

## **SEPA ENVIRONMENTAL CHECKLIST**

### ***Purpose of checklist:***

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

### ***Instructions for applicants:***

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

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.

### ***Instructions for Lead Agencies:***

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

### ***Use of checklist for nonproject proposals:*** [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

## **A. Background** [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

Adoption of updated Introduction and Land Use Element of the City of Oroville Comprehensive Plan

2. Name of applicant: [\[help\]](#)

City of Oroville

3. Address and phone number of applicant and contact person: [\[help\]](#)

JoAnn Denny  
City Clerk  
City of Oroville  
PO Box 2200  
Oroville, WA 98844  
(509) 476-2926

4. Date checklist prepared: [\[help\]](#)  
November 16, 2021

5. Agency requesting checklist: [\[help\]](#)  
City of Oroville

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

The City Planning Commission began review of the Land Use Element many years ago but due to a variety of circumstances did not complete the process. In the summer of 2021, the Commission picked up the most recent draft of the Element, and with the blessing of the City Council, directed staff to review and update the Land Use Element as well as the Introduction of the Oroville Comprehensive Plan. The Commission reviewed and discussed the draft updates prepared by staff at their regular meetings in August, September, October and November of 2021 and at the November 15, 2021 meeting accepted the draft updated Introduction, Land Use Element and Maps and initiated an informal review process to culminate in a Public Hearing on January 17, 2022. At the conclusion of the hearing the Planning Commission will make a recommendation to the City Council. It is anticipated that the City Council will act on the Commission's recommendation in February 2022.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

The Comprehensive Plan and Maps are subject to periodic review and revision as new information becomes available, conditions in the community change or new requirements are passed by the state and/or federal governments. As such revisions occur, further review and SEPA documentation will be required.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

The Comprehensive Plan and Maps were the subject of SEPA review as originally adopted or subsequently amended.

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. [\[help\]](#)

A request to enlarge the area covered by the "Residential Overlay" to the Zoning Map has been approved by the Planning Commission and recommended for approval by the City Council. County Action on the will occur prior to adoption of the Comprehensive Plan amendments and will not affect the proposed changes to the Land Use Designation Map.

10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)

Planning law in Washington provides for a presumption of validity for local land use plans regulations therefore the only approvals required for the amendments to City of Oroville Comprehensive Plan comes from the City of Oroville.

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. (Lead agencies may modify this form to include additional specific information on project description.) [\[help\]](#)

The proposed amendments represent a significant change in relation to land use designations and their application. The changes are rooted in existing land use patterns, a desire to encourage development within the community and appropriate development in the adjoining Urban Growth Area. Data on population, existing land uses and other factual information were updated and all goals and objectives reviewed for their applicability to the current and projected situation.

A strike-out copy of the Introduction is included as Attachment A.

A strike-out copy of the Land Use Element is included as Attachment B.

Copies of the Existing Land Use Designation Map and Proposed Land Use Designation Map are included in Attachment C.

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. [\[help\]](#)

The incorporated City of Oroville is located on the Okanogan River and US 97 approximately 4 miles south of the Canadian border at the southern end of Lake Osoyoos. The City is about 175 miles northwest of Spokane and 280 northeast of Seattle. The elevation is 1216' at City Hall. See Attachment A for map of the City.

## **B. ENVIRONMENTAL ELEMENTS** [\[help\]](#)

### **1. Earth** [\[help\]](#)

#### **a. General description of the site:** [\[help\]](#)

The City is located near the confluence of Similkameen and Okanogan Rivers at the outlet for Lake Osoyoos. The bulk of the community is generally flat with the land rising to the west. The Okanogan River dissects the eastern portion of the community with the Similkameen River bordering on the southwest.

(circle one): **Flat**, rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_

#### **b. What is the steepest slope on the site (approximate percent slope)?** [\[help\]](#)

The steepest slopes exceed 45% and are limited to several small areas in and adjoining the western portions of the City.

#### **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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.** [\[help\]](#)

Many different types of soils are found in Oroville and the adjacent area. For the most part soils are highly permeable and erosion hazard is low to moderate. The following soils are the predominate type within the City:

- 245 Colville silt loam, 0 to 3 percent slopes
- 274 Ewall loamy fine sand, 0 to 15 percent slopes
- 431 Okanogan loam, 0 to 5 percent slopes
- 461 Pogue gravelly fine sandy loam, 0 to 8 percent slopes
- 462 Pogue gravelly fine sandy loam, 8 to 25 percent slopes
- 475 Riverwash
- 231 Cashmont sandy loam, 15 to 25 percent slopes

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

There are no surface indications or history of naturally unstable soils within the present corporate limits and UGA.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [\[help\]](#)

Adoption of the amendments to the Comprehensive Plan and Maps is a non-project action and does not involve any filling or grading. However, actions taken pursuant to adoption could involve grading and site preparation. As these projects commence, further review will be required and this information will be provided. Until that time, it is difficult to estimate the exact need for fill and grading.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)

Adoption of the amendments to the Comprehensive Plan will not have a direct impact on erosion, although the development it contemplates will involve clearing and construction. At the time such actions are proposed, further review will be required.

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

As a non-project action, the adoption of amendments to the Comprehensive Plan does not change the amount of impervious surface. Development subsequent to adoption will introduce new impervious surfaces to the community, but the amount cannot be estimated at this time. Further review will be required.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)

Approval of the amendments to the Comprehensive Plan is a non-project action and does not require any such measures.

## 2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [\[help\]](#)

No emissions to the air will result from adoption of the amendments to the Comprehensive Plan. If emissions should result from development subsequent to adoption, these impacts will be identified under additional review prior to development.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)

No.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

As a non- project action, the adoption of the amendments to the Comprehensive Plan does not require measures to address emissions.

### 3. Water [\[help\]](#)

#### a. Surface Water:

- 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. [\[help\]](#)

The major bodies of water within Oroville are Lake Osoyoos, the Okanogan River which runs south out of the Lake, the Similkameen River out of the west and Tonasket Creek flowing out the mountains to the east. The Okanogan River continues south and west on its way to joining the Columbia River approximately 65 miles downstream. There are several wetland areas associated with the Okanogan and Similkameen Rivers along the City's southwestern, southern and eastern boundaries.

- 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. [\[help\]](#)

Not applicable.

- 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. [\[help\]](#)

No filling or dredging of wetlands or surface water will result from adoption of the amendments to the Comprehensive Plan.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

No.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)

Portions of Oroville lie within the 100-year floodplain. See Attachment D for floodplain map.

- 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. [\[help\]](#)

No, non project action.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

No, non project action.

- 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. [\[help\]](#)

None.

c. Water runoff (including stormwater):

- 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. [\[help\]](#)

Not applicable

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

No, non project action.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [\[help\]](#)

No, non project action.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [\[help\]](#)

None.

4. **Plants** [\[help\]](#)

a. Check the types of vegetation found on the site: [\[help\]](#)

- ☒X\_deciduous tree: alder, maple, aspen, other
- ☒X\_evergreen tree: fir, cedar, pine, other
- ☒X\_shrubs
- ☒X\_grass
- ☒X\_pasture
- ☐crop or grain
- ☒X\_Orchards, vineyards or other permanent crops.
- ☒X\_wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☒X\_water plants: water lily, eelgrass, milfoil, other
- ☒X\_other types of vegetation

b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

None.

c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

None known.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

None.

e. List all noxious weeds and invasive species known to be on or near the site. [\[help\]](#)

All noxious weed species common to North Central Washington can be found in Oroville.

## 5. Animals [\[help\]](#)

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. [\[help\]](#)

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other Steelhead.

b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

Salmon, Steelhead,

c. Is the site part of a migration route? If so, explain. [\[help\]](#)

Yes, the Okanogan and Similkameen Rivers are used by Salmon and Steelhead.

d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

The City has Shorelines and Critical Areas regulations adopted to preserve and enhance wildlife.

e. List any invasive animal species known to be on or near the site. [\[help\]](#)

None known.

## 6. Energy and Natural Resources [\[help\]](#)

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. [\[help\]](#)

Not applicable.

b. Would your project affect the potential use of solar energy by adjacent properties?

If so, generally describe. [\[help\]](#)

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: [\[help\]](#)

None.

## 7. Environmental Health [\[help\]](#)

- 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. [\[help\]](#)

No, non project action.

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

[\[help\]](#)

None known.

- 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. [\[help\]](#)

None known.

- 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. [\[help\]](#)

None.

- 4) Describe special emergency services that might be required. [\[help\]](#)

None.

- 5) Proposed measures to reduce or control environmental health hazards, if any: [\[help\]](#)

None.

## b. Noise [\[help\]](#)

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

None.

- 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. [\[help\]](#)

None.

- 3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

None.

## 8. Land and Shoreline Use [\[help\]](#)

- 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. [\[help\]](#)

The City has a variety to commercial, residential, light industrial and undeveloped land. Adoption of the amendments to the Comprehensive Plan will not affect current land uses.



- 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? [\[help\]](#)

Portions of the City and its UGA have been and will continue to be used for agriculture, however it is not classified as agricultural land of long term significance and in fact is zoned for residential use. The adoption of the amendments to the Comprehensive Plan will not change how existing uses are regulated.

- 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: [\[help\]](#)

No.

- c. Describe any structures on the site. [\[help\]](#)

The City has a wide range of structures including residential, commercial and industrial.

- d. Will any structures be demolished? If so, what? [\[help\]](#)

No.

- e. What is the current zoning classification of the site? [\[help\]](#)

The City has the following zoning districts: R1, R2, R3, R4, C1, C2, I1, I2, Recreation, Airport and Conservancy.

- f. What is the current comprehensive plan designation of the site? [\[help\]](#)

The City has the following comprehensive plan designations: Low-Density Residential, Medium-Density Residential, High Density-Residential, Central Business District, Service Commercial, Light Industrial, Heavy Industrial, Recreation, Airport Industrial and Conservancy.

- g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

The City has the following shoreline designations: Urban, Conservancy and Shoreline Residential.

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)

Yes, portions of the community include one or more critical areas, primarily critical aquifer recharge and flood hazard areas.

- i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

Non project action.

- j. Approximately how many people would the completed project displace? [\[help\]](#)

Non project action.

- k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

None.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

None.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: [\[help\]](#)

None.

**9. Housing** [\[help\]](#)

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

None.

c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

None.

**10. Aesthetics** [\[help\]](#)

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

Not applicable.

b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

None.

b. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

None.

**11. Light and Glare** [\[help\]](#)

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

None.

b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

None.

c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

None.

d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

None.

**12. Recreation** [\[help\]](#)

a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

There are a variety of designated and informal recreational opportunities in Oroville from walking, swimming, biking, boating etc....

b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

None.

### 13. Historic and cultural preservation [\[help\]](#)

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe. [\[help\]](#)

None known.

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. [\[help\]](#)

No.

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. [\[help\]](#)

All new development is subject to a review process that provides opportunities for agencies, Tribes and other interested parties to comment.

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. [\[help\]](#)

See above.

### 14. Transportation [\[help\]](#)

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#)

The City has a comprehensive street system with US 97 serving as the backbone. See Attachment C.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)

Yes, TRANGO provides daily service to Tonasket and Omak/Okanogan with connections to Twisp and Winthrop and Brewster and Pateros. There are three transit stops in City.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

None.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)

No.

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

No.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#)

None.

- 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. [\[help\]](#)

No.

- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

No.

#### 15. Public Services [\[help\]](#)

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

No.

- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

Non project action.

#### 16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site: [\[help\]](#)  
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other telecommunications

- 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. [\[help\]](#)

Not applicable.

### 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 Kurt E Danison

Position and Agency/Organization Oroville City Planner

Date Submitted: 11/16/21

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

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Not applicable, non-project action.

Proposed measures to avoid or reduce such increases are:

Public and agency review and comment periods.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Not applicable, non-project action

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

The action entails adoption of amendments to the Comprehensive Plan.

3. How would the proposal be likely to deplete energy or natural resources?

Not applicable, non-project action

Proposed measures to protect or conserve energy and natural resources are:

Enforcement of applicable energy codes.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Not applicable, non-project action.

Proposed measures to protect such resources or to avoid or reduce impacts are:

The action entails adoption of amendments to the Comprehensive Plan.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Not applicable, non-project action

Proposed measures to avoid or reduce shoreline and land use impacts are:

The action entails adoption of amendments to the Comprehensive Plan.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Not applicable, non-project action

Proposed measures to reduce or respond to such demand(s) are:

Public and agency review and comment periods.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No conflicts.

# I. INTRODUCTION

## A BRIEF HISTORY OF OROVILLE

Oroville is a small community located just North of the confluence of the Okanogan River on the east and the Similkameen on the west and is in North Okanogan County, Washington.

~~State Highway~~U.S. 97, the main north-south highway through central Washington, runs through the length of Oroville and serves as the main street of the city. The city is located four miles south of the Canadian Border. The current population is estimated to be approximately ~~4,500~~1,715<sup>1</sup> within the city limits and another ~~2,399~~1,500 in the surrounding area.

Oroville was originally platted in 1906 and incorporated in 1908. The original name was Oro, which is Spanish for "gold", and later became Oroville. The numerous gold claims mined in the vicinity of the city during the late eighteen hundreds' and early nineteen hundreds' made this name an appropriate one.

## AUTHORITY TO PLAN

Chapter 35A.63 of the Revised Code of Washington (RCW, as amended), provides for planning and zoning in code cities in the State of Washington. The comprehensive plan is recognized as a policy document only; however, RCW 35A.63.080 provides that:

"The comprehensive plan shall be consulted as a preliminary to the establishment, improvement, abandonment, or vacation of any street, park, public way, public building, or public structure, and no dedication of any street or other area for public use shall be accepted by the legislative body until the location, character extent, and effect thereof shall have been considered by the planning agency with reference to the comprehensive plan."

Additionally, the state law provides that ordinances may be developed that are intended to implement the goals and policies outlined in the comprehensive plan. These policies are implemented through the use of such regulatory tools as zoning and subdivision ordinances.

## PURPOSE OF THE PLAN

The Comprehensive Plan for ~~the City of~~ Oroville is intended to be a guide for the physical growth and development of the community and its immediate surroundings for the foreseeable future, or about the next ten years. Furthermore, very general planning is done for a less predictable projection of about twenty years.

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<sup>1</sup> - OFM April 1, 2021 Population Estimate



The Plan provides goals, objectives, policies, and implementation recommendations to be used as official policy guidelines that will enable City officials to make informed decisions that are not only in the best interest of the community as a whole, but consistent with the broader interests of Okanogan County and the State of Washington. Since Oroville is a part of these larger entities, it is vital to the effectiveness of this plan to coordinate planning efforts with them.

The Plan is also intended to maintain reasonable continuity in future decision-making as turnover occurs within the City's legislative body. However, the Plan must be periodically reviewed and updated to reflect technological, social, cultural, economic and political changes that would invalidate certain plans and policies.

Listed ~~on the following page below~~ are specific purposes for the development of the comprehensive plan. ~~for the City of Oroville.~~

## ***WHY HAVE A PLAN?***

1. To provide a basis for decisions faced by the city government that reflect the needs and desires of the citizens by allowing participation and comment in the preparation of the Plan.
2. To encourage the most appropriate use of land throughout the community.
3. To lessen overcrowding and undue concentration of population, including traffic congestion and accidents.
4. To secure safety from fire.
5. To provide adequate light, clean air and protection from excessive noise and contamination.
6. To promote the coordinated development of all areas.
7. To secure an appropriate allotment of land area in new developments for all the requirements of community life.
8. To facilitate the adequate provision of transportation, water, sewerage, and other public uses and requirements.
9. To ensure that Oroville is aesthetically pleasing for residents and visitors of all ages.
10. To generally protect the health, safety and welfare of all participants of the community.

## **SCOPE OF THE PLAN**

The City of Oroville Comprehensive Plan is intended to be adopted in phases. Phasing of the plan is considered necessary to provide timely planning for those areas in most need. The scope of the first

phase, completed in 1995, ~~is was~~ limited to the Priority Planning Area, primarily the City Limits. as indicated on the map in Figure I-1 located on the following page. It ~~is was~~ intended that subsequent phases ~~on this map will~~ be developed that address ~~the 10-year Sub-area Plan and the a~~ 20-year ~~pPlanning Area Subarea Plan~~horizon.

Priority Planning Area - This area includes the existing incorporated area and those lands immediately adjacent to the city's boundaries. Proposals for annexations of the unincorporated areas within the Priority Planning Area are either currently being considered or proposals for annexations are expected to occur within the next 5 years or so. This phase of the comprehensive plan includes goals, objectives, policies and recommendations that will affect the decisions regarding annexation in the planning area and land use standards for zoning and other management tools used within the existing incorporated area.

~~10-year Sub-area—Planning for this area is expected to be accomplished after land use management tools are updated and brought into consistency with the comprehensive plan for the Priority Planning Area. The area includes incorporated city property, namely the airport and Deep Bay Park. City water already serves the Deep Bay property and is expected to be serving the airport and properties enroute by 1996. Some annexations proposals are possible within the next ten years. Land use planning for this area include less detail than the Priority Planning Area.~~

~~20-year Planning Area - land use planning for this area will be very general. Capital facility planning is currently being considered. The city currently serves water to the west shore of Lake Osoyoos while plans to serve and water and sewer to the airport and beyond on the east side of the lake are included in the Oroville Comprehensive Water Plan.~~ It is projected that annexations on both sides of the Lake will be considered within 20 years.

## ELEMENTS OF THE OROVILLE COMPREHENSIVE PLAN

The ~~City of Oroville~~ Comprehensive Plan is composed of seven (7) main elements which must be closely interrelated to serve as a satisfactory guide for future development.

These elements are:

- THE LAND USE ELEMENT which is intended to show the general location, amount, and pattern of residential, commercial, industrial, agricultural and open space land needed in the Oroville area in the foreseeable future.
- THE PUBLIC FACILITIES ELEMENT which is intended to assist the community in determining the need and location for future schools, sewer and water, municipal buildings, and other municipal facilities.
- THE TRANSPORTATION/CIRCULATION ELEMENT which is intended to indicate standards and locations for arterials, collectors and local access streets, and pedestrian and non-motorized access in and around Oroville.

- THE PARK AND RECREATION ELEMENT which is intended to provide goals, objectives, and plans for the development and expansion of a wide range of parks and recreation facilities. This element is provided as a separate document, the Park and Recreation Plan, adopted by the Oroville City Council in 1989. A summary of its contents is included in this Comprehensive Plan.
- THE HOUSING ELEMENT refers to a housing needs assessment conducted in ~~2020~~1992 and suggests options for action to address housing issues in more depth.
- THE DOWNTOWN ENHANCEMENT ELEMENT
- THE ECONOMIC DEVELOPMENT ELEMENT is included to generally discuss the concept of economic development and its relationship to the local economy. Goals and objectives are provided to guide a more specific strategic planning process for economic development with emphasis on public participation.
- THE SOLID AND HAZARDOUS WASTE ELEMENT, providing plans for the reduction and management of hazardous waste materials.

## ORGANIZATION OF THE PLAN

The Plan is easier to read and understand if one considers its organization. All maps are presented as a series of figures throughout the Plan. There are three simple concepts introduced in the Land Use element of the Plan that address land use types in the community. These concepts are the Goals, the Assessment and the Plan. With some variation, the remaining Comprehensive Plan elements generally follow the same format.

### 1. GOALS - WHAT DO WE LIKE?

Introducing each element of the Oroville Comprehensive Plan or in some cases, each sub-element, general goals are presented. These goals represent the community's perception of two basic concepts; "Sense of Place" and "Quality of Life". More simply, this step identifies the things that the citizens of Oroville expect from their community.

### 2. ASSESSMENT - WHAT DO WE HAVE AND WHAT DO WE NEED?

Existing conditions must be assessed to determine areas where goals are being met and to identify those areas that need attention. It is the intention of this Plan to identify and maintain the desirable characteristics of Oroville while recognizing problems of the community so that strategies can be devised to address them. We must know where we are to decide where to go next.

Certain background information was gathered to describe existing conditions in Oroville. The most extensive information collected was the Land Use Inventory. Population data was also analyzed in order to make general projections of future population trends. Public facilities were

inventoried and general observations were made of existing infrastructure and services. Each element of the Plan attempts to address existing conditions based on these background studies.

### 3. PLAN - HOW DO WE GET WHAT WE WANT?

The Plan portion of each element, as it applies to various uses of land, includes objectives, policies and recommendations that will help to get or keep what we like or need. This is the "meat" of the Comprehensive Plan. The specific objectives, policies or implementation recommendations that are presented in the Plan are intended to be positive strategies in meeting the general goals that have been previously identified.

### FUTURE OF THE OROVILLE COMPREHENSIVE PLAN

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

- The creation of unnecessary layers of bureaucracy should be avoided; steps should be taken to reduce duplication and ineffective regulations.
- Those community leaders involved in updating the Plan must believe in and be committed to the planning process, realizing the benefits of planning for the future development of the community.
- Due to the interrelationship of all elements of the Plan, a critical analysis of any proposed amendments is necessary to ensure that impacts to every element are considered.
- If the Plan is to be a vital document to the community and a guide for its growth, it must be constantly used as a guide in making local policy decisions relating to all elements of the Comprehensive Plan.
- If planning within the City of Oroville is to be effective, it must be coordinated with planning in Okanogan County. Problems related to future growth and development do not respect corporate limits. Development will occur in the fringe areas where the city will be impacted but will not have jurisdiction to manage the land use. Therefore, it is of utmost importance that the city and Okanogan County work together in the future planning of the Oroville area.
- If effective measures are not taken to implement the Comprehensive Plan, the document will have little value for the community.
- If the Plan is to serve as a guide for community development, steps must be taken to make the Plan become a reality or it will not guide the community in the positive direction that is intended. This can result in piecemeal development with a much less predictable outcome.

## REPORTS AND RECOMMENDATIONS

An annual report ~~should~~ shall be produced, ~~beginning in 1995~~, to provide a mechanism for monitoring and evaluating the impacts of the Comprehensive Plan and to assess whether specific policies and strategies are leading to the intended results.

In order to assess ~~Oroville's~~ the community's progress toward achieving the goals of the Comprehensive Plan, a biennial report should be produced, ~~beginning in 1995~~, to describe the progress Oroville has made.

Recommendations for improving the Plan's success, based on these reports, may lead to amendments to the Plan.

## AMENDING THE PLAN

The Comprehensive Plan may be amended, in whole or in part, as often as once each year. The specific scope of amendments shall be determined by guidance from neighborhood plans, departmental functional plans, the city budget, regional plans and other sources within and external to City government. All amendments to the Plan shall be consistent with State GMA requirements, regional and County plans, plans of adjacent and influenced jurisdictions and within the Plan itself. Plan amendment shall be an action taken by the City Council, advised by the Mayor, the Planning Commission and the Public.

## EVALUATING AND MONITORING RESOURCES

Adequate human and financial resources should be committed through city budget to establish, develop and implement a plan for evaluating and monitoring the effectiveness of this Comprehensive Plan.

## II. POPULATION

Table II-1, below indicates that substantial fluctuations in population were experienced in Oroville during the early half of this century but the population leveled off and stabilized in latter decades. Population growth in Oroville has remained relatively flat over the past 40 years. The chart below depicts the population trends over the past 80 years with more detailed records for the past five years.

**TABLE II-1  
POPULATION FIGURES**

Year		Percent increase from Previous Decade/ <u>Year</u>	Percent of County Population Living in Oroville
1910	495	---	3.84
1920	1013	104.6	5.93
1930	800	-21.0	4.32
1940	1,206	50.8	4.91
1950	1,500	24.4	5.15
1960	1,437	-4.2	5.63
1970	1,555	8.2	6.01
1980	1,483	-4.6	4.66
1990	1,505	1.5	4.49
<del>1991</del>	<del>1,505</del>	<del>---</del>	<del>4.43</del>
<del>1992</del>	<del>1,505</del>	<del>---</del>	<del>4.28</del>
<del>1993</del>	<del>1,515</del>	<del>---</del>	<del>4.30</del>
<del>1994</del>	<del>1,520</del>	<del>---</del>	<del>4.23</del>
<del>1995</del>	<del>1,550 (estimated)</del>	<del>---</del>	<del>---</del>
2000	1,638	8.84	4.14
2010	1,686	2.93	4.10
2011	1,690	0.24	4.10
2012	1,715	1.48	4.14
2013	1,715	0.00	4.13
2014	1,700	-0.87	4.08
2015	1,695	-0.29	4.05
2016	1,710	0.88	4.10
2017	1,705	-0.29	4.05
2018	1,705	0.00	4.01
2019	1,700	-0.29	3.98
2020	1,700	0.00	3.94
2021	1,715	0.88	3.94

~~Population trends for the past three and a half decades for both Oroville and Okanogan County are presented in Figure II-1. The graph shows that growth in the County has steadily risen while City growth continues to remain flat.~~ An investigation of building activity for the County along with physical observation of development that has occurred in the unincorporated areas to the north of Oroville in the last couple of decades indicates that the majority of growth in the Oroville area is occurring to the north, especially along the shoreline of Lake Osoyoos. Recent sales for the west side of the lake indicate that Canadians are responsible for the bulk of real estate purchases.

As indicated in Figure II-2, more recent trends for Oroville shows the population rising steadily at a slow rate. Population estimates are made by the City of Oroville and the Washington State Office of Financial Management (OFM) between Federal Census years and are primarily based on available housing. Therefore, the recent completion of a multi-family complex in Oroville ~~is was~~ identified as the primary cause for the 1995 jump in population (See Table II-1 ~~on Page II-1~~) showing that growth in the city is highly dependent on new housing construction.

The different levels of population projections that are presented in below in Table II-2 are based on three scenarios. The low projection assumes that the rate of growth will remain relatively flat over the next 10-20 years as it has in the past. The accuracy of this prediction is deemed to be quite high since two organizations, the Oroville Housing Authority and Okanogan County Community Action are actively seeking property to develop new low-income housing units over the next few years. The medium projection assumes that annexation to the north will take place or economic activity will increase as a result of economic development efforts such as the ~~airport~~ industrial park ~~proposed~~ at the Dorothy Scott Municipal Airport or ~~the mining project at Buckhorn Mountain~~ continued resort development on Lake Osoyoos. This activity should increase the demand for new housing starts in the medium to upper price ranges. The high projection assumes that substantial annexation will take place along with a successful development of the local economy.

**TABLE II-2  
POPULATION PROJECTIONS**

	<del>1995</del> <u>2020</u>	<del>2030</del> <u>00</u>	<del>2040</del> <u>05</u>	<del>2050</del> <u>10</u>	<del>2060</del> <u>15</u>
Low Projection (1% per decade)	<del>1,513</del> <u>1,700</u>	<del>1,521</del> <u>1,1717</u>	<del>1,529</del> <u>1,734</u>	<del>1,537</del> <u>1,752</u>	<del>1,545</del> <u>1,769</u>
Medium Projection (5% per decade)	<del>1,543</del> <u>1,700</u>	<del>1,582</del> <u>1,785</u>	<del>1,622</del> <u>1,874</u>	<del>1,663</del> <u>1,968</u>	<del>1,705</del> <u>2,066</u>
High Projection (10% per decade)	<del>1,580</del> <u>1,700</u>	<del>1,659</del> <u>1,870</u>	<del>1,742</del> <u>2,057</u>	<del>1,829</del> <u>2,263</u>	<del>1,921</del> <u>2,489</u>
<del>Declining Share of OFM Projections for Okanogan County</del>	<del>1,564</del>	<del>1,612</del>	<del>1,667</del>	<del>1735</del>	<del>none</del>

As indicated in ~~Figure~~ Table II-1, Oroville's share of county population has remained fairly constant over the long term. However, a closer look at the detail presented for the past five years in Table II-1 ~~shown on page II-1~~ indicates that the City's share of the population is declining as growth in the unincorporated areas of the County continues to increase at a much higher rate. For the past five years the City's share of the County's population has declined at a rate of approximately .062% per year. ~~Using this rate of decline, OFM 1992 population projections were used at the bottom of Table II-2 to show the City's population growth if this trend were to continue.~~

Considering the statewide growth figure of 1716% ~~as recorded in 1990 between 2010 and 2020~~ for ~~the past decade and 2612%~~ for the closest metropolitan area, Wenatchee, it is probably safe to assume that the spill-over of population from rapid growing areas west of the Cascades will eventually impact Oroville. Due to development on Lake Osoyoos to the north of Oroville it is expected that there will be an increased interest to annex land to the city in response to a need for urban services. Additionally, ~~a demonstrated increase in~~ Canadian investment in the area is expected to continue. Given these assumptions, the City of Oroville considers the high growth projection, a conservative figure in planning for the future of the community. Even if the population increases do not occur within the incorporated area, they will occur in the greater Oroville area, part of which has already served municipal water.



### III. Land Use

#### GOALS

The land use element of the Oroville Comprehensive Plan is intended to promote orderly community growth by providing for planned land use areas which consider environmental, economic and human factors. This plan is designed to meet both present and future needs of the community and to serve as a guide to the public and private entities who participate in the development and redevelopment of Oroville. The land use element is also a guide for the preservation and development of the community's public and private property and intends to retain the basic form of the community while creating order within the general pattern. The Planning Area map is presented in Map III-1 in the Map Appendix.

The land use element of the plan provides goals and objectives for land use in the community and provides for land use designations intended to act as a guide for future development, reduce impacts from incompatible land uses and provide a basis for land use regulations and Zoning Map. is general and the location of the land use categories shown by areas of different patterns on the land use plan map is intentionally non-specific. Unlike a zoning map, the land use plan map of a comprehensive plan is not based on exact property lines. The plan is, however, a policy guide which includes both graphic and text statements which are designed to guide the future growth of Oroville toward the goals listed on the following page. The Land Use plan Designation Map (Map III-2 in the Map Appendix) is intended to be a general guide as zoning and other land use plan implementing regulations are updated.

~~A map illustrating existing land use at the time that the land use inventory was completed in 1993 is presented in Figure 111-1. The future Land Use Map, also referred to as the Land Use Plan Map, is presented as figure 111-2 on page III-11.~~

#### LAND USE GOALS

1. Avoid the creation of unnecessary layers of bureaucracy; steps should be taken to reduce duplication and ineffective regulations.
2. Encourage the growth of an orderly physical environment that will ensure the general health, safety and welfare of the citizens of Oroville while protecting individual choice and the integrity of the natural environment.
3. Coordinate land use with circulation routes and public facilities to promote the optimum in convenience, efficiency, and wellbeing of the city and its residents.
4. Protect and help develop, whenever possible, desirable public and private investments in land and improvements.
5. Encourage the redevelopment of existing developed areas in order to keep the cost of installing public facilities at as low a cost as possible.
6. Encourage planned growth of urban development in and around Oroville. Growth must be cost effective to the preservation of the area's agricultural economy and sensitive to the environment
7. Maintain and enhance the composition of the city as a trading, social and tourist center.
8. Encourage the preservation and/or restoration of buildings deemed to be of historic value.
9. Buildings that appear to fall short of health, safety and welfare should be subject to inspection by the Building Inspector.

## ASSESSMENT - OROVILLE TODAY

A land use inventory was completed within the Oroville incorporated limits and UGA in 2021~~1993~~ to serve the purpose of assessing existing land use. The inventory of existing uses was generated using June 2021 parcel data from the Okanogan County Assessor's Office with existing land uses based on the DOR Code assigned by the Assessor in compliance with WAC 458-53-030 (see Appendix A for list of DOR Codes). Tables III-1 and III-2 and Map III-3 in the Map Appendix present inventory data in tabular as well as graphic forms.~~Land use outside the incorporated area is also briefly discussed under General Layout; however, a land use inventory had not been conducted at the final drafting of this plan in 1995. Land use inventories are expected to occur as a part of sub-area planning activities in the near future.~~

### 1. GENERAL LAYOUT

Oroville is situated between the Okanogan and Similkameen Rivers with the exception of the northwest portion of the city, which lies to the north of where the Similkameen enters the valley and land east of the Okanogan River annexed in     . Lake Osoyoos is located to the immediate north of Oroville. The United States portion of the Okanogan Rriver flows to the south from Lake Osoyoos through Zoesel Dam. Unincorporated agricultural land ~~is found on the south border of the city~~ occupies much of the land outside of the city limits within the UGA north along both sides of Lake Osoyoos are increasingly being converted to residential uses. The core of the city is bbordered on three sides by bodies of water and having a generally flat topography, portions of Oroville along the Okanogan River are considered to be in the floodplain, while the Similkameen River has a flood levee protecting the community.

The ~~Burlington Northern Railroad (BNRR) Geneese & Wyoming Railroad~~ tracks, part of which are abandoned, separate the city in North and South sections. The major transportation corridor, ~~State Route~~U.S. (SR) 97, further separates the city into quarters as the highway generally runs North and South through the center of town serving as Main Street.

Within the city, industrial uses are located along the railroad tracks, widening the division between the north and south sections. This linear industrial area continues ~~beyond the city boundary~~ to the southeast where two small sawmills are located near the Okanogan River.

In the central portion of the city, along SR-U.S. 97 (North Main Street), is the central business district of Oroville. Service and other commercial uses have developed along SR-U.S. 97 to the north and south of the central business district and form ~~the a~~ commercial corridor, which extends beyond the city limits in both directions.

Residential areas are generally located to the east, ~~and~~ west and south of the commercial corridor. Also, residential development is substantial to the north of the city in the Urban Growth Area along both the shores of Lake Osoyoos. The City of Oroville acquired the North End Water User System in 1989, providing water on the west side of the lake from the northern city limits to the Canadian border. Wastewater in this area is treated by individual on-site septic systems. Additionally Deep Bay Park is located in this area which is owned and operated by the city. Deep Bay Park is an incorporated shoreline area located approximately one mile north of the contiguous city limits with the Urban Growth Area on the west side of the Lake.

In 20     , the city, in cooperation with Okanogan County, extended sewer service approximately 3 miles north on the east side of the Lake to serve the Veranda Beach resort development. The city's public water system was extended into this area to serve Dorothy Scott Field, the city's airport and residential uses in the area. The existence of the public sewer and water systems will allow for increased density and additional development in this area.

~~To the northeast of the city mostly agricultural land exists with a scattering of residential development located in the vicinity of the east shoreline of Lake Osoyoos. The city's airport is located on the east side of the lake where the development of a light industrial park is underway on the incorporated property. Construction of a water line to serve the airport was under construction at the adoption of this plan. Area residents will be hooking to this municipal water line, as well.~~

## 2. EXISTING RESIDENTIAL

Residential use makes up approximately ~~2027~~ % of the developed land base in the City of Oroville. Nearly ~~9591~~ % this residential land is used for single-family residences. Within the Urban Growth Area these figures are 71% of developed land base (excluding land in agricultural use) with 98% of the residential land used for dingle-family residences.

Residential uses within the city limits ~~is-are~~ divided into four distinct areas; these areas are generally described as follows:

The Northwest Hill district is west of the central business district and north of the railroad industrial corridor. Medium sized single-family homes with a density of 5 to 8 dwelling units per acre (dua) make up most of this district, with larger homes and lower densities found further up the hill to the north and west of the district. Only two multi-family uses are located within this district. Approximately one-quarter to one-third of the Northwest Hill district is planted in orchard, however, the orchards are platted in .12 to 2 acre lots as part of the Grandview Addition. This results in a potential average density of 5 to 8 dua for this land. Several large vacant lots exist in the area, with some to the extreme northwest lacking sewer service. Generally, housing in the district is in fair to good condition and of moderately high value. Several manufactured homes occupy lots in this district.

East of Main Street and the commercial corridor and still north of the railroad/industrial corridor is the original townsite of Oroville. This residential neighborhood is characterized by older homes, many of which were built shortly after the turn of the century. Homes located in the north portion of the neighborhood, especially around Central Avenue, are moderate in size and in good condition. In the south portion of this area, closer to the railroad tracks and industrial district, many of the homes are small, older and tend to be in poorer condition. Several older, commercial type buildings exist on properties near the industrial district that have potential for redevelopment for either commercial or residential use.

A smaller residential area lies south of the railroad and industrial corridor, on the East side of ~~SR~~ U.S. 97. Lack of formal planning is evident as the residences are largely surrounded by commercial and industrial uses. The neighborhood is comprised of all single-family residences in relatively good condition. One exception is an arrangement of several small residential structures that are located on one lot, thereby considered multi-family use. These homes appear to be rentals and are in poor condition.

Finally, the residential area located south of the railroad/industrial district on the west side of the ~~SR-U.S.~~ 97 commercial corridor is composed of primarily single-family residences. Lots are platted at 7000 sq. ft. in size which remains the most prevalent lot size. However, many residences are situated on various combinations of lots creating some larger parcels. The average density been ranges anywhere between 5 and 8 dua. Residences are moderate in size and are in fair to good condition. Some manufactured and mobile homes are located here, mostly on individual lots. This residential district is at maximum buildout within the city boundaries; however, potential for future development remains outside the city to the extreme south where interest in additional multi-family development has recently emerged among affordable housing providers because large parcels of land are readily available for purchase. At the southeast edge of this neighborhood a 31-unit multi-family Planned Development with a density of about 15 dua was ~~recently~~ constructed and an annexation was approved for the Oroville Housing Authority ~~to build~~ which constructed a 15-unit complex at a slightly lower density.

## 3. EXISTING COMMERCIAL

The commercial district is located along ~~State Route~~ U.S 97, or Main St. as it is referred to within the city. The pedestrian oriented, central business district is appropriately located within the center of the community.

An automobile oriented commercial district is narrowly confined to the highway to the north and south of the central business district. Many businesses in this area cater to automotive needs including sales, repair, refueling and retail parts supply. Many businesses in this area provide quick, easy motorized access and ample parking. Pedestrian access becomes increasingly difficult

in these areas as sidewalks ~~do not exist~~ are limited and automotive access to the businesses constantly cross any pedestrian avenue.

Commercial uses occupy slightly less than 418% of the developed land within the city.

#### 4. EXISTING INDUSTRIAL

The industrial area within the city is composed ~~mostly~~ of fruit processing and storage facilities, value added wood products manufacturers and reload facilities from truck to rail. Since these industrial uses are located along the railroad line, the industrial area divides the city in distinct north and south portions. There are essentially no buffers between the industrial uses and the commercial or residential uses, causing some obvious areas of conflict in land use.

#### 5. EXISTING PUBLIC AND SEMI-PUBLIC

Public uses consist mainly of government facilities that are owned by the public at all levels of government. These uses are randomly dispersed throughout the city. They include such uses as the U.S Post Office, U.S. Border Patrol Office, county and city shops, city ~~and state~~ Parks, city hall, police station, schools, various utilities, and the city's airport which represents ~~over half of the public um~~ 14% of the city's developed area. ~~Most of the lands that are owned by the public but are generally vacant or currently not in use, are not represented in this category.~~

Semi-public uses include those facilities that are generally open to public use and/or membership. Churches and service organizations make up the bulk of these uses.

Publicly owned uses take up approximately 1716% of Oroville's incorporated land while semi-public entities use about 1.33%.

#### 6. EXISTING STREETS AND ALLEYS

Streets and alleys take up approximately 2220% of Oroville's land base. An average figure for most cities and towns is about 25%. In the future, full buildout of the northwest area of the city and recently annexed lands east of the Okanogan River will probably ~~raise~~ increase the percentage of lands dedicated to street and alleys. Additionally, there are a couple of very small parcels that are listed as city-owned vacant properties that are, in fact, in use as portions of street and alleys.

#### 7. EXISTING AGRICULTURAL

About 54-136 acres of agricultural land use have been identified within the city (excluding residential garden space). These parcels make up approximately 812% of the incorporated lands and occur mostly in the Northwest Hill area. A small confined area within the southeast portion of the city limits also exists. Although these orchards appear to be viable at this time, it is expected that they will eventually be developed as the demand for urban uses increases. Presently, the incompatibility of agricultural and urban uses is not perceived as a major problem; however, this could change as adjacent land uses change.

Refer to Table ~~111~~ III-1 and Table III-2 on the following pages for ~~a~~ a more detailed summaries of the city's and its UGA ~~Oroville~~ land use distribution. Map III-3 in the Map Appendix presents a graphic view of the data.

Table III-1  
2021 Land Use - City of Oroville (Corporate Limits)

Land Use	Parcels	Acres	Percent of Developed Area	Percent of Land Area	Acres per 100 persons
<b><u>Residential</u></b>	<b><u>725</u></b>	<b><u>248.37</u></b>	<b><u>27.23%</u></b>	<b><u>21.35%</u></b>	<b><u>14.48</u></b>
Single-Family	662	190.52	20.89%	16.38%	11.11
Multi-Family (2-4 units)	16	3.97	0.44%	0.34%	0.23
Multi-Family (5 or more units)	12	9.25	1.01%	0.80%	0.54
Multi-Family (MH Parks)	2	12.37	1.36%	1.06%	0.72
Residential Hotel or Condominium	33	32.26	3.54%	2.77%	1.88
<b><u>Commercial</u></b>	<b><u>160</u></b>	<b><u>161.21</u></b>	<b><u>17.68%</u></b>	<b><u>13.86%</u></b>	<b><u>9.40</u></b>
Trade - Retail	58	21.85	2.40%	1.88%	1.27
Trade - Wholesale	42	55.11	6.04%	4.74%	3.21
Service - Government	32	76.61	8.40%	6.59%	4.47
Service - Other	28	7.64	0.84%	0.66%	0.45
<b><u>Industrial</u></b>	<b><u>24</u></b>	<b><u>79.91</u></b>	<b><u>8.76%</u></b>	<b><u>6.87%</u></b>	<b><u>4.66</u></b>
<b><u>Public</u></b>	<b><u>51</u></b>	<b><u>186.75</u></b>	<b><u>20.48%</u></b>	<b><u>16.06%</u></b>	<b><u>10.89</u></b>
Transportation Infrastructure	8	2.88	0.32%	0.25%	0.17
Parking lots	11	2.80	0.31%	0.24%	0.16
Education	13	18.57	2.04%	1.60%	1.08
Parks	14	21.39	2.35%	1.84%	1.25
Airport (area in use)	5	141.11	15.47%	12.13%	8.23
<b><u>Semi-Public</u></b>	<b><u>16</u></b>	<b><u>4.91</u></b>	<b><u>0.54%</u></b>	<b><u>0.42%</u></b>	<b><u>0.29</u></b>
Utility	2	1.02	0.11%	0.09%	0.06
Service Clubs, Churches and others	14	3.89	0.43%	0.33%	0.23
<b><u>Streets and Alleys</u></b>	<b><u>0</u></b>	<b><u>230.9</u></b>	<b><u>25.32%</u></b>	<b><u>19.85%</u></b>	<b><u>13.46</u></b>
-	-	-	-	-	-
<b><u>Total Developed Area</u></b>	<b><u>976</u></b>	<b><u>912.05</u></b>	<b><u>100.00%</u></b>	<b><u>78.41%</u></b>	<b><u>53.18</u></b>
<b><u>Agriculture</u></b>	<b><u>49</u></b>	<b><u>136.49</u></b>	<b><u>0.00%</u></b>	<b><u>11.73%</u></b>	<b><u>7.96</u></b>
<b><u>Undeveloped</u></b>	<b><u>168</u></b>	<b><u>114.57</u></b>	<b><u>0.00%</u></b>	<b><u>9.85%</u></b>	<b><u>6.68</u></b>
-	-	-	-	-	-
<b><u>Total Land Area</u></b>	<b><u>1193</u></b>	<b><u>1163.11</u></b>	<b><u>78.41%</u></b>	<b><u>100.00%</u></b>	<b><u>67.82</u></b>

Table III-2

2021 Land Use - City of Oroville (Urban Growth Area)

Land Use	Parcels	Acres	Percent of Developed Area	Percent of Land Area	Acres per 100 persons
<b><u>Residential</u></b>	<b><u>572</u></b>	<b><u>456</u></b>	<b><u>71.74%</u></b>	<b><u>16.23%</u></b>	<b><u>19.01</u></b>
Single-Family	559	424.72	66.8%	15.12%	17.70
Multi-Family (2-4 units)	6	12.34	1.94%	0.44%	0.51
Multi-Family (5 or more units)	4	7.04	1.11%	0.25%	0.29
Multi-Family (MH Parks)	3	11.90	1.87%	0.42%	0.50
Residential Hotel or Condominium	0	0.00	0.00%	0.00%	0.00
<b><u>Commercial</u></b>	<b><u>19</u></b>	<b><u>37.28</u></b>	<b><u>5.87%</u></b>	<b><u>1.33%</u></b>	<b><u>1.55</u></b>
Trade - Retail	8	12.5	1.97%	0.44%	0.52
Trade - Wholesale	4	8.83	1.39%	0.31%	0.37
Service - Government	3	5.10	0.80%	0.18%	0.21
Service - Other	4	10.85	1.71%	0.39%	0.45
<b><u>Industrial</u></b>	<b><u>0</u></b>	<b><u>0.00</u></b>	<b><u>0.00%</u></b>	<b><u>0.00%</u></b>	<b><u>0.00</u></b>
<b><u>Public</u></b>	<b><u>5</u></b>	<b><u>2.94</u></b>	<b><u>0.46%</u></b>	<b><u>0.10%</u></b>	<b><u>0.12</u></b>
Transportation Infrastructure	3	1.45	0.23%	0.05%	0.06
Parking lots	1	0.84	0.13%	0.03%	0.04
Education	0	0.00	0.00%	0.00%	0.00
Parks	1	0.65	0.10%	0.02%	0.03
Airport (area in use)	0	0.00	0.00%	0.00%	0.00
<b><u>Semi-Public</u></b>	<b><u>23</u></b>	<b><u>139.40</u></b>	<b><u>21.93%</u></b>	<b><u>4.96%</u></b>	<b><u>5.81</u></b>
Utility	3	0.90	0.14%	0.03%	0.04
Service Clubs, Churches and others	20	138.50	21.79%	4.93%	5.77
<b><u>Streets and Alleys</u></b>	<b><u>0</u></b>		<b><u>0.00%</u></b>	<b><u>0.00%</u></b>	<b><u>0.00</u></b>
- <b><u>Total Developed Area</u></b>	- <b><u>619</u></b>	- <b><u>635.62</u></b>	- <b><u>100.0%</u></b>	- <b><u>22.62%</u></b>	- <b><u>26.50</u></b>
<b><u>Agriculture</u></b>	<b><u>266</u></b>	<b><u>1961.89</u></b>	<b><u>0.00%</u></b>	<b><u>69.83%</u></b>	<b><u>81.78</u></b>
<b><u>Undeveloped</u></b>	<b><u>235</u></b>	<b><u>212.05</u></b>	<b><u>0.00%</u></b>	<b><u>7.55%</u></b>	<b><u>8.84</u></b>
- <b><u>Total Land Area</u></b>	- <b><u>1120</u></b>	- <b><u>2809.56</u></b>	- <b><u>22.62%</u></b>	- <b><u>100.00%</u></b>	- <b><u>117.11</u></b>



## LAND USE PLAN - THE FUTURE

This part of the Oroville Comprehensive Plan is intended to direct future development of the city toward the goals outlined in the introduction to the Land Use Element.

### 1. ANNEXATION

As discussed earlier in Section II, population growth in the incorporated area of Oroville has been nearly non-existent over the past several decades while growth is apparent in the outlying fringe areas. The closest and most obvious growth is taking place to the north along ~~both sides~~the west side of Lake Osoyoos. The city provides water to ~~this much but not all of these~~ areas and sanitary sewer on the east side of the Lake. It is currently perceived by many as an inevitable need for extension of sewer on the west side of the Lake in the near future. It is likely that residents in that area will look to the city to provide treatment facilities. Furthermore, the City of Oroville experiences the impacts from unincorporated development over which it has little control. At the same time, property valuation to the north is quite high compared to property within the city limits, representing revenue potential that could be used for enhanced planning and infrastructure improvement. For these reasons, annexation of the west shore of Lake Osoyoos as far north as Deep Bay Park offers an option for controlled and planned growth of the community, with the possibility of extending to the border in the future.

A project to deliver water to the city's airport industrial park ~~is underway at the drafting of this Comprehensive Plan (1994-1995)~~was completed in 19<sup>94</sup>. Since growth is inevitable on the east side of Lake Osoyoos, the line is sized to accommodate a demonstrated need for water service enroute to the airport site. Partial payment for the construction of this line is expected through residential connection charges. Okanogan County's approval of the Veranda Beach resort just south of the Canadian Border in 20<sup>00</sup> resulted in the extension of ~~The expected need for a~~ sanitary sewer main on the east side of Lake ~~Osoyoos is likely to cause landowners to look to the city to take part in providing urban services in the future which may lead to future expansion of the city to the east of the lake to serve the development.~~

~~The most recent inquiries for annexations have indicated a need for property that is zoned to be geared to accommodate affordable housing which often demands multi-family development. In their research T,~~ the Oroville Housing Authority, as well as non-profit and private representatives of the development community, have completed and are indicated that there is a lack of available land for planning such housing. ~~Parcels that are in areas that would be suitable for multi-family housing and are in obvious need of redevelopment usually have structures that are not useful to potential buyers but increase the cost of the property. Additional available lands are located along the west slope of the city and tend to demand higher prices due to view potential and adjacent property value.~~

Space within the city that would allow zoning for mobile-manufactured home parks is also in short supply. Mobile-Manufactured home parks offer additional affordable and low-income housing options for people who cannot afford manufactured homes that meet standards that are commonly applied in single-family residential neighborhoods.

As affordable housing needs increase and the costs of building materials and extension of infrastructure rises, housing densities are expected to increase. These trends are evident in recent new construction of multi-family dwellings in Oroville. However, due to the lack of available vacant land and growing need for off-street parking and loading, as well as storage areas in conjunction with development, future construction in Oroville will probably require more area than in the past. These needs will warrant the possible annexation of fringe areas that the city is currently providing infrastructure to in varying degrees.

Topography and other physical restraints also have an overwhelming influence on the direction of future development; certain critical areas must be respected. Development that has already occurred outside of the city reduces flexibility of land use planning for the expansion of the community since many land uses will be established before annexations can occur. Since it is difficult and often economically unfeasible to annex for the sake of planning, coordination of planning efforts with Okanogan County is imperative. The Future Land~~Land~~ Use Designation Map on the following page represents the area targeted for urban growth for the City of Oroville and defines the general distribution of land uses within that area. When the Okanogan County

Comprehensive Plan Map is updated, it should parallel this one and the resulting land use regulations should be consistent with the intentions indicated in this Plan.

**ANNEXATION POLICIES AND OBJECTIVES:**

1. As new areas are considered for annexation, inquiries should be made into public opinion, costs/benefits, infrastructure, and physical constraints.
2. Vacant lands should not be annexed merely because a land developer cannot meet county standards for their project. However, if the city recognizes benefit from a development that is proposed for annexation, it should be considered for approval.
3. An annexation study should be conducted immediately for that area north of the city currently served by city water. If the results of such a study are favorable toward annexation, a strategy should be developed to encourage residents in this area to initiate annexation procedures.
4. Each redevelopment and annexation proposal should consider adequate amounts of open area that is usable for such purposes as recreation and stormwater absorption.
5. All proposed annexations should be reviewed by the Oroville Planning Commission for recommendations to the Oroville City Council.
6. Annexation proposals for undeveloped property should include a conceptual master plan that outlines the intent for the future development of the area.
7. The city should ensure that a plan of service is developed prior to annexation of land.
8. Proponents of the annexation of specific undeveloped property should pay for the provision or improvement of urban infrastructure rather than burdening existing residents and business with the long-term financing of new development.
9. The city should ensure that it is reimbursed for costs incurred as a result of any annexation petition that is not specifically being initiated by the city.
10. Provision of water outside of the incorporated area should be coupled with agreements to support LIOs for the provision of sanitary sewer services.
11. Provision of sewer and/or water service outside of the incorporated area should always be coupled with agreements to support future annexation proposals.
12. Standards should be maintained for all components of infrastructure (i.e., streets, water, sewer, etc.) necessary for the expansion of the city. When deemed necessary, these standards should then be used to define infrastructure requirements as formal annexation agreements are developed.
13. Zoning of newly annexed land should be as consistent with comprehensive plan designations as possible. However, the desires of residents of these areas should be respected and zoning provisions should be developed that are consistent with these desires. Zoning of a higher density and/or intensity than that indicated in the comprehensive plan should require a comprehensive plan amendment.
14. Every effort should be made to annex lands to satisfy a need for medium- to high- density multi-family development including for mobile home parks. It is recognized that the Priority Planning Area lacks sufficient vacant lands in this designation to meet the housing market needs.



## 2. LAND USE DESIGNATIONS AND PRINCIPLES FOR DEVELOPMENT

~~General~~ Areas of the city and UGA have been designated for specific types of land use on the ~~Future~~ Land Use Designation Map (see Map III-3 in the Map Appendix) 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 follows~~ include:

- Low Density Residential
- Single-family Residential (low to medium density)
- Single-and Multi-family Mix (medium to high density)
- Multi-family (high density)
- Recreational Residential

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-three~~ or ~~more~~ greater dwelling units located on a single parcel of land. "~~Upper-high~~-density multi-family" is intended to define developments of four dwelling units or more on a single parcel of land.

Roughly 248 acres of the land area within the city and 456 acres within the UGA ~~is-are~~ designated residential as shown ~~in-on~~ the Land Use Designations Overview Map 2.1 contained in the Map Appendix.

#### ***General Objectives and Policies for Residential Development Include the Following:***

1. Residential areas should be varied in density, dwelling types, and design to ~~provide-a~~ maximum range of choice flexibility to meet the needs of diverse family sizes, age groups, and income levels.
2. Parcels of ground should be large enough to allow for flexible site plans and maximum utilization of land including allowances for adequate open area.
3. 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.
4. 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.
5. 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.)
6. 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.)
7. 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.
8. Infrastructure should be in place prior to the issuance of building permits including but not limited to streets, water, sewer and lighting.
9. When significant projects are proposed, the city should require bonding to ensure completion

of infrastructure projects.

- 10. 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.
- 11. Adequate off-street parking should be required as an element of any new development.
- 12. 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.
- 13. Standards should be used and maintained that apply to all residential structures so that ~~manufactured-all~~ homes that are built to such standards are not excluded from residential districts. Mobile homes, as defined herein are prohibited to be placed or moved within the City that do not meet such standards should be restricted to mobile home parks.
- 14. Provisions in zoning should be made for ~~mobile-manufactured, modular and tiny~~ home parks.
- 15. 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.
- 16. Uniform vegetation heights should be established where views are part of the value of the property (i.e. lake/river).

**LOW-DENSITY RESIDENTIAL**

The purpose of the low-density designation is for those areas outside the city limits within the urban growth area that are characterized by larger lot development with a mixture of single-family and agricultural uses.

**Objectives and Policies for Low-Density Residential Designation**

- 1. Restrict future development to low-density residential and related agricultural uses consisting of single-family homes and small farms, exclusively.
- 2. Commercial uses should be limited to agriculture related and bed & breakfast uses.
- 3. Off-street parking (i.e., driveways) should be a required element of any new develop.
- 4. Permitted land uses should be compatible with existing uses with incompatible uses buffered by gradually higher intensity uses.

**LOW-DENSITY AND SINGLE-FAMILY RESIDENTIAL (LOW-DENSITY)**

The purpose of the ~~low density and~~ single-family residential ~~low-density~~ designation is to provide for areas ~~of the~~within the -city limits 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 Low-Density Designation**

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

~~(MEDIUM-DENSITY)~~ SINGLE-FAMILY RESIDENTIAL (MEDIUM-DENSITY)

The purpose of the ~~medium-density~~ single-family medium-density 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 Medium-Density Designation:*

1. Restrict future development to medium density residential uses consisting of single-family homes, accessory dwellings and duplexes, exclusively.
2. Off-street parking (i.e., driveways) should be a required element of any new ~~dwelling construction~~ development.
3. Land uses that are incompatible with the single-family residential areas should be buffered by gradually higher intensive uses.
4. General construction standards should be most restrictive in the single-family district and should apply to all structures so that manufactured, tiny, factory-built 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-designation~~ 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 Designation-Class ~~Ification~~:*

1. Encourage a mixture of housing types.
2. Processes that include administrative and public review should be developed and applied to upperhigh-density multi-family development proposals. These processes should include detailed design standards that provide reasonable predictability for the developer.
3. Sufficient off-street parking should be a required element of all new ~~residential~~ development.
4. 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 high-density multi-family apartments, condominiums and other types of upperhigh-density residential uses such as ~~mobile~~/manufactured home parks and tiny home communities that might otherwise be incompatible with lower density housing types. For the purposes of this plan, high-density includes ten or greater-more dwelling units per acre.

*Objectives for the Multi-Family Residential Classification ~~Designation~~:*

1. Ensure that upper high-density multi-family dwelling needs are a priority in this designation.
2. Encourage construction designs that provide adequate space and are aesthetically acceptable.
3. Encourage development that will provide affordable, energy-efficient design.
4. Set access design standards that ensure safety which include accessibility by police, fire and utility vehicles.
- ~~5. 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.~~

- 6.5. Future residential developments should include construction of non-motorized access facilities sidewalks to accommodate the pedestrian public and discourage unnecessary automobile traffic and air pollution.
- 7.6. Sufficient off-street parking should be a required element of all new residential development.

**RECREATIONAL RESIDENTIAL**

The purpose of the recreational residential designation is to provide for the development of a mixture of recreational developments, including tourist accommodations, developed recreational facilities, small retail developments and eating and drinking establishments (less than 4,000 sq ft), multi-family and single-family uses.

**Objectives and Policies for Recreational Residential Designation:**

1. Encourage a mixture recreational and residential uses.
2. Sufficient off-street parking should be a required for all new development.
3. Future developments should include construction of facilities to accommodate the non-motorized means of transportation and discourage unnecessary automobile traffic and air pollution.
4. Protect existing agricultural uses.
5. Encourage buffers between commercial, agricultural and residential uses.

**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~~designations:

- Border Commercial
- ~~Limited~~ Retail/Service Commercial
- ~~Tourist Commercial~~
- ~~Tourist Recreational~~
- Retail Commercial (Central Business District)
- 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 e~~Excessive commercially designated land area may 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.

4. Downtown Enhancement should be a major concern. A maintenance program must be developed and participated in by the city and every merchant
5. Businesses should provide ample, convenient off-street parking located in such a manner as to be aesthetically pleasing, ~~and still~~ accommodate the shopper and be designed to address stormwater runoff retention and disposal. All new development should provide off-street parking.
6. 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.
7. 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
8. Interconnections between parking and access areas of separate businesses should be discouraged in order to avoid traffic problems with in private properties where municipal traffic controls are difficult to impose.
9. The maintenance and improvement of existing commercial property, up to the edge of any adjacent streets or alleys, 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.
10. 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:~~***

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

## **LIMITED RETAIL/SERVICE COMMERCIAL**

The purpose of the limited retail/service commercial category designation 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:***

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



**TOURIST COMMERCIAL**

~~The purpose of the tourist commercial category is to provide areas that emphasize 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.~~

~~**Objective for the Tourist Commercial Designation Is:**~~

- ~~1. New commercial development should provide safe pedestrian access.~~

**TOURIST RECREATIONAL**

~~The purpose of the tourist commercial category is to provide areas that emphasize 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 DESIGNATION IS:**~~

- ~~1. New commercial development should provide safe pedestrian access~~

**RETAIL COMMERCIAL (CENTRAL BUSINESS DISTRICT)**

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~~ designation include most types of retail and office activities including a few service-commercial activities, such as restaurants, professional offices 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-Designation Map, the pedestrian oriented, central business district is appropriately designated within the center of the community.

~~**Objectives for the Retail Commercial Designations Are:**~~

1. 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-retail~~ developments ~~inside of~~ this area.
2. Expansion of the Retail Commercial area should be limited in order to maintain a compact and easily accessible shopping area.
3. Signs should direct shoppers to angled parking on Ironwood and proposed for Golden.
4. A plan should be developed by the city in cooperation with downtown businesses to improve ~~the and~~ enhancement of the central business district including the maintenance of street trees, clear signage and provision of attractive and safe pedestrian access.
5. 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-Central 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 auto-oriented service type enterprises, indoor agriculture related production and processing, and light industrial businesses with a retail component that are not desirable in the central business district due to high traffic demands.

~~**Objectives fFor tThe Service Commercial Designation Include:**~~

1. The designation should not create a "strip" environment.
2. The district should include adequate buffers to protect adjoining residential areas that would be adversely affected by annoyances that are associated with service commercial and light industrial activities.
3. New ~~service-commercial~~ developments s should provide safe pedestrian access.
4. Businesses that requires large volumes of traffic should be reviewed by the city to evaluate impact on street design and construction standards.
5. Provisions should be made to provide convenient, off-street areas for truckparking.

## **INDUSTRIAL/OTHER**

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~~ railroad tracks and right-of-way, from the east to the west city limits. The primary ~~present-existing and historic~~ uses in this area support the fruit and timber industries. They include fruit packing, processing ~~and~~, storage ~~and wood~~, milling, and distribution, as well as other support services for ~~these~~ industries 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.

Industrial and other designations are intended to indicate land which is already developed for industrial and/or public purposes or which is suitable for future related development. The Land use Element of the Oroville Comprehensive Plan provides four industrial or other designations:

- Heavy Industrial
- Light Industrial
- Airport Industrial
- Public Use

## **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.

### **Objectives for Heavy Industrial Development:**

1. Industrial areas should have ready access to transportation corridors and utilities with sites large enough to accommodate off-street parking, semi-truck parking, product storage, loading and reasonable expansion.
2. Industrial sites should be large enough to provide for expansion and for off-street loading and parking.
3. Industrial sites should be reserved well in advance of need for exclusive industrial use through single ownership and through industrial zoning.
4. Industrial areas should be compatible with or buffered from surrounding land uses and be protected from conflicting uses.
5. Industrial use should be consistent with shoreline, critical area and flood hazard and damage prevention regulations.
6. Feasibility studies should be conducted for ready-to-build industrial sites as private interest increases and funding becomes available.

## **LIGHT INDUSTRIAL**

### **Objectives for Light Industrial Development:**

1. Light industrial areas should have direct access to transportation corridors and utilities with sites large enough to accommodate off-street parking, semi-truck parking, loading and reasonable expansion.
2. Light industrial areas should be compatible with and buffered from surrounding land uses and be protected from conflicting uses.
3. Light industrial use should be consistent with shoreline, critical area and flood hazard and damage prevention regulations.

**AIRPORT INDUSTRIAL**

The northeastern corner of Dorothy Scott Memorial Field, Oroville’s Municipal Airport, has been ~~recognized-developed~~ as a ~~potential~~ light industrial site. The Airport property site offers a location that would create minimal impacts to adjacent land uses while air parcel service potential could be readily developed.

***Objectives ~~f~~For Airport Industrial Development ~~Include The Following Points:~~***

1. The Airport Industrial Industrial areas should ~~have maximum~~ maintain existing access to transportation corridors and utilities consistent with the primary use as a general aviation airport. with sites large enough to accommodate off-street parking, semi-truck parking, loading and reasonable expansion.
2. ~~Industrial sites should be large enough to provide for expansion and for off-street loading and parking.~~
3. ~~In dust rial sites should be reserved well in advance of need for exclusive industrial use through single ownership and through industrial zoning.~~
4. ~~Industrial areas should be compatible with surrounding land uses and be protected from conflicting uses.~~
5. ~~Industrial areas should be buffered from all other uses so as to not create any adverse effects on other types of land use.~~
6. 2. Industrial uses should be consistent with ~~shoreline and floodplain regulations~~ critical areas and operation of the airport.
7. ~~Feasibility studies should be conducted for ready to build industrial sites as private interest increases and funding becomes available.~~

**AIRPORT PUBLIC SAFETY OVERLAY**

The purpose of this section is to establish the Airport Public Safety Overlay in order to protect the long-term viability of the Dorothy Scott International Airport as an essential public facility, and the health, welfare and safety of the aviation community, neighboring property owners and general public. These goals will be met by encouraging compatible land uses, densities and reducing hazards in the vicinity of the affected environments of the Airport Public Safety Overlay.

By enacting this policy, the City of Oroville is recognizing the long-term significance of the airports to the public which include ~~the following:~~

- Emergency response including emergency medical airlift, wildland firefighting and search and rescue services
- ~~Wildfire suppression~~
- Military operations and disaster relief efforts
- Transportation
- Economic development
- Freight including mail services and commodities
- Recreational opportunities
- Crop management

In order to maintain the viability of the airport, certain uses and structures must be ~~restrained~~ regulated. Conflicting uses and structures become more critical the closer they are to the ~~airport operations~~ runway and taxiways; to this end the Airport Public Safety Overlay is divided into five (5) designations of overlay zones. Map III-4 in the Map Appendix illustrates the Overlay:

1. Overlay Zone ~~1~~ 1: Flight Operations
2. Overlay Zone 2: Approach/Departure
3. Overlay Zone 3: Transition
4. Overlay Zone 4: Passage
5. Overlay Zone 5: Airport Affect Area



## General prohibitions and restrictions

**General prohibitions and restrictions** are intended to prevent or reduce incompatible uses surrounding airport facilities for public safety and nuisance reasons. General prohibitions should apply to Overlay Zones 1, 2, 3 & 4 and include storage of hazardous materials, noise sensitive facilities, special function uses, electrical interference, critical obstruction of airspace, creation of bird or wildlife attractant hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intended to use airport facilities.

1. Storage of hazardous materials. Contents that are flammable, explosive, corrosive or toxic which pose a special concern to the extent that an aircraft accident could cause a release of the materials and thereby endanger people and property in the vicinity should be prohibited or restricted. Examples of these uses incompatible with airport operations include the manufacturing of explosives, acid, compost, asphalt, cement, lime, gypsum, and fertilizer, and also commercial storage of propane, natural gases, petroleum, acid, lime, fertilizer, gypsum, wastewater, solid waste, or explosive contents.
2. Noise sensitive facilities. Facilities that rely on comparatively quiet environment, to ensure optimal success and include health and education should be prohibited or restricted. These include churches, schools, halls, stadium, auditoriums, medical facilities, and campgrounds.
3. Concentration of special function uses. Uses that include children, elderly, the infirm, or other regarded as having comparatively little control over their own lives should be prohibited or restricted. Examples include K-12 schools, daycare facilities, hospitals, nursing homes, convalescent centers and other similar uses.
4. Electrical interference. Electrical uses involving transmitting or receiving signals that could disrupt aircraft communications or navigations should be prohibited or restricted. Examples include transmission lines, and wireless communication facilities, towers, or antennas.
5. Critical obstruction of airspace. No structure, tree, terrain, or land use may produce or encourage interference with critical airspace including excess smoke, dust, or heat plumes.
6. Creation of bird or wildlife attractant hazards. Activities that encourage wildlife, especially birds, into critical space utilized by aircraft operations and includes raising or storing cereal grains; golf courses; dairy farms; open water to raise, processing, or otherwise management facilities; waste management facilities; landfills; slaughterhouses; rendering plants; feedlots; septic lagoons and similar byproducts used for crop enhancement; fowl or dead animal reduction, composting, or disposal; creation of nesting habitat with the expectation of endangered species; and other wildlife attractants that cause hazards to flight should be prohibited or restricted.
7. Glare. No uses or building materials should be permitted that have reflective surfaces which produce glare directed upward and interfere with the operations and safety of the airport in Overlay Zones 1-4.
8. Lighting. Lighting accessories should obey height restrictions, must be directed downward, and may need to be partially shaded or covered to eliminate possible interference with airport operations in Zones 1-4. Examples of lighting hazards; include flood lights, signage, or other accessory lighting. Lighting necessary for aircraft maneuvering is exempt from this requirement.
9. Height. No structure or tree shall exceed thirty-five ft (35 feet) in height in Overlay Zones 1-3. Terminal buildings, hangars, and navigational improvements are exceptions. For Zones 4 and 5, agricultural, commercial, and emergency service structural accessories shall not exceed 20:1 slope (twenty feet horizontal to one foot vertical) for a horizontal distance of 4,000 ft (four thousand feet) from the center of the non-precision instrument runway centerline as defined by FAA as critical airspace

## Overlay Zone 1 Flight Operations

1. Purpose. Overlay Zone 1 Flight Operations is the area directly surrounding the runway. The principal risk in this zone is from loss of directional control with landing or taking off from the runway. The purpose of this zone is to prevent conflict that may result in an aircraft accident. Conflicts include animal attractants, electromagnetic interference, and critical airspace obstructions such as lighting, glare, tall trees, terrain, and structures. Airport operations greatly impact properties in this zone with noise, vibrations, lighting, fumes, and accident hazards
2. Permitted uses for Overlay Zone 1 Flight Operations are direct aviation related facilities including terminal buildings hangars, navigational aid and aid improvements, landing strips, taxiways, aircraft sales, fuel storage/dispensing, offices, charter services, aviation research and development, aviation schools, roadways, parking areas, and storage yards; permitted agricultural uses includes the raising of orchards, row crops, livestock feed. and grazing, police, emergency, and fire suppression services

and buildings, irrigation systems; and underground utilities.

3. Conditional uses for Overlay Zone 1 Flight Operations include gravel pits less than three acres; quarries and borrow pits less than three acres; mini storage; and low intensity recreational fields.
4. Density. Overlay Zone I Flight Operations density denies further subdivision of properties.

### **Overlay Zone 2 Approach/Departure**

1. Purpose. Overlay Zone 2 encompasses the area from the end of Zone 1 Flight Operations out diagonally to Zone 5 Airport Affects Area. The risk of accidents is greatest here because, on departure from the runway, aircraft are typically at full speed and on approach, are at low altitude preparing for landing. Due to its proximity to the runway, airport operations are in direct conflict with residential development. Airport operations greatly impact properties in this zone with noise, vibrations, lighting, and accident hazards.
2. Permitted uses for Overlay Zone 2 include residential; direct aviation related facilities including navigational aids and aid improvements, taxiways, aircraft sales, charter services, aviation research and development, roadways, parking areas, and storage yards; permitted agricultural uses includes the raising of orchards, row crops, lives tock feed, and grazing; agriculture storage, processing, and sales of products grown on the premises; irrigation systems; mini storage; underground utilities; warehousing and outdoor storage; florist retail and wholesale; food store; horticultural services; manufactured home sales facilities; quarries and borrow pits less than three acres; governmental buildings; and parking lots.
3. Conditional uses for Overlay Zone 2 conditional uses include offices; gravel pits; quarries and borrow pits three acres or larger; manufacturing (light and heavy); recycling collection centers, recycling processing centers; recreational fields; agricultural stands; shooting ranges; commercial kennels; private clubs; gift shops; cemeteries; laundromats; commercial saw mills (portable and stationary); automobile rentals, repair, wrecking, and towing; tourist accommodations of motels/hotels, inns and lodges, RV parks, aviation related campgrounds, bed and breakfasts, and nightly rentals .
4. Density. Overlay Zones 2 Approach/Departure densities allow subdivision of property for lot 5 (five) acres or larger. Where water and sewer capacities are available, subdivision of property for residential purposes of lots smaller than 5 (five) acres may be allowed if clustered where the maximum density is determined by the performance-based rating system.

### **Overlay Zone 3 Transition**

1. Purpose. Overlay Zone 3 is the transitional area located between Overlay Zone J Flight Operations and Overlay Zone 4 Passage. Residential development should be strictly limited and further subdivision of land is discouraged due to public health and safety concerns. Noise from airport operations can be significant. In order to prevent public nuisance complaints, residential encroachment upon airport facilities is strongly discouraged, however, can be successfully managed with the aid of clustering and low density planned developments. Airport operations greatly impact properties in this zone with noise, lighting, and accident hazards.
2. Permitted uses for Overlay Zone 3 are residential; direct aviation related facilities including terminal buildings, hangars, navigational aids and aid improvements, taxiways, aircraft sales, fuel storage/dispensing, offices, charter services, aviation research and development, aviation schools, roadways, parking areas, and storage yards; light manufacturing; mini storage; permitted agricultural uses includes the raising of orchards, row crops, livestock feed, and grazing, agriculture storage, processing, and sales of products; irrigation systems; underground utilities; warehousing and outdoor storage; florist retail and wholesale; food stores; horticultural services; manufactured home sales facilities; commercial saw mills (portable and stationary); quarries and borrow pits less than three acres; governmental offices, parking lots; and automobile rentals, repair, wrecking, and towing.
3. Conditional uses for Overlay Zone 3 include offices; gravel pits ; quarries and borrow pits three acres or larger, heavy manufacturing; recycling collection centers, recycling processing centers; recreational fields; shooting ranges; commercial kennels ; restaurants, banks; churches campgrounds; private clubs; gift shops; cemeteries; laundromats; governmental infrastructure; tourist accommodations, including motels/hotels, inns and lodges, RV parks, aviation related campgrounds, bed and break fasts, and and nightly rentals.
4. Density. Overlay Zone 3 densities may allow a subdivision of property for lots 5 (five) acres or larger where water and sewer capacities are available, subdivision of property for residential purposes of lots smaller than 5 (five) acres may be allowed if clustered where the maximum density is determined by the performance-based rating system.

**Overlay Zone 4 Passage**

1. Purpose. Overlay Zone 4 is the safety zone directly before Overlay Zone 5, the outermost zone, and therefore requires less regulation because aircraft are flying at high altitudes in this area. The purpose of this zone is to promote compatible development while protecting airport operations. Overlay Zone 4 depends on underlying zoning for permitted and conditionally permitted uses. This zone implements height restrictions and general prohibitions in order to prevent visual or physical obstructions to critical airspace near airports. Airport operations impact properties in this zone to a lesser degree than Overlay Zones 1-3 with noise, lighting, and accident hazards.
2. All uses and densities for Zone will be determined by the underlying zone. General prohibitions and restrictions on glare, lighting, and height apply.

**Overlay Zone 5 Airport affects area**

1. Purpose. Overlay Zone 5 contains the remaining airport environment where aircraft may fly as they approach or depart from the runway. Aircraft are at higher altitudes in this zone, which fosters a reduced risk of accidents. The purpose of this zone is to implement federal restrictions on structure height, the critical factor in securing safe airport operations in this zone. Default to underlying zoning for land use regulations except for height.
2. Airport operations impact properties in this zone minimally with noise, lighting and accident hazards

**PUBLIC USE**

The Public Use designation is intended for those public-owned properties that the City or other public entities have located or plan to locate facilities and developments needed to serve the public, e.g. wastewater treatment facilities, schools, developed parks, public administration offices etc. The purpose is to provide for a range of uses of these properties that focus on provision of needed public services.

**GOALS FOR PUBLIC USE AREAS INCLUDE:**

1. Public use areas should be maintained to eliminate and/or minimize.
2. Public access should be emphasized for conservancy areas.

**Objectives for Conservancy Areas:**

1. 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.
2. 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.

**CONSERVANCY AREAS**

The Conservancy designation is intended to identify those ~~public-owned lands 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~~Easements 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 and Shoreline Master Program, required for –in compliance with the Growth Management Act and Shoreline Management Act and added to this included as part of this comprehensive plan, additional areas may be identified within the corporate limits and UGA, most will likely be outside present corporate boundaries.

**Existing natural areas**

Certain ~~shoreline~~ areas within shoreline jurisdiction (200’ landward on a horizontal plane from the Ordinary-high-Water Mark) have been identified as conservancy areas ~~since the shoreline areas and~~ are already protected to some degree by the City of Oroville Shorelines Master Program which identifies conservancy zones that limit development activity.

**GOALS FOR CONSERVANCY AREAS INCLUDE:**

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

***Objectives for Conservancy Areas:***

1. 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.
2. 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 LANDS OF LONG-TERM COMMERCIAL SIGNIFICANCE**

**CLASSIFICATION**

Agricultural lands within the existing city limits (~~1994~~2021) 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.

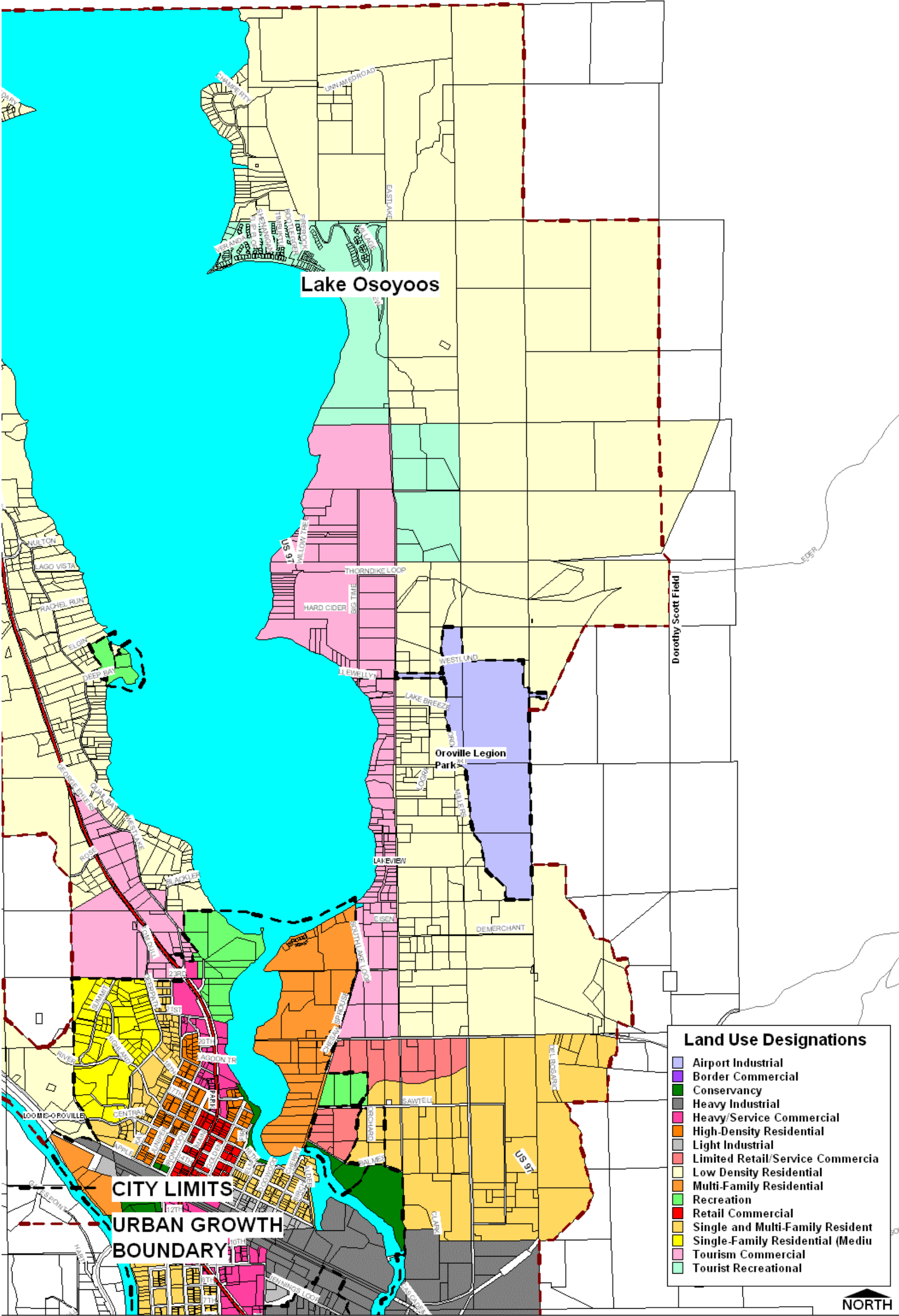
***Policies:***

1. 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.
2. Indoor horticulture such as but not limited to vertical farming and hydroponic practices may be allowed in industrial and service oriented commercial districts where the use can be shown not adversely affect adjoining properties with the release excessive pollens and/or odors, and not pollute the groundwater.
3. 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.

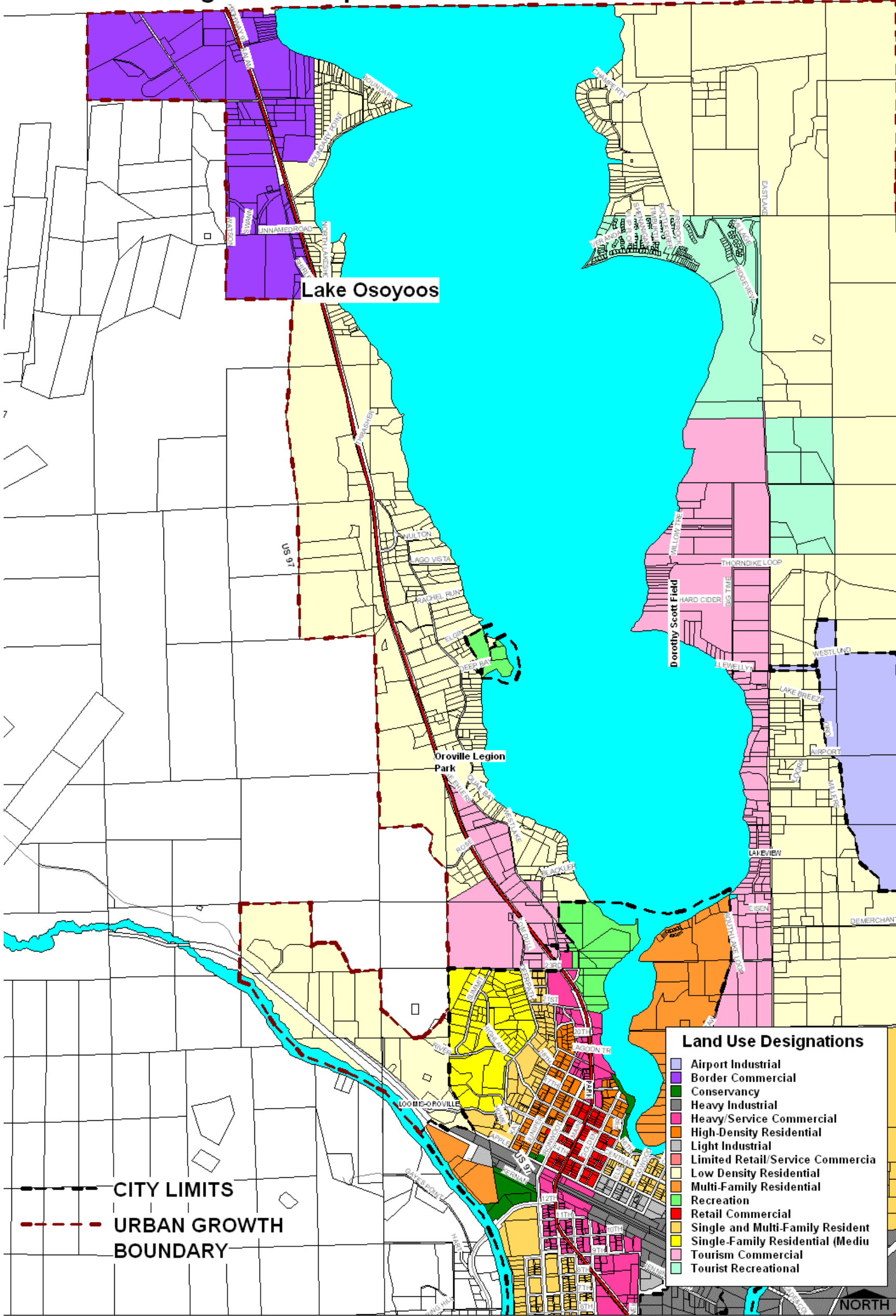
**APPENDIX A – ASSESSOR’S DOR CODES**



City of Oroville Comprehensive Plan  
Land Use Designation Map - UGA East

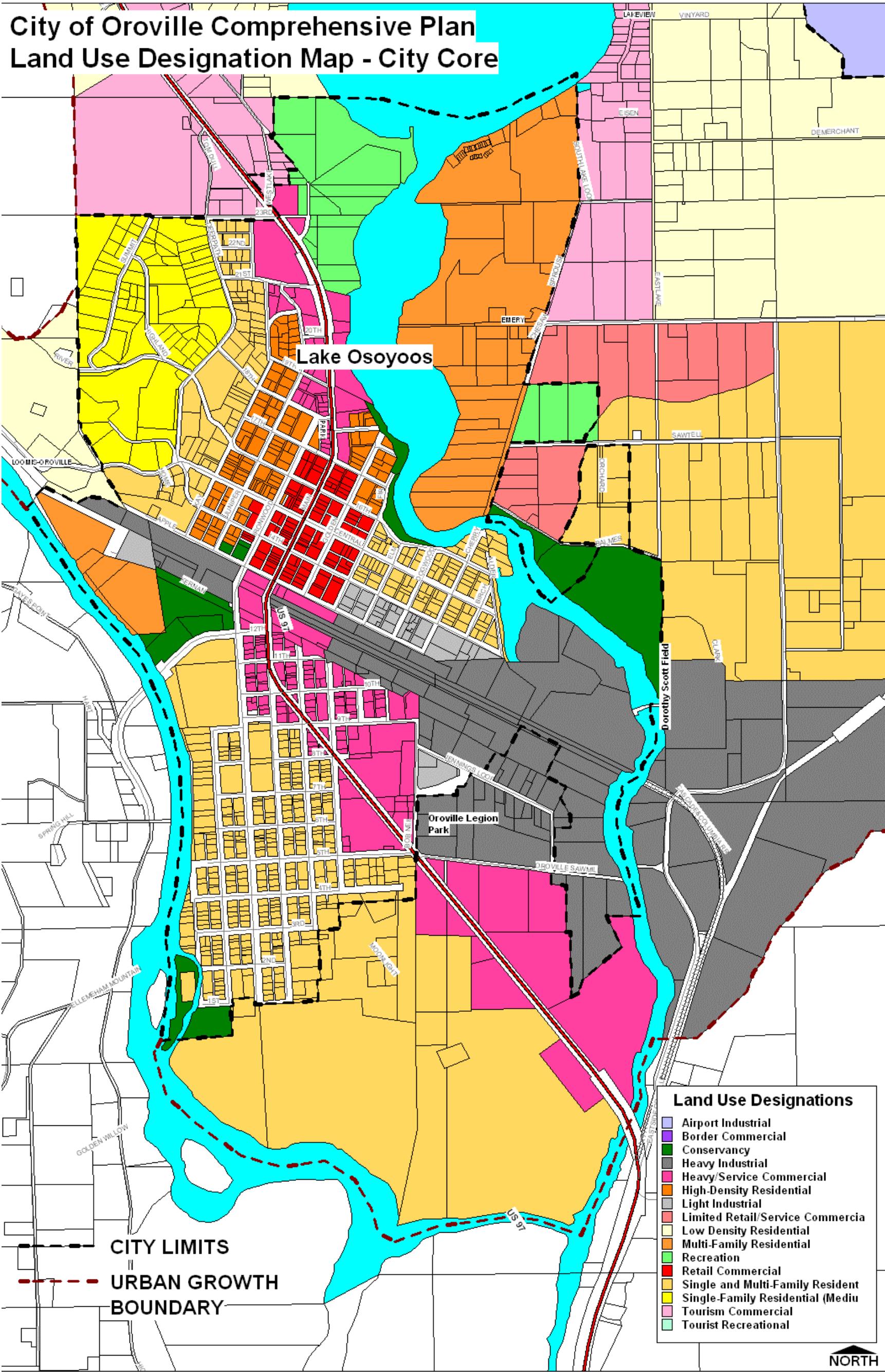


City of Oroville Comprehensive Plan  
Land Use Designation Map - UGA West





City of Oroville Comprehensive Plan  
Land Use Designation Map - City Core



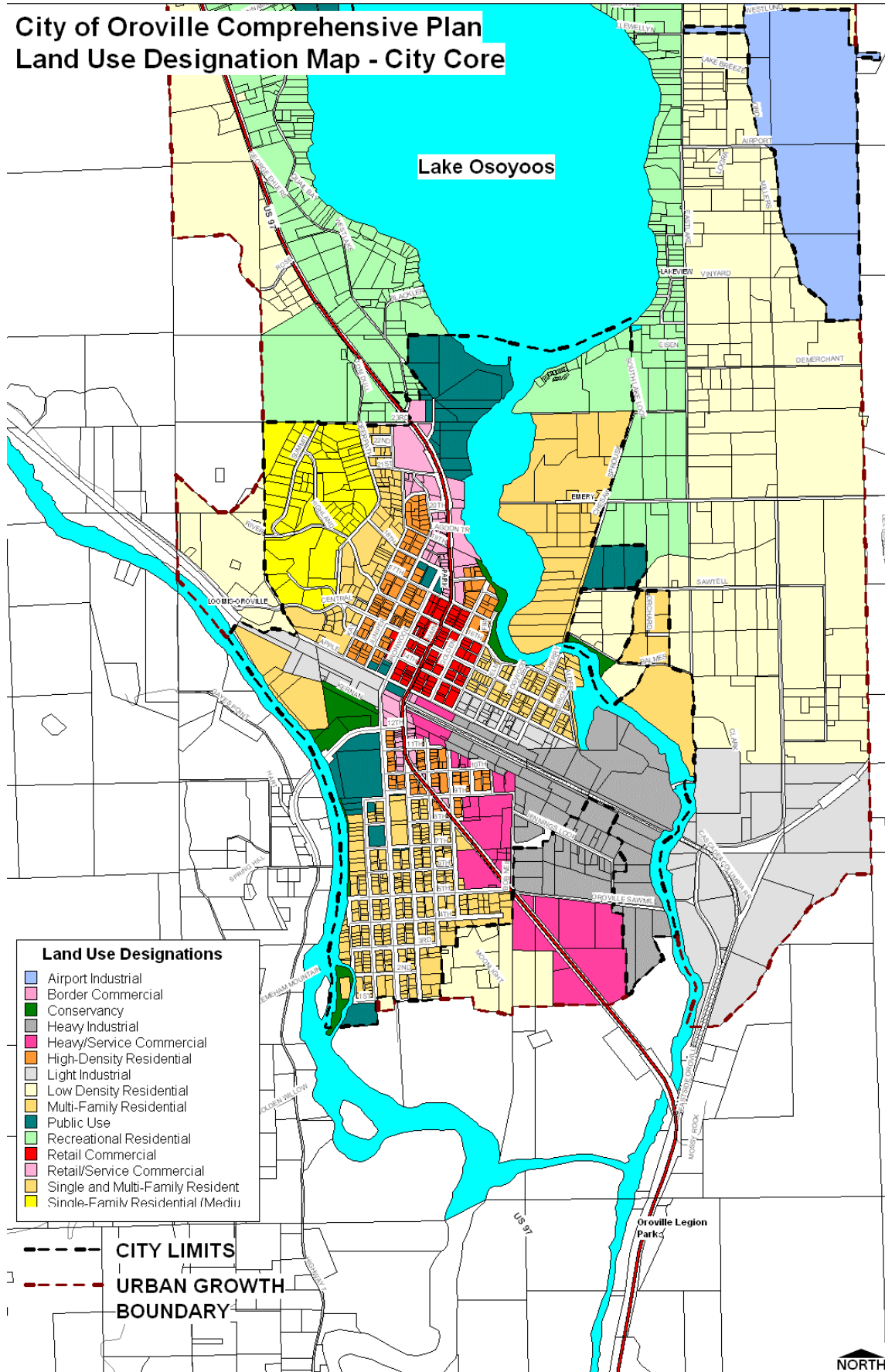


**City of Oroville Comprehensive Plan  
Figure III-1 - Planning Area**

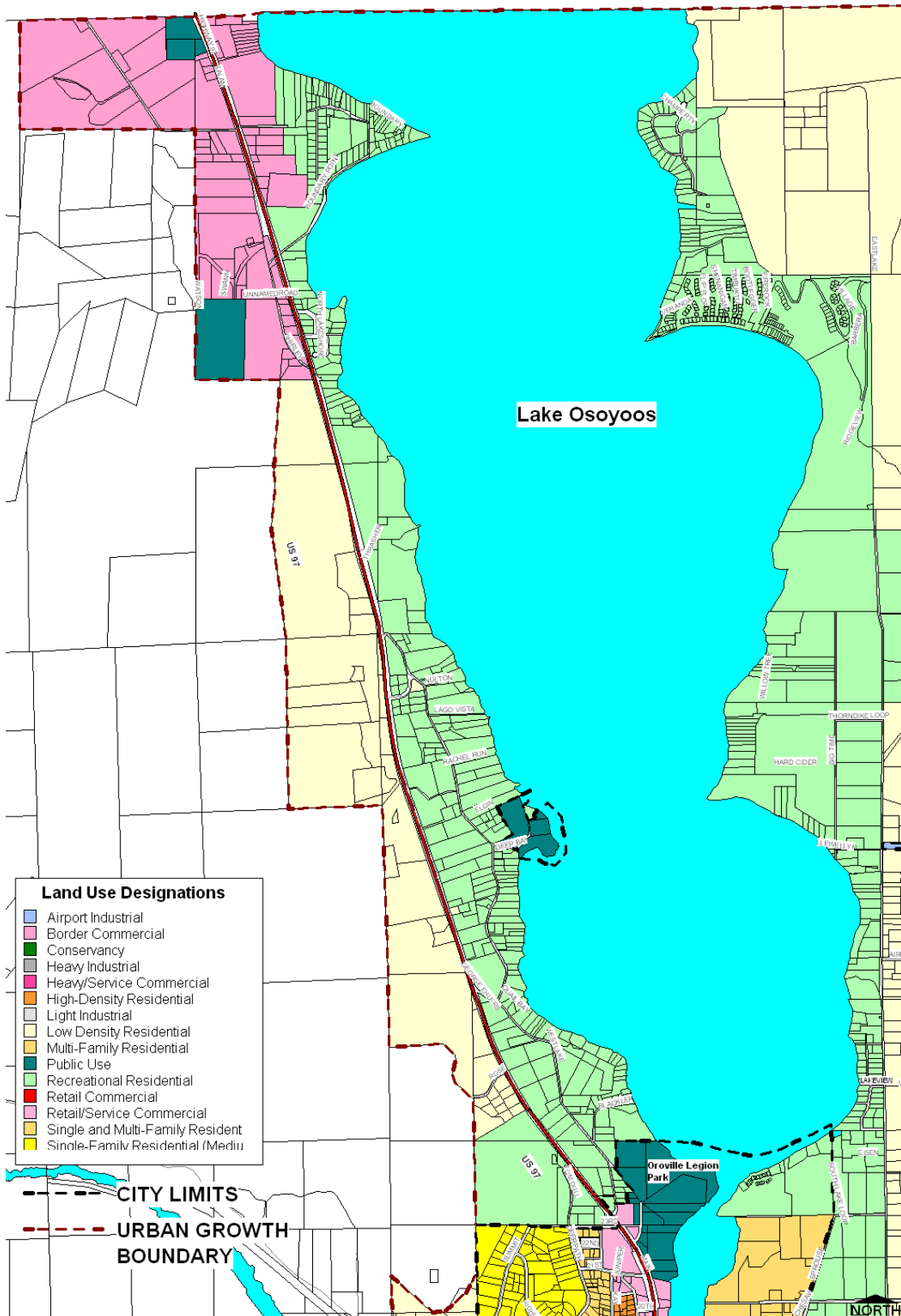


# ATTACHMENT C – PROPOSED LAND USE DESIGNATION MAP

## City of Oroville Comprehensive Plan Land Use Designation Map - City Core

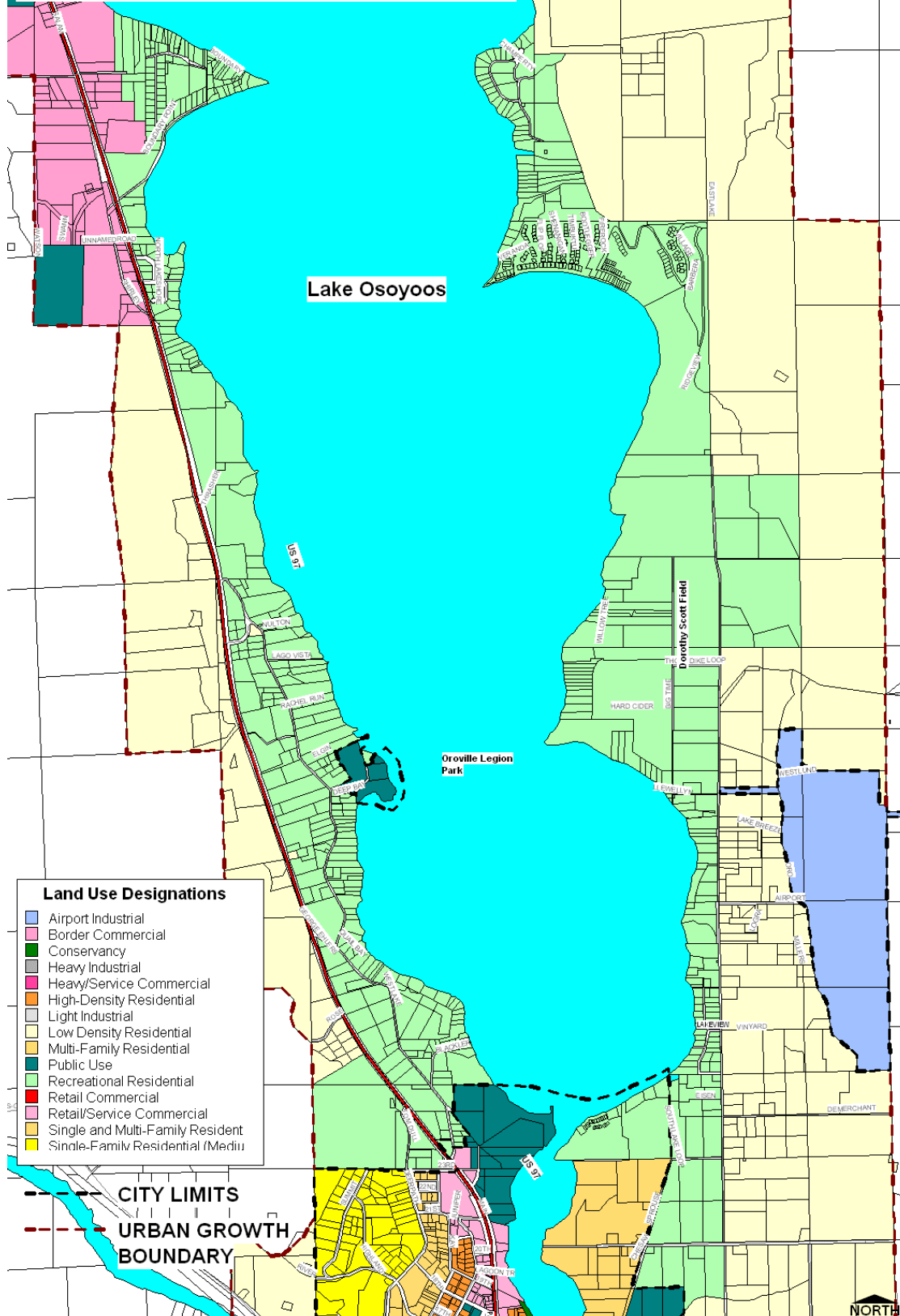


## City of Oroville Comprehensive Plan Land Use Designation Map - UGA West



# ATTACHMENT C – PROPOSED LAND USE DESIGNATION MAP

## City of Oroville Comprehensive Plan Land Use Designation Map - UGA East



## ATTACHMENT D – FLOODPLAIN MAP

