are recommended to remain in low-density residential/agricultural use due to topography and other physical restraints. It is recommended that appropriate land adjacent to the Town be identified for the specific purpose of locating quality manufactured home sites and ensure availability of affordable housing options.

Any lands being considered for annexation should be thoroughly analyzed for costs and benefits to the Town to ensure that municipal taxpayers are not overburdened with the costs of development. Furthermore, the County should be encouraged to provide the Town with the option to review all development proposals within one mile of incorporated boundaries.

General Goals for Areas Outside of Twisp:

- a. Ensure that development of lands outside of Twisp is consistent with the intent of this plan.

- b. Coordinate planning and permitting processes with Okanogan County.
- c. Request that the County send all development proposals within one mile of Twisp to the Town for review and comment regarding consistency with the Town's Comprehensive Plan.
- d. Encourage the County to restrict further commercial and industrial development in unincorporated areas that warrant urban services.
- e. Discourage urban sprawl to valuable agricultural and open space areas while encouraging infill of urban areas.
- f. Establish policies for annexation proposals that are consistent with those recommended on the following page.

ANNEXATION OF UNINCORPORATED LANDS

Annexation of unincorporated lands around Twisp provides for the expansion of the community and in some cases can increase the value of the Town when annexed lands contain certain types of development. The overriding concern for all annexation requests should be that the residents of the community are not liable for the costs of development.

The following are recommended policies for annexation:

- a. No property should be annexed without the Town of Twisp Planning Commission recommendation to Town Council based on data supplied by the Town of Twisp staff.
- b. Allow approval of an annexation request only when there is reasonable assurance of a positive benefit to the Town from such an approval.
- c. Require that all annexation requests are subject to planned development approval. The only exception should be the annexation of property which has already been developed or will only be used as a single family residence.
- d. Develop guidelines for residential, commercial and industrial development occurring adjacent to the Town limits to serve as guidelines for County review of such development.
- e. In the course of annexation of properties no island of property shall be left unincorporated if surrounded by 75% or more of incorporated property.
- f. Urban services should only be extended to serve areas which will be annexed.
- g. Areas to be annexed should be required to connect to urban services.

IMPLEMENTATION OF THE LAND USE ELEMENT OF THE COMPREHENSIVE PLAN

There are four basic ways to legally implement the land use element of the comprehensive plan. These are through adoption of zoning, subdivision, planned development and binding site plan regulations.

Zoning – Zoning is the most important legal tool which can be used to implement the land use plan. The basic purpose of zoning is to promote the town’s public health, safety, and welfare, and to assist in the implementation of the comprehensive plan. In a zoning ordinance the town is divided into zoning districts, with types of uses, permit requirements and other land use regulations defined for each district. The most basic regulations pertain to:

- a. The height and bulk of buildings
- b. The percentage of the lot which may be occupied and the size of required yards
- c. The density of population
- d. The use of the buildings and land for residential, commercial, industrial, and other purposes

It is important that zoning within the Town of Twisp be closely coordinated with any zoning established around the town by Okanogan County.

Subdivision – Subdivision regulations are intended to regulate the manner in which land may be divided and prepared for development. They apply whenever land is divided for purposes of sale, lease or transfer. State law specifies that any subdivision of land which results in the creation of a parcel of less than five acres in size must comply with state and local subdivision requirements.

There are two basic forms of subdivision: long plats, which contain five or more lots; and, short plats, which contain four or fewer lots. Regulations pertaining to both types of subdivisions are adopted and enforced at the local level in accordance with provisions and statutory authority contained in state law.

The regulations specify methods of subdivision procedures for the developer and the Town, minimum improvements (streets, utilities, etc.) to be provided by the developer, and design standards for streets, lots, and blocks. Subdivision regulations are intended to encourage the orderly development and redevelopment of large tracts within and surrounding the town. Development of subdivisions immediately outside the Town of Twisp should be closely coordinated between the Town and the County.

Planned Development – Planned development regulations are intended to provide an alternative method for land development which:

- a. Encourages flexibility in the design of land use activities so that they are conducive to a more creative approach to development which will result in a more efficient, aesthetic and environmentally responsive use of the land.
- b. Permits creativity in the design and placement of buildings, use of required open spaces, provision of on-site circulation facilities, off-street parking, and other site design elements that better utilize the potential of special features, such as geography, topography, vegetation, drainage, and property size and shape.

c. Facilities the provision of economical and adequate public improvements, such as, sewer, water, and streets.

d. Minimize and/or mitigate the impacts of development on valuable natural resources and unique natural features such as agricultural lands, steep slopes, and floodplain and shoreline areas.

Planned development regulations may be incorporated into the Town's zoning ordinance or developed as a separate ordinance. It is also possible for the Town to use the planned development process for certain uses which due to their nature may be more appropriately reviewed under such regulations.

Binding Site Plan – The binding site plan is a relatively new method for dividing property for commercial and industrial purposes, and in some cases for residential uses such as manufactured home and recreational vehicle parks where the individual parcels are not to be sold. This method for regulating development is intended to provide a flexible alternative to developers and requires that a specific site plan be developed which shows the layout of streets and roads and the location of utilities required to serve the property. The binding site plan is a legally enforceable document which, when required, can be amended to reflect changing conditions. The plan also must be reviewed to ensure that the cost of providing basic services and the maintenance of those services does not represent an unreasonable burden on the residents of the town.

II. PUBLIC FACILITIES AND SERVICES ELEMENT

A. INTRODUCTION

The public facilities and services element of the comprehensive plan for the Town of Twisp is designed to be a guide for the future development of schools, municipal buildings, water, sewer, health care and other municipal facilities and services. The technical design and construction does not fall within the scope of the plan except for the fact that they should be coordinated with the comprehensive plan to insure that the facilities will be adequate to handle future demands.

B. SCHOOLS

The Twisp School District consolidated with the Winthrop School District in 1973, forming the Methow Valley School District. The District completed a new campus in 1995 that includes the K-12 classrooms and facilities. The campus is located on Twin Lakes Road approximately 7 miles north of Twisp.

The Methow Valley School District owns the former Twisp High School building that is now leased and being used as a Community Center and Senior Citizen Center. The Community Center presently houses the North Central Washington Library branch, Public Utility District office, preschool and other assorted activities. The Methow Valley School District still owns and operates a bus garage on the old school premises. The Methow Valley Alternative School adjoins the bus garage.

It is recommended that the bus garage and the alternative school be moved to other more suitable locations for safety and convenience.

In the event of the sale of the Twisp school property, the Town of Twisp shall make every effort to purchase all of these properties for public facilities and park/recreational purposes. Special consideration should be given to the community center with its respective parking area.

C. WATER SYSTEM

The Town's water system has been the subject of ongoing studies over the years. Engineering firm Gray and Osborne completed a 2007 update to the Town of Twisp Water Comprehensive Plan, which provides the basis for the following description of the Town's water system.

The existing water system is supplied by three wells and includes three reservoirs capable of storing 675,000 gallons. Current average daily demand is 328,000 gpd (gallons per day) or approximately 550 gpm (gallons per minute). The transmission and distribution system is made up of 4" or less diameter main lines that serve 31% of the Town, 6" mains that serve 31% of the Town and 8" and 12" mains that serve 38% of the Town.

The Washington Surveying and Rating Bureau evaluated the water system for fire protection and rated it at six on a scale of one to ten, class one being the best rating. This compares to the County Fire District #6 rated an 8, Winthrop-6, Omak/Okanogan-5, and Brewster-7. The Town's 2007 Water System Plan states that "in General, the Town's transmission and distribution system is inadequately sized to provide fire flow except for the most recently constructed projects. The hydraulic model projects that over 50 percent of the Town's fire hydrants cannot supply adequate fire flow under Maximum Daily Demand

conditions. The smaller mains and their locations are also responsible for inadequate water pressure in some areas of the town.

The greatest challenge to the Town's water system and to the Town in general, is the lack of water to support expansion. At the time of this update the Town has just lifted an almost two year moratorium on the issuance of water hook-ups while calculating its water use and enacting efficiency measures. Even with those measures the Town has limited additional capacity, and that capacity will soon be used up as pressure grows for in-town development. The Town must make obtaining additional water rights its top priority if it is to meet the growth projected in this Plan.

Other needs for the Town's water system have been identified as follows:

1. Perform repairs to existing reservoirs.
2. Install a Booster Station and 8" Loop at Painter's Addition level to correct inadequate pressures. (Alternately, build new reservoir higher than existing)
3. Install a new telemetry system.
4. Test and modify Well #4 to bring into fullest production possible.
5. Upgrades to the water transmission and distribution system as prioritized and described in the 2007 Water Comprehensive Plan.

If these things are done, the fire system will adequately meet the fire flow needs of the Town, and thereby improve the Town's fire rating, which can lower Town resident's fire insurance rates.

D. SEWER SYSTEM

Twisp's sewer system was constructed in 1972 with a life expectancy of 20 years. The treatment plant was completely rebuilt in 2001 and has been well maintained and is expected to provide capacity for the growth for the next 20 years. Annexation of additional areas could potentially require expansion of the existing plant and the possible addition of more lift station.

The system accesses all areas within the Town limits and consists of 8" to 12" diameter trunk lines. There is a pumping station situated at the south end of Bridge Street which pumps the sewage to the east side of the Methow River where the treatment plant is located at the southeast corner of the Town's incorporated boundary. There is also a lift station at the manufactured home park located on the west side of Town immediately south of the Twisp River.

The Town of Twisp needs to review and update the Comprehensive Wastewater System Plan every 10 years and prioritize identified deficiencies.

E. TOWN HALL

The Town Hall is not adequate for the present uses or future growth. At present this building services the Clerk/Treasurer, utility billing and collections, building and planning, holds the Public Works shop and garage, and the Police Department as well as a conference room used for town related meetings. Regular staff using this building consists of 8 full-time equivalent employees, plus a desk is maintained for the County Sheriff's use to encourage cross coverage of law enforcement. In the near future there will be a

need for additional office space. The police department needs more room for evidence storage, and garage space to work on police vehicles. Town Hall also needs a second restroom.

While recent changes have improved the situation (i.e. dropping ceilings, better heating and use of space), it is important to note that the Town Hall is too crowded for the present police needs. Security and privacy are very marginal. The current layout dictates that suspects be brought through Town Hall for processing despite their intoxication, combativeness or other form of antisocial conduct. One solution to this might be to move the Public Works garage out of the Town Hall facility to the sewer plant and utilize that space for expansion of the police department, adding of a second bathroom and additional meeting space.

Besides adding space, it is recommended that the Town make public facilities, such as Town Hall, more attractive to reflect “community pride”.

F. FIRE PROTECTION

The Town of Twisp and the surrounding area is served by the combined forces of the Twisp Fire Department and Okanogan County Fire District #6, both volunteer programs with part-time paid officers on Twisp’s part. The U.S. Forest Service and the Washington State Department of Natural Resources protect Federal and State lands within the area. All of these agencies operate under mutual aid and automatic response agreements.

The Twisp Fire Department is well supported by a core group of volunteer fire fighters, an adequate facility and good morale. The Department has several small needs, including larger stipends for training to cover lost wages, and a dedicated budget for equipment replacement.

G. POST OFFICE

Since this plan anticipates growth for the next 10 – 20 years, there is some question about whether the existing Federal Post Office will meet the needs of the Town residents. The current location has many parking and traffic issues. Any new location should take in to consideration the Post Office’s role as an important social hub and central information clearinghouse.

H. SOLID WASTE

Solid waste generated from the Town is deposited at the Okanogan County transfer station located near the east town limits, and then transported to Okanogan County’s Central Landfill near Okanogan. The Town of Twisp and the Methow Valley community have been leaders in developing and supporting local recycling efforts, coordinating with Okanogan County in the development of recycling opportunities.

Recycling is offered through the Methow Valley Recycling Center adjacent to the Transfer Station. The Center is run by Methow Recycles, a non-profit corporation/public partnership formed in 2003 with the Town of Twisp, Okanogan County, the Okanogan Electric Coop and the Methow Conservancy. Methow Recycles is a self-sustaining operation, paying for its operating expenses by accepting material that have value and can be sold for a profit such as cardboard, paper, aluminum, and plastic. The Center also accepts materials that have little value such as steel cans, magazines and mixed paper, and sells them at

break even. Glass is also collected, crushed and sold locally at a loss, with some costs covered by donations.

The Recycle Center recycles roughly 12-15% by weight of the material destined for the Transfer Station. The Recycle Center periodically runs metal drives that collect more than 500 tons of material each time, and collects electronic equipment items for reuse and recycling through specialized companies.

I. HEALTH CARE

Health care facilities in the town consist of one family medical clinic. Medical clinics, which serve our community, are also located in Winthrop, Omak, Okanogan and Brewster. Hospitals are located in Brewster and Omak, located 40 miles from Twisp.

Ambulance and Emergency Medical Services are provided locally by Aero Methow Rescue Service, and funded by a local taxing district. Life flight helicopters stationed in Spokane and Seattle also service our area.

At present there is a strong organization of Emergency Medical Technicians, which assist as needed with those emergency and non-emergency medical needs. This group has basically allowed the Methow to survive with limited access to medical services.

People with simple medical needs are being adequately served, but services are needed for more complex medical needs. In particular, a need exists for 24 hour access to a doctor. Twisp should encourage the location in town of all types of medical services: medical clinics, pharmacies, chiropractors, dentists, optometrists, psychiatry and mental health, and other medical practitioners. The proposed assisted living facility is an example of health care services that should be encouraged by the Town.

J. AIR QUALITY

This plan supports the Washington State Air Quality guidelines. These regulations allow only one wood-burning device per structure and this device must be designed to conform to the State of Washington standards. The Town of Twisp is also subject to Okanogan County Air Quality Regulations as they affect the Methow Valley. As the population of the valley increases, the use of woodstoves will increase and impact the residents of Twisp. Twisp should take a broader view and work with the County and State to enforce current laws and develop new laws to benefit town residents.

K. LAW ENFORCEMENT

Law enforcement services within and around the Town of Twisp are provided by the Twisp Police Department, the Okanogan County Sheriff's Office and the Washington State Patrol. The Twisp Police Department consists of one part-time Chief and two officers.

The Town of Twisp provides protection for the incorporated areas of the Town. The Police Department is located in Town Hall. Law enforcement for the unincorporated areas is provided by the Okanogan County Sheriff's Office. The Washington State Patrol provides traffic enforcement and assistance to the local departments when needed. As noted in Section E, the law enforcement services needed more adequate office and holding facilities.

L. AIRPORT

The Twisp Municipal airport, located approximately 1.2 miles east of Twisp, is part of the Town's corporate limits, cover 66.77 acres of land. An old race track just to the south of the runway has been developed over the past few years by volunteers into a multi-purpose playfield for baseball, softball and soccer. The airport serves as a link for emergency operations and recreational flying. Continued improvements such as improving and maintaining runway surfacing and lighting, improving taxiways, development of water, sewer, bathrooms, terminal facilities, including refueling capabilities, camp sites and non-motorized trails linking the facility to downtown would increase this important asset's visibility as a transportation link that supports commerce and visitors. The property is presently zoned for airport use, which includes commercial and recreational uses. Any development around the airport site needs to consider the approach corridors (clear zones) and airport obstruction standards and other requirements contained in the Town of Twisp or Okanogan County Zoning Codes and the Twisp Airport Layout Plan.

The recently completed Airport Layout Plan (Airside, 2007) should be reviewed for additional details and priorities for the Twisp Municipal Airport.

M. HAZARDOUS WASTE

Hazardous waste is created by the use of many materials in households, businesses and industries. Town residents participate in bi-monthly County efforts to provide for the collection, disposal, and possible treatment of hazardous waste material. After collection the hazardous waste material is hauled to a regional recycling and/or treatment center. This service is for households, not industrial or commercial generators. Commercial and Industrial generators are regulated by the State and must dispose of hazardous waste through private processors.

N. PARKS

The Town of Twisp owns and operates two parks; the Twisp Park located at the northern end of Lincoln Street, and the Twisp Commons, located adjacent to the Community Center.

The Twisp Park is a multi-use park, with a small stage, playground, basketball court, swimming pool, and undeveloped access to the Twisp and Methow Rivers at their confluence. The pool is a popular summertime facility serving the entire valley, but has struggled with on-going maintenance issues and insufficient funds. Friends of the Pool a valley-wide volunteer group, was formed in 2004 to bolster the Town's efforts to keep the pool open and operating.

The Twisp Commons is a small, passive park with many sitting places. Originally a volunteer effort, the commons incorporates several features reclaimed from the old bridge, and has a beautiful landscaping scheme which has matured beautifully since being installed in 1998.

Refer to the Parks and Recreation Plan for strategies and recommendations.

O. PARKING

Refer to Section III.H, Transportation/Circulation Element

P. IMPLEMENTATION OF THE PUBLIC FACILITIES ELEMENT

Implementation of the public facilities element of the comprehensive plan is very important for the town's future. Without implementing this portion of the comprehensive plan it will be of little value to the town and as a result, the indicated improvements will be very slow in developing.

This element of the comprehensive plan is the only element where many individuals and civic groups, as well as the town, can physically implement the plan. This element is quite often implemented by donations and volunteer labor; this most often occurs in park development. However, as the individuals and civic groups work on different phases of this program they should do so through the town planning commission and council so as to have a coordinated development of the improvements.

The most common way of implementing this element of the comprehensive plan is for the town to set up a capital improvement program. A capital improvement program is a long-range financial plan for the acquisition and development of public property for the benefit of the entire community. Public facilities, as well as other improvements, should be prioritized in the plan. The financing of capital improvements is based upon grants and loans available, estimates of future expenditures, projected costs of improvements, anticipated revenue from taxes and other sources, and the bonding capacity of the town. This plan should be coordinated with the beautification plan laid out in Section V, Community Identity.

III. THE TRANSPORTATION/CIRCULATION ELEMENT

A. GENERAL OBJECTIVES

The objective of the transportation/circulation plan is to encourage the growth of an orderly and aesthetically pleasing community that will insure the general health, safety and welfare of the citizens of Twisp.

Auto, pedestrian, bicycle and aircraft are considered to be the primary methods of transportation now and in the future. Due to the character of Twisp and its growth potential, the town's present and future circulation needs are met as follows:

1. Highways, streets and roads
2. Airport
3. Pedestrian/bicycle routes
4. Bridges
5. Parking
6. Proposed streets and roads

Each of these classifications is needed to adequately serve the community and to connect Twisp with population centers and traffic generators both in and out of the Methow Valley.

B. STREET DEFINITIONS

The State and County use five "functional classifications" for roadways, and in the interest of maintaining consistency, Twisp has used these categories in addition to its own categories of local major and local minor collectors to describe the vehicular transportation system. Where appropriate, roadways should consider for reclassification in order to ensure consistency between this plan and other city, county, regional, or state transportation plans. The six functional classifications, as they apply to Twisp are:

1. Minor Arterial (Rural Minor) – Streets and highways which connect with remaining arterial and collector roads that extend into the urban area. Minor arterial streets and highways serve less concentrated traffic-generating areas such as neighborhood shopping centers and schools. Minor arterial streets serve as boundaries to neighborhoods and collect traffic from collector streets. Although the predominant function of minor arterial streets is the movement of through traffic, they also provide for considerable local traffic that originates or is destined to points along the corridor. Minor Arterials in the Twisp are included SR20, and SR 153.
2. Major Collector (Rural Major Collector) – These routes should provide service to the county seat if not on an arterial route, to larger towns not directly served by the higher systems, and to other traffic generators of equivalent inter-county importance, such as consolidated schools, shipping points, county parks, important agricultural areas, etc. In addition, these routes should link larger towns and /or cities with routes of higher classification, and should serve the more important inter-county corridors. Major collectors in the Twisp include, Twisp River Road and Twisp-Winthrop Eastside Road.

3. Minor Collector (Rural Minor Collector) – These routes should be spaced at intervals, consistent with population density, collection traffic from local roads bring all developed areas within a reasonable distance of a collector road. In addition, these routes should provide service to the remaining smaller communities, and link the locally important traffic generators with their rural hinterland. Minor collectors in the Twisp area include the Twisp-Carlton Road.

4. Local Major Collector – These routes should provide services from higher classified roads and to other traffic generators, such as schools, shipping points, commercial areas, developed residential areas, parks, important agricultural areas, etc. In addition, these routes should link larger towns and/or cities with routes of higher classification, and should serve the more important inter-county travel corridors. Local Major collectors in the Twisp area include, Glover Street, Twisp Avenue, (Glover to SR20), Twisp Airport Road, Second Avenue (Glover to west Town limits).

5. Local Minor Collector – These routes should be spaced at intervals, consistent with population density, collect traffic from local access roads and bring all developed areas within a reasonable distance of minor collectors and local and major collectors. Local Minor collectors in the Twisp area include, Canyon Street (SR20 to Fifth), Fifth Avenue (Canyon to SR20), Lincoln Street (Fifth to Twisp), Second Avenue (Lincoln to Glover), Third Avenue (Lincoln to SR20), Wagner Street (SR20 to industrial park), Burton Street (SR20 to Riverside) and Riverside Avenue (Burton to Wastewater Treatment Plant).

6. Local Access (Rural Unclassified) – Streets not selected for inclusion in the arterial or collector classes. The allow access to individual homes, shops, and similar traffic destinations. Direct access to abutting land is essential, for all traffic originates from or is destined to abutting land. Through traffic should be discouraged by appropriate geometric design and /or traffic control devices. The remainder of Twisp’s streets that are not classified above are designated as local access.

C. RECOMMENDED DESIGN STANDARDS

Table 1 and 2 on the next page describe the design standards for roadways by these functional classifications. Map X illustrates Twisp’s vehicle transportation system according to functional classifications.

Table I – Design Standards – State and Federal Classified Roads

Functional Classification	Right-of-Way Width	Roadway Width	Access Conditions	Design and Location Features
Minor Arterial	84 ft.	4 lanes desirable; 2 lanes acceptable with 12 ft. lanes and minimum 4 ft. shoulders.	Intersection at grade with direct access to adjacent property.	Generally located to continue access from the County’s arterial system into the Town, providing access to major developments. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
Major Collector	60 – 80 ft.	2 lanes, 10 – 12 ft. wide and 2 parking lanes 8 ft. wide.	Intersection at grade with direct access to adjacent property.	Generally located to provide access to the community’s major developments, schools, parks, and shopping areas. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrians and bicycle access along the route.
Minor Collector	60 – 66 ft.	2 lanes, 10 – 12 ft. wide and 2 parking lanes 8 ft. wide.	Intersection at grade with direct access to adjacent property.	Located so as to channel traffic between residential areas and higher traffic areas such as downtown and arterials. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.

Table II – Design Standards – Locally Classified Roads

Functional Classification	Right-of-Way Width	Roadway Width	Access Conditions	Design and Location Features
Local Major Collector	60 – 80 ft.	2 lanes, 10 – 12 ft. wide and 2 parking lanes 8 ft. wide.	Intersection at grade with direct access to adjacent property.	Generally located to provide access to the community’s major developments, schools, parks, and shopping areas. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrians and bicycle access along the route.
Local Minor Collector	60 – 66 ft.	2 lanes, 10 – 12 ft. wide and 2 parking lanes 8 ft. wide.	Intersection at grade with direct access to adjacent property.	Located so as to channel traffic between residential areas and higher traffic areas such as downtown and arterials. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
Local Access	50 – 60 ft. At less than 500’ long, need 60’ and 100’ cul-de-sac.	Over 500 ft. long: two 10 ft. lanes, and two 8 ft. parking lanes. Less than 500 ft. long and not extendable: two 10 ft. lanes and one 8 ft. parking lane.	Intersection at grade with direct access to adjacent property.	Traffic control measures as warranted to provide adequate sight distance and safety. Should be designed and located to prevent continuous or unobstructed flow of traffic through residential areas. Provisions should be made for pedestrian and bicycle access along the route.

D. HIGHWAYS, STREETS, AND ROADS

The primary function of the community's highways, streets and roads is to expedite traffic to major traffic areas such as the Central Business District, the River District, C2 districts, C3 districts, and traffic that passes through the town of Twisp.

Twisp, like many rural communities, has developed a commercial corridor along the State Highway (SR20 a Minor Arterial) which is separate from the downtown area. The SR20 corridor is fronted by a variety of commercial and public uses so serious effort should be given to controlling and slowing down traffic to promote pedestrian and bicycle safety. State Route 153 (SR153), several miles south of Twisp at junction with SR20, provides the only year round access to Pateros and SR97 a Principle Arterial.

In Twisp, the Major and Minor Collectors (Twisp River Road, Twisp Winthrop Eastside Road and Twisp-Carlton Road) serve primarily as access to residential, agricultural and commercial developments in adjoining unincorporated areas and as detour routes in the event SR20 or SR153 are closed.

The collector is the second most important class of streets. Collectors are located so as to provide access from the town's residential areas to the arterials as well as providing business access routes in the downtown area. The streets in town, which are collectors, are listed on the Functional Classification Map X. Other than Minor Arterials and Collectors, local collectors are the most important streets in town and carry the most local traffic. They also provide, as directly as possible, access to the town's major developments and are generally extensions of the county's road system within the town. A Planned Transportation/Circulation Map IX and Functional Classification Map X are included in the Appendix.

E. AIRPORT

The Twisp Municipal Airport is located on a forty acre tract of land one half mile East of Twisp. The Airport serves both local and transient general aviation operations, as well as commercial part 135 Air taxi and scenic flying for hire operations. The Airport is also used as a staging site for aero-medical operations. Work is in progress to enhance these operations and provide better coordination and facilities for medical flights.

The Airport Improvement Club, Airport Board and Airport Manager are working on improving the facility and increasing the Airport's benefit to the City. Improvements such as on-site public facilities including restrooms, fueling, lounge, camping area flight school, maintenance facility, and utilities are among the current objectives. Improvements to the Airport will increase the use of the airport and the Town of Twisp as a recreational destination and increase its functionality as a transportation link for the support of commerce. Local events such as fairs, art and music festivals, fundraisers and local aircraft familiarization rides for the local community should also be encouraged. Coordination with other groups such as the Chamber of Commerce, arts community, community center and local schools should be supported and encouraged. The connection to the Town and local appeal would also be greatly enhanced by the addition of bike and/or pedestrian access routes and public transport from the airport into town.

F. PEDESTRIAN/BICYCLE ROUTES

Safe pedestrian and bicycle routes are an important part of transportation for the community and should be considered as important as the automobile in the planning of our town's growth. Sidewalks, bicycle lanes, crosswalks throughout town and at all highway crossings, the consideration of pedestrian activated caution lights and street lights need to be implemented with all new road construction as well as existing arterials and collectors.

G. BRIDGES

There are three bridges within the Town of Twisp limits, each located on State Highway 20.

The bridge at the north Town limits that crosses a high water channel of the Methow River is narrow and does not offer a safe crossing for pedestrian traffic. The bridge needs to be remodeled to allow for a pedestrian lane, complete with aesthetically pleasing indirect lighting.

The bridge of the Twisp River, originally built in 1935, was replaced in the fall of 2001 and is a main route for pedestrians who live north of the river who walk to town. The new bridge provides for pedestrian access but lacks the aesthetically pleasing, indirect lighting needed to insure pedestrian safety.

The Methow River Bridge, a main route for autos and pedestrians who live east of town, was completed in 2003 and is the major link between the proposed trail systems east of the Methow River and the rest of the town that lies west of the river. The new bridge provides for pedestrian access but lacks the aesthetically pleasing, indirect lighting needed to insure pedestrian safety.

H. PARKING

Parking within the town of Twisp continues to be a problem. It is recommended that the Twisp City Council appoint the members of the Planning Commission to form a Parking Committee to identify current and proposed parking areas within the town of Twisp. As it is an established body that meets regularly, the Planning Commission is best suited to take on this responsibility.

I. PROPOSED STREETS

New streets should be discussed at the time development is proposed and must include public safety, pedestrian/bicycle access and lighting, as well as snow removal and other relevant factors. The provision for new streets and the extension of existing streets outside of the town limits and in the undeveloped portion of town are most easily handled through the development standards and requirements as a part of a subdivision approval at such time as there is demand for the development of the land. Subdivision regulations in both the Town of Twisp and Okanogan County would help to assure the proper development of both private and public streets, lots and blocks and implement street design standards.

The implementation of street changes within the town can be done through cooperation between the town and the affected property owners.

IV. PARKS AND RECREATION

Twisp's strategic location in the heart of the Methow Valley at the confluence of the Methow and Twisp rivers attracts both full-time residents and large numbers of visitors, making it imperative that park sites and a comprehensive trail system be developed. The parks and trail system will increase access to the rivers and the natural beauty of the area, improve the quality of life for residents and support the local economy by providing recreational opportunities for visitors.

The parks and recreation plan includes a description of the existing park sites, proposals for future park sites, and a proposal for a pedestrian trail system. In addition to the proposals below, the town is strongly encouraged to incorporate parks and green spaces as a standard in planned development.

A. EXISTING PARK SITES

Site One

Twisp's primary park which is six acres in size is located at the northern end of Lincoln Street and provides some facilities to meet the needs of the town residents and visitors. Since this is an area where large numbers of visitors and local residents gather, particularly in the summer months, it is recommended that aesthetically pleasing indirect lighting for safe evening park use be installed. Permanent restrooms should also be installed as a public service.

Site Two

Twisp Commons is located just north of the Twisp Community Center and serves as a gathering place in the heart of the community. Since this is an area where large numbers of visitors and local residents gather, particularly in the summer months, it is recommended that aesthetically pleasing indirect lighting for safe evening park use be installed. Permanent restrooms should also be installed as a public service.

B. PROPOSED PARK SITES

Site Three

This proposed park site is located north of Site One and directly across the Methow River along the East County Road. Currently an undeveloped area on the floodplain, this park site would be best preserved in its present state to provide habitat for wildlife and an interpretive trail for residents and visitors.

Site Four

This site located at the corner of Burton and Riverside on the Methow River, it would not be developed as a park but would provide river access for launching boats and rafts and provide pedestrian access to the river and trail system. The city is also encouraged to explore the possibility for purchasing land near this site for development into a neighborhood park.

Site Five

Painter's Addition Area – A possible site obtained in the future for city residential park.

Site Six

This site, located on the southwest end of the SR20 Bridge that crosses the Methow River, would not be developed as a park but would provide river access for launching boats and rafts. It could provide pedestrian access to the river and trail system. The city is also encouraged to explore the possibility for purchasing land near this site for development into a neighborhood park.

Site Seven

This proposed park site is located next to the airport on Twisp Airport Road that provides access to the entire trail system. Recommended development of this site includes a parking area, sports and recreation facilities, restrooms, picnic areas, and outdoor lighting for evening events.

Site Eight

This proposed site is the Salmon Recovery Area located west of Twisp along the Twisp River Road. If offered to the town, the property should be accepted and incorporated into the Twisp Park system. It is recommended that this area remain largely undeveloped but contain an interpretive trail and a natural resources education site.

C. PEDESTRIAN TRAILS

In addition to the pedestrian and bicycle routes recommended in the Transportation/Circulation Element, a comprehensive trail system will also help create a sense of community to connecting parks, neighborhoods and natural areas while providing recreation and enjoyment for residents and visitors.

In December, 2004, R.W. Thorpe & Associates developed a comprehensive plan for a Walk/Bike/Ski/Equestrian river trail system in the Methow. As noted in the introduction, that plan "...will provide opportunities for more people to experience the scenic beauty of the area, to walk to stores, businesses or restaurants, get some exercise, and learn about the importance of the environment and the role open space can play in enhancing a community's livability".

We recommend that the Parks and Recreation Commission be created to review the Thorpe plan and use it as a basis for developing a trail system within Twisp and eventually extending beyond Twisp to connect with trails to other communities in the Methow. The purpose of the Commission will be to work with local leaders, planners, grant writers and community volunteers to determine the process and methods of locating, funding, and implementing trail systems that will provide a benefit to the community.

V. COMMUNITY IDENTITY

Twisp is a vibrant community where the remnants of the past and the town's present activities integrate to form a diverse community identity. Twisp's traditional identity is tied to its Native American roots as well as a history of mining, logging and a close connection to the natural resources of the valley. Recreation, arts, river resources and Twisp's continued role as the business center of the Methow Valley define it as contemporary. A healthy and balanced community identity requires the merging of old and new elements achieved through a community vision and the preservation of heritage, historical buildings and trees.

A. COMMUNITY VISION

Visual appearance, traffic control for pedestrian safety and transportation links are high priorities in the community vision, with goals to increase the vitality of downtown and create a sense of place and community pride throughout the town of Twisp.

1. Beautification Committee

It is recommended that the Twisp Town Council appoint members to a Beautification committee, whose goals would be to improve the aesthetics and public image of Twisp and enhance the quality of life through the Community vision. The Beautification Committee would have several functions:

- Design Overlay – create an overlay design concept that would incorporate development standards, pedestrian safety, and transportation links establishing continuity throughout downtown and Highway 20 in both new and existing developments.
- Grants – research and write grants for street beautification, landscaping, street furniture and public art.
- Tree Board – work closely with the Tree Board and propose the use of unmetered water within the Town of Twisp to promote the planting of trees.
- Ordinances – propose and encourage the enforcement of ordinances that support the Community Vision. One example is a Nuisance Ordinance. The MRSC (Municipal Research and Services Center) states that “The existence of dilapidated buildings, unkempt streets and property overgrown with vegetation are associated with areas of high crime and deteriorating property values. The accumulation of junk vehicles, vehicle storage, litter and other visual clutter are seen as a deterioration of the quality of life. The enforcement of nuisance codes, cleanup of property, and beautification efforts are part of crime prevention and economic development activities”.

2. Pedestrian Safety

Pedestrian safety is an important element of the Community Vision. Pedestrian and bicycle amenities, such as sidewalks, crosswalks, pedestrian caution lights and bicycle lanes slow down and control traffic to insure pedestrian and bicycle safety.) Refer to the Non-motorized Transportation Map IX for details).

3. Non-motorized Transportation Links

Transportation links, such as sidewalks, bicycle lanes and a trail system, connect town with parks, neighborhoods and businesses and promote a community-oriented spirit of the residents, strengthening the community identity. (Refer to IV-Park and Recreation Element for more details).

B. HISTORICAL PRESERVATION

1. Historical Buildings

Preservation of buildings that retain original architecture and have historical significance should be promoted. It is recommended that a Historical Preservation Committee be established to identify these buildings and provide information to owners of historical buildings regarding the participation in the Washington State Historical Register, the research and writing of grants to help fund renovations, and the receiving of special tax valuations for renovations of historic properties. The town might consider developing Historic Districts along Bugar Street, the south end of Glover Street or the former Forest Service compound, as examples, and encourage property owner to participate in neighborhood rehabilitation projects.

2. Preservation of Forest Service Property

The community feels that Forest Service property, strategically located in downtown Twisp, should be preserved or developed in a manner that benefits the community.

3. Cultural Heritage

Twisp's Native American heritage, as well as the history of mining and logging, should be recognized and protected. One way Twisp could take actions to incorporate the past with the present is through interpretive markers along streets and river trails reflecting its rich, natural resources and historical life in the Methow Valley.

4. Forestry Management Plan

The town of Twisp has adopted a community forestry program that manages and cares for both the public and private trees. This plan shows:

- an inventory of existing trees, including location, species, diameter, condition and maintenance needs;
- the economic and environmental asset of the community trees; and
- a tree management plan with a set of goals for the town and an implementation strategy.

(Refer to the Twisp Community Forestry Management Plan at the Twisp Town Hall for more details)

VI. ECONOMIC DEVELOPMENT ELEMENT

A. INTENT

The intent of this Economic Development Element is to create a plan that supports the economic vitality of Twisp and the Methow Valley, and the high quality of life that Twisp residents value, by identifying baseline conditions of the economy, setting goals and policies that seek to improve those conditions, and providing an action plan for implementation of the element. The goals, policies and action items are intended to support the economic vision of the Town of Twisp, which is as follows:

The communities of the Methow Valley envision a diversified and sustainable year-round economy built upon enhancement and expansion of businesses that respect local history, the environment, small-town values and diverse needs of residents and visitors.

The Town of Twisp and the Methow Valley enjoy some wonderful assets, which provide a solid foundation for long-term economic vitality. The following are key examples:

Natural Amenities – The area has clean air, abundance of clean water, fertile soil, a mild, dry summer climate with a cold, snowy winter, and climatic conditions that range from marine to mountainous to desert.

Topography – The area's topography varies from gently rolling hills to a steep mountainous valley containing the Twisp and Methow Rivers and their tributaries.

Pre-existing Development & Infrastructure – In-place infrastructure includes water, sewer, reliable and low-cost power, incorporated Town government, housing, commercial and retail enterprises.

Extensive Public Land Ownership – Over 85 percent of land in The Methow Valley is publicly owned. This allows easy access to the backcountry and an abundance of recreational opportunities. This also focuses most economic development responsibility for retail and businesses to the towns.

Tourism Industry – The area is established and recognized as a summer resort and winter cross country ski destination.

Vibrant Arts Community – The Methow Valley is home to a large community of resident artists, and Twisp proper is home to four non-profit arts advocacy organizations and several businesses that support local and traveling performance and visual artists to the great benefit of the community.

In addition to these immense assets, many challenging conditions affect the economy in the Methow Valley. Future prosperity depends on meeting these challenges. Specifically, if the Town is to encourage economic development, it must address the following problems:

1. Average income in the Twisp and Methow Valley area is 58% of the median income for Washington State;
2. A large percentage of the town population is retired or absentee property owners;

3. Seasonality of existing agriculture and tourism industries contribute to high poverty and unemployment levels;
4. The agricultural sector is declining, including cattle ranching and fruit orchards;
5. Wage levels have not kept pace with inflation;
6. Housing costs continue to rise ahead of wages; and
7. Economic impact resulting from fossil fuel depletion, rising fuel costs and the Town's distance from other markets.

Five of the most important present and future economic sectors in the Town of Twisp and the Methow Valley are discussed below.

Agriculture

Small-scale agriculture, such as direct sale vegetable farms, dairies, ranches and orchards, are an important part of the character of identity of the Twisp community. The primary support the Town of Twisp can provide to encourage new local and sustainable agriculture businesses is to support the local farmer's market and other agricultural products marketing opportunities.

Tourism

Tourism is a leading revenue producer in the Twisp area. The Methow Valley is well recognized as a premier summer vacation recreation destination. Unfortunately, this industry is also quite seasonal in nature. Typically, the resort industry flourishes in the summer and mid-winter, but shoulder seasons are very quiet. Developing high quality recreational and cultural opportunities are key to the creation of a successful year-round tourism industry.

Manufacturing

Historically large-scale, higher wage industrial and manufacturing jobs were provided by the Wagner Mill and the businesses that served it. With the closure of the mill in 1985, the industrial and manufacturing industries in Twisp consist of small-scale, dispersed businesses such as welders, cabinetmakers and excavating contractors. Continuing to remove obstacles for location of clean, light industry is one of the priorities of this Element.

Rezoning the old Wagner mill site and land along the Methow River within the Town of Twisp is an example of the community's effort to attract desired manufacturing, software development and programming, high technology, recreational equipment manufacturing, and other similar growth industries. Diversifying the economy to include more manufacturing jobs should increase the wage scale.

Twisp serves as a services center to the greater Methow Valley. There is significant leakage to the larger retail and service centers of Wenatchee, Omak, and Seattle. Retailers struggle because the residential market base is small and the visitor market is minimal during the fall and spring seasons. This Plan is intended to encourage the development of the retail and service sector on a year-round basis.

Broadband/High Technology

Twisp is fortunate to have both private and public fiber optic and wireless capability that provide redundant connections. In order to take advantage of the economic potential of the existing fiber networks, this technology must be readily available to businesses and residents of the Town.

B. CHALLENGES, NEEDS AND OPPORTUNITIES

As mentioned in the Introduction, Twisp and the Methow Valley have many important assets, or strengths: Natural Amenities, Topography, Pre-existing Development & Infrastructure, Extensive Public Lands, an established Tourism Industry and a Vibrant Arts Community. These qualities were clearly identified by the community in numerous public workshops during two years of updating the Comprehensive Plan. During that process, community members also identified challenges, needs and opportunities.

Challenges

Lack of water – All other threats pale in comparison to the town’s inability to provide water for new growth. The principle reason for this inability is that Twisp lost a majority of its water rights in a lawsuit in the late 1990’s. Conservation efforts in 2007-2008 have been successful in freeing up a modest quantity of water rights to allow up to 96 more connections (as of April 2008) or approximately 20% of our current usage in additional equivalent residential uses.

Slow shoulder season economy – The various economic engines in the Methow Valley are seasonal in nature with most activity focused on summer and mid-winter activities. Many businesses which run at or near capacity during the summer, struggle through the slow winter months.

Overlapping layers of regulation – The general feeling among the community is that overlapping layers of regulation and associated fees, charges, rates and taxes represent a significant impediment to community economic prosperity. Whether the regulation is land use related or business related (e.g. minimum wage laws), the community is concerned about the impact on businesses and families.

Lack of public access to the Methow and Twisp Rivers – The majority of people that use the local rivers access them in places not in or near the Town of Twisp with the exception of the Twisp Park. It is imperative that more access be made available to one of the Towns most important assets.

Rapid growth at the expense of existing residents – A planned strategy for economic growth that considers the desires and impacts on existing residents and businesses is paramount to this planning effort. This especially applies to not allowing “big box” retail stores into the Town.

Lack of project follow-through – One of the long-standing problems with local economic action planning is the failure to focus on a project through to completion. It is critical that the plan contain items that are achievable through carefully crafted short, medium and long-term strategies if the elected officials, community leaders and volunteers are to maintain a commitment through successful implementation.

Unmet consumer expectations – Unattractiveness of some town facilities and businesses, especially along the highway corridor, and poor roads and infrastructure affects residents and visitors alike to the Twisp experience.

Lack of lodging – There is a lack of lodging in Twisp, forcing potential visitors to vacation elsewhere.

Fluctuating fuel prices – A strategy for addressing economic changes resulting from fluctuating gas prices.

Leakage of retail sales – The growth of the retail section in the other areas is a threat to Twisp area businesses. Many residents choose to shop and spend their food, clothing and hardware budgets at the larger stores in the Omak or Wenatchee area. The availability of greater variety and perceived lower prices is a draw not easily overcome by businesses in the Twisp area.

Winter highway closure – Early closing and late opening of the North Cross Highway affects winter business.

Needs

Economic Development Coordinator – Within the Twisp Town Government responsible for attracting or helping businesses locate to our area.

Developed recreation facilities – Twisp has an excellent pool and public park with playground, basketball court, an outdoor stage and picnic area. It also has a crude soccer and baseball field on the edge of town, and indoor basketball at the Community Center. The town could use an improved soccer and baseball field, a skate park, tennis courts, public restrooms and a park area designated for dogs.

Improved pedestrian pathways – Safe pedestrian and bicycle routes are an important part of transportation for the community and should be considered as important as the automobile in the planning of our Town's growth. Sidewalks, bicycle lanes, crosswalks and the consideration of pedestrian activated lights and street lights need to be implemented with all new road construction as well as arterials and collectors.

Grant Writer – Twisp should identify a staff person, existing or new, to track and pursue grants related to Economic Development projects and infrastructure development.

Convention Center – Twisp should encourage the development of a business and cultural center.

Housing – With the rising cost of real estate and an increasing emphasis on lower wage, service based employment, Twisp is in need of a variety of housing, to include rentals, starter homes, condominiums, and townhouses.

Opportunities

Stronger identification with outdoor sports – The Methow Valley has access to all major forms of outdoor sports – Alpine and Nordic skiing, snowmobiling, snowshoeing, mountain biking, hiking, kayaking, rafting and fishing. It also has one of the best-groomed and most extensive systems of cross-country ski trails in the country – the MVSTA trail system – and is a prime location for accessing other facilities and

trail systems in North Central Washington. Twisp should work closely with MVSTA to develop direct links to the MVSTA trail system, and host MVSTA events.

Agri-Tourism – Growers in the Methow Valley have taken the lead in North Central Washington on development of opportunities for agri-tourism. Organic farms and dairies have been developed and local organizations are exploring ways to bring consumers closer to the orchards and farms in the area.

River access – Public access to the rivers is at a premium in and around Twisp. Fortunately, opportunities for creating a variety of small points of public access are available where un-built street right-of-way exists and public ownership exists. An opportunity also exists to develop a Methow River walk and pedestrian bridge linking downtown and the former Wagner Mill site and south to the Burton Street neighborhood (see the Parks and Recreation Element of the Comprehensive Plan).

Growing retirement community – The Twisp area is a desirable place for retirement. The climate, low crime rate, friendly small town atmosphere, landscape and reasonable cost of living are all factors. Retirees represent economic opportunities for a wide range of businesses and services.

SR 97 Corridor and North Cascades Highway – The designation of the portion of Highway 97 from Pateros north to the Canadian border as a Heritage Corridor, and the North Cascades Highway as a scenic bi-way, provides increased visibility for the Twisp and Methow Valley area.

C. GOALS AND OBJECTIVES

The purpose of developing Goals and Objectives is to identify broad concepts for improving the Economy in Twisp (the Goals) and creating a list of specific tasks to meet those goals (the Objectives). Citizen and local business owner comments during the process of updating the Comprehensive Plan have guided the creation the following inputs Economic Development Goals and Objectives:

Goal 1 –Maintain, enhance, and create partnerships. Improving the economic well-being of the Town of Twisp is more than a single local association or government can accomplish on its own. A wide range of partnerships with appropriate public and private entities will be required for successful implementation of this Element. The most critical ingredient for implementation of this element is leadership and involvement by the private sector.

Objective 1 – Encourage close working relationships, including joint business ventures, between government agencies, private business interests and non-profit organizations.

Objective 2 – Establish and maintain positive working relationships with the Chamber of Commerce, the Twisp Public Development Authority, downtown merchants, regional and state tourism, economic, community and downtown development and local tourism promotion groups.

Objective 3 – Establish and maintain a positive working relationship with the school district.

Objective 4 – Establish an Economic Development staff position within Twisp Town Government.

Goal – 2 – Maintain, improve and expand public infrastructure. Ensure the availability of adequate, efficient infrastructure with capacity for existing and planned growth and development.

Objective 1 – Obtain sufficient water rights to support growth.

Objective 2 – Develop and implement capital improvement plans for water, sewer, storm drainage, streets, bridges, park and recreation facilities, community and pedestrian facilities including public restrooms.

Objective 3 – Encourage deployment of high speed, high bandwidth telecommunications services throughout the Town.

Objective 4 – Identify town staff responsible for pursuing economic development grants. Support efforts by the Twisp Public Development Authority in their grant pursuits.

Objective 5 – Install indirect pedestrian lighting on Hwy 20, bridges crossing the Twisp and Methow Rivers (see Transportation/Circulation Element).

Objective 6 – Establish a Parking Committee to identify current and proposed parking areas and develop signage to facilitate visitor use (see Transportation/Circulation Element).

Objective 7 – Ensure Town development standards encourage proposed streets adequately address the Town’s goals for safety, pedestrian/bicycle compatibility, lighting and snow removal (see Transportation/Circulation Element).

Objective 8 – Develop non-motorized transportation links, such as sidewalks, bicycle lanes and a trail system, connecting the town with parks, neighborhoods and businesses (see Transportation/Circulation Element and Community Identity Element).

Goal 3 – Remove barriers to and improve viability of agricultural industries. Review and update existing land use and infrastructure plans and regulations to ensure, without limiting uses, that there are a variety of locations ready for development or expansion of agricultural support and processing facilities.

Objective – 1 – Promote and support efforts to diversify the agricultural industry through agri-tourism, farmers market and other value-added agricultural products, and produce stands.

Goal 4 – Enhance and expand tourism and recreation in Twisp and the Methow Valley. Tourism has played a major role in the history and development of the community. Along with agriculture and construction, tourism and related development is an essential part of the economic life-blood of Twisp.

Objective 1 – Support and facilitate development and enhancement of recreational amenities, facilities, activities and events.

Objective 2 – Use “hotel/motel” tax dollars to build infrastructure and capital improvements to support tourism and promotional.

Objective 3 – Support and facilitate the development of a cultural and community center that supports tourism, small town quality of life, and entrepreneurial efforts in the Town.

Objective 4 – Consider design and redevelopment of private and public waterfront areas for mixed-use development projects that include retail shops, living spaces, overnight lodging, and boardwalks.

Objective 5 – Facilitate the improvement of existing public accesses, and the development of new accesses to the Methow and Twisp Rivers, such as the Methow River Walk.

Objective 6 – Facilitate the creation of a marketing plan providing for marketing, promotion, education and product development for tourism in Twisp.

Goal 5 – Identify suitable sites for light/low impact business and industry. Development of the infrastructure, funding and capacity to accommodate existing businesses, and recruit new businesses and industries, is central to the creation of a year-round, diverse and sustainable economy.

Objective 1 – Review and update existing land use and infrastructure (water, sewer, streets, storm drainage, and emergency services) plans to identify locations available and ready for commercial and industrial development and expansion.

Objective 2 – Make development, adoption and implementation of fair, consistent and timely permit review and land use regulatory processes a priority.

Objective 3 – Facilitate the development of the proposed mixed use Riverfront Commercial District.

Objective 4 – Pursue grants and other “outside” funding to offset the impact of development costs on area citizens and businesses.

Goal 6 – Create a strategic plan for a downtown “renaissance” – A centrally located, easily accessible, strong, and interesting downtown is important for the community’s economic well-being and adds to the quality of life. Efforts to enhance or revitalize downtown must include a wide range of partners, each with specific roles. While the local government can provide a catalyst to initiate an effort, implementation and success rest with the business and landowners (see the Community Identity Element and the Historic Preservation Element).

Objective 1 – Review and update existing land use and infrastructure (water, sewer, streets, storm drainage, and emergency services) plans and regulations to ensure that the downtown area is clearly defined, pedestrian friendly, well served by utilities and ready for commercial development and expansion.

Objective 2 – Develop a consistent directional signage program for parks, retail services, restrooms, parking, and other points of interest.

Objective 3 – Work with the Chamber of Commerce, downtown merchants and land owners, citizens and other regional and state entities to maintain a vibrant downtown.

Objective 4 – Participate in a positive disposition and use for the Forest Service compound in downtown Twisp.

Objective 5 – Protect and enhance the Community Center and the role it plays in the community.

Objective 6 – Complete and pass a sign ordinance.

Objective 7 – Develop a Highway 20 corridor and Twisp downtown beautification plan.

Goal 7 – Protect the quality of the natural and social environment in the Town. Clean air and good water quality are essential to the quality of life and an important factor in decisions that make Twisp a popular destination. These important environmental factors should not be compromised as a result in growth.

Objective 1 – Review and update existing land use and infrastructure (water, sewer, streets, and storm drainage) plans and regulations to ensure compliance with County, State and Federal statutory requirements for protection of the environment.

Objective 2 – Create and adopt incentives that encourage new development to take advantage of the sites, terrain and natural features with minimal disturbance.

Objective 3 – Review and update existing land use and infrastructure (water, sewer, storm drainage, transportation, parks and emergency services) plans and regulations to ensure that appropriate planning for land uses and infrastructure precedes significant development.

Objective 4 – Encourage the creation of publicly accessible open space in Planned Developments.

Objective 5 – Support, revise as needed and implement the Town's Forestry Management Plan.

Objective 6 – Review and update existing nuisance ordinances (see Section V.A.1, Community Identity Element and Community Vision of the Comprehensive Plan).

Goal 8 – Support and facilitate, as opportunities arise, access to secondary education and alternative training opportunities in the Methow. A long time stated need in the community is for living wage employment opportunities. Part of attracting or building sustainable business is having a trained work force. By providing opportunities for career enhancing training, the dual purposes of building workforce capacity for new businesses and offering opportunities for locals to obtain living wage employment are met.

Objective 1 – Support partnerships that can create educational opportunities in Town.

Objective 2 – In planning for public resources like the Forest Service property and Community Center, prioritize education and job training opportunities including alternatives like business incubators and small business development.

Objective 3 – Encourage development of adequate childcare and after school programs.

D. ACTION PLAN

The Action Plan is intended to pull out specific tasks from Goals and Objectives above and prioritize those tasks over time. As part of the Town of Twisp Comprehensive Plan, the actions and recommendations in this element focus on those items or areas where the Town has the authority to affect change, has primary responsibility for taking action or a significant role in a process/project initiated by others. In some cases other entities are identified as the lead for a particular action or recommendation (e.g. Chamber of Commerce). In addition, the actions and recommendations are intended to focus on things that are “doable”.

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Timeframe	Action Item	Activities/Tasks
1 – 5 years	Enhance and create Partnerships	Maintain active membership in Chamber of Commerce – promote participation by town staff and elected officials
		Use the town budget process to remind local citizens how local sales tax revenues are used by the Town to fund parks, fire, police, library, planning, etc.
		Include School District in development of projects and plans
		Invite the Community to participate in annual capital projects planning by Council through public workshops
		Hold annual “spring cleaning” Planning Commission workshops with focus on hearing from community and reviewing progress on implementing the Comp Plan
	Promote the Community	Maintain current inventory of developable lands with listed attributes, in cooperation with Okanogan County and area realtors
		Enlist volunteers, using incentives, in implementation of community priorities
		Encourage establishment of higher education campus in Twisp
		Encourage Town pride/beautification among businesses and residents
		Pursue state and federal programs geared toward regional economic development (e.g. Economic Development District)
		Create and maintain a community profile to help market the area to businesses looking to expand or locate in the Twisp area
		Encourage a strategy to incubate new businesses that fill gaps in local market
	Encourage buying local	Enact Town policies, resolutions and/or ordinances that require, whenever possible and practical, that the Town buy materials, supplies and services from Twisp and Methow Valley businesses and vendors
		Encourage Chamber of Commerce to promote “buy local”
		Encourage development of co-ops
		Encourage other governmental organizations operating in the Twisp Area (i.e. PUD, Fisheries, Port, Schools, USFS) in the use and development of local services, vendors and suppliers
	Improve access to Broadband telecommunications	Review local plans and regulations to eliminate unnecessary or redundant limitations on deployment of high-speed, high-bandwidth telecommunications throughout the community
		Cooperate with public and private telecommunications providers and community businesses and residents to develop the market demand required for cost effective deployment of high-speed, high-bandwidth telecommunications infrastructure
	Improve Town Outreach	Adopt a policy that allows staff, with the Mayor’s written approval, to participate in appropriate community activities as part of their job duties
		Support development of regional Small Business Development Center
		Support the efforts of the North Central Washington Business Loan Fund
	Grants	Support staffing or volunteer personnel that provides for a Town grant administrator for economic and infrastructure development

Infrastructure

Infrastructure includes a wide range of public and private physical projects that provide the utilities, facilities and services required for a community to thrive. This strategy area is intended to build upon the community’s strong public water, sewer, streets, and parks utilities/facilities, address identified weaknesses (e.g. the need for new and expanded community recreation facilities, and encourage private efforts to take advantage of community development opportunities in order to overcome identified weaknesses. The strategy area includes Projects/Themes and has a primary role in realization of all the goals and implementation of the policies contained in Chapter III. The projects/themes within the strategy area are:

Infrastructure Priority Actions

Timeframe	Action Item	Activities/Tasks
1-5 years	Planning	Create an updated 6-year recreation plan with community input to make Town eligible for funding sources for parks, trails and recreational opportunities
		In planning, include pool as high priority
		Develop non-motorized transportation links for Twisp, ensuring planning and regulator support for its implementation
		Implement the Capital Facilities Plan (CFP)
		Update CFP project lists annually and the entire plan on a five year cycle
		Appoint Parking Committee
		Continue to support the existence and work of the Twisp Public Development Authority in planning efforts
		Work with Okanogan County and the Department of Transportation to insure projects identified through cooperative efforts are priorities in the County’s Six-Year Street Plan, the Regional Transportation Plan and other appropriate documents
		Seek funding through state (RTPO, WSDOT) and federal (TEA-3) for design and construction of identified improvements
1-5 years	Recreation Facilities	Improve the ball fields – irrigation, fencing, lighting, restrooms etc. – at the Twisp Airport
		Support the Wagner Memorial Pool Foundation in its efforts to maintain the community pool
		Support development of Festivals, Events and Facilities
		Support development of additional amenities at airport
1-5 years	River Access	Continue working with adjoining property owners, businesses and utilities to prepare an acceptable plan to provide safe, convenient and aesthetically pleasing pedestrian access on the Methow River
Timeframe	Action Item	Activities/Tasks
		Design, permit, and construct Comprehensive Trail System (see Pedestrian Trails in Section IV, Parks and Recreation Element
		Identify and develop town-owned properties with river access (see Proposed Park Sites in Section IV, Parks and Recreation Element
		Provide incentives to property owners to provide public access

		Create ordinances for development to include public access to river and trail system
		Investigate feasibility of partnering on the Salmon Recovery site on the Twisp River
		Identify funding sources, design, permit pedestrian bridge over the Methow River in Twisp
5-10 years		Construct Methow River pedestrian bridge
1-5 years	Festivals and Events Facilities	Work with the School Districts, Chamber of Commerce and local arts and recreation associations to inventory existing venues, identify barriers to utilization of existing facilities and prepare a list of improvements needed to expand the type and scope of the events held in the area.
		Support the development of a large multi-purpose conference/meeting/performing arts space
		Support creation of a parks/events/ coordinator position or committee, centralizing events scheduling, and to act as an advocate for removal of barriers to park use
1-5 years	Colville Tribes	Develop a cooperative and coordinated relationship with the Confederated Tribes of the Colville Reservation

Agriculture

The third strategy area is Agriculture, one of the historic and desired future cornerstones of the Methow Valley’s economy. Agriculture, specifically agri-tourism, orchards and value-added projects was identified as a high priority. This strategy area is designated to encourage efforts by local agricultural interests in exploring new and direct marketing crops, developing a value-added industry and increasing the tourism draw to agricultural enterprises.

Agriculture Priority Actions

Timeframe	Action Item	Activities/Tasks
1-5 years	Farmers Market	Cooperation with the Farmer’s Market Board in their efforts to market and plan for expansion of the Farmer’s Market
	Agri-Tourism	Support Town staff and/or elected officials’ participation in agri-tourism and agricultural promotion oriented groups
		Support community “agri-tourism” workshop with focus on hearing from a variety of sources about strengths, weakness, threats and opportunities facing local agriculture
		Encourage the Twisp Public Development Authority to include Agri-tourism in planning efforts
	Value-added Industries	Encourage the development of local agricultural products marketing cooperative
		Support local participation in the Highway 97 Corridor project to promote the development of agri-tourism in the Methow Valley
		Identify and remove barriers to the placement of crop signs in the area

		Encourage the development of a brochure to promote agriculture in the Twisp area. The brochure should highlight the areas crops and products, provide a “guided” tour of the area and encourage visitors to patronize local farmers and provide links to town vendors in marketing chain
		Encourage the creation of an “incubator” in Twisp with a focus on development, production and marketing of value-added agricultural products (possible Community Kitchen)

Tourism

The fourth strategy area is Tourism, another historic and desired future cornerstone of the Town of Twisp’s economy. Tourism, specifically agriculture and recreation oriented, was identified as the top priority through the process used to develop this element. This strategy area is designed to encourage efforts by local businesses, interest groups and governments to improve and expand the scope and reduce the seasonality of tourism in the Methow Valley. Most of the top strengths and promising opportunities are related to this strategy area. The strategy area includes nearly all of the Projects/Themes priorities, however, only the higher priority themes are addressed below.

Tourism Priority Actions

Timeframe	Action Item	Activities/Tasks
1-5 years	Enhance tourism and recreation opportunities in Twisp	Identify Town staff, and appoint a Council Member and Planning Commissioner to work directly with MVSTA to strengthen ties and coordination between the Town and MVSTA and establish a dialogue on winter recreation
	Beautification	Appoint a Twisp Beautification Committee (see Section V, Community Identity Element)
	River Access	Develop a plan for public access to the Methow River including means to develop a trail system
	Facilities	Support the development of existing community resources (like the Forest Service property and the Community Center) that have strong tourism elements