

2. LAND USE DESIGNATIONS AND PRINCIPLES FOR DEVELOPMENT

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

RESIDENTIAL

The residential designations are as follow:

Low Density Residential

Single-family Residential (low to medium density),

Single- and Multi-family Mix (medium to high density)

Multi-family (high density),

These designations are intended to indicate land which is already developed for residential purposes and land which is suitable for future residential development. For the purpose of this plan, the term "multi-family" refers to two or greater dwelling units located on a single parcel of land. "Upper-density multi-family" is intended to define developments of four dwelling units or more on a single parcel of land.

Roughly ____ Acres of the land area within the city and _____ acres within the UGA is designated residential as shown in Fig _____.

GENERAL OBJECTIVES AND POLICIES FOR RESIDENTIAL DEVELOPMENT INCLUDE THE FOLLOWING:

- Residential areas should be varied in density, dwelling types, and design to provide a maximum range of choice to meet the needs of diverse family sizes, age groups, and income levels.
- Parcels of ground should be large enough to allow for flexible site plans and maximum utilization of land including allowances for adequate open area.
- Commercial and industrial uses that are incompatible with residential uses for aesthetic, health and safety reasons should not be allowed to encroach upon residential areas. Adequate buffer zones should be employed to protect property values and ensure a safe environment for the residents.
- Churches, schools, and similar uses should be allowed in residential areas after ascertaining the compatibility of the proposed development with the residential development of the area.
- Child Day Care facilities (12 children or less in someone's home and requiring licensing by the state) should be allowed, outright, in residential and commercial

zoning districts, and whenever possible, barriers for the establishment of higher intensity child care facilities should be minimized. (As of July 9, 1994 state law preempts site restrictions for these "family day care" facilities located in residential areas.)

- Adult Family Homes which provide care for adults that require a supported living arrangements should be allowed, outright, in residential and commercial zoning districts and whenever possible, barriers for the establishment of higher intensity adult care facilities should be minimized. (State law preempts site restrictions for "Adult Family Home" facilities located in residential areas.)
- Standards should be established for all components of infrastructure (i.e., streets, water, sewer, etc.) necessary for the development of property. These standards should then be used to define infrastructure requirements for subdivision of property within the city.
- Infrastructure should be in place prior to the issuance of building permits including but not limited to streets, water, sewer and lighting.
- When significant projects are proposed, the city should require bonding to ensure completion of infrastructure projects.
- Future residential development should have sufficient street right-of-way to provide curbs, paving of two driving lanes, at least one parking lane, and all necessary cuts and fills along with reservation of area for sidewalks on at least one side of the street.
- Adequate off-street parking should be required as an element of any new development.
- Future high-density residential development should occur in such a manner as to allow maximum utilization of the land while retaining adequate space for recreational use and aesthetic values.
- Standards should be used and maintained that apply to all residential structures so that manufactured homes that are built to such standards are not excluded from residential districts. Mobile homes that do not meet such standards should be restricted to mobile home parks.
- Provisions in zoning should be made for mobile home parks.
- Oroville Municipal Code provisions contained in Chapter 8 should be maintained and enforced in order to prevent the accumulation of hulk vehicles and other junk that degrade the aesthetic integrity of residential areas.

- Uniform vegetation heights should be established where views are part of the value of the property (i.e. lake/river).

LOW DENSITY AND SINGLE-FAMILY RESIDENTIAL

The purpose of the low density and single-family residential designation is to provide for areas of the city where low-density residential uses will be provided for with an emphasis on single family dwellings. For the purposes of this comprehensive plan, low-density shall mean less than five dwelling units per acre of land.

OBJECTIVES AND POLICIES FOR SINGLE FAMILY RESIDENTIAL DESIGNATION:

- Restrict future development to low density residential use consisting of single family homes, exclusively.
- Off-street parking (i.e., driveways) should be a required element of any new dwelling construction.
- Land uses that are incompatible with the single-family residential areas should be buffered by gradually higher intensive uses.
- General construction standards should be most restrictive in the single-family district and should apply to all structures so that manufactured and modular homes built to such standards are not unduly restricted.

(MEDIUM DENSITY) SINGLE-FAMILY RESIDENTIAL

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

OBJECTIVES AND POLICIES FOR (MEDIUM DENSITY) SINGLE FAMILY RESIDENTIAL DESIGNATION:

- Restrict future development to medium density residential use consisting of single family homes, exclusively.
- Off-street parking (i.e., driveways) should be a required element of any new dwelling construction.

- Land uses that are incompatible with the single-family residential areas should be buffered by gradually higher intensive uses.
- General construction standards should be most restrictive in the single-family district and should apply to all structures so that manufactured and modular homes built to such standards are not unduly restricted.

Single/Multi-Family Residential Mix

The purpose of the single/multi-family residential classification is to provide for the development of multi-family uses that are compatible with single family uses in the same general area. Densities are intended to be medium. For the purposes of this plan, medium- density mix is defined as five to ten dwelling units per acre.

OBJECTIVES AND POLICIES FOR SINGLE/MULTI-FAMILY RESIDENTIAL CLASSIFICATION:

- Encourage a mixture of housing types.
- Processes that include administrative and public review should be developed and applied to upper-density multi-family development proposals. These processes should include detailed design standards that provide reasonable predictability for the developer.
- Sufficient off-street parking should be a required element of all new residential development.
- Future residential developments should include construction of sidewalks to accommodate the pedestrian public and discourage unnecessary automobile traffic and air pollution.

MULTI-FAMILY RESIDENTIAL

This designation is for high-density developments that are intended to provide for upper-density multi-family apartments, condominiums and other types of upper-density residential uses such as mobile/manufactured home parks that might otherwise be incompatible with lower density housing types. For the purposes of this plan, high density includes ten or greater dwelling units per acre.

OBJECTIVES FOR THE MULTI-FAMILY RESIDENTIAL CLASSIFICATION:

- Ensure that upper-density multi-family dwelling needs are a priority in this designation.

- Encourage construction designs that provide adequate space and are aesthetically acceptable.
- Encourage development that will provide affordable, energy-efficient design.
- Set access design standards that ensure safety which include accessibility by police, fire and utility vehicles.
- Design and density standards for all multi-family development should be developed for the multi-family designation that are specific enough that an administrative process can be used to review and process development proposals without planning commission, city council or additional public review. The extent of public review is limited to that required to adopt this comprehensive plan and its implementing ordinances.
- Future residential developments should include construction of sidewalks to accommodate the pedestrian public and discourage unnecessary automobile traffic and air pollution.
- Sufficient off-street parking should be a required element of all new residential development.

COMMERCIAL

Commercial classifications are intended to indicate land which is already developed for commercial purposes or which is suitable for future commercial development. The Land use Element of the Oroville Comprehensive Plan provides for different commercial classifications:

Border Commercial
Limited Retail / Service Commercial
Tourist Commercial
Tourist Recreational
 Retail Commercial
Heavy / Service Commercial

The purpose of dividing commercial uses in this manner is to identify the Central Business district of Oroville as a pedestrian accessible area. Ensuring that it is comfortable and safe for shopping and socializing, as well as inviting and attractive for visitors to the community.

GENERAL OBJECTIVES AND POLICIES FOR ALL COMMERCIAL DEVELOPMENT INCLUDE THE FOLLOWING:

- Commercial area development should be grouped together in as attractive, convenient and compact a manner as possible.

- The amount of land set aside for commercial development should be closely related to need. The indication of excessive commercial area will undermine the strength of the present central business area and will tend to create deterioration of adjacent residential areas.
- Commercial areas, including professional services (office oriented) and tourist related facilities, should be compact with easy access and adequate off-street parking and loading facilities.
- Downtown Enhancement should be a major concern. A maintenance program must be developed and participated in by the city and every merchant.
- Businesses should provide ample, convenient off-street parking located in such a manner as to be aesthetically pleasing and still accommodate the shopper. All new development should provide off-street parking.
- Angle parking should be provided whenever street width and traffic conditions allow in order to provide a maximum number of parking spaces. Timely consideration should be given to converting at least one side of Ironwood and Golden Streets in the downtown core area.
- All new development should be required to provide well planned, landscaped parking areas that are aesthetically pleasing. Trees should be encouraged in expansive paved areas to avoid the "heat sink" effect created by such development and should be consistent with the Downtown Enhancement.
- Interconnections between parking and access areas of separate businesses should be discouraged in order to avoid traffic problems within private properties where municipal traffic controls are difficult to impose.
- The maintenance and improvement of existing commercial property, up to the edge of any adjacent streets, shall be required of all commercial property owners. This includes sidewalks, back lots and voids between commercial structures. This requirement is necessary to ensure a safe and pleasant environment within our commercial areas.
- A private/public relationship should be established in order to initiate downtown revitalization efforts. This type of arrangement could include meetings that include both the planning commission and chamber of commerce to exchange ideas for improving the central business district.

BORDER COMMERCIAL

The purpose of the border commercial category is to provide a district which is located at or in the vicinity of the port of entry at the border between the United States and Canada. Given its purpose and uniqueness, allowed uses should be

limited to those servicing the traveling public and movement of goods across the border; where proximity to the border is of primary issue. Such as but not limited to port of entry, freight and shipping depots, truck stops, duty free, exchanges, quarantine and escrow services. As well as governmental customs and immigration offices and functions.

OBJECTIVES FOR THE BORDER COMMERCIAL DESIGNATIONS ARE:

- Emphasis should be placed on maintaining a convenient border crossing.
- Expansion of the Border Commercial area should be limited to those lands that have a close proximity to the border.
- Signs should direct guest to the amenities found the community.

LIMITED RETAIL / SERVICE COMMERCIAL

The purpose of the limited retail /service commercial category is to provide areas which allow small (less than 4,000 sq ft) retail stores for the convenience of neighborhood, while yet providing areas for light service commercial uses.

OBJECTIVES FOR THE LIMITED RETAIL / SERVICE COMMERCIAL DESIGNATIONS ARE:

- Retail uses should be limited to those retail uses which are a matter of convenience to the neighborhood such as but not limited to convenience stores and fueling stations.
- Commercial services should be limited to general light services such as restaurants, salons, carwashes, domestic storage facilities, dry cleaners and laundry mats.
- New commercial development should provide safe pedestrian access.

TOURIST COMMERCIAL

The purpose of the tourist commercial category is to provide areas that emphasize on short term accommodations and amenities for the traveling public and visitors to the community. Such as but not limited to service stations, restaurants, motels/hotels, shopping malls and outlets.

OBJECTIVES FOR THE TOURIST COMMERCIAL DESIGNATIONS ARE:

- New commercial development should provide safe pedestrian access.

TOURIST RECREATIONAL

The purpose of the tourist commercial category is to provide areas that emphasize on longer term accommodations and amenities for the traveling public and visitors to the community. Such as but not limited to resorts, public parks, amusement parks and spas.

OBJECTIVES FOR THE TOURIST RECREATIONAL DESIGNATIONS ARE:

- New commercial development should provide safe pedestrian access.

RETAIL COMMERCIAL

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

The retail commercial classification includes that area of city considered to be the central business district. As indicated on the Land Use Plan Map, the pedestrian oriented, central business district is appropriately designated within the center of the community.

OBJECTIVES FOR THE RETAIL COMMERCIAL DESIGNATIONS ARE:

- Emphasis should be placed on maintaining the central business district as the primary retail shopping area. Every effort should be made to encourage any shopping developments inside of this area.
- Expansion of the Retail Commercial area should be limited in order to maintain a compact and easily accessible shopping area.
- Signs should direct shoppers to angled parking on Ironwood and proposed for Golden
- A plan should be developed by the city in cooperation with downtown businesses to improve the enhancement of the central business district including the maintenance of street trees and provision of attractive and safe pedestrian access.
- Efforts should be made to encourage the centralized placement of any new essential capital facilities (i.e. banks, postal services, city hall, library, etc.) within the Downtown Business District, so that it may contribute to an efficient, socially oriented downtown area.

HEAVY / SERVICE COMMERCIAL

This designation is intended to provide for those businesses that require large land areas and attract auto-oriented traffic. Permitted uses in this area should include all retail commercial designations as well as service type enterprises that are not desirable in the central business district due to high traffic.

OBJECTIVES FOR THE SERVICE COMMERCIAL DESIGNATION INCLUDE:

- The designation should not create a "strip" environment.
- The district should include adequate buffers to protect residential areas that would be adversely affected by annoyances that are associated with service commercial activities.
- New service commercial development should provide safe pedestrian access.
- Business that require large volumes of traffic should be reviewed by the city to evaluate impact on street design.
- Provisions should be made to provide convenient, off-street areas for truck parking.

INDUSTRIAL

The industrial classification defines areas suitable for manufacturing, heavy repair, wholesale, warehousing, processing and other industrial and commercial uses. The present industrial area lies within the corridor abutting both sides of the Burlington Northern tracks and right of way, from the east to the west city limits. The primary present uses in this area support the fruit and timber industries. They include fruit packing, processing, storage, milling, and distribution, as well as other support services for this industry such as truck and equipment repair shops and fuel storage facilities. There is very little room for new development within this corridor. There are vacant outdated buildings that could accommodate new businesses but expansion of buildings or new facility construction will probably have to occur outside of the city limits. Outside of any redevelopment activity, annexation of additional properties will likely be required to provide additional industrial space to the city.

HEAVY INDUSTRIAL

The existing industrial area has been targeted for expansion and redevelopment to fit the needs of new or expanding industry. The designation includes lands both in and out of the current incorporated area. Empty buildings exist in this area that could be used for industries other than those for which they were originally built or be replaced with modern buildings.

AIRPORT INDUSTRIAL

The Oroville Airport has been recognized as a potential light industrial site. The site offers a location that would create minimal impacts to adjacent land uses while air parcel service potential could be readily developed.

OBJECTIVES FOR INDUSTRIAL DEVELOPMENT INCLUDE THE FOLLOWING POINTS:

- Industrial areas should have maximum access to transportation corridors and utilities with sites large enough to accommodate off-street parking, semi-truck parking, loading and reasonable expansion.
- Industrial sites should be large enough to provide for expansion and for off-street loading and parking.
- Industrial sites should be reserved well in advance of need for exclusive industrial use through single ownership and through industrial zoning.
- Industrial areas should be compatible with surrounding land uses and be protected from conflicting uses.
- Industrial areas should be buffered from all other uses so as to not create any adverse effects on other types of land use.
- Industrial use should be consistent with shoreline and floodplain regulations.
- Feasibility studies should be conducted for ready-to-build industrial sites as private interest increases and funding becomes available.

CONSERVANCY AREAS

The Conservancy designation is intended to identify those areas that the city desires to locate public facilities, where physical constraints preclude other uses and where natural resources need protection. As mentioned earlier in the Plan, designations are general and do not necessarily indicate specific boundaries.

It is recognized that, in exercising their rights, private property owners can limit the implementation of certain goals and objectives presented in this Plan. The conservancy designation should not be applied to privately owned lands within the city unless critical areas are present that preclude development or the land owner requests that the area be designated as such. Additionally, it is not intended that a conservancy designation prohibit all development in the area in every case. It may be that development proposals in certain conservancy areas need special review and zoning conditional use permit requirements to protect a given resource that is located there.

Public access along the Similkameen flood control levee (dike), completed in 1980, is prohibited. This is due to the fact that individual property owners hold the land upon which the levee was built. Right of ways for the purpose of constructing and maintaining the dike were granted to the city on a parcel by parcel basis by these landholders.

The right of way agreements guarantee the individual property owners that a public thoroughfare would not be created by the construction of the dike through their properties.

Further restrictions that protect the dike and the individual property rights are spelled out in the City Municipal Code, section 9.28.010, which states:

No pedestrians, bicycles, horses, or any other animals, or vehicles of any kind, except emergency vehicles under the control of the town, or with the consent of the town, or vehicles engaged in the maintenance, repair or construction of the dike, shall go upon or be operated on or over the dikes located in the town.

Penalties for the infraction of this ordinance are defined by section 9.28.020.

Together with the Critical Areas Element in compliance with the Growth Management Act and added to this comprehensive plan additional areas may be identified, most will likely be outside present corporate boundaries.

GOALS FOR CONSERVANCY AREAS INCLUDE:

- Conservancy areas should be protected to keep them in their natural state.
- Public access should be emphasized for conservancy areas.

Existing natural areas

Certain shoreline areas have been identified as conservancy areas since the shoreline areas are already protected to some degree by the City of Oroville Shorelines Master Program which identifies conservancy zones that limit development activity.

OBJECTIVES FOR CONSERVANCY AREAS ARE:

- Whenever possible, pedestrian paths should be allowed and encouraged by the city in or near conservancy areas to allow enjoyment of nature and to provide comfortable and shady corridors throughout the community.
- Construction/vegetation removal should be discouraged in natural or shoreline conservancy areas except to eliminate potential fire hazards.
- The protection of conservancy areas should be coupled with goals and objectives identified in the Oroville Parks and Recreation Plan.

AGRICULTURAL LAND OF LONG-TERM COMMERCIAL SIGNIFICANCE CLASSIFICATION

Agricultural lands within the existing city limits (1994) are not classified as Agricultural Lands of Long-Term Commercial Significance as these areas have been platted for future uses. Six criteria are used to classify the long term value of agricultural lands OUTSIDE of the city limits of Oroville. Unplatted orchards that have been annexed can maintain Long-Term Commercial Significance at the discretion of the owner.

Policies:

- Generally** zoning within the city should always treat **traditional** agricultural as a non-conforming use that can continue but not expand or be substantially changed.
- Indoor horticulture such as but not limited to vertical farming and hydroponics practices may be allowed in industrial districts where the use can be shown not to adversely affect adjoining properties with the release excessive pollens and/or odors, and not pollute the groundwater.**
- The city should encourage the use of "best management practices" (defined by the particular agricultural industry) on all agricultural lands as a means to reduce potential conflicts with adjoining landowners, particularly in those areas where agricultural and non-agricultural uses are presently co-existing.