


AGENDA
OMAK CITY COUNCIL MEETING
Zoom Meeting
Monday, April 19, 2021 – 7:00 PM

- A. **CALL TO ORDER**
- B. **CITIZEN COMMENTS**
- C. **CORRESPONDENCE AND MAYOR'S REPORT**
- D. **CONSENT AGENDA:**
1. Approval of minutes from April 5, 2021
 2. Approval of Claims
- E. **NEW BUSINESS:**
1. City of Omak Capital Facilities Plan – Kurt Danison, Highlands Assoc.
 2. Greater Omak Area Comprehensive Plan – Transportation Element – Kurt Danison, Highlands Assoc.
 3. Request for Preliminary Approval – Long Plat - Sagelands Phase 3 
 4. Res. 21-2021 – Approve Public Works Contract with All NCW Seamless Gutters, LLC 
 5. Ord. 1905 – 1st Read - Amend 2021 Budget – CDBG/Asotin Storm Drain Project
- F. **OTHER BUSINESS:**
1. Council Committee Reports
 2. Staff Reports

 **Action by City Council**

In accordance with the "Stay Home, Stay Healthy" order from Governor Inslee, our Council Meeting will be conducted using Zoom Meetings (information on next page).
If you need support, contact the City Clerk in advance of the meeting by calling 509-826-1170 or e-mail clerk@omakcity.com for assistance.

**The City of Omak is inviting you to a scheduled Zoom meeting
Monday, April 19th, 2021 @ 7:00pm**

Join Zoom Meeting

<https://us02web.zoom.us/j/85072153730?pwd=MmZRUnVNVVo4YnB3ajhRL2svWWQvZz09>

Meeting ID: 850 7215 3730

Passcode: 462650

One tap mobile

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Dial by your location

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+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

+1 312 626 6799 US (Chicago)

+1 929 205 6099 US (New York)

+1 301 715 8592 US (Washington DC)

Meeting ID: 850 7215 3730

Passcode: 462650

Find your local number: <https://us02web.zoom.us/j/85072153730?pwd=MmZRUnVNVVo4YnB3ajhRL2svWWQvZz09>



City of Omak
PO Box 72
Omak, WA 98841
Phone: 509-826-1170

LETTER OF TRANSMITTAL

DATE: April 7, 2021
TO: Omak City Council
FROM: Stacey Okland, Acting Chairman
Omak Planning Commission
RE: Planning Commission Recommendation – Request for Preliminary approval of 15 lot Long-Plat in the City of Omak (LP-1-2021).

Dear Councilmembers;

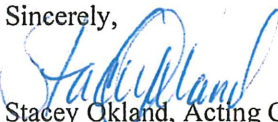
The Omak Planning Commission, in regular session April 6, 2021, Public Hearing, reviewed the proposed application for preliminary approval of LP-1-2021 (Sagelands Phase 3), submitted by Shane Kitchen. The attached staff report provides more detail and conditions.

The following motion was made:

“Commissioner Erin Munding, seconded by Commissioner Ann Potter that the Long Plat application be forwarded to City Council with the recommendation of approval with concurrency of staff recommendation and conditions laid out in the Staff Report, with considerations for CC&R’s. Motion carried.”

Thank you for your time and consideration.

Sincerely,


Stacey Okland, Acting Chairman
Omak Planning Commission

MINUTES
OMAK PLANNING COMMISSION
ZOOM HYBRID MEETING
APRIL 6, 2021

Call to Order:

Chairwoman Okland called the meeting of the Omak Planning Commission to order at 5:30PM and a quorum was established.

Commissioner & Administrative Personnel:

Sheila Harrison - absent	Kurt Danison, Contract Planner - absent
Stacey Okland, Chair	Tyler Wells, Building Official
Erin Munding	Connie Thomas, City Clerk
Barry Hansen	Amanda Dickinson, Deputy Clerk
Anne Potter	
Jack Schneider	

Approval of Minutes:

Commissioner Munding moved, seconded by Member Potter to approved the March 2, 2021 meeting minutes as written. The Commissioners voted and unanimously approved the motion.

Public Hearing:

Sagelands Phase 3 Subdivision – Preliminary Approval

Chairwoman Okland opened the public hearing at 5:31 pm. She read the disclaimer letting everyone in attendance know that they will have the opportunity to be heard and that the hearing was being recorded. There were no members of the Commission that recused themselves nor did they have any financial interest in the outcome of the hearing. She asked Building Official Wells to present the staff report. Mr. Wells read the staff report in it's entirety. He ended by recommending the Planning Commission preliminarily approve the Sagelands Phase 3 Long Plat to the City Council subject ~~to the conditions and~~ ~~to the conditions and~~ findings in the Staff Report. Chairwoman Okland thanked Mr. Wells for the report. She opened the hearing to comments from the audience.

Barbara Christensen – 410 Koala Avenue

Ms. Christensen told the Commission that she has safety concerns with the narrow streets that are currently on Paintbrush Lane. She didn't know if the width of the streets in the development had been mitigated or not. In the current development there is no parking with a couple of signs posted. She observes parking in the culdesacs and in front of homes. She has safety concerns for emergency vehicles trying to enter and especially in the winter when the streets are narrower because of snow. She has also seen children in the road as there is no sidewalk for them to play on . She asked if the streets in the new development could be wider than twenty four feet and if the lots could be reconfigured to accommodate the wider street. There was disucission about no parking signage in the current housing developments.

Chairwoman Okland asked if the Planning Commissioners had any questions of the public or staff. Commissioner Munding said that she would like to piggy back on Ms. Christensen comments stating there is not parking in the culdesac on Petra Court but, there is parking on the current culdesac on Paintbrush Lane. Building Official Wells explained that there is also no parking ~~permitted in~~ the culdesac on Paintbrush Lane and there may need to be signage installed.

Commissioner Hansen referred to the comments provided by Ryan and Katherine Klett of 708 Paintbrush Lane. Their letter expressed concern that in phase 2, there were covenants, conditions and restrictions (CC&R's) submitted with the development and in Sagelands Phase 3, CC&R's none are included. Member Hansen would like to know what CC&R's were included in phase two that are not included in phase 3. He would have concerns if manufactured homes were allowed in phase 3 but not in phases one and two. This could reduce property values in the area. Building Official Wells said there are no CC&R's proposed for Sagelands Phase 3. He did go back and pull the CC&R's from phase 2 and discussed similar concerns with City Attorney Howe. He said the City would not regulate the CC&R's and that would be an HOA. In regards to Member Hansen's concerns, manufactured homes are allowed in accordance with our Omak Municipal Code. The City would make someone aware of covenants and restrictions on the plat. Member Hansen asked why Sagelands Phase 3 not conform to the other phases.

Shane Kitchen – Applicant of Sagelands, Phase 3

Mr. Kitchen explained that he had not thought of CC&R's but were planning on homes similar to those in phase one and two. He would like to keep the development consitent to what is already there and construct stick built homes. He is not planning on constructing the homes as, he will just be developing the lots and selling them. Member Hansen

**MINUTES
OMAK PLANNING COMMISSION
ZOOM HYBRID MEETING
APRIL 6, 2021**

again expressed concern about this current application not containing the CC&R's. Ms. Christensen stated that when she purchased her home, she was provided a sheet of paper with covenants and some of those were stick built homes, set backs for fencing and the type of roofing materials. She has owned the home since 2009 and there has never been an Home Owner's Association established.

Brian Power – 602 Jackson Street

Mr. Power asked if there are changes to the original platting and city requirements in the new plat, road widths, infrastructure and turn radius. Building Official Wells said that this phase conforms with the original plat.

There were no further questions or comments from public or staff so, the testimony of the public hearing was closed at 6:01pm.

Chairwoman Okland said the subject is now open for discussion amongst the Planning Commission members. Member Okland asked again about the covenants. Building Official Wells said again, the City of Omak will not enforce covenants as it's the responsibility of the buyer of the land. Member Hansen said that he understands the City will not enforce CC&R's but for the continuity of Sagelands Phase 3, having the covenants in place will give the new owners something to work with. He is uncomfortable with just sending a recommendation to Council based on the staff report and wants to make sure City Council is aware there are no covenants with this development. Applicant, Shane Kitchen told the Commission that he will review the CC&R's for phase 2. He is going to assume they will keep them as he doesn't want to make phase 3 different than phase one and two. Without reviewing the CC&R's he is not going to say for sure they will add those in but, he wouldn't see a problem keeping the phases similar. He also mentioned the attraction to the property was to continue developing what is already there.

Councilmember Okland asked for a motion. Member Munding moved, seconded by Member Potter that the Long Plat application be forwarded to city Council with the recommendation of approval with concurrency of staff recommendation and conditions laid out in the Staff Report, with considerations for CC&R's. Motion carried.

New Business:

Set Public Hearing – Transportation Element of the Comprehensive Plan – May 4, 2021

Building Official Wells told the Commissioners that the Transportation Element packet has been sent out to agencies for comment. He will publicize the public hearing for May 4, 2021. He will ensure each member is emailed an electronic version of the packet and a hard copy can be picked up at Omak City Hall.

Other Business:

City Update – Tyler Wells

Member Potter asked Mr. Wells about the new housing. Mr. Wells explained that Meadowlark will be located off Jonathan directly behind Harbor Freight. They will be developing a portion of the street and sidewalk toward Quince Street.

Member Munding asked when the Sageland Phase 3 would begin construction. Building Official Wells explained that the letter of transmittal from the Planning Commission will go to Council on April 19th. If Council approves the application, then construction can start. Council will need to consider final approval of the development after everything is built out. Member Schneider asked about access from the North School playground through Sagelands Phase 3 as parents and students use that as access. Building Official Wells said the access is still available. The Commissioners spent some time looking at the parcel on mapsifter.

As there was no further business, the meeting was adjourned at 6:35 p.m.

SIGNED:

Stacey Okland, Chair

Connie Thomas, City Clerk

STAFF REPORT

DATE: March 30, 2021

TO: Staff / Planning Commission

FROM: Tyler Wells, Building Official/Permit Administrator

RE: Preliminary Plat Approval – Sagelands Phase 3 Subdivision

Background:

Shane Kitchen of Mount Vernon, Washington, has submitted an application for and is seeking preliminary approval of the Sagelands Phase III Subdivision. The proposed subdivision, which also includes a request to deviate from street design standards as defined in Omak Municipal Code Section 17.32, entails the platting of a 3.39 Acre lot into 15 individual lots for single family residences. Access is planned through the continuation of Koala Ave.

This subdivision was formally called Hillview Park when phase 1 was platted by United Builders in 1996. The previously approved preliminary plat proposed to subdivide 9.33 Acres into 39 residential lots. Phase 1 (lots 1-6) was granted final approval in 1996 and has been built out. During phase 2, new owner, DJ Building Consultants changed the official name of the plat to Sagelands. Phase 2 entailed 18 additional lots and was granted final approval in 2006 and has been built out. Phase 3 conforms to the original plan and is proposing that the 15 remaining lots be subdivided with access being provided by a continuation of Koala Ave., and a new cul-de-sac to be named Petra Court.

Location Information:

Parcel # 3426260375. There is currently no address for this location.

The project site is located in the northwest quarter of the southeast quarter of the northeast quarter of Section 26, Township 34 North, Range 26 E.W.M., Okanogan County, Washington.

Comprehensive Plan Designation:

The subject property is designated as "Low Density Residential" in the "Greater Omak Area Comprehensive Plan" last updated on June 3, 2019.

Current Zoning:

The subject property is zoned "Residential Single Family" by Title 18 of the Omak Municipal Code and as per the official City of Omak Zoning Map.

Floodplains, Shorelines, Critical Areas, SEPA and Other Environmental Constraints:

The subject property is not located within the mapped floodplain protected zone or jurisdiction, however portions of the property are within an area designated as having a moderate/high aquifer recharge potential as per the City of Omak Critical Areas Map.

A SEPA checklist was submitted as required, and was circulated for comments to city staff and appropriate agencies. A determination of Non-Significance was issued and published in the City's newspaper of record on February 24, 2021.

Reviewing Agencies:

The land use application, SEPA checklist and related information was circulated among appropriate agencies and City Staff beginning on February 18, 2021. Written comments from city staff, other agencies and the public will be included in the project file. A notice of application was published in the Omak/Okanogan Chronicle on February 24, 2021, a notice of public hearing was published in the Omak/Okanogan Chronicle on March 10, 2021, and these notices were also mailed to all landowners

within three hundred feet of the proposal. Also, the property was posted in accordance with Omak Municipal Code Title 19.

Comments Received:

All comments are contained in the project file. As of the date this staff report was prepared comments have been received from the following: City Staff, Okanogan County Public Works, Department of Archaeology & Historic Preservation, City engineers Gray & Osborne, and two citizens; Bethany Kirk, 712 Paintbrush Lane, and Ryan and Katherine Klett, 708 Paintbrush Lane.

Both citizens are glad to see that the proposed development includes an easement for a walking path to North Omak Elementary School.

On the topic of the deviation request, both the Omak Fire Chief and Public Works Director are not opposed to this proposal, as long as no on-street parking is permitted and signed accordingly on all portions of Petra Court and cul-de-sac, and all other road construction standards are followed.

Recommendation:

Staff recommends that the Planning Commission recommend preliminary approval of the proposed Sagelands Phase 3 Subdivision to the City Council with the following conditions required to be met prior to the granting of final approval.

1. That proposed mitigation measures or other proposed means to reduce, minimize or eliminate potential negative impacts to the environment identified in the SEPA Checklist be completed. The method, timing and responsibility for addressing the proposed and/or required mitigation measures will be subject to City review and approval. Compliance with the agreed upon measures will be required prior to final approval of the plat or issuance of any building permits. The City Building Official will be the city official responsible for ensuring compliance with this condition.
2. That plans for streets, utilities, sewer, storm drainage, and necessary fire suppression ect... and other proposed and/or required improvements be prepared by a Washington registered professional engineer then submitted for review and approval by the city, agency, or department as appropriate (eg. electricity, cable, irrigation), in writing, prior to construction. Required improvements are specified in the City's Subdivision Ordinance, Chapter 17.28.
3. All improvements, including but not limited to, roads, water and sewer lines, and storm drainage facilities shall be built or bonded in their entirety or some other means developed satisfactory to the City to ensure required improvements are completed in a manner acceptable to the City. Said improvements shall be located within proposed City rights-of-way and utility easements and as such will be owned, operated and maintained by the City.
4. All improvements shall be inspected by appropriate City Public Works staff during construction, all required tests witnessed by appropriate City Public Works staff with written results provided to the City in a timely manner and reproducible as-built drawings provided to the City upon completion of construction by the developer. Failure to insure inspections or witness of tests and/or failure to provide required as-built drawings will result to withholding of final plat approval.
5. That the plat for the subdivision be prepared in accordance with the requirements of Title 17 of the Omak Municipal Code and be reviewed and approved, in writing, by the City prior to filing with the County Auditor.
6. That the required right-of-way and/or easements shall be dedicated by the developer and recorded with the County Auditor immediately following completion of construction and prior to acceptance by the City.
7. That a development agreement be reached between the applicant and the City that details the timing and responsibility for utility and road construction and other requirements of approval of this plat.

8. That there shall be no parking on all portions of Petra Court and within the cul-de-sac at the Southern end of Petra Court and all signs shall be posted and maintained.
9. That the applicant shall be responsible for the installation of electrical service as required by PUD #1 of Okanogan County.
10. An Inadvertent Discovery Plan must be in place and submitted to the City before any ground disturbing activities commence.
11. The E911 Address for each lot must be shown on the face of the Plat.

Findings of Fact:

1. That all the requirements of Chapter 17.20 of the Omak Municipal Code were followed in the processing of the Subdivision/Long-Plat request.
2. That a SEPA "DNS" was issued on February 24, 2021 and was not appealed.
3. That the proposed plat is consistent with the "Greater Omak Area Comprehensive Plan", specifically the section on the "Low Density Residential" designation.
4. That landowners within three hundred feet of the proposal were notified by mail on February 24, 2021 and March 10, 2021. Notices were published in the Omak/Okanogan Chronicle and notices were posted in accordance with Omak Municipal Code Title 19.
5. That adequate water for domestic as well as fire suppression purposes are available for the development.
6. That adequate sewer service is available to serve the development.
7. That stormwater runoff will be handled on site in compliance with the Eastern Washington Stormwater Management Manual, as it exists at the time of plat approval.
8. That the approval of the plat does not represent the granting of special privileges to the applicant.
9. That the public interest will be served by approval of the plat.
10. That all interested persons were given the opportunity to comment on the proposal.

Recommended Motion:

Move to recommend preliminary approval of the Sagelands Phase 3 Long Plat to the City Council subject to the conditions and findings in the Staff Report.

Tyler Wells
Building Official/Permit Administrator
March 30, 2021

**CITY OF OMAK
LAND USE PERMIT APPLICATION COVER SHEET QUESTIONNAIRE**

PROJECT TITLE: Plat of Sagelands, Phase 3 Addition to Omak **FILE ID#:** LP-1-2021

This application is for (check all that are relevant):

- | | |
|---|--|
| <input checked="" type="checkbox"/> Long Plat | <input type="checkbox"/> Zoning Conditional Use Permit |
| <input type="checkbox"/> Long Plat Alteration | <input type="checkbox"/> Zoning Variance |
| <input type="checkbox"/> Short Plat | <input type="checkbox"/> Zoning Text Amendment |
| <input type="checkbox"/> Binding Site Plan | <input type="checkbox"/> Zoning Map Amendment |

ALSO USE JARPA APPLICATION FOR FLOOD PLAIN AND SHORELINE PROPOSALS

VESTING DATE OF APPLICATION: 2/18/21 **BY** 

APPLICANT: Shane Kitchen
Mailing address: 22026 Bulson Road, Mount Vernon, WA 98274
Contact person: Shane Kitchen Phone #: (206) 786-9437

ENGINEER/SURVEYOR OF RECORD: Timothy R. Pecha
Firm name: BDK Engineering, LLC Phone #: (509) 826-2800
Mailing address: 1105 Koala Drive, Omak, WA 98841

OWNER OF PROPERTY: Shane Kitchen
Mailing address: 22026 Bulson Road, Mount Vernon, WA 98274

GENERAL PROJECT INFORMATION:

This application is made pursuant to the following ordinance sections: _____

Description of the proposal: It is proposed to create a residential subdivision on a 3.4 acre parcel for the purpose of providing 15 lots for single-family residences.

Description of the existing use(s) of the property: The property is undeveloped at this time.

Description of the proposed use(s) of the property: Upon completion, the property will be available for purchase for the construction of single-family residences.

Street address of the site: The property, located between Locust Street and Oak Street, and accessed by Koala Avenue, currently has no address.

Legal description of the subject property: See Attachment 'A'

Current land use designation for the subject property:

- Comprehensive Plan: Low Density
- Shoreline Environment: Not Applicable
- Flood Plain Zone: Zone C, Areas of Minimal Flooding
- Zoning District: RS – Residential Single Family

Are there existing relevant permits or approvals held to the subject property? If yes, state the permit number and issuing agency: No existing permits are known to exist.

Will the proposal effect the access to the property? If yes, please describe: The is currently accessed via Koala Avenue from Locust Street and this will continue to be the access to the property once developed.

Will the proposal require work within an existing public right-of-way? If yes, please describe: Yes, the proposal will require some minor utility and street work within existing right of ways to extend the road and utilities. The majority of the street and utility work will be done within new right of ways.

Will the proposal require additional or changes to the water and or sewer services? If yes, please describe: Existing water & sewer facilities will be extended to the project site.

- Water service is provided by: City of Omak
- Sanitary sewer service is provided by: City of Omak
- Storm sewer service is provided by: Storm water to be retained and infiltrated on site.

Is the property served by an irrigation district? If yes, note the name of the servicing district and describe any effect the proposal will have on the service: The property is not served by an irrigation district

This proposal requires by ordinance the following public notice:

- Publishing Notice of Application 1 times in the Chronicle.
- Publishing SEPA Threshold determination in the Chronicle
- Posting Notice of Application in 1 conspicuous places on the project site.
- Mailing of the notice to the latest recorded real property owners as shown by the records of the County Assessor within at least 300 hundred feet of the boundary of the property upon which the development is proposed.

PLEASE INCLUDE; SUBJECT PERMIT APPLICATION, REQUIRED PLANS AND SPECIFICATIONS, RELATED SEPA DOCUMENTS, LIST OF ADJACENT LANDOWNERS MAILING LIST, AND VESTING FEES.

I hereby apply for the above noted permit(s). By signing below I hereby certify that I am the above applicant and hereby state that the foregoing information, and all information attached hereto, as true to the best of my knowledge, with the understanding that inaccurate, incomplete and/or false information may cause delays and/or provide cause to void this application and any subsequent approvals. Further, I understand that in addition to the filing fees, I am responsible for reimbursement to the City for all costs incurred in processing this application, these costs may include, but are not limited to; postage, publishing, copies, peer review and special consultant review and inspection.

[Signature] _____ Date 2/16/2021

Property Owner's Signature (Mandatory if different from applicant) Date _____

*** OFFICE USE ONLY ***

Is the proposal categorically exempt from a threshold determination in accordance with the State Environmental Policy Act? (YES) or (NO) Basis of exemption:

By: [Signature] _____ Date: 2.18.21

SEPA ENVIRONMENTAL CHECKLIST
WAC 197-11-960

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impact from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

Plat of Sagelands, Phase 3 Addition to Omak

2. Name of applicant:

Shane Kitchen

3. Address and phone number of applicant and contact person:

- 4.

**Applicant: Shane Kitchen
22026 Bulson Road
Mount Vernon, WA 98274**

**Contact: Timothy R. Pecha, PE PLS
BDK Engineering LLC (Agent)
1105 Koala Drive
Omak, WA 98841**

4. Date checklist prepared:

February, 2021

5. Agency requesting checklist

City of Omak

6. Proposed timing or schedule (including phasing, if applicable):

Necessary infrastructure such as water, sewer & power as well as proposed public road are planned to be constructed in 2021.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

This plat will not be expanded upon in the future.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

None anticipated or known.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No

10. List any government approvals or permits that will be needed for your proposal, if known.

City of Omak – Plat Approval

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

The purpose of this proposal is to create a long plat addition to Omak consisting of 15 individual lots for single family housing.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The site is located within the Southeast quarter of the Northeast quarter of Section 26, Township 34 North, Range 26 East, W.M., Okanogan County midway between Locust Street and Oak Street and north of Jonathan Lane.

B. ENVIRONMENTAL ELEMENTS:

1. Earth

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous
The site consists of one tax parcel totaling 3.4 acres located near the North Omak Elementary school. The site is flat with very little slope to it.

b. What is the steepest slope on the site (approximate percent slope)?

Less than 3%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Most of the parcel is Ewall loamy fine sand. The land and soil is not designated agricultural land of long term significance. No soils will be removed from the site.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No

e. Describe the purpose, type and approximate quantities of any filling or grading proposed. Indicate source of fill.

Because of the relatively flat site, it is not anticipated that excessive grading will be required. Minor surface grading of the property will occur during site preparation. On-site material will be used in addition to rock imported for roadbed work. Amount of rock necessary is estimated to be 1,400 yards. Local gravel pits will be the source of rock.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Not likely, due to the relatively flat topography.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 60% of the site will be covered with impervious surfaces.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

All development within this plat shall be required to retain stormwater on site, most likely by utilizing detention ponds, infiltration trenches, or a combination of both.

2. Air

- a. What type of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

During construction potential sources of air emissions could include ambient dust and construction vehicle engine emissions. Upon completion of project, emissions would be typical of that for a residential development, primarily from vehicle emissions.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Watering or other approved means of dust suppression will be instituted as necessary for suppressing dust during periods of construction. Disturbed areas will be revegetated or graveled as soon as practical To reduce the potential for blowing dust or soil.

3. Water

- a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

No, there are no surface water bodies on site or in the immediate area.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

None.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No. Domestic water for future needs associated with this plat will be withdrawn from the City's domestic water system.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No.

6) Does the proposal involve any discharges of waste materials to surface waters? If so describe the type of waste and anticipated volume of discharge.

No, the proposal will not result in any discharge of waste materials to surface water. Normal runoff from precipitation events will be retained on site in retention areas/bioswales. Sewage discharges from future development will be collected and transported to the City of Omak's sewage treatment facility.

b. Groundwater:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

Water for domestic and landscape irrigation will be withdrawn from the City's domestic water system. It is anticipated that 15 new lots would average approximately 200 gallons per day of water usage (inside and outside) for a total daily average of approximately 3000 gallons.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals...; agricultural: etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None anticipated. The project will be connected to the City of Omak municipal sewer system. No discharge into the ground will occur from septic tanks or any other source.

c. Water runoff (including storm water)

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

It is anticipated that runoff from roadways and other impervious surfaces will typically be channeled to appropriately sized on-site containment and dissipation structures, i.e., drywell/infiltration trenches, swales and retention ponds, etc. in compliance with the current Stormwater management manual for Eastern Washington.

2) Could waste materials enter ground or surface waters? If so, generally describe.

The project will be served by adequate storm and sanitary sewer facilities so that the potential for significant impacts to ground and surface water will be minimal.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The construction of roadways and subsequent placing of commercial structures will not likely change the historic drainage pattern on the parcel due to the flat topography and the fact that there is no evidence of existing drainage patterns crossing the undeveloped property. All runoff from precipitation events will continue to be retained on-site and directed to retention ponds/bioswales.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

All runoff from precipitation events will continue to be retained on-site and directed to retention ponds/bioswales. Development within this plat will be required to comply with the City's requirements for storm water runoff. It is anticipated that the City will review subsequent improvements for compliance during the building permit application and review process.

4. Plants

a. Check or circle types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other _____
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation (scattered scrub brush)

b. What kind and amount of vegetation will be removed or altered?

It is anticipated that upon full development of this residential plat, all scattered brush will have been removed.

c. List threatened or endangered species known to be on or near the site.

None known.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

None proposed at this time. It is anticipated that development within each residential lot will follow standard practices for residential developments.

5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Hawks, songbirds, magpies, crows, and starlings are occasionally observed on the parcel.

- b. List any threatened or endangered species known to be on or near the site.

None known.

- c. Is the site part of a migration route? If so, explain.

There exists no evidence that the immediate project site is part of a migratory route.

- d. Proposed measures to preserve or enhance wildlife, if any:

The site does not provide significant critical habitat for wildlife. No mitigation measures are proposed.

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs. Describe whether it will be used for heating, manufacturing, etc.

It is anticipated that development within this residential plat will utilize electricity for heating, cooling and lighting needs.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Future development will be required to meet any current conservation and efficiency rules that may be included as a part of building standards adopted by the City or by the utility providing the supply of energy.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

As development occurs, the potential risk for fires may be increased. No other extraordinary environmental health hazards are expected.

1) Describe any known or possible contamination at the site from present or past uses.

The site has not been used for industrial activities. The site was used for agricultural purposes prior to about 1990 but no contamination is known or suspected to exist on the site.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

There will be no toxic or hazardous chemicals stored, used, or produced on the site.

4) Describe special emergency services that might be required.

No special emergency services will be required.

5) Proposed measures to reduce or control environmental health hazards, if any:

There are no environmental health hazards. No mitigation measures are proposed.

b. **Noise**

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

The site is in an area already characterized by residential developments as well as an elementary school. Existing noise includes elementary school playground noise and minor traffic noise. None of these noises are expected to effect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

In the short term, noise generated from construction equipment can be expected as the site is developed. Construction noise will be limited to daylight hours.

In the long term, noise typical of a residential development and associated automobile traffic can be expected.

3) Proposed measure to reduce or control noise impacts, if any:

Short term noise from construction will be minimized by adequate equipment mufflers and by restricting work to daylight hours.

Long term noise control must rely upon existing state and local regulations.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The site is currently not utilized. Surrounding properties to the north and east are also currently not in use. Property to the south is a residential development (Sky View Addition to Omak) and the property to the immediate west is also residential (Sagelands, Phase 2).

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The site has no history of being a working forest land but was used for agricultural purposes in the past (apple orchard). However, the project site has been out of agricultural production for at least 30 years and has not been in use since the orchard was removed. No agricultural or forest land of long term commercial significant will be converted to other uses.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No, there are no surrounding working farms or forest land.

c. Describe any structures on the site.

There are no structures on site.

d. Will any structures be demolished? If so, what?

No.

- e. What is the current zoning classification of the site?

Residential Single-Family (RS)

- f. What is the current comprehensive plan designation of the site?

Low Density

- g. If applicable, what is the current shoreline master program designation of the site?

There are no shorelines hence no shoreline designation on the site.

- h. Has any part of the site been classified as an "environmentally sensitive" area?
If so, specify.

The project site is situated within a moderate/high potential aquifer recharge area according to the City of Omak's critical areas map.

- i. Approximately how many people would reside or work in the completed project?

This project proposes 15 single-family housing units with an average household size of four (4) occupants yields an expected number of 60 residents. As a residential development, it is not anticipated that anyone will work within the completed project.

- j. Approximately how many people would the completed project displace?

Zero.

- k. Proposed measures to avoid or reduce displacement impacts, if any:

There are no displacement impacts so no mitigation measures are proposed.

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

As a residential subdivision, this proposed project is completely compatible with not only the existing zoning of the property, but with the surrounding residential neighborhood.

- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

There are no impacts to agricultural or forest land of long-term commercial significance. No mitigation measures are proposed.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

This project proposes 15 single-family housing units for low to middle-income buyers.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Zero.

- c. Proposed measures to reduce or control housing impacts, if any:

Since no housing units will be eliminated, no mitigation measures proposed.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

All construction shall comply with existing City regulations for Residential Single-Family zoning.

- b. What views in the immediate vicinity would be altered or obstructed?

Local views from adjacent properties may be impacted as this site is developed for use as would be customary for residential construction of one and two story housing.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

None proposed.

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Light produced will be typical of that associated with residential development, with the majority of usage during the evening hours. Exterior lighting may be employed to ensure adequate safety during evening hours such as street lighting and individual yard lighting.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

Light generated by the project will not be of sufficient intensity to pose a safety hazard. The area is already characterized by typical residential lighting from surrounding neighborhoods and it is not anticipated that this project will significantly add to light impacts in the area.

- c. What existing off-site sources of light or glare may affect your proposal?

Residential developments already exist to the south and west of the project area. Light from these sources create glare that will be visible to the project area.

- d. Proposed measures to reduce or control light and glare impacts, if any:

All outdoor security and street lighting shall be down-shielded to prevent light spill onto surrounding property.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

Primary recreational opportunities in the immediate Omak area include City parks, walking trails, boating and fishing, etc., as well as the playground Area around the North Omak elementary school.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The plat will include a pedestrian easement path that will extend from Petra Court Easterly to the North Omak elementary school playground.

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

There are no buildings, structures, or sites known to the applicant that are over 50 years old or eligible for registration.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

Visual inspection of the site discovered no indications that the site was used as a campground or other gathering place. No indication of any cultural resources was observed. There have been no professional studies performed on the property.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Consultation with the CCT Department of History will occur as part of project review.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

If artifacts or other indications of cultural resources are discovered during any ground disturbing activities all work will stop. The CCT Department of History and the State of Washington Department of Archeology and Historic Preservation will be contacted.

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

Currently this site has legal access from Koala Avenue via Locust Street through Sagelands, Phase 2 Addition to Omak. Koala Avenue will be extended into this development with an addition dead-end street with a cul-de-sac at the terminus.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Trango and Okanogan County Transit both serve the Omak area.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

No parking will be eliminated by this project. Each residential lot will have a minimum of two parking spaces. No on-street parking will be permitted.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Yes, Koala Avenue, a public right of way, will be extended approximately 300 lineal feet and terminate at the east boundary of the project. Future development to the east will be able to connect to Koala Avenue. An additional public right of way street approximately 600 lineal feet in length will be constructed to serve the interior of the project.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Approximately 150 additional vehicle trips per day would be generated. Peak volumes would occur during morning and evening commute times.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No

- h. Proposed measures to reduce or control transportation impacts, if any:

None proposed.

15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

Development of this site would require additional services from the City including fire and police protection. Families moving into this development may contribute to a minor increase in health care services and added enrollment in public schools.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

It is believed that the incremental costs for providing services for on-going operations, such as fire and police protection, will be offset by the additional property tax revenues from new residential construction.

16. Utilities


- a. Underline utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, fiber optic cable, other.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

All required utilities will be extended to and through the site. Future development within this residential subdivision will require connection to these utilities. Electricity will be provided by Okanogan County PUD No 1. Potable water and municipal sewer services will be provided by the City of Omak. Several providers of telecommunication services are available in the area. The project site is currently undeveloped. All internal infrastructure will need to be constructed.

C. Signature [\[help\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of signee Timothy R. Pechra

Position and Agency/Organization BDK Engineering

Date Submitted: 2-24-2021

D. Supplemental sheet for nonproject actions [\[help\]](#)

The proposal is a project action. The supplemental sheet for the environmental checklist was not completed.

WAC 197-11-970 Determination of Non-Significance (DNS).

DETERMINATION OF NON-SIGNIFICANCE

February 24, 2021

Description of proposal: **An application has been submitted for preliminary approval of a 15 lot long plat to the City of Omak. The proposal entails development of a 3.4 acre parcel into 15 individual lots for single family residences.**

Proponent: **Shane Kitchen, 22026 Bulson Road, Mount Vernon, WA. 98274**

Location of proposal, including street address, if any: **Omak, WA. Parcel #3426260375**

Lead agency: **City of Omak, 2 North Ash Street. P.O. Box 72 Omak, WA, 98841.**

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request at Omak City Hall, 2 North Ash Street, Omak, WA. 98841, during normal business hours.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 21 days from the date below.

Comments must be submitted by March 17, 2021. To Omak City Hall, P.O. Box 72 Omak, WA. 98841

Responsible official: **Tyler Wells**

Position/title: **Building Official / Permit Administrator**

Phone: **1-509-826-1170**

Address: **2 North Ash St. P.O. Box 72 Omak, WA. 98841**

Date: February 24, 2021 Signature: **Tyler Wells**

BDK Engineering, LLC

February 17, 2021

Tyler Wells, Building Official
City of Omak
PO Box 72
Omak, WA 98841

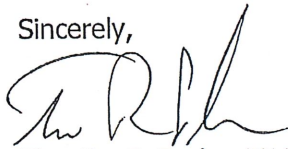
Re: Sagelands, Phase 3 Request for Deviation from Street Design Standards

Dear Mr. Wells:

The purpose of this letter is to request a deviation from the design standards for the City's street improvement requirements in conjunction with the proposed Plat of Sagelands, Phase 3 Addition to Omak. Specifically, the request is for a 24-foot wide paved street within a 40-foot wide right of way for Petra Court, a dead-end street to serve the new development.

Petra Court will be a new road serving twelve (12) lots within the proposed Sagelands, Phase 3 Addition and will parallel an identical road that was approved and built in conjunction with Sagelands, Phase 2 which serves fourteen (14) lots. Because Petra Court will terminate with a 100-foot diameter cul-de-sac surrounded by residential lots, there is no possibility for this road to be extended in any way in the future. Additionally, the plat will stipulate that no on-street parking will be permitted. Given these conditions, a 24-foot wide paved street surface with concrete curb and gutter will adequately serve the new residential development as well as match Sagelands, Phase 2.

Sincerely,



Timothy R. Pecha, PE PLS
BDK Engineering, LLC

1105 Koala Drive
Omak, WA 98841

PHONE (509) 826-2800
EMAIL Tim@bdk-engineering.com
WEB SITE www.bdk-engineering.com



Okanogan County
Department of
Public Works
1234A Second Avenue South
Okanogan, WA 98840
(509) 422-7300 FAX (509) 422-7301

Josh Thomson P.E.
Director/County Engineer

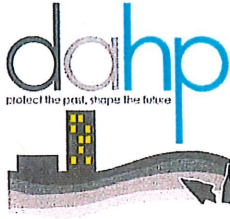
Date: February 26, 2021

To: Tyler Wells, City Building Official/Permit Administrator
City of Omak

From: Anna Randall, Engineering Department
Okanogan County Public Works Department

Subject: Plat of Sagelands, Phase 3, 2021 LP-1

- The concept of the project appears workable with mitigation.



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

March 3, 2021

Tyler Wells
City Of Omak
Building Official/Permit Administrator
2 North Ash St.
Omak, WA

In future correspondence please refer to:
Project Tracking Code: 2021-03-01276
Property: City of Omak_Sagelands Phase 3 Addition
Re: Survey Requested

Dear Tyler Wells:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) and providing documentation regarding the above referenced project. Our statewide predictive model indicates that there is a high probability of encountering cultural resources within the proposed project area. This is due, in part, to the proximity of the proposed project area to the Okanogan River, and evidenced by the multiple previously recorded archaeological sites in the Omak area. Further, the scale of the proposed ground disturbing actions would destroy any archaeological resources present. Identification during construction is not a recommended detection method because inadvertent discoveries often result in costly construction delays and damage to the resource. Therefore, we recommend a professional archaeological survey of the project area be conducted prior to ground disturbing activities. We also recommend consultation with the concerned Tribes' cultural committees and staff regarding cultural resource issues.

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Washington State law. Should additional information become available, our assessment may be revised.

Thank you for the opportunity to comment on this project and we look forward to receiving the survey report. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. Should you have any questions, please feel free to contact me.

Sincerely,

Sydney Hanson
Transportation Archaeologist
(360) 280-7563
Sydney.Hanson@dahp.wa.gov



MEMORANDUM

To: Tyler Wells
City of Omak Building Official

From: Ken Mears, Public Works Director

Date: March 11, 2021

Subject: Staff Report
Sagelands, Phase 3 Request for Deviation from Street Design Standards

The City received a letter from BDK Engineering, LLC for a deviation from Street Design Standards of Sagelands, Phase 3. The Public Works Departments have reviewed and discussed the plans and have the following recommendations and comments.

The Construction Standards for a "Minor Residential Less Than 500' in Length" ST-4 road width is 33 feet to back of curb. And the request is to construct a road width of 24 feet for the Phase 3 Sagelands Development.

Although allowing the deviation from the construction standards presents a minor maintenance issue in the winter months, Paintbrush Lane was approved for development with the deviation and rolled curbs.

The Public Works Department is not opposed to the request providing that all other road construction standards are followed.



Ken Mears
City of Omak
Public Works Director

March 16, 2021



Mr. Ken Mears
Public Works Director
City of Omak
2 North Ash Street
Omak, Washington 98841

SUBJECT: SAGELANDS PHASE 3 PRELIMINARY PLAT
CITY OF OMAK, OKANOGAN COUNTY, WASHINGTON
G&O #21819

Dear Mr. Mears:

At the City's request, we have reviewed the preliminary plat of Sagelands Phase 3 Addition to Omak plans submitted by BDK Engineering, LLC consisting of two sheets, dated February 21, 2021. Our review comments of the preliminary plat information follows:

UTILITY COMMENTS

The preliminary street and utility improvement plan provides an overall plan view of the proposed streets and utilities. It is our understanding that the developer will provide the City with comprehensive final plans, details, and design calculations in accordance with the requirements of *City of Omak Construction Standards for the Private Construction of Public Facilities (City Standards), November 2001*, for review and approval of proposed facilities located with City rights-of-way and utility easements prior to construction of the proposed improvements. As such, at this time our review comments are general in nature in anticipation of forthcoming comprehensive final plans in accordance with *City Standards*.

1. All proposed sewer, stormwater, and water utilities will be located within proposed City rights-of-way and utility easements and as such will be owned, operated and maintained by the City.
2. Spacing of proposed fire hydrants and valves appear to meet maximum spacing requirements in accordance with *City Standards*. We recommend that the Fire Chief review the preliminary plans for conformance with Fire Department standards regarding hydrant locations, spacing, and fire department vehicle accessibility to and within the proposed development.

Mr. Mears
March 16, 2021
Page 2

3. Preliminary water modeling indicates that available fire flows at the two proposed fire hydrant locations shown on the plans under maximum day demand conditions are approximately 1,200 gpm and 1,100 gpm.
4. As indicated in the Engineer's request for deviation, the proposed Petra Court roadway section does not meet *City Standards* regarding right-of-way and roadway widths and roadway cross slope for Minor Residential Streets less than 500 feet in length.

We look forward to reviewing final comprehensive plans, details, and design calculations prepared in accordance with *City Standards* when completed.

Let me know if you have any questions or require additional information.

Sincerely,

GRAY & OSBORNE, INC.



David G. Ellis, P.E.

DGE

Ryan and Katherine Klett
708 Paintbrush Lane
Omak, WA 98841
509-528-3678
kjcm22@gmail.com
March 16, 2021

RECEIVED
MAR 17 2021
CITY OF OMAK

City of Omak Planning Commission
City of Omak
PO Box 72
Omak, WA 98841

Dear City of Omak Planning Commission,

We live at 708 Paintbrush Lane and are responding to the public hearing concerning Shane Kitchen's application for development of Parcel #3426260375.

We were glad to hear that the proposed development maintains a public access easement to North Elementary School from Petra Court. As a family with young children, it is important to have a safe walking path for our children to the school and it is utilized by many in the neighborhood.

However, it is our understanding that there were no Covenants, Conditions, and Restrictions submitted with the Plat of the parcel #3426260375 originally planned as Sagelands Addition to Omak Phase 3. The City of Omak approved a set of Covenants, Conditions, and Restrictions for Sagelands Addition Phase 2 in 2006 restricting the type of residential dwellings allowed and, as such, we feel bears the responsibility to maintain continuity of the development that was previously approved. Failing to do so may negatively affect the character of the neighborhood as originally designed as well as the property values of existing and future residents. We respectfully request that the City of Omak Planning Commission consider requesting changes to the application submitted by Mr. Kitchen that address this matter.

Thank you for your consideration,

Ryan and Katherine Klett

Bethany Kirk
712 Paintbrush Lane
Omak, WA 98841
509-989-3830
kirkcdo@gmail.com
March 15, 2021

RECEIVED
MAR 17 2021
CITY OF OMAK

City of Omak Planning Commission
City of Omak
PO Box 72
Omak, WA 98841

Dear City of Omak Planning Commission:

I live at 712 Paintbrush Lane in Omak and received a notice of application regarding an application by Shane Kitchen for approval of a 15 lot long plat for development of a 3.4 acre parcel (#3426260375) near my home.

It is my understanding that the proposed plat includes an easement that would allow walking access to the playground of North Omak Elementary. I am writing to say how glad I am that this easement has been planned for. I would like to affirm how important it is that such an easement be a part of any plat plan that receives approval for this parcel.

Having such an easement will allow families easy access to walk young children safely to school. Traffic on Oak Street can be quite hectic at school pick up and drop off times, something which will only increase as the new housing units under construction on the east side of Oak Street become occupied. It is important to create a way for families in this neighborhood to easily and safely walk to North Omak Elementary, enabling them to avoid overly-long bus rides and chaotic traffic.

Thank you for your consideration.

Warm regards,


Bethany Kirk

PLAN ELEMENT B: TRANSPORTATION/CIRCULATION

The movement of goods, services, and people to and through the Planning Area plays a large role in the quality of life experienced in our community. Traffic congestion and unsafe pedestrian and non-motorized transportation corridors detract from the rural, small town feel that Omak resident's value. A well-maintained, safe, and efficient transportation/circulation system, for motorized and non-motorized uses can go a long way towards protecting the rural lifestyle even with increased population growth.

Omak's street system contains roughly 28 miles of roadway within the incorporated city limits (see Table B.1 for inventory data). This total does not include those portions of US 97, SR 155, and SR 215 within the city limits, which comprise approximately another 5 miles of road. Of these 28 miles, approximately 8.3 miles have curb and gutter, and an estimated 4.2 miles have curb, gutter and sidewalk.

It should be noted that throughout the city, there are many streets with a "mix and match" combination of improvements. For example, Douglas Street going northerly from Central Avenue on the ~~north-south~~ side of the Omak Middle School has curb and sidewalk on both sides of the street to Apple Avenue, and then only sidewalk on the west side to Bartlett Avenue. On Bartlett Avenue, there is curb and sidewalk between Main and Ash on both sides; between Ash and Birch, there is still curb and gutter on both sides, but only sidewalk on the north side; then at its intersection with Elm Street, there is still curb and gutter on both sides, and a sidewalk along the northerly and westerly side of the street that goes southerly to a point just north of 2nd street. (At or about West Apple Avenue, Bartlett Ave. becomes Granite Street). From 2nd Street southerly, Granite/Jasmine has curb and gutter only to 6th Street. Fourth Avenue westerly from Cedar Street to Jasmine has curb only on both sides but no sidewalks. In the Wildwood neighborhood in northwest Omak, there is curb and gutter throughout, but sidewalks on only one side of the streets, and only in select places.

While most residential access streets are BST surfaced, the City ~~had, until recently, has~~ been striving to upgrade approximately 2.0 miles of streets with asphalt surfacing each year ~~before~~ - b-Budget constraints and the need for matching funds for significant street improvements (e.g. ~~Jasmine, Engh Road, Ross Canyon and Oak Street~~) ~~has meant that resulted in~~ the dollars ~~previously~~ allocated for asphalt overlays on local major and minor collectors ~~to be used as match for the larger projects has been diverted~~. -State routes and new streets and roads are primarily paved with asphalt.

Comprehensive planning seeks to link transportation/circulation improvements with current and projected land uses. The transportation/circulation system in the Greater Omak Area has changed significantly in the past ~~two-three~~ decades, especially given the tremendous growth in commercial and residential development in the northeastern portion of the City ~~and residential development in the unincorporated areas to the north and west on the "flats"~~. While the existing system is almost exclusively bound to ~~motorized modes of vehicle transportation~~, there is a growing demand for safe and convenient pedestrian and bikeways in the area.

Table B.1 – Street Inventory

Functional Class	City Miles	UGA Miles
Major Arterial (US 97)	1.8	1.1
Minor Arterial (SR 155 & SR 215)	3.9	0.8
Major Collector	0.7	2.2
Minor Collector	1.8	5.0
Local Major Collector	6.4	2.0
Local Minor Collector	4.9	4.7

Several studies and planning efforts have impacted the development and updating of the this plan element and the transportation system in the Omak Area. Transportation Element. These include: the North Central Regional Transportation Plan (1998); Okanogan County Transportation Element (1996); Northwest Omak Transportation Study (1997); Central Okanogan Valley Transportation Study (1994); Okanogan County Transit Authority Comprehensive Transit Plan (1997); Omak-Okanogan Greenway Trail Concept and Analysis (1994); SR-215 Corridor Study (1998); and most recently Omak Airport Layout Plan (2007); the Engh Road and US 97 Traffic Study (2009); NCRTPO Okanogan County Transit Study (2012); TRANGO Transit Development Plan 2019 -2024 (2019); and, US 97 Omak Area Transportation Study, WSDOT (2019). The implications of these studies for comprehensive planning are summarized below.

The North Central Washington Regional Transportation Plan examined the transportation network in the entire region mainly addressing routes of regional significance. This regional plan was developed using Okanogan County's Transportation Element (1996) as a building block; its goals and policies were broad since the intent was to incorporate the interests of the entire region. The Okanogan County Transportation Element was the first plan to address a coordinated transportation system that includes-included all jurisdictions and unincorporated rural areas in the county. Omak's transportation planning seeks to be consistent with regional and county standards.

The Central Okanogan Valley Transportation Study (COVTS) examined existing and future traffic conditions for the Omak/Okanogan area's transportation facilities. While, at the time of completion, the study found few problems with existing levels of service and accident histories, the projections for 2000 and 2010 raised concerns about several roadways and intersections within Omak's planning area. SR-215 (Riverside Drive) from US Highway 97 to Downtown Omak; SR-215 between Omak and Okanogan; and SR-155 west of Highway US 97 were identified in 1994 as likely to exceed acceptable levels of service by 2010. Intersections at SR-215 and Omache Drive, SR-215 and Quince, SR-215 and Euclid, SR-215 and Ross Canyon Road, and US 97 and Dayton were all projected to exceed acceptable levels of service by 2000.

Fortunately, a combination of improvements (signal at Dayton/US 97, pedestrian signal at Oak St/SR 215 and realignment of Ross Canyon Rd/SR 215 and projections that overstated the potential increases in traffic volumes resulteds in most of the listed intersections still functioning within desired levels of service. It is important to note that these intersections should continue to be monitored into-the future and steps taken when needed to address traffie-transportation related impacts.

The Northwest Omak Transportation Study (NWOTS), completed in 1997, was conducted to anticipate changing transportation needs resulting from development of Wildwood and Eagle View in northwest Omak. The study involved cooperation by City of Omak, City of Okanogan, Okanogan County, WSDOT, Colville Confederated Tribes, North Omak Partnership, and other private development interests. Recommendations

stemming from the study include, signalization of three intersections with SR-215--Quince, Dewberry, and Robinson Canyon Road-by the year 2000, and channelization to restrict southbound left turns from Omache Drive to SR-215 and widening of SR-215 to five lanes from Highway 97 to Downtown Omak by the year 2015. Fortunately, as with the COVTS, most of the recommended improvements have not be necessary to date, but will merit continued consideration as the community grows.

Phase 1 of the SR-215 Corridor Study was completed in November of 1998. This plan addressed the particular significance of SR-215 as the main arterial and intercity connection for the cities of Omak and Okanogan. Many of the improvements recommended in the above studies are along the SR-215 corridor. Comprehensive planning and improvements along this corridor ~~continues to be~~ is vital to the long-term ease of travel in the Greater Omak area.

The flurry of transportation planning and studies in the late 1990's led to several significant improvements being completed. Two WSDOT funded projects have provided a sidewalk along the length of one side of SR 215 from the vicinity of Mid Valley Hospital on the south to the intersection of SR 215 and Quince in the north; Ross Canyon Road has been reconstructed and realigned to facilitate future signalization and improve turning movements; Oak Street/Robinson Canyon Road has been rebuilt from SR 215 north to the top of the grade; signalization and improvements to Engh and Omak River Roads (resulting from WalMart Supercenter and Home Depot); improved signage directing northbound traffic to US 97 via Koala and Shumway; installation of a traffic signal and pedestrian crossing at US 97 and Dayton Street; installation of sidewalks along SR 155 adjoining Eastside Park from the Visitor Center to the Central Avenue Bridge; and, installation of a pedestrian activated crossing signal at Oak Street/SR 215.

Beyond the noted projects, efforts to improve motorized transportation ~~since the early part of the last decade over the last 25+ years~~ have focused on three primary areas: the intersection of US 97 and SR 215 and the adjoining street system; ~~and~~ replacement of the Central Avenue Bridge; and, completion of a sidewalk linking East Omak Elementary with the Middle/High School Campus.

In 2009, the City retained USKH to analyze and provide options for addressing increasing traffic issues in the vicinity of Engh Road and US 97. The resulting study contains detailed options with preliminary cost estimates for a range of improvements including increasing the profile of SR 215 and Engh Road up to 5 lanes from Quince Street east of the Omak River Road, extension of turn pockets on Engh Road and improvements (signalization or roundabouts) at the intersections of US 97 and Shumway and US 97 and Sandflat. The intent behind the study was provide a foundation for the development of a SEPA mitigation program or adequacy of public facilities ordinance that could be used to collect fees from developers as a means to begin financing needed improvements.

Replacement of the Central Avenue Bridge has been an important issue to the City for over a two decades with repeated attempts to secure funding through both the State and Federal governments. Until recently, Vvery little actual study had been devoted to analyzing potential locations for a new bridge. This changed in 2010 when the Tribes secured funding from the federal government to conduct a feasibility and site alternatives analysis. The results of the effort, which are is described later in this Element, determined the best, most efficient and most cost-effective solution was to replace the existing bridge at the current location in the heart of downtown Omak.

Completion of a safe pedestrian facility linking East Omak Elementary to the Middle/High School campus has been the subject of two attempts to secure funding through the Safe Routes to Schools Program. Unfortunately, those efforts were not successful but the city did secure a grant from the Transportation Improvement Board in 2010 to design and construct sidewalks from East Omak Elementary to Second Avenue near the Omak Visitors Center. The balance of the project will be pursued as funding becomes available.

In 1996, the County Commissioners created the Okanogan County Transit Authority (OCTA), which includes all but 432 square miles of Okanogan County. A citizen's advisory committee was formed to undertake a survey to assess the need for public transportation. Survey results illustrated strong support for a countywide public

transportation system. In its comprehensive plan, OCTA details policy and funding recommendations for this service. Despite the apparent support for public transportation, voters rejected special election proposition 1 on May 20, 1997, which would have funded a public transportation system in the Okanogan Public Transportation Benefit Area by instating a .04% sales tax.

The question of forming the OCTA was placed before the voters again in 2013 and this time public transit prevailed and Transportation for the Greater Okanogan (TRANGO) was established. TRANGO began providing service between Omak and Okanogan communities in 2015, and expanded service to Winthrop, Twisp, Pateros, Brewster, Tonasket, Riverside, Crumbacher and Oroville in 2016. The transit provider is in the process of locating and installing bus stops along its routes through Omak.

~~A current effort is underway through the North Central Washington Regional Transportation Planning Organization to update the transit study and provide a recommendation to Okanogan County and its incorporated communities on what type of system is desirable and what level of sales tax increase will be needed to develop such a system. The results of this effort will be available during spring or summer 2012.~~

In 2019, the Department of Transportation retained Perteet, an engineering firm, to conduct a study of 5 intersections along US 97 from the Twelve Tribes Casino north to Sandflat Road. The effort also included an examination of the need for a pedestrian crossing on SR 155 at East Omak Elementary and options for improvement to the Quince Street intersection with SR 215 (Riverside Drive). The results of this study informed this update of the Transportation Element.

In an effort to plan for non-motorized transportation, Okanogan County Office of Planning and Development undertook a study in 1994 to identify the scope, public support, funding, feasibility, and potential routes for a Greenway Trail that would link Omak and Okanogan. The resulting document ~~includes~~ included background and context for a trail, land use specifics for the study area, route alternatives, and future connections. Although the idea still has support, there has been no sustained leadership and opposition from property owners along proposed routes has essentially stopped further exploration. Nonetheless, the analysis is useful as Omak works to provide more routes for pedestrians and bicycles. A renewed effort with determined citizen backing could bring a Greenway Trail under consideration again.

Two other forms of transportation are available in the Omak area: rail and air. The Cascade and Columbia River Railroad (CCRR), a subsidiary of Genesee & Wyoming Rail American, operates the short haul line from Wenatchee to Oroville. The CCRR provides an important means of transporting wood products, wood chips and calcium carbonate out of and concrete into the Okanogan Valley. Recently the line has been hauling concrete from Seattle to Oroville for reloading onto trucks for export into Canada. Several businesses in the northern part of the County owe their existence to the ability to ship by rail and the access to this important means of transport is one of the attractive features of the Tribes planned industrial park. The designation of a Heavy Haul Corridor from the Border into Oroville has also provided continued business to the CCRR.

The Omak Municipal Airport, owned and operated by the City provides the second longest runway in north central Washington for general aviation aircraft, charter services and during the fire season, a base for SEAT bombers. The Omak Municipal Airport, an essential public facility, provides vital community services through air freight, air ambulance, charter flights and wildland fire fighting aviation (Helicopters and ~~retardant bombers~~ fixed wing aircraft). The facility has been the focus of millions of dollars of federal and state grant funds used to maintain a high quality, 24/7 airport. The City has explored options for developing an airport related business and industry park on City-owned land adjoining the facility, with the biggest obstacle being water for fire flow.

In 2016, the Department of Natural Resources approached the City with the idea of developing a "fire base" on city property adjoining the airport. As a result of the partnership, a well has been drilled, plans prepared and funding pending to construct a reservoir and the DNR's planned facility. and continues to look for options to

~~provide water for fire flow. Lack of adequate water and specifically fire flow is the biggest obstacle to developing more business at the airport.~~

The above plans and studies anticipate that there will be further changes in vehicle travel and the bulk transport of materials to and through the Greater Omak Area as well as throughout the Okanogan Valley. Additionally, ~~the high level of~~ public support for public transit and non-motorized travel along bike paths and pedestrian ways indicates a need to incorporate planning for such alternatives. These are the issues that inform the goals and policies for transportation/circulation in the Greater Omak Area.

Goals, Policies, and Objectives for Transportation/Circulation

The types of transportation considered in ~~this~~ plan include public transit, vehicular circulation, pedestrian, and non-motorized circulation. The following goals and policies are intended to guide decision-making regarding the transportation/circulation system in the Greater Omak Area.

Goal 1 Establish a safe, efficient, and environmentally sensitive road system that supports desired development pattern.

Policies

- Policy 1.1: Encourage provision of a safe, efficient, and environmentally sensitive transportation/circulation system for the movement of goods, services and people to places of employment, shopping, education, recreation and residence within the area and region.
- Policy 1.2: Encourage development of an overall transportation/circulation system in the Greater Omak Area which is responsive to the Land Use Element, land ownership patterns, the Okanogan County Transportation Element, Colville Tribes Transportation Plan and the ~~North-Central Okanogan~~ Regional Transportation Plan, prepared by the Okanogan Council of Governments.

Objectives

- Obj 1.1 That storm drain grates throughout the City be raised level to road surface to eliminate bicycle hazards.
- Obj 1.2 That all major construction or reconstruction of existing or new streets and roads include provisions for pedestrian and non-motorized access.

Goal 2: Utilize the existing vehicular, non-motorized, and pedestrian transportation systems and provide for upgrading and extension of these systems to serve future development and increased volumes.

Policies

- Policy 2.1: Encourage the provision of a vehicular, pedestrian, and non-motorized transportation/circulation system that connects land uses within the Greater Omak Area and other outlying areas and promotes efficient land use.
- Policy 2.2: Cooperatively evaluate existing and planned arterial and collector routes to meet State and Federal requirements and to provide guidelines for priority street improvement programs.

- Policy 2.3: Encourage the consideration of traffic control, turn lanes and other traffic channeling/calming devices as part of planning for new developments or improvements to existing transportation systems.
- Policy 2.4: Coordinate the development of standards for off street loading, parking and delivery service standards for new or substantially improved developments.
- Policy 2.5: Agree to cooperatively evaluate subdivision, [binding site plan](#) and Planned Development standards with respect to arterial and collector streets, access to public transit and pedestrian access combined with local access loops and the inclusion of alleys in new designs.
- Policy 2.6: Encourage the maintenance and development of vehicular transportation systems that operate at level of service [C-D](#) or above except during peak periods.
- Policy 2.7: Utilize state access management standards as a means to maintain safety and capacity on local state routes.
- ~~Policy 2.8: Coordinate with the Tribes and WSDOT on identifying and securing funding for replacement of the Central Avenue Bridge in its current location.~~

Objectives

- Obj 2.1 Continue efforts to construct an east leg ~~of to~~ the ~~new~~ US 97/Shumway intersection with a connection to ~~either~~ Sandflat and ~~or~~ Engh Roads.
- Obj 2.2 Identify and encourage development of a frontage road along the east side of US 97 from Engh road via Enterprise Drive northward to ~~intersection of~~ Sand Flat Road [in the vicinity of US and Highway 97](#).
- Obj 2.3 Continue efforts to develop and implement a design for improvements to the intersections of SR-215 with Grape Avenue, including eventual signalization of the adjacent intersection of SR 215 and Oak Street and SR 215 and Quince Street.
- Obj 2.4 Continue to study options and warrants for traffic controls at SR-215 and Ross Canyon Road.
- Obj 2.5 Continue efforts to identify options for improving the safety and efficiency of the Jasmine Street - SR-215 intersection.
- Obj 2.6 Develop a motorized access that connects Copple Road to Epley Road and provides a direct, low grade route to Conconully Highway.
- Obj 2.7 That the potential of acquiring right-of-way to develop a bridge over US 97 to connect Dewberry with the Omak River Road (formerly Dewberry extension prior to the construction of US 97) be examined. This new facility may mean the upgrade of the eastern portions of Dewberry from a minor collector to major collector. Development of this facility should be tied to future growth and annexation.

Goal 3: Provide safe and convenient pedestrian and non-motorized transportation routes.

Policies

- Policy 3.1: Recognize the importance of pedestrian and non-motorized travel in contributing to the physical health of residents and the economic wellbeing of the Greater Omak community.

- Policy 3.2: Provide standards and alternatives for road widths that include pedestrian routes and other non-motorized transportation/circulation corridors.
- Policy 3.3: Encourage development of street systems and standards that complement new utility, non-motorized, and pedestrian pathways with a “neighborhood” approach so that the service patterns can be coordinated and therefore serve more than one purpose in the most economical way.
- Policy 3.4: Agree to explore options for constructing trails and pathways, such as the proposed Okanogan-Omak Greenway, which would provide connections among recreation sites and community features.

Objectives

- Obj 3.1 Require all substantially improved or new developments to provide sidewalks or other forms of pedestrian and non-motorized transportation.
- Obj 3.2 Strive to provide sidewalks or other off-street pedestrian ways on both sides of ~~all~~ identified roadways within the city.
- Obj 3.3 Strive to provide bike lanes on all arterial and collector classified roadways.
- Obj 3.4 Provide alternative standards so that while concrete sidewalks are preferred, walkways that use other types of surfacing can satisfy the demand for safe pedestrian circulation routes.
- Obj 3.5 Continue efforts to develop the Cariboo Trail (Greenway) as a pedestrian and non-motorized link between Omak and Okanogan.
- Obj 3.6 Assign top priority to development of pedestrian and non-motorized transportation links between public facilities.
- Obj 3.7 Initiate amendments to city, county and tribal land use codes to increase requirements for pedestrian and non-motorized access in new developments.
- Obj 3.8 That new construction, reconstruction, or overlay projects include smooth shoulders wherever possible to facilitate safer, more convenient bicycle travel.
- ~~Obj 3.9 That pedestrian bulb-outs or other pedestrian safety improvements be included in any upgrades or repairs on Main Street (SR 215) between Third and Cherry Avenues.~~

Goal 4: Participate in cooperative transportation/circulation planning efforts and provide for an equitable distribution of new development costs, services and maintenance between local governments and developers.

Policies

- Policy 4.1: Continue to support and participate in the ~~Regional Transportation Planning Organization~~ Okanogan Council of Governments (OCOGRTPO) comprised of ~~Okanogan, Chelan and Douglas Counties~~ representatives from Okanogan County, its Cities and Towns, the Colville Tribes, ~~incorporated communities~~ and other interested agencies agencies and businesses within the named counties.
- Policy 4.2: Engage developers in cooperative transportation planning efforts to meet the needs of existing and new residential, commercial, or industrial development.

Policy 4.3: Ensure that developers fund an equitable share of ~~the~~ vehicle, pedestrian, and non-motorized transportation improvements, service, and maintenance necessary to accommodate development.

Objectives

- Obj 4.1 Continue work with WSDOT, qualified engineers/transportation planners, and land owners to ~~develop a preferred~~ implement improvements option to ease current and projected traffic flow problems at the intersections of US 97, Omache Drive and Quince Street with SR 215.
- Obj 4.2 Continue efforts to refine and implement recommendations of SR215 Corridor Study.

Goal 5: Encourage public transportation (air, rail, and bus) and the provision of central facilities for these uses.

Policies

- Policy 5.1: Continue ~~to support and cooperate with TRANGO in the implementation to participate in efforts to establish a of the~~ public transportation system ~~to serve~~ ing the ~~Greater Omak Area~~ and ~~the Okanogan~~ County.
- Policy 5.2: Support the periodic efforts to ~~establishment of a~~ passenger air service at the Omak Municipal Airport.
- Policy 5.3: Encourage continued operation of the railroad as an important means of transporting good into and out of the valley.

Objectives

- Obj 5.1 ~~Continue to support efforts to bring Public Transit to the Central Okanogan Valley and Okanogan County~~ Work with TRANGO on an agreement for the placement and maintenance of bus stops within city-owned rights-of-way.
- Obj 5.2 Continue efforts to upgrade and expand facilities at the Omak Airport, specifically ~~the development of a water source~~ completion of a fire flow system for the DNR Fire Base and potential for industrial development at the site and projects described in the adopted Airport Layout Plan.
- Obj 5.3 Coordinate with Okanogan County on ~~the development and~~ implementation of zoning regulations to protect the Omak Airport from incompatible land uses.

Goal 6: Improve recognition and alignments of the main access points to US 97, and explore possibilities for new access points.

Policies

- Policy 6.1: Continue ~~to study and evaluate cooperation with the WSDOT on identifying and implementing~~ improvements to ed intersections along US 97, ~~both east and west of the Okanogan River and pursue such improvements with the WSDOT.~~
- Policy 6.2: Perform on-going evaluations of the SR-215/US 97 intersection for safety improvements.

Objectives

- Obj 6.1 Continue efforts to improve the intersection of US 97 and SR 215/Engl Road to create a safe, attractive, and functional entrance to the community.
- Obj 6.2 Coordinate with WSDOT on traffic management and improvements.
- Obj 6.3 Work with WSDOT, business owners, Omak Tree Board, and Chamber of Commerce to develop a portal park at southwest corner of the intersection.

1. PUBLIC TRANSPORTATION

Surface Transit:

Empire Buslines formerly supplied regional public transport. This service was discontinued in 1995.

In March 2000, a demonstration Intercity Bus Service, the Appleline, funded by WSDOT began providing public transportation throughout Okanogan County with connections to Wenatchee. The program represented a coordinated effort between Okanogan County Public Transportation Benefit Area (PTBA), Okanogan County Transportation (operated by Okanogan County Senior Citizens Association), and Northwestern Trailways. The project was short lived but did document the public transportation needs of Okanogan County.

At present, the Appleline, a state subsidized service, operates 7 days per week. Their website is <http://www.appleline.us/>.

~~provides 5 day a week service to Wenatchee.~~

Okanogan County Transportation & Nutrition:

The Okanogan County Transportation & Nutrition organization has contracts through Aging & Adult Care of Central Washington OCTA, the CCTDOT, and the WSDOT Consolidated Grants Program. Sometimes that means federal funds, sometimes just state funds. The current federal authorization is the FAST Act and other state and federal sources to provide door to door transportation for seniors not only in the Greater Omak Area but also throughout most of Okanogan County. Their services can be found at <https://www.octn.org/what-we-do/transportation/>.

~~The transportation program began in 1976. One intercity route connecting the north county to Omak makes 3 round trips per day Monday through Friday, and one intercity route connecting the south county to Omak makes 2 round trips per day Monday through Thursday. A shuttle route runs hourly between Omak and Okanogan Monday through Friday between 8am and 4 pm. Currently there are 13 buses in the system countywide. All buses are accessible for wheelchairs. Door to door transportation has one bus serving the Methow; one the Tonasket area; one the Oroville area; one the Brewster/Pateros area; and four serving the Omak/Okanogan area. Two buses are held as backup.~~

TranGO:

The mission of TranGO is to provide safe, reliable and cost effective public transportation services that promote citizen access to work, recreation, commerce and public services. TranGo is the result of the passage of a Transportation Benefit Area which provides tax dollars for the operation and maintenance of a public transit system serving the Okanogan and Methow Valleys. Buses run 6 days per week with scheduled inter-city bus service. Bus schedules and fares can be found at www.okanogantransit.com.



~~Although originally the service was oriented towards senior citizens and disabled persons, it now serves the entire general public. Local service is available Monday through Friday from 7 to 5. Office hours are the same and rides can be scheduled by calling the office. The fare for door-to-door riders from the general public is \$1 per boarding in the city limits and \$2 per boarding beyond for travel beyond the city limits. Senior citizens receive the service for on a donation basis. Intercity route fares are based on trip origination and destination, shuttle fares are 50¢ per boarding. Trips are available from all areas to Wenatchee once each month and to Omak from outlying communities once each month.~~

~~An employment route between Omak/Nespelem/Tribal Agency/Coulee Dam currently runs Monday through Friday with 2 round trips per day in partnership with the Colville Confederated Tribes. The Tribe provides the bus for this route. This is a no fare route and is open to the general public.~~

~~Funding sources include AACCW, FTA, WSDOT, participant donations and community donations and business partners within the community to assist in providing match for grant funds.~~

Tribal Van Pool:

The Colville Confederated Tribes run a van each day from East Omak to Nespelem that provides Tribal employees with an alternative to driving their own vehicles. The pool is utilized by an average of 27 people per day and has been in operation since 1993.

2. AIR TRANSPORT

The Omak Municipal Airport was built in 1942 as the Okanogan Flight Strip, and served as an Army Air Force alternate landing field for B-17 and B-26 bombers during World War II. Its construction consisted primarily of a 4,654-foot long, 150-foot wide paved runway running generally north/south, with 175-foot wide graded shoulders and graded overrun areas 1,675 feet long at each end. The runway was reconstructed in 2002 with the main runway width reduced to 75 feet.

In 1954 the airport was turned over to the City of Omak, which has since made a variety of improvements to the facility, most with the assistance of the Federal Aviation Administration, and the Washington State Department of Transportation Aviation Division. A major improvement was made in 1974, including runway end turnaround loops, an aircraft parking apron pavement overlay, 3.5 acres of new apron, Visual Approach Slope Indicators, and an airport beacon. ~~An~~ modern administration and terminal building was ~~built~~ constructed in 1978.

Today, the airport serves a vital transportation need providing for emergency medical evacuations, access for executives and officials from government and private industry doing business in Okanogan County, air freight services and firefighting.

~~Today,~~ the airport has a ~~new~~ 75-foot wide (150-foot total width) north/south runway, designated as Runway 17/35 with four taxi-ways connecting to a parallel taxi-way constructed in 1991. The runway has a listed weight bearing capacity of 75,000 pounds for single-wheel aircraft, 200,000 pounds for dual-wheel aircraft, and 400,000 pounds for dual-tandem wheel aircraft.

The facility has runway end identifier lights (REILS), a visual approach slope indicator (VASI U22/U22) on both ends of Runway 17/35, and runway edge lights. All lights are pilot activated using the airport code.

The airport is located at an elevation of 1,301 feet above sea level on 325 acres of open bench land, approximately 400 feet above the Okanogan River. The facility lies approximately 3 miles north of the city on Robinson Canyon Road. The site is bounded on north, west and south by growing low-density residential and agricultural uses. Immediately east of the hangar is one airport related business. This business is located on private property and has unrestricted access to the airport. A former Forest Service air tanker base is located on

the southeast edge of the runway just off the turn-around. The base, which is leased seasonally to the Bureau of Indian Affairs and Department of Natural Resources over the past few years, has an office, a trailer, four fire retardant tanks, and two sheds.

In addition to the improvements listed above, the airport has a card lock fueling facility, supplying both 100LL and Jet A. The fueling apron and facilities are located south of the terminal building; there are two above ground tanks, each holding 10,000 gallons. The Airport's apron areas have 25 aircraft tie-downs. There are nine hangers for aircraft storage and maintenance, all are privately owned. A city employee serves as manager on an as needed basis with oversight provided by the Public Works Director, and an Airport Committee.

An Airport Layout and Improvement Plan was prepared in 2007.

Another portion of the layout plan is the planned addition of an industrial park to be located on the southeast corner of the airport property (parcel lies east of Robinson Canyon Road). The City, using a mix of grants and city funds, has developed a conceptual master plan for the proposed business and industry park. One major obstacle is has been the lack of fire flow available to the property. The only re-is-an existing well that has been used by the DNR and BIA, however there are questions regarding use of the well but was determined to be insufficient for the proposed the industrial park. In 2016, the Department of Natural Resources approached the City with the idea of developing an operations center on city property envisioned for the industrial park. As a result of the partnership, a well has been drilled, plans prepared and funding pending to construct a reservoir and the DNR's planned facility. Water supply is sufficient for current plans, however as development occurs, further sources and storage will be needed. Generally, the city does not anticipate development that will involve high levels of water use.

Increased community awareness and support of the Omak Airport is necessary to allow continued growth and improvement to services provided by the airport, and to further enhance the growth of the City of Omak and Okanogan County.

3. VEHICULAR CIRCULATION

The Greater Omak Area, particularly the northeast part of Omak, has experienced significant surges of growth in the past couple of three decades. Growth and projections for continued activity have resulted in an increased need to plan for both vehicular and non-motorized transportation/circulation. COVTS, NWOTS, the SR-215 Corridor Study and the Engh Road/US 97 Intersection Study each identify areas where reduced levels of service and increased congestion are expected in coming years.

The State highway system incorporates US 97/SR 20 as the major north-south route through North Central Washington; SR 155 as access to the Colville Reservation, Coulee Dam, Spokane, and other points to the east and south; and SR 215 as the main business thoroughfare for both Okanogan and Omak. The area is further served by a network of collector streets and roads maintained by the tribes, county and city. As growth continues and fuel costs fluctuate, and as more people explore non-motorized or public transit options, uses of the vehicle transportation system can be expected to fluctuate.

The Central Avenue Bridge is an 9096-year-old bridge – construction was completed in 1924. The bridge is known to the WDOT as Bridge 155/111SP because it is a part of SR 155 spur that connects SR 155 along Omak Avenue and Central Avenue to the Junction with SR 215. And the present bridge is identified as needing replacement, under the Subprogram I1 Mobility 20-year Strategies, in the Washington State Highway System Plan (HSP).

The bridge is essential to the community for transportation circulation. It is the only pedestrian access across the Okanogan River between west and east Omak. The bridge is a transportation bottleneck – too narrow for today's safety standards. It is an accident risk for vehicles and pedestrians. It is an important pedestrian route for school children.

The bridge is slated for a significant improvement in the next few years with the first step construction of a standalone pedestrian bridge north of the existing structure. The bridge itself will see the sidewalk along one side removed, the area reinforced and the roadway surface widened.

The State and County use five “functional classifications” for roadways, and in the interest of maintaining consistency, Omak 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 be considered for reclassification in order to ensure consistency between this plan and other city, county, regional, or state transportation plans. The seven functional classifications, as they apply to Omak, are:

- ~~Principal Arterial~~ ~~Other Freeway Expressway (Rural Interstate)~~ - ~~Streets and~~ ~~H~~highways which contain the greatest portion of through or long-distance travel. Such facilities serve the high-volume travel corridors that connect the major generators of traffic. The selected routes provide an integrated system for complete circulation of traffic, including ties to the major rural highways entering the urban area. Generally major arterials include high traffic volume streets. In the Greater Omak Area, US Highway 97/SR 20 is classified as an ~~Other Freeway Expressway~~ ~~Principal Arterial~~.
- 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 Omak area include SR-215 (~~Okoma Drive, Fourth Avenue, Main Street and Riverside Drive~~), SR-155 (~~Omak Avenue~~) and the ~~SR 155 Spur~~ (Dayton Street) exit off of ~~Highway~~ ~~US 97~~.
- Major Collector (~~Rural Major Collector~~) - These routes should provide service to the county seat if not on an arterial route ~~or Other Freeway Expressway~~, 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 travel corridors. Major collectors in the Greater Omak Area include, Conconully Highway, Oak St/Robinson Canyon Road, Cherry St/Kermel Road and the Old Riverside Highway.
- Minor Collector (~~Rural Minor Collector~~) - These routes should be spaced at intervals, consistent with population density, collect traffic from local roads and 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 Greater Omak Area include, Ross Canyon Road, Duck Lake Road, Engh Road, Sandflat Road, Eighth Avenue East, Jackson Avenue, Rodeo Trail Road and the Columbia River Road.
- Local Major Collector - These routes should provide service 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 Greater Omak Area include, Copple Road, Shumway Road/Ironwood St., W. Bartlett/Jasmine St., Ash St., Omache Drive, Koala Drive, Quince St., Oak St., Dewberry Ave., Locust St./Hopfer Road, Fourth Ave. and Garfield St./Fifth Ave./Edmonds St.
- 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 Greater Omak Area

include, W. Apple Ave., Central Ave., First Ave., Second Ave., Third Ave., W. Sixth Ave. Emery St., Ridge St./Ridge Drive, Columbia St./Fifth Ave./Benton St., N. Ash St./Grape Ave./Ironwood St., Grape Ave.

- Local Access (Rural Unclassified) - Streets not selected for inclusion in the arterial or collector classes. They 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 Omak’s streets that are not classified above are designated as local access.

Tables B.2 and B.3 describe the design standards for roadways by these functional classifications. Maps B.1 and B.2 [in the Map Appendix](#) illustrate Omak’s vehicle transportation system according to functional classifications.

Table B.2 - Design Standards – State and Federal Classified Roads

Functional Classification	Right-of-Way Width	Roadway Width	Access Conditions	Design and Location Features
Principal Arterial Other Freeway Expressway	80 – 100 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 high-volume travel corridors that provide for through travel and serve as connection to lower roadway functional classifications. Direct private access is typically not permitted. The city of Omak adopted Ordinance 1234, dated 09/07/1993 to implement RCW 47.50.030(3) for access permitting on state managed access highways that meet or exceed WSDOT’s standards; as codified in WAC 468-51 and 468-52.
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 City, 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 pedestrian 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.
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Table B.3 - 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 or 2 10-12 foot travel lanes, 10-12 foot center turn lane and 4 foot shoulders	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 pedestrian 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. wide or 2 10-12 foot travel lanes, 10-12 foot center turn lane and 4 foot shoulders	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.

Level-of-Service Standards

Roadway and bridge operations are typically classified using national or state standards which measure a roadway’s level-of-service (LOS). In general, Level-of-Service for two lane highways is determined by both mobility and accessibility. The primary measure of service quality is percent time delay, with speed and capacity utilization used as secondary measures. For state owned transportation facilities, level of service standards for highways, as prescribed in chapter 47.06 and 47.80 RCW, gauge the performance of the system.

- WSDOT sets LOS standards for state highways and ferry routes of state wide significance (HSS) per RCW 47.16.140(2).
- LOS standards for Highways of Statewide Significance (HSS) and non-HSS facilities are identified in the WSDOT 2007-2026 Highway System Plan.
- US 97 and SR 20 are classified as Highways of Statewide Significance (HSS).

- RTPO's and WSDOT jointly develop and RTPO's establish LOS standards for regionally significant state highways and ferry routes per RCW 47.800.030(1)(c).

Level of Service is general graded one of six levels--A, B, C, D, E, or F. LOS A and B represent the best traffic operation. LOS C represents acceptable traffic operation. LOS D is unacceptable. LOS E means the roadway is at capacity while LOS F represents total breakdown or gridlock. The Central Okanogan Transportation Study (1994) determined the LOS for major roadways. That information is presented below in Table B.4.

Table B.4 - Level of Service

Roadway	LOS
SR 97	C
SR 20	C
SR 215	B-C*
SR 155	B-C*
* Isolated segments approach volumes normally associated with LOS C.	

Level-of-Service Standards - Bridges

Central Avenue Bridge (Bridge Number 155/111SP) Details

- Location: State Route 155 Spur-Omak at MP 80.40 to MP 80.48 crossing the Okanogan River in the City of Omak.
- State Route: Rural Minor Arterial Classification
- Posted Speed: 25 MPH
- Construction: 443 ft. long concrete arch bridge completed 1924. 2 – 10 ft. wide lanes, with 5 ft. sidewalks on each side (In an effort to protect pedestrians, steel posts and rails were installed 1960 on the north sidewalk narrowing the walk to 3 ft. 2 in. wide)

Bridge Approaches

- West Approach: Central Avenue is 223 ft. long from the signalized intersection with SR 215 – Main Street – to an angle point at the west end of the bridge. Central Avenue is 54 ft. wide between Main Street and the west bridge end, with two 13.5 ft. lanes, an 11 ft. left turn, and 8 ft. parking lanes both sides. At the angle point on the west end of the bridge, two 13.5 ft. lanes, and the 11 ft. left turn lane, narrow to two 10 ft. wide bridge lanes.
- East Approach: Omak Avenue transitions in 321 ft. from the same 54 ft. wide roadway width as Central Avenue to the two 10 ft. bridge lanes, with an angle point in the middle of the transition.

Operational Uses:

The bridge is the only pedestrian access across the Okanogan River that bisects residential and commercial areas of the City of Omak. It is used by children walking to Omak High School located four blocks west of the bridge and to East Omak Elementary School located .5 miles east of the bridge.

The bridge is the principal city access across the river for police, fire trucks, and other emergency vehicles.

Besides passenger vehicles, the bridge is used by school buses, logging trucks, freight trucks, RVs, and snow plows. At the angle at the west end of the bridge, an eastbound vehicle, with a long wheelbase, will occasionally ride up over the sidewalk as the driver tries to avoid oncoming vehicles – a hazard to pedestrians.

Located at the east end of the bridge, the Eastside Park and Stampede Grounds hosts the famous Omak Stampede rodeo and Suicide Race – a cultural and historical event important to the region and local economy. Pedestrian and vehicle traffic across the bridge is greatly increased during this annual event.

The WSDOT Annual Traffic Report records a year 2002 average annual daily traffic volume of 7,900 across the bridge – an increase of 6.8% over the 1999 volume, however this declined to an average annual daily traffic volume of 6,100 in 2019. This volume is based on an actual traffic count that is averaged across 24 hours a day for the entire year. Community residents know that the traffic volumes are much higher during start and end times for schools, for daily work start and end times, and during the Omak Stampede.

The WSDOT Accident History Report, for a five-year period ending December 31, 2003 beginning in 2010, records four thirteen reported accidents, —all minor non-injury— from the SR 155 Junction Benton Street east of the bridge to the SR 215 Junction at Main Street.

The bridge also carries a 12-inch City water main across the river from wells in east Omak.

4. PEDESTRIAN/NON-MOTORIZED CIRCULATION

Presently, pedestrian access ways are limited to sidewalks in and/or near the downtown core and along one side of SR 215. The Greater Omak Area generally suffers from a lack of safe and convenient pedestrian routes, as evidenced by accidents and fatalities. Some high traffic areas, such as segments of Quince, Koala Drive and Shumway lack sidewalks. The fact that there are limited sidewalks connecting downtown and residential areas to Omak Schools raises particular concern about the safety of children. Striped and designated bike lanes are notably absent on frequently traveled routes. This plan calls for improvements and additions to the existing sidewalks, and the development of new routes for pedestrians, bicycles, and other forms of non-motorized transportation. Maps B.3 and B.4 in the Map Appendix depict existing pedestrian and non-motorized circulation routes.

Walking and bicycling serve both transportation and recreation purposes. In the course of a day, virtually everyone is pedestrian. In fact, 40 percent of the population of the United States does not drive. There is significant evidence to indicate that pedestrian and non-motorized trail systems can bring economic revitalization to a community. Walking and biking routes help create a livable community for residents as well as attracting visitors.

The *Pedestrian Facilities Guidebook* for the state of Washington identifies a need to increase the level of pedestrian facilities that serve communities. The guidebook also notes that pedestrian travel increases where pedestrian facilities are available. The “Washington State Bicycle Facilities and Pedestrian Walkways Plan” and AASHTO Guide for the Development of Bicycle Facilities also provide valuable references for non-motorized improvements. An increase in pedestrian and non-motorized routes in the Greater Omak Area would lead to improved safety, as well as contribute substantially to the health of residents and the economic well-being of the area.

Table B.6 - Recommended Dimensions for Sidewalks and Walkways

Road Type	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Residential	Commercial Access
Sidewalk Widths						
No buffer						
Desirable	8 ft	8 ft	6 ft	6 ft	5 ft*	6 ft
Minimum	6 ft	5 ft	5 ft	5 ft	5 ft*	5 ft
With planting strip/buffer	6 ft	5 ft	5 ft	5 ft*	5 ft*	5 ft*
With street trees, no buffer	10 ft	10 ft	8 ft	8 ft	-----	-----
Central Business District	10 - 12 ft	8 - 12 ft	Varies	-----	-----	-----
Location						
Desirable					5	Both sides
Minimum	Both Sides	Both Sides	Both Sides	Both Sides	One Side** or***	One Side**
Planting Buffer Width						
When Used						
Desirable	5 ft	5 ft	5 ft	5 ft 5 ft	5 ft	
Minimum	4 ft	4 ft	4 ft	4 ft	4 ft	
* If mailboxes or other obstructions are located within sidewalk, make sure a clear width of 5 ft is provided.						
** In areas where residential densities exceed 4 dwelling units per acre and where regular pedestrian access to commercial services is anticipated, sidewalks on both sides are recommended. For densities of 1 to 4 dwelling units per acre or less, sidewalks on both sides are preferred, but one side is the minimum recommendation.						
*** If no sidewalk, provide delineated/striped walkways or shoulders.						

Sidewalks and paths/trails within right of way are the key to pedestrian circulation. Table B.6 above details WSDOT recommendations for sidewalk and path/trail dimensions. Sidewalks are typically constructed of concrete and are raised and located adjacent to curbs or separated from curbs by a linear planting strip. Paths/trails are usually constructed level with the street or road, with separation by a planting buffer or ditch.

Non-motorized transportation, typically by bicycle, is facilitated by adding bike lanes between motor vehicle lanes and sidewalks or paths/trails. This provides a buffer between pedestrians and motor vehicles. Figure B.1 illustrates a possible configuration for pedestrian walkways (sidewalks, paths and trails), bike lanes, and motor vehicle lanes. Pedestrian and non-motorized circulation can be further enhanced by trails and pathways that are independently aligned and allow safe travel along routes and not typically located parallel to streets or within road rights-of-way.

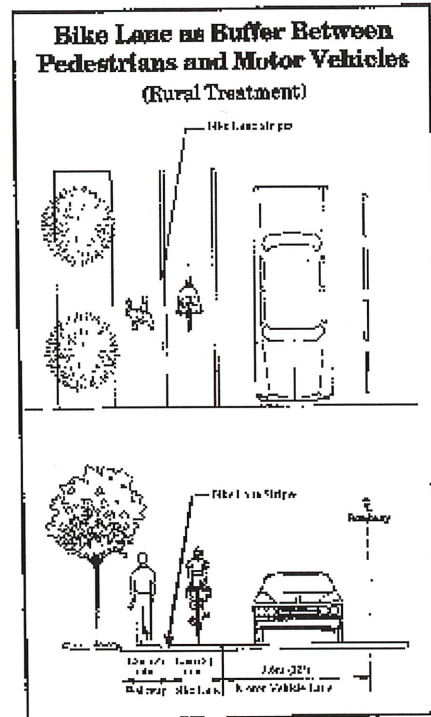


Figure B.1 - Pedestrian, Bicycle, and Motor Lanes.

5. RECOMMENDATIONS FOR TRANSPORTATION/CIRCULATION

Vehicular Transportation

Continue to examine alternatives for relieving congestion in Downtown area through the following possibilities (see potential schematics in Figure B.2 below):

- **Replacement of Central Avenue Bridge in same location**
 - One-way couplets along Main and Ash streets.
 - Designate Ash Street as SR215, eliminate center lane on Main Street and provide for diagonal parking on both sides from Third north to Bartlett.
 - Maintain Main Street as SR 215 but eliminate center lane on Main Street and provide for diagonal parking on both sides from Third north to Bartlett, route southbound traffic off Main to Ash via Barlett if desire is to head east on SR 155, route northbound traffic off of Fourth onto Ash if desire is to travel to High/Middle School Campus (no left turns at traffic signal at Main and Central).

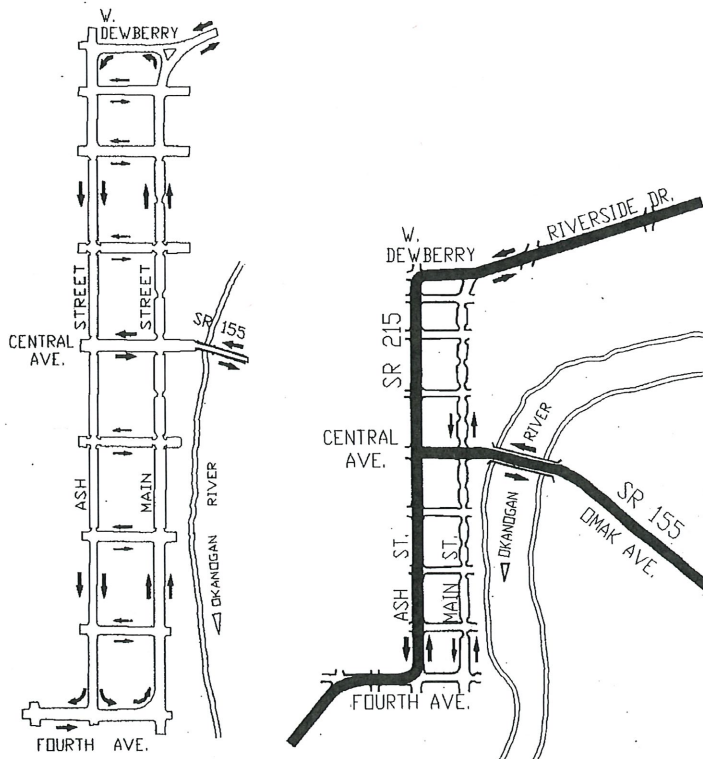


Figure B.2 - Schematics for downtown traffic control alternatives

- **Add right hand turn lane on north side (westbound traffic) of SR 215 from US 97 to Omache Drive and continue working with WSDOT and adjoining landowners on long term solutions to improving traffic issues:**
 - Adopt Level of Service D as the standard for area streets and roads.

- Update NWOTS study and begin planning for new road providing direct, reduced grade access from US 97 to Conconully Highway.
- ~~Add center turn lane on Quince at the intersection with SR 215 (Riverside Drive).~~
- Extend left- ~~and right~~-hand turn pockets on Engh Road at signalized intersection with US 97.
- Widen SR 215 (Riverside Drive) to 5 lanes from Quince to US 97 and Engh Road from US 97 to Omak River Road.
- Signalize the intersections of ~~Quince~~, Oak St and Ross Canyon with SR 215 (Riverside Drive) when warrants are met.

Improve, construct, and/or reclassify the following roadways to Major Collector standards:

- Engh Road from US 97/Riverside Drive intersection east then north to intersection with US 97.
- ~~Robinson Canyon Road from Miller Road to Airport.~~
- ~~Old Riverside Highway from Copple Road to Omak Airport Road.~~
- ~~Omak Airport Road from Airport to Old Riverside Highway.~~
- Ross Canyon Road from ~~Ironwood Street~~Riverside Drive north and west to the Conconully Highway.
- Duck Lake Road from Ross Canyon to Nichols Road.
- Sand Flat Road from intersection with Engh Road north to intersection with US 97.

Improve, construct, and/or reclassify the following roadways to Minor Collector standards:

- ~~Sand Flat Road from intersection with Engh Road north to intersection with US 97.~~
- New road connecting US 97 (Tribal Trails fueling station) with Rodeo Trail.
- ~~Eighth Avenue/Edmonds Street/Fifth Avenue connection between Rodeo Trail and SR 155.~~
- Bartlett, Granite, Jasmine from Main St (SR 215) to Okoma Drive (SR 215).

Improve, construct, and/or reclassify the following roadways to Local Major Collector standards:

- Entire length of Shumway Road from US 97 ~~and to~~ Ironwood Street ~~and to~~ Ross Canyon Road.
- East leg of US 97/Shumway intersection.
- Copple Road from Robinson Canyon Road east to US 97.
- New road from Engh Road north to proposed frontage road along east side of US 97 northward to Sandflat with intersections with the east leg of Shumway and to Sandflat Road.
- Koala Avenue east from Locust/Hopfer Road to Koala Drive.
- Quince Street from Koala Avenue to Shumway.
- Extension of Eighth Avenue to new road connecting with Tribal Trails Travel Plaza.

Improve, and construct the following roadways to Local Access standards:

- All residential streets in downtown/central Omak.
- New road providing access from Shumway to Wildwood.
- Jonathan Avenue from Oak Street east to Quince Street.

- Koala Avenue from Kenwood Street east to Oak Street.
- New street running from Oak Street east connecting with Elderberry and proposed extension of Quince Street.
- Extension of Quince Street south from Riverside Drive (SR 215) to Dewberry.

Major Intersections:

During 2019 the WSDOT retained Perteet Consultants¹ to conduct a review and prepare recommendations on improvements for five intersections along US 97 and one of SR 215 and pedestrian access across SR 155 at East Omak Elementary. Five of intersections are within the City Limits. Perteet's work included involvement of Omak, WSDOT, Tribal and County staff in site visits and meetings as well as several opportunities for the public to discuss and weigh in on various factors and options.

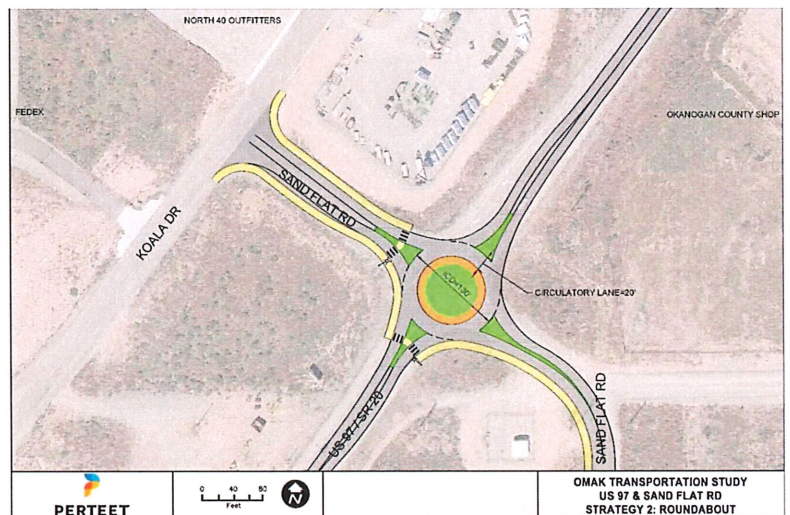
As part of this update to the Transportation Element, the Planning Commission reviewed the study, discussed the strategies proposed by the consultants and developed the following recommendations to set forth the City's vision for improvements at these vital state-owned, operated and maintained intersections.

1. US 97/Sandflat

The study contained the following strategies for this intersection:

- Extend 50-mph speed zone north of intersection
- Add single-lane roundabout
- Add traffic signal

After reviewing the report's findings, and considering the proposed large manufactured home park, and plans for the school district both on Sandflat Road, the recommendations for this intersection are:



5. US 97/Dayton (SR 155 Spur)

The report provided the following strategies for this intersection:

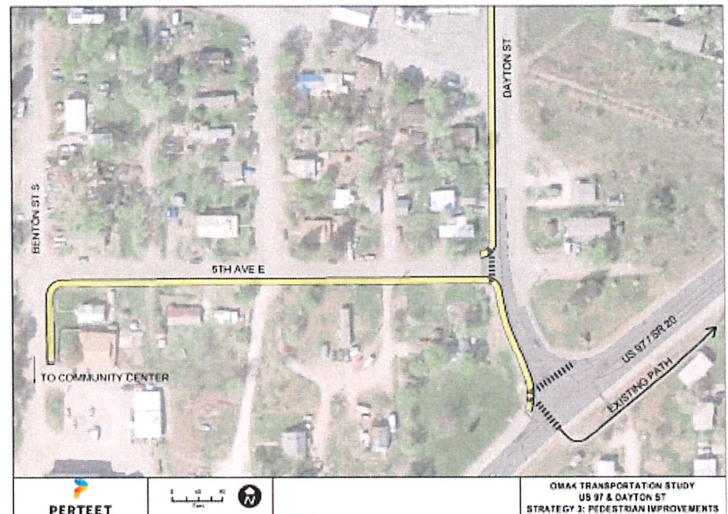
¹ - US 97 Omak Area Transportation Study, Perteet Engineers, June 28, 2019

- Modify existing signal from protected left to protected/permmissive left turns with flashing yellow arrow
- Optimize signal timing
- Add sidewalks to community center

After reviewing the report’s findings, the following recommendations are made:

Near Term 2-5 years:

- a. Modify existing signal from protected left to protected/permmissive left turns with flashing yellow arrow
- b. Optimize signal timing
- c. Add sidewalks to community center and along Dayton to Omak Avenue

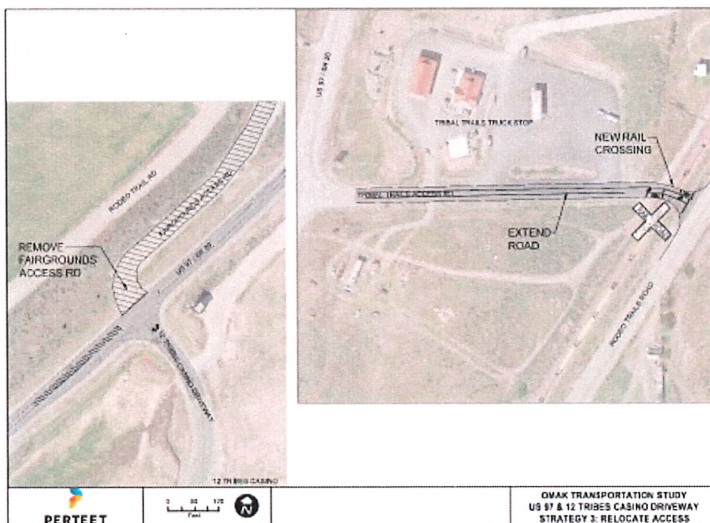


6. US 97/Twelve Tribes Resort

While outside the City limits, one of the strategies identified in the 2019 report has potential implications on traffic within the City. Extension of the road accessing Tribal Trails to cross the railroad and tie into Rodeo Trail as a means to mitigate for the closure of the Fairgrounds Access Road has positive and negative features. The route would provide an alternative for northbound US 97 traffic looking to go east on SR 155 which would route them through the edge of East Omak. This diversion of traffic would reduce the amount of left hand turn movements from northbound US 97 at Dayton Street.

This plan recommends that the City continue to coordinate with WSDOT, Tribes and County on

improvements proposed on US 97 both north and south of the City limits.



Maps B.5 and B.6 in the Map Appendix depict proposed motorized transportation improvements.

Pedestrian and Non-Motorized Circulation:

That the following priorities for improvements to pedestrian circulation be pursued to provide safe and efficient access throughout the Planning Area. It is important to note that the priority for pedestrian and non-motorized circulation is related to the functional classification of the adjoining street or road, e.g. top priorities are facilities along arterials and major and minor collectors followed by local major and minor collectors.

- That the following design standards be adopted by the City and implemented through planning and regulatory programs:

- Bike Paths Within the Right of Way. Bike lanes with a minimum width of five feet should be developed in conjunction with all new and substantial upgrades to state highways, community arterials, and collectors. Surfacing for bike lanes should be comparable to that used on adjoining roadway.
 - Pedestrian Ways within the Right of Way. Sidewalks and pedestrian ways within the right of way should be constructed to a minimum width of five feet. Wherever possible sidewalks should be located along both sides of new or substantially improved streets/roadways. Surfacing should be constructed of asphalt or concrete, and must meet ADA guidelines for accessibility.
 - Bike Paths and Pedestrian Ways out of Right of Way (if connecting to other existing or planned pedestrian ways). Wherever possible and practical, development of bike paths and pedestrian ways with a minimum width of six feet one way or ten feet two way should be developed adjacent or in close proximity to community arterials, and community collectors, and residential access streets. Surfacing should be comparable to that used on roadways, but can be compacted gravel or other low maintenance surface.
 - Bike Path and Pedestrian Ways Not Tied to Vehicular Routes. Wherever possible and practical, development of bike paths and pedestrian ways with a minimum width of six feet one way or ten feet two way that are not tied to vehicular routes should be developed to provide linkages between public uses, residential and commercial areas. Such paths should be developed to provide alternative transportation routes for recreation and commuting. Surfacing should be compatible with the intended use, but at a minimum should be compacted gravel or other low maintenance surfaces.
- Identify, prioritize and replace existing deficient ADA ramps on all sidewalks.
 - Identify, prioritize and install new ADA ramps where none presently exist.
 - Review and amend City Code to require pedestrian improvements as part of all substantial improvements to existing development and all new development.
 - ~~Pedestrian bulb-outs at the intersections of Main with Third, Second, First, Apple and Barlett.~~
 - Pedestrian Bulb-outs at the intersections of Ash with First, Central and Apple.
 - Sidewalks from the downtown core up Ross Canyon (both sides) from Ironwood west to the City Limits.
 - Sidewalk on the south side of Shumway from Ironwood to Koala Drive.
 - Sidewalk along south and east sides of West Bartlett, Granite, and Jasmine Streets.
 - Sidewalks along ~~west both~~ sides of Central and Omak Avenue (SR 155) from ~~Granite-Okanogan River Street~~ east to corporate limits.
 - Sidewalks along both sides of Sandflat from Engh Road north to US 97.
 - Sidewalk along the south side of Riverside Drive (SR 215) from downtown to US 97.
 - Sidewalks along both sides of Quince from Riverside to Koala and north to Shumway when street is constructed extended.
 - ~~Sidewalks along both sides of SR 215 (Riverside Drive) east from Quince to US 97.~~
 - Sidewalks along both sides of Omache Drive from SR 215 (Riverside Drive) to Koala.
 - Sidewalk along the south side of ~~of~~ Okoma Drive from Fourth Ave to city limits.
 - Sidewalks along both sides of Koala Drive.

- Sidewalk along south side of Dayton Street from US 97 to SR 155 (Omak Avenue).
- Sidewalks connecting Dayton Street with East Omak Community Center.
- Pedestrian connection north from Omak Avenue north to Engh Road/US 97 including improvements to existing or construction of a new bridge over the Okanogan River.
- Pedestrian connection south from Omak Avenue to the Tribal Trails Casino.
- Sidewalks as shown on Maps B.7 and B.8 in the Map Appendix.

That the following routes for bicycle circulation be pursued (combination of street widening and/or signage) to provide a readily identified safe and efficient access for bicycles throughout the Planning Area:

- Bike lanes along Rodeo Trail from Omak to Okanogan.
- Bike lanes from US 97 east and north along Engh Road to northerly intersection with US 97.
- Bike lanes along both sides of Central Avenue and SR 155 (Omak Avenue) from Cedar Street east to corporate limits. Where practical and feasible, bike lanes may be combined with paths/trails.
- Bike lanes along Shumway from eastern city limit to northern city limits at Ironwood.
- Bike lanes along Copple Road from US 97 west to Robinson Canyon Road.
- Bike lanes along West Bartlett, Granite, and Jasmine Streets.
- Bike lanes along the length of Okoma Drive (SR 215).
- Bike lanes along the length of Riverside Drive (SR 215).
- Bike lanes along SR 215 from south City Limits to downtown Okanogan and beyond.
- Bike lanes along Ash Street from Fourth north to Cherry.
- Bike lanes along Fourth Ave from Ash to Granite.
- Bike lanes from Ross Canyon Road north along Duck Lake Road and up Ross Canyon to Conconully Highway, up Hendricks Rd to Dalton.
- Bikes lanes along Dalton from Hendricks to Kermal.
- Bike lanes along Cherry from Main Street (SR 215) west up Kermal to Conconully Highway.
- Bike lanes along Oak St/Robinson Canyon from Riverside Drive (SR 215) northward to the Omak Airport.
- Bike lanes along Quince (existing and proposed) and Koala Drive from Riverside Drive (SR 215) north to and including the Old Riverside Highway.
- Bike lanes along Engh Road from US 97 in the south to US 97 in the north.
- Bike lanes along Sandflat Road from Engh Road north to US 97.
- Bike lanes along Omak River Road from Engh Road to Orchard View Road then north to Engh Road.
- Bike lanes along Benton Street from SR 155 (Omak Avenue) south to the Omak Community Center.
- Bike lanes along the Hanford St, Fifth Ave, Edmonds St, Eighth Ave and Jackson St loop connection with SR 155.
- Bike lanes on Grape Avenue from Ross Canyon east to Riverside Drive (SR 215).

- Bikes lanes on Locust Street north from Grape to Shumway.

That the following priorities for development of paths/trails be pursued to provide safe and efficient access throughout the Planning Area. Where practical and feasible paths/trails may also serve bicycles, equestrians, etc...:

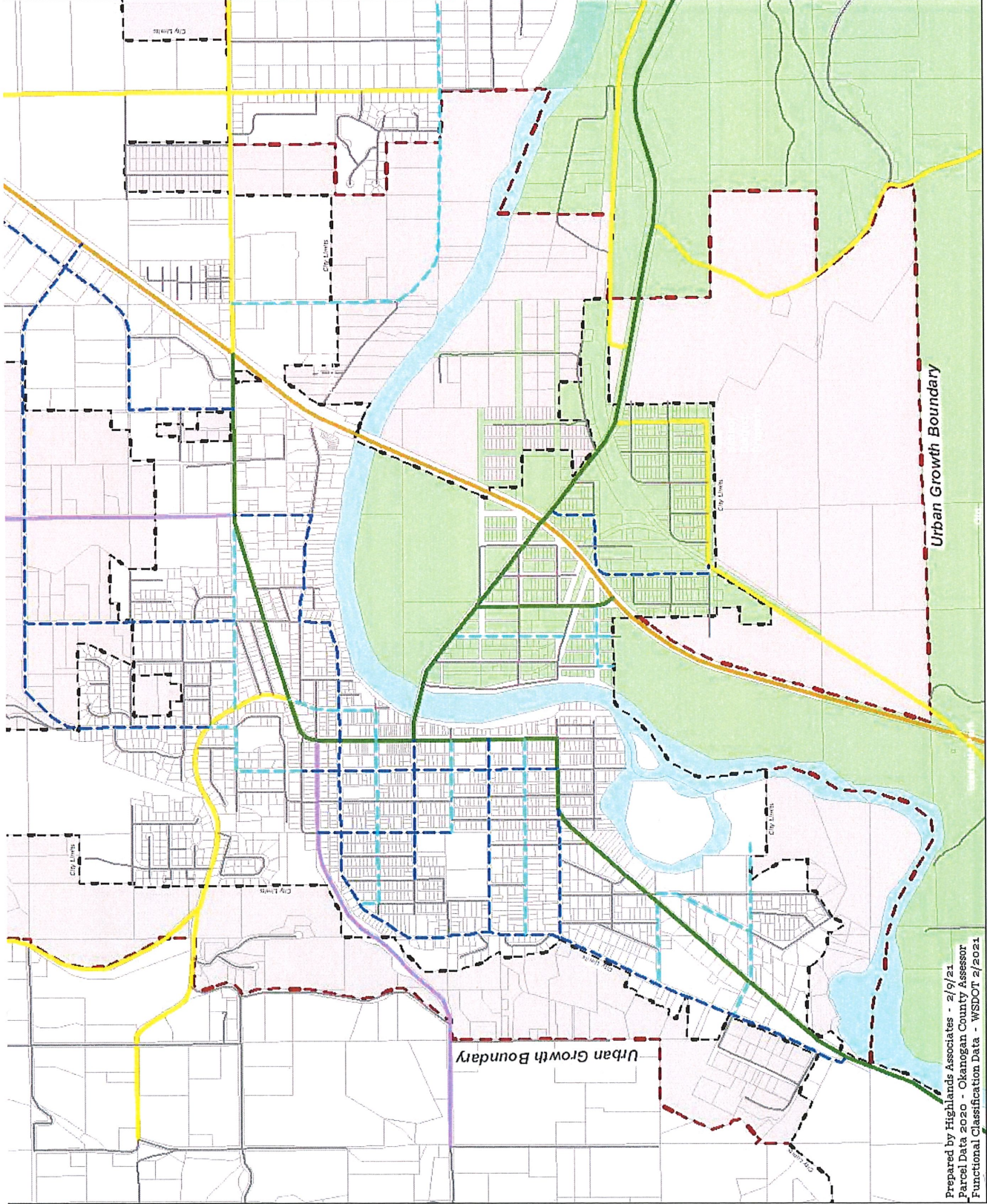
- Omak/Okanogan Greenway linking Eastside Park with the County Fairgrounds, Okanogan Sports Plex and Alma Park.
- Path/trail along Ross Canyon from city limits north to Duck Lake road and beyond to the Conconully Highway.
- Path/trail along north and west side of Shumway from city limits at Ironwood to city limits near Apple Springs.
- Path/trail along the south side of Copple Road from Koala west to Robinson Canyon.
- Path/trail connecting Cherry Street with Ross Canyon up the old road through the canyon along the western edge of the Harrison Addition.
- ~~Path/trail between Eastside Park and Omahe shopping center area along US 97 and via bridge under US 97 bridge at Eastside Park.~~
- Path/trail from East Omak Community Center along flood control levee north to Eastside Park and US 97 bridge.
- Path/trail along Robinson Canyon from Riverside Drive north, with special priority being access to the school.
- Path/trail between Omak and Okanogan (Greenway).
- Path/trail along Cherry and Kermel Grade from Main Street.
- Path/trail along the top of the levee on west side of Okanogan River linking Pioneer Park and Aston Island Park.

Maps B.7 and B.8 in the Maps Appendix depict proposed pedestrian and non-motorized circulation routes.

City of Omak
COMPREHENSIVE PLAN
 2021 Update

Map B.1
Functional Classifications Map
 City Core Area

Functional Classifications 2021	
	Local Access
	Local Major Coll
	Local Minor Coll
	Major Collector
	Minor Arterial
	Minor Collector
	Other Freeway Ex



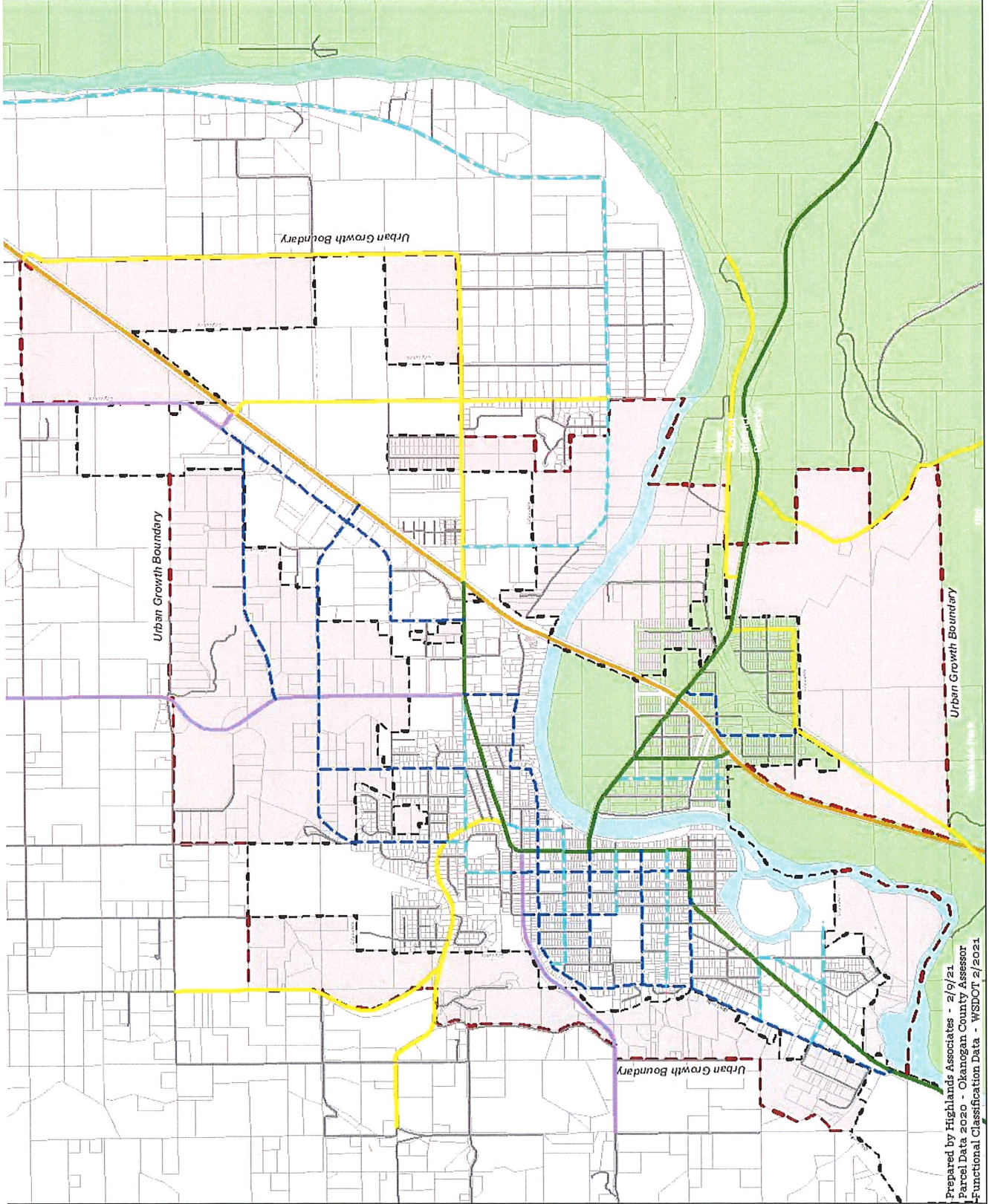
Prepared by Highlands Associates - 2/9/21
 Parcel Data 2020 - Okanogan County Assessor
 Functional Classification Data - WSDOT 2/2021



City of Omak
COMPREHENSIVE PLAN
2021 Update

Map B.2
Functional
Classifications Map
Urban Growth Area

Functional Classifications 2021	
	Local Access
	Local Major Coll
	Local Minor Coll
	Major Collector
	Minor Arterial
	Minor Collector
	Other Freeway Ex



Prepared by Highlands Associates - 2/9/21
Parcel Data 2020 - Okanogan County Assessor
Functional Classification Data - WSDOT 2/2021

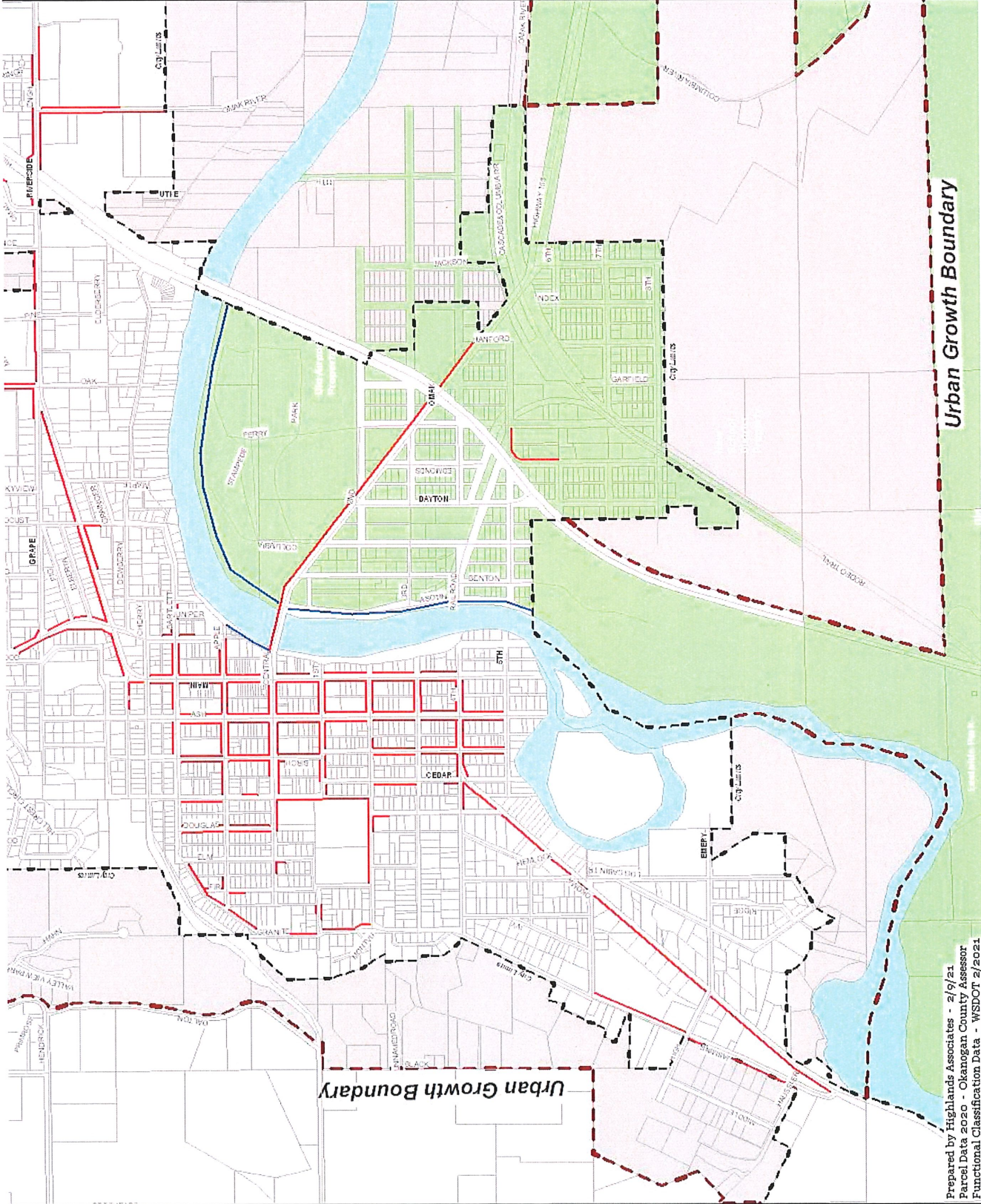


**CITY OF OMAK
COMPREHENSIVE PLAN
2021 UPDATE**

**Map B-3
Pedestrian and
Non-Motorized
Circulation Map
City Core Area**

Legend

- Existing Sidewalks
- Paths/Trails



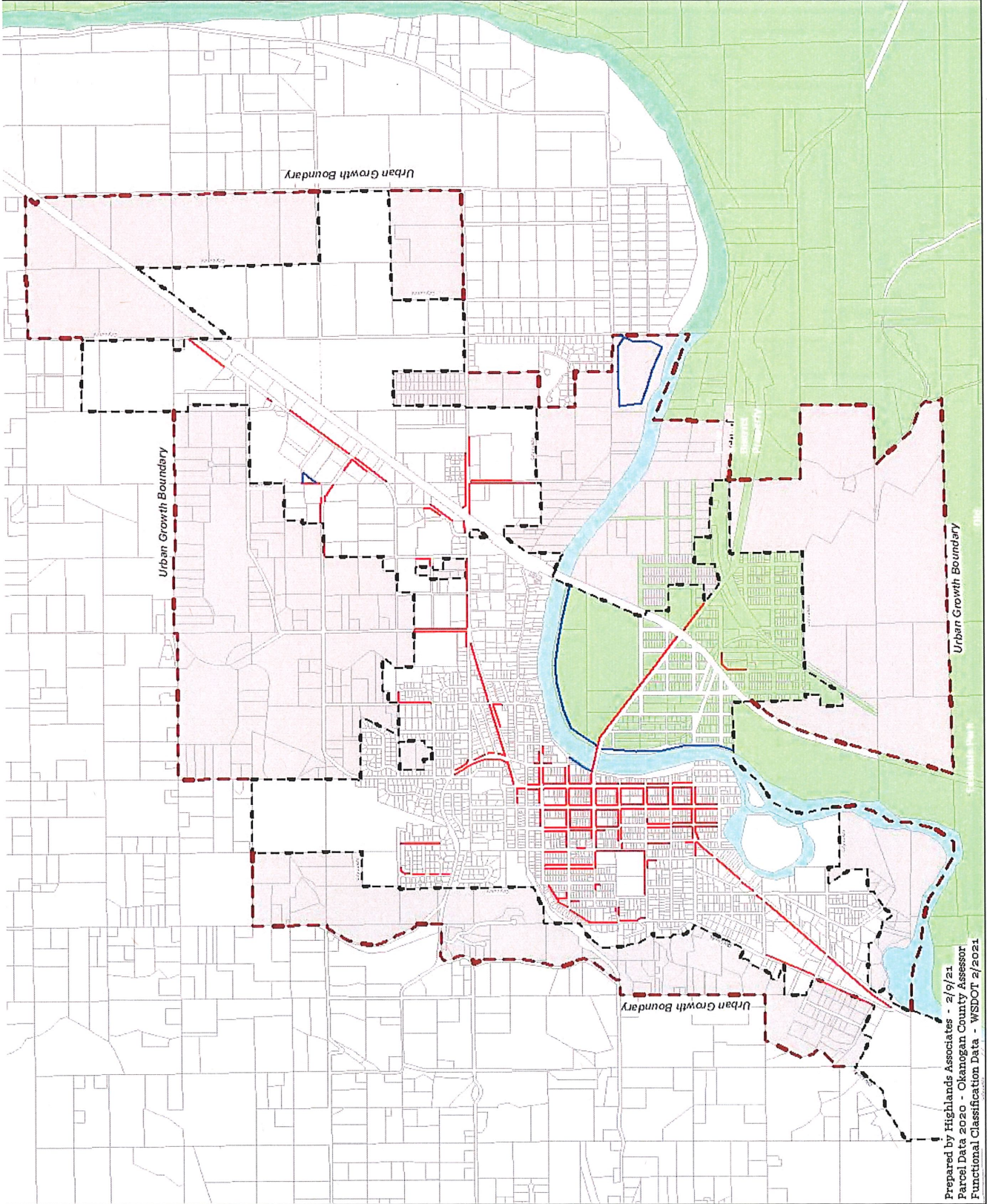
Prepared by Highlands Associates - 2/9/21
Parcel Data 2020 - Okanogan County Assessor
Functional Classification Data - WSDOT 2/2021

**City of Omak
COMPREHENSIVE PLAN
2021 Update**

**Map B-4
Existing Pedestrian
and
Non-Motorized
Circulation Map
Urban Growth Area**

Legend




- Existing Sidewalk
- Trail/Path

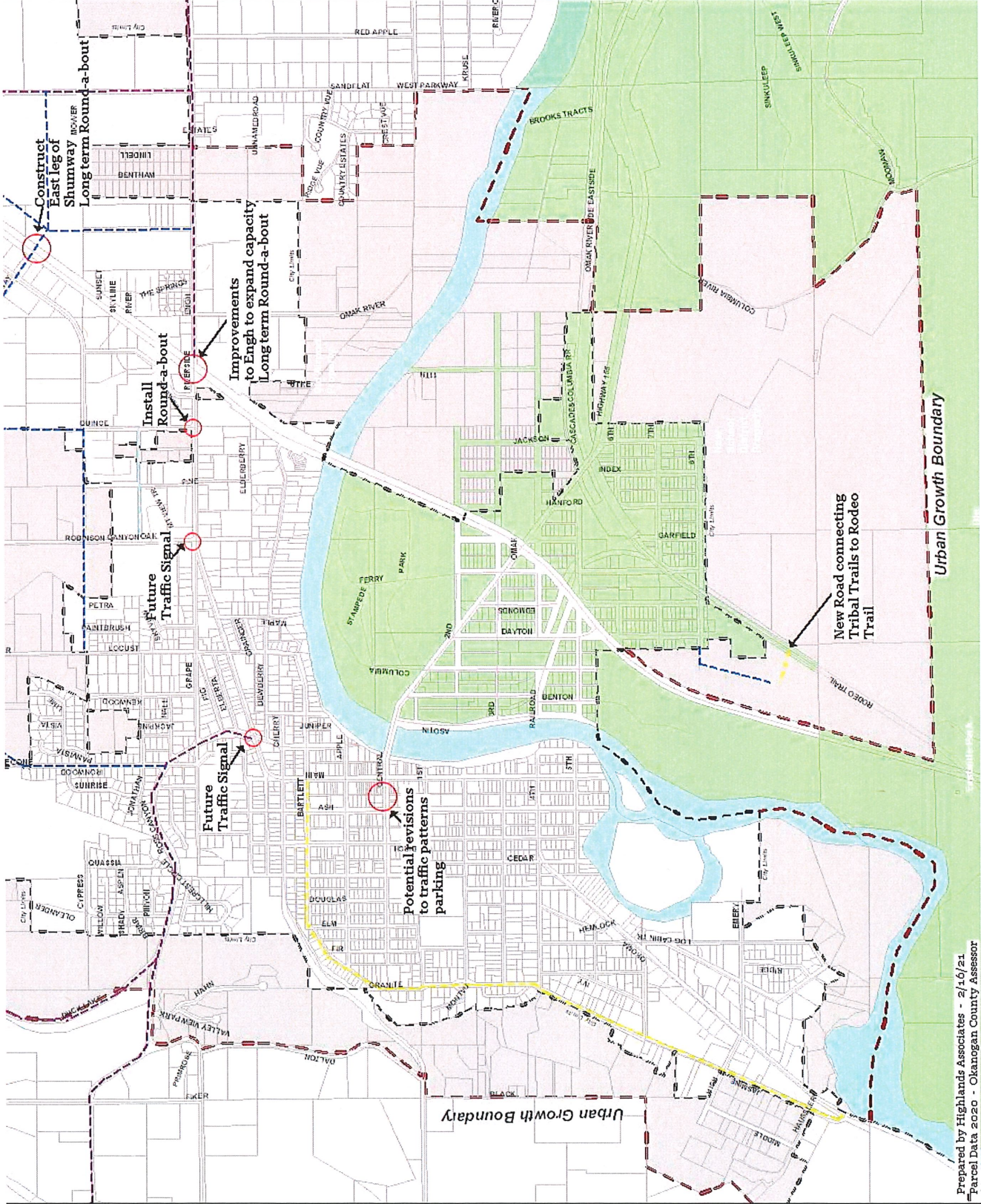


CITY OF OMAK
COMPREHENSIVE PLAN
2021 Update

Map B-5
Proposed Motorized
Transportation
Improvements
Map
City Core Area

Legend




-  Reclassify and upgrade to Major Collector
-  Reclassify and upgrade to Minor Collector
-  Classify and/or upgrade to Local Major Collector

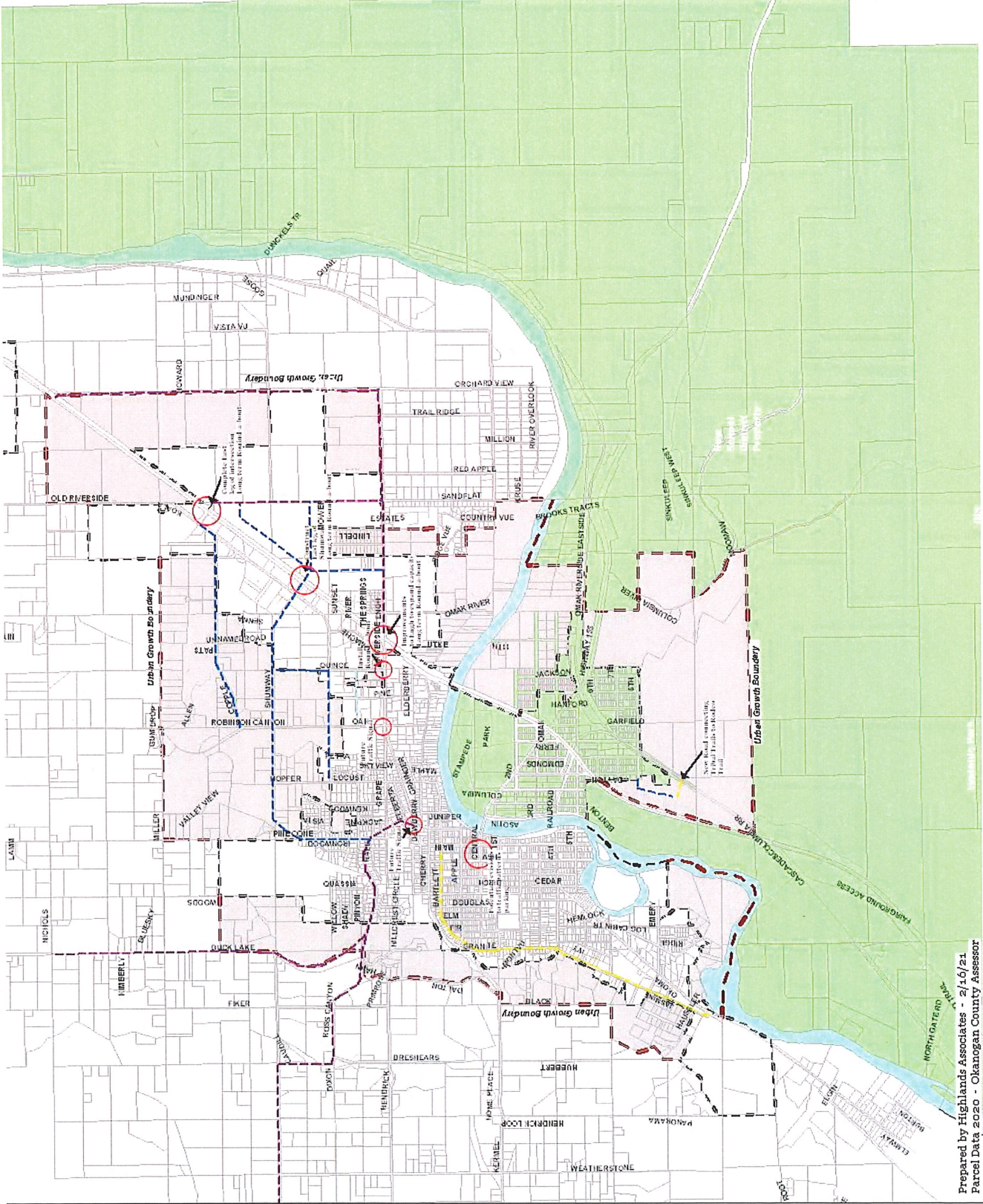


Prepared by Highlands Associates - 2/16/21
 Parcel Data 2020 - Okanogan County Assessor

Map B.6
Proposed Motorized
Transportation
Improvements
Map
Urban Growth Area

Legend




-  Reclassify and upgrade to Major Collector
-  Reclassify and upgrade to Minor Collector
-  Classify and/or upgrade to Local Major Collector

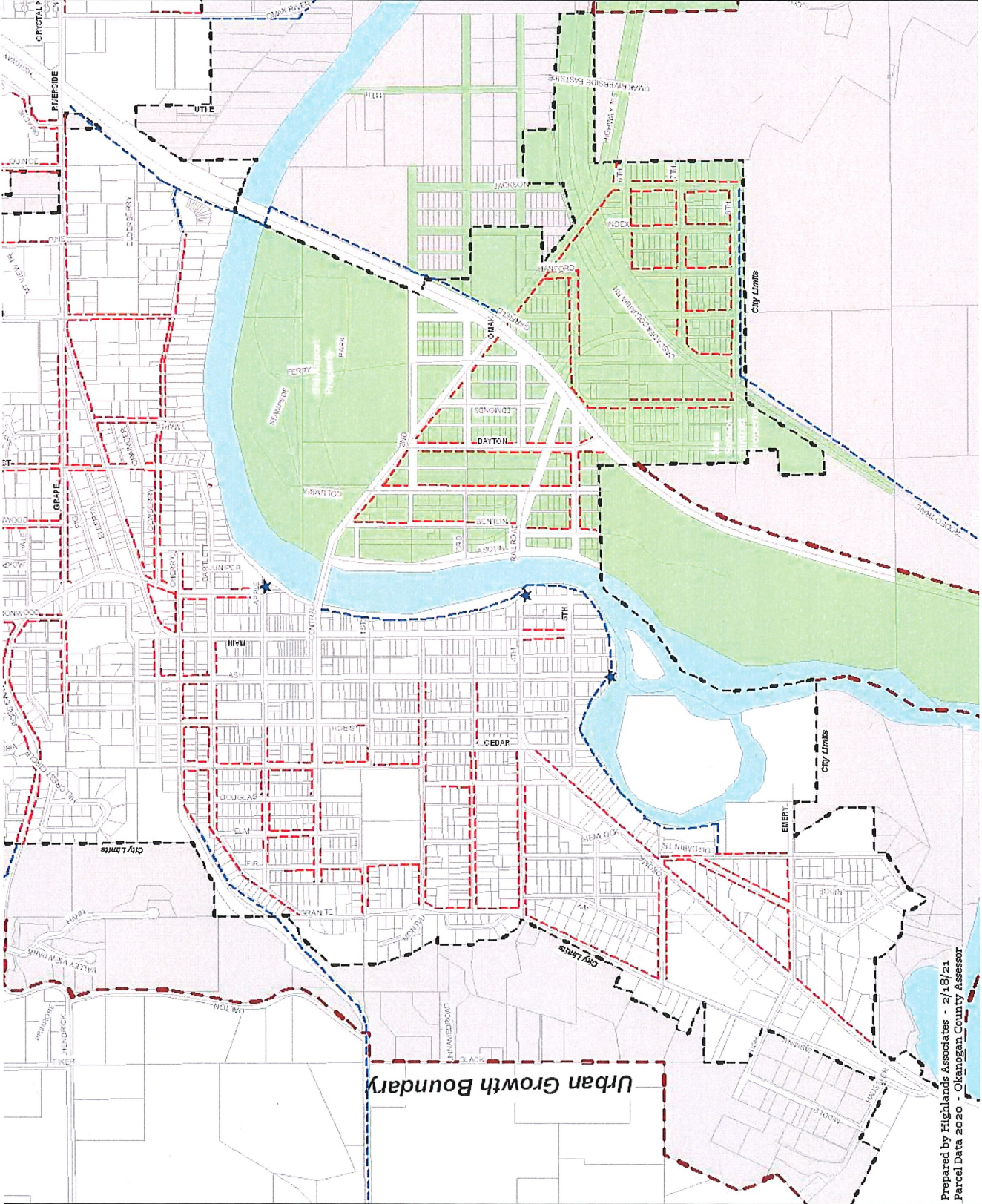


**City of Omak
COMPREHENSIVE PLAN
2021 Update**

**Map B.7
Proposed
Pedestrian and
Non-Motorized
Circulation Map
City Core Area**

Legend

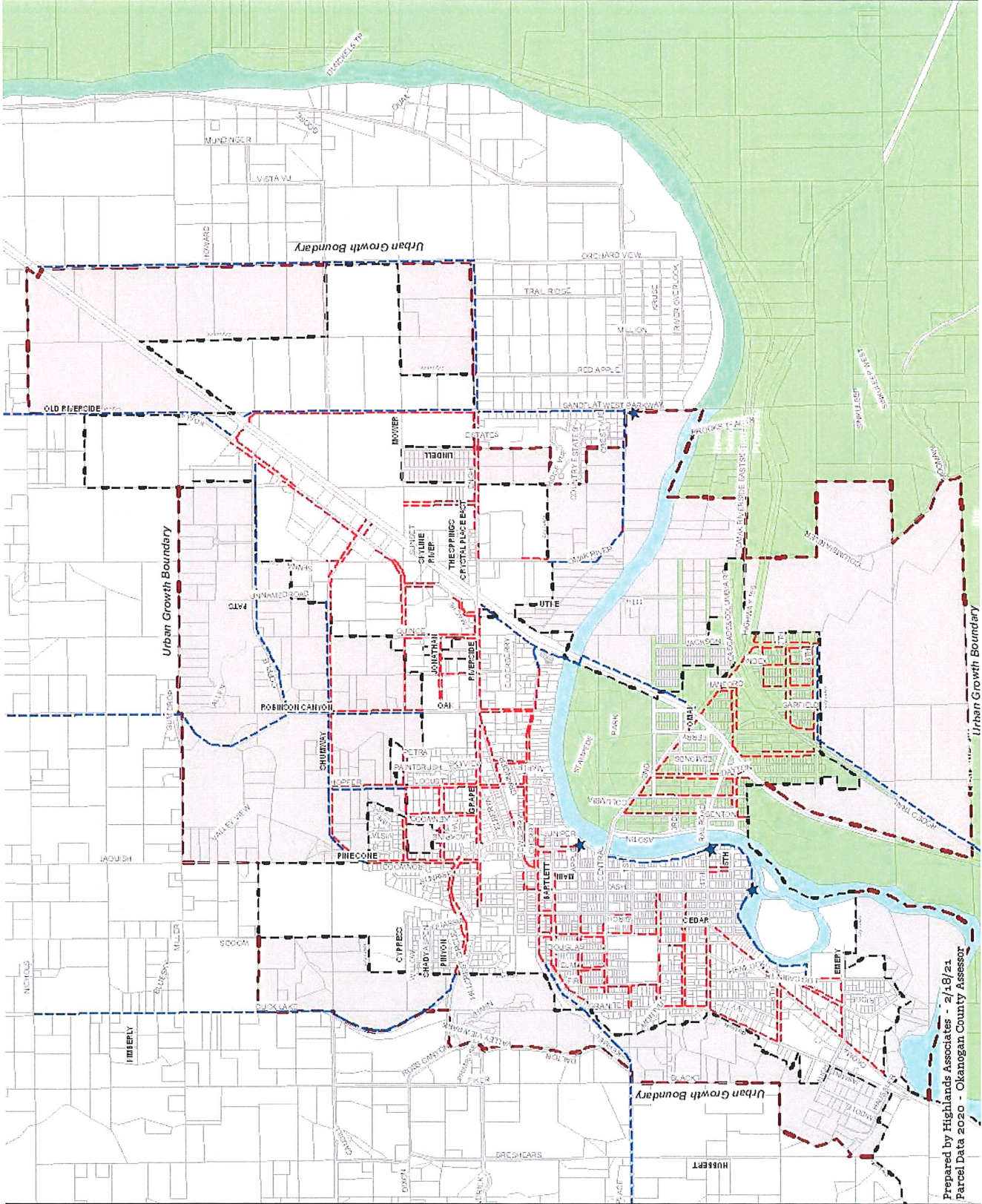
-  Proposed Sidewalks
-  Proposed Paths/Trails
-  Proposed Trail Heads



Map B.8
Proposed
Pedestrian and
Non-Motorized
Circulation Map
Urban Growth Area

Legend

- - - Proposed Sidewalks
- - - Proposed Paths/Trails
- ★ Proposed Trail Heads



Prepared by Highlands Associates - 2/18/21
 Parcel Data 2020 - Okanogan County Assessor



MEMORANDUM

To: Omak City Council
Cindy Gagné, Mayor

From: Ken Mears, Public Works Director

Date: April 19th, 2021

Subject: **Resolution No. 21-2021** Approving Public Works Contract with ALL NCW Seamless Gutters, LLC. for the Wastewater Treatment Plant.

The attached **Resolution 21-2021, A Resolution of the Omak City Council Approving the Public Works Contract with All NCW Seamless Gutters, LLC. for Gutters and Snow Brakes Install Wastewater Treatment Plant**, is forwarded for your consideration.

The treatment plant needs to have new gutters and snow brakes installed on a few buildings.

We reached out for three quotes, but only two vendors submitted back to us on the install. Discussions with this vendor along with the Scope of Work have been completed.

All NCW Seamless Gutters, LLC. has submitted a quote estimate for \$7,010.79. And it's within the 2021 Budget request.

I recommend this resolution.

RESOLUTION NO. 21-2021

A RESOLUTION OF THE OMAK CITY COUNCIL APPROVING THE PUBLIC WORKS CONTRACT WITH ALL NCW SEAMLESS GUTTERS, LLC FOR GUTTERS AND SNOW BRAKES INSTALL AT WASTEWATER TREATMENT PLANT

WHEREAS, the Public Works Department requires the installation of gutters and snow brakes at the Waste Water Treatment Plant; and

WHEREAS, two of three quotes were received and All NCW Seamless Gutters, LLC., was the lowest responsive quote; and

WHEREAS, the Public Works Department has received the signed Public Works Contract and agreed to Scope of Work.

NOW, THEREFORE, BE IT RESOLVED BY THE OMAK CITY COUNCIL, that the Public Works Contract, a copy of which is attached as **Exhibit "A"**, be awarded to ALL NCW Seamless Gutters, LLC, with an estimated of \$7,010.79 and that the Mayor is authorized to execute all documents necessary.

PASSED BY THE CITY COUNCIL this ____ day of _____, 2021.

APPROVED:

Cindy Gagné, Mayor

ATTEST:

Connie Thomas, City Clerk

APPROVED AS TO FORM:

Michael D. Howe, City Attorney

EXHIBIT A

Gutter and Snow Brakes Installation

SCOPE OF WORK

March 30, 2021

This project will involve the Installation of rain gutters and snow brakes at the Wastewater Treatment Plant.

Specifically, as described in the estimate attached:

Install snow brake on four buildings at the facility. Snow brake on the main office and small building in the back will be Adobe tan. Snow brake on other two buildings will be forest green.

Materials: 600' snow brake and color matched roofing screws.

Install 5" aluminum seamless gutters and 2x3" aluminum downspouts on fascia along side of main office and around two sides of small building behind facility. Gutters and downspouts will be Colonial red to match fascia color. Repair existing steel gutters. Materials needed: 71" gutter coil, 20' – 2x3" downspout, 1 outside miters strip, 6 elbows, 4 end caps, 2 drop cups, 4 downspout straps, color matched zip screws, rivets, hangers, screws and sealant.

Materials and Labor: \$6,467.52 See attached: Estimate from All NCW Seamless Gutters, LLC

Sales Tax: \$ 543.27 (8.4%)

Total \$ 7,010.79



P.O. Box 98
 Chelan, WA 98816
 ncwgutters@nwi.net

Estimate

Date
1/11/2021

Name / Address
Omak Wastewater Treatment Plant Jesus Arciniega 635 S Fir Street Omak, Wa 98841

Description	Total
Install snow brake on four buildings at facility. Snow brake on main office and small building in back will be Adobe tan. Snow brake on other 2 buildings will be forest green. Materials: 600' snow brake and color matched roofing screws.	4,000.00
Install 5" aluminum seamless gutters and 2x3" aluminum downspouts on fascia along side of main office and around two sides of small building in back of facility. Gutters and downspouts will be Colonial red to match fascia color. Repair existing steel gutters. Materials needed: 71" gutter coil, 20' - 2x3" downspout, 1 outside miter strip, 6 elbows, 4 end caps, 2 drop cups, 4 downspout straps, color matched zip screws, rivets, hangers, screws, and sealant.	600.00
Journeyman level prevailing wage- 16Hrs x 2	1,867.52
Travel cost	0.00
~~~~~ CHANGE ORDER ~~~~~	
January 27, 2021	
> Increased price of Labor & Materials from \$2,100.00 to \$4,000.00. Changed description of Labor & Materials. (+\$1,900.00)	
> Increased price of Labor & Materials from \$1,167.20 to \$1,867.52. Changed description of Labor & Materials. (+\$700.32)	
> Decreased price of Labor & Materials from \$114.00 to \$0.00. Changed description of Labor & Materials. (-\$114.00)	
Total change to estimate +\$2,695.17	
~~~~~	
Sales Tax	543.27
Total	\$7,010.79

PUBLIC WORKS CONTRACT

THIS AGREEMENT made and entered into between the City of Omak, State of Washington, acting under and by virtue of Title 35 R.C.W. as amended, hereinafter referred to as "The City," and

**All NCW Seamless Gutters, LLC
P.O. Box 98
Chelan, WA 98816**

for its heirs, executors, administrators, successors, and assigns, hereinafter referred to as "The Contractor,"

WITNESSETH:

That in consideration of the terms and conditions contained herein and attached and made a part of this Agreement, the parties hereto covenant and agree as follows:

1. The Contractor shall do all work and furnish all labor, tools, and equipment necessary to install and complete the following for the City of Omak, Washington:

Gutters and Snow Brakes

\$ 7,010.79

in accordance with the most recent and approved Code Standards, the recommended manufacturers installation, and as described in the attached Scope of Work.

The Contractor shall provide and bear the expense of all, labor, equipment, tools, and work of any sort whatsoever that may be required for the transfer of materials and for constructing and completing the work provided for in these contract documents.

2. The City of Omak hereby promises and agrees with the Contractor to employ, and does employ the Contractor to do and cause to be done the above described work and to complete and finish the same in accordance with the attached scope of work and the terms and conditions herein contained and hereby contracts to pay for the same according to the attached scope of work the schedule of unit or itemized prices at the time and in the manner and upon the conditions provided for in this contract.
3. The Contractor for himself/herself, and for his/her heirs, executors, administrators, successors, and assigns, does hereby agree to the full performance of all the covenants herein contained upon the part of the Contractor.
4. It is further provided that no liability shall attach to the City by reason of entering into this contract, except as expressly provided herein.
5. The Contractor hereby certifies by execution of this contract that he is registered or licensed as may be required by the laws of the State of Washington, Chapter 18.27 R.C.W.
6. The Contractor hereby agrees to allow the City to retain ten percent (10%) of the contract amount for a period of 30 days from the date of completion of the project in lieu of posting a payment and performance bond as provided in Chapter 39.08.010 RCW.
7. Amounts exceeding the estimated proposal of \$500.00, and the scope changes must be approved by the Public Works Director.

8. The applicant will provide proof of all required licenses and permits to the City prior to receiving a notice to proceed by the City of Omak Public Works Director. The contractor will be required to pay prevailing wages, submit a "Statement of Intent to Pay Prevailing Wages" to the Department of Labor and Industries, and upon completion of the project, must file an "Affidavit of Wages Paid" as well. An approved "Affidavit of Wages Paid" must be provided before final payment is issued.

IN WITNESS, WHEREOF, the said Contractor has executed this instrument on the day and year wrote below, and the City of Omak has caused this instrument to be executed by its Mayor as authorized by the City Council, duly attested by its Clerk, and the seal of said City hereunto affixed on the day and year last written below.

Executed by the Contractor this 7th day of April, 2021.

CONTRACTOR: All Ncw Seamless Gutters LLC

By: Derek Colter Signature Title Owner/operator

PRINTED NAME: Derek Colter

ADDRESS: 150 Purtteman Gulch Road

Chelan City WA State 98816 Zip

PHONE: 509-682-7109

FAX Number: N/A

State of Washington Contractor's License Number: ALL NCNS 810PH

Federal Tax I.D. Number: 84-3247102 UBI Number: 604 524 190

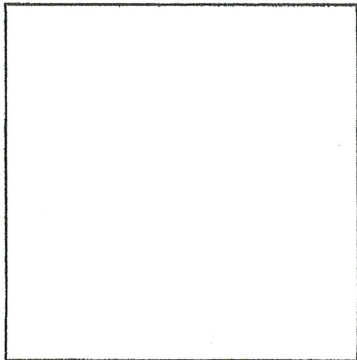
Executed this _____ day of _____, 2021.

CITY OF OMAK

Cindy Gagné, Mayor

ATTEST:

Connie Thomas, City Clerk



MEMORANDUM

To: Omak City Council
Cindy Gagnè, Mayor

From: Todd McDaniel

Date: April 19, 2020

Subject: Ordinance 1905 Amending Budget- CDBG/Asotin Storm Drain Project

The Attached Ordinance 1905- Amending the 2021 Budget for the City of Omak, Recognizing and Transferring all available Block Grant Funds to the Storm Drain Utility Fund and Appropriating Additional Expenditure for the CDBG Asotin Storm Drain Project, is forwarded for your consideration.

The City is required to use currently held CDBG program money for the Asotin Project. This Ordinance recognizes the actual revenues and balance of the Block Grant Fund and transfers it to the Storm Drain Utility Fund for the Asotin Storm Drain Project. It transfers all available funds in the Block Grant Fund to the Storm Drain Utility fund.

In the Storm Drain Fund actual beginning fund balance and the additional revenues from the Block Grant Transfer and CDBG reimbursements are recognized. The Asotin Storm Project was delayed in 2020 as a result we had reduced expenditure in 2020 and will see increased expenditure for this project in 2021. These Expenditures will be offset from CDBG reimbursements that did not materialize in 2020.

I approve this Ordinance and urge it Adoption

ORDINANCE No. 1905

**AN ORDINANCE AMENDING THE 2021 BUDGET FOR THE CITY OF OMAK
RECOGNIZING AND TRANSFERRING ALL BLOCK GRANT FUNDS TO THE
STORM DRAIN UTILITY FUND AND APPROPRIATING ADDITIONAL
EXPENDITURE FOR THE CDBG ASOTIN STORM DRAIN PROJECT.**

WHEREAS, the City of Omak adopted the 2021 Budget by passage of Ordinance No. 1899 on December 7, 2020; and

WHEREAS, at this time the actual ending fund balances from 2020 and the beginning fund balance for 2021 are better established; and

WHEREAS, it is appropriate to recognize the beginning fund balances for the 2021 budget year, that better reflects our actual balances at this time; and

WHEREAS, the agreement with the Community Development and Block Grant Program (CDBG) for the construction of the Asotin Storm Drain Project requires that all currently held funds from past CDBG programs be spent on the current Asotin Storm Drain Project; and

WHEREAS, the Storm drain Utility fund is administering the Asotin Storm drain project, and a transfer of the CDBG program money is needed to facilitate the project; and

WHEREAS, estimated expenditures for the Asotin Storm Drain Project were delayed in 2020. These expenditures will be realized in 2021, and

WHEREAS, said expenditures are not one of the emergencies specifically enumerated in RCW 35A.33.080; and

WHEREAS, the City of Omak is desirous of amending its budget pursuant to RCW 35A.33.090.

THE CITY COUNCIL OF THE CITY OF OMAK DO ORDAIN AS FOLLOWS:

Section 1. Ordinance No. 1899 adopting the 2021 Budget, shall be amended to include changes to the budget as shown in Attachment "A" of this ordinance.

Section 2. This ordinance shall become effective from and after the date of its passage by Council by a vote of one more than the majority of all Councilmembers, approval by the Mayor and publication as required by law.

PASSED by the City Council of the City of Omak, this _____ day of _____, 2021.

APPROVED:

Cindy Gagne, Mayor

ATTEST:

Connie Thomas, City Clerk

APPROVED AS TO FORM:

Michael Howe, City Attorney

Filed with City Clerk: _____

Passed by City Council:

1ST Reading _____

2nd Reading _____

Date Published: _____

Date Effective: _____

On the _____ day of _____, 2021, the City Council of the City of Omak
passed Ordinance No. 1905.

DATED this _____ day of _____, 2021.

Connie Thomas, City Clerk

2021 BUDGET AMENDMENT ORDINANCE NO. 1905 ATTACHMENT "A"

Description	2021 Budget	Revenue	Expenditure	Revised Budget
<u>Block Grant Fund #109</u>				
Beginning Fund Balance 109.308.51.00.00	\$190.71	\$29,813.15		\$30,003.86
Block Grant Interest 109.361.11.00.00	\$100.00		\$86.80	\$ 13.20
Block Grant Mortgage Revenue 109.395.10.00.00	\$ 0.00	\$20,000.00		\$20,000.00
Ending Fund Balance 109.508.51.00.00	\$290.71		\$290.71	\$ 0.00
Operating Transfer Out to Storm 109.597.00.01.09	\$ 0.00		\$50,017.06	\$50,017.06
Total Expenditures	\$ 290.71			\$50,017.06
Block Grant Fund Total	\$290.71			\$50,017.06
 <u>Storm Drain Utility Fund #405</u>				
Beginning Fund balance 405.308.51.00.00	\$176,116.93	\$ 64,602.14		\$240,719.07
Transfer In- Block Grant 405.397.00.00.00	\$ 0.00	\$ 50,017.06		\$50,017.06
CDBG-Storm Water Improvements 405.333.14.00.00	\$113,000.00	\$309,000.00		\$422,000.00
Asotin Storm Drain design 405.594.31.63.20	\$113,000.00		\$467,000.00	\$580,000.00
Ending Fund Balance 405.508.51.00.00	\$192,318.10		\$43,380.80	\$148,937.30
Total Expenditures	\$250,245.83		\$467,000.00	\$717,245.83
Current Expense Fund Total	\$442,563.93			\$866,183.13
Current Expense Fund:				

Ordinance No. 1905

April 19, 2020

Page 4 of 4

This amendment recognizes increased revenue of \$29,813.15 to Block Grant, Beginning Fund Balance, increased revenue of \$20,000 in Block Grant Mortgage Revenue, reduced revenue of \$86.80 in Block Grant Interest, and increased expenditure of \$50,017.06 Operating Transfer Out to Storm, expending all available funds in the Block Grant Fund.

Further, this amendment recognized increased revenue of \$64,602.14 to the Storm Drain Utility Fund, Beginning Fund Balance; increased of revenue of \$50,017.06 Transfer In-Block Grant, increased revenue of \$309,000.00 CDBG-Storm Water Improvements, increased expenditure of \$467,000.00 Asotin Storm Drain Project. Ending Fund Balance is reduced by \$43,380.80.

Memorandum

To: Cindy Gagné
Omak City Council

From: Ken Mears
Public Works Department

Date: April 14, 2021

Subject Public Works Department Report

Asotin Stormwater project first phase has been completed, and submittals are being reviewed for the lift station equipping and paving should start in the next month or two.

The process has started for Airport Engineering Services and will close mid-May 2021.

We are working with the Meadow Point project and Meadowlark, and construction is proceeding well on both.

Mountain View Trailer park has sent the final plans from their engineers for the water main and meter project. Review and comments from staff and Gray and Osborne have been completed. We will be asking for the Infrastructure Committee for review and approval before sending out a notice to proceed.

Zoom meeting to discuss an indoor pool possibility for the Tribal Wellness Center with their engineers.

Discussions on future sewer and water projects with Gray and Osborne engineering.

Working on the Omak Municipal Pool opening needs to operate during Covid-19.

Continuation of needed purchases from the 2021 City budget.

Additional time spent on outdoor inspections and progress of City operations and current ongoing projects.