

RESOLUTION NO. 592

**A RESOLUTION OF THE CITY COUNCIL OF OROVILLE,
WASHINGTON, ADOPTING AN UPDATED CITY OF OROVILLE
COMPREHENSIVE PLAN AND MAPS**

WHEREAS, the City of Oroville, has adopted Comprehensive Plan and zoning regulations pursuant to RCW 35.63; and

WHEREAS, all amendments to comprehensive plan are to be adopted, certified, and recorded or filed in accordance with RCW 35.63; and

WHEREAS, Copies of the updated Comprehensive Plan and Maps were circulated for public review and comment for 30 days prior to the Planning Commission Public Hearing; and

WHEREAS, a SEPA checklist and Determination of Non-Significance was issued by the City and a public notice of the DNS was published in the paper of record on December 7, 2023 and only one comment from the Washington Department of Fish & Wildlife was received; and

WHEREAS, the Oroville Planning Commission held a duly advertised public hearing on January 16, 2024 to which interested persons were invited to comment; and

WHEREAS, at the conclusion of the Public Hearing, the Planning Commission unanimously passed a motion of recommend approval of the updated Comprehensive Plan and Maps as presented by staff to the City Council; and

WHEREAS, the City Council reviewed the Planning Commission's recommendation at the February 6 and February 20, 2024 open meetings; and

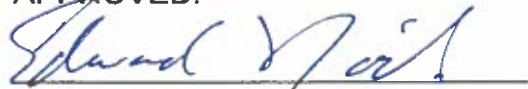
WHEREAS, the Council accepted the Planning Commission's recommendation; and

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF OROVILLE DOES
RESOLVE THE FOLLOWING:**

Section 1. The updated City of Oroville Comprehensive Plan and Maps in the form set forth in Exhibit 1, which are attached hereto and incorporated herein by this reference, and is hereby adopted as if fully set forth herein.

PASSED BY THE CITY COUNCIL OF THE CITY OF OROVILLE, WASHINGTON,
THIS 20th DAY OF FEBRUARY, 2024.

APPROVED:


Edward A. Naillon, Mayor

ATTEST:


JoAnn L. Denney, Clerk-Treasurer

City of Oroville

Comprehensive Plan



Adopted by Resolution #592, February 20, 2024

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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.

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 1,810¹ within the city limits and another 5,072 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.

¹ - OFM April 1, 2023 Population Estimate

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 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.

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 below are specific purposes for the development of the comprehensive plan.

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, was limited to the Priority Planning Area, primarily the City Limits. It was intended that subsequent phases be developed that address a 20-year planning 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.

20-year Plan - 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 and water and sewer to the airport and beyond on the east side of the lake. It is projected that annexations on both sides of the Lake will be considered within 20 years.



Photo by Michelle Miller

ELEMENTS OF THE OROVILLE COMPREHENSIVE PLAN

The 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.

- o THE HOUSING ELEMENT refers to a housing needs assessment conducted in 2020 and suggests options for action to address housing issues in more depth.
- o THE DOWNTOWN ENHANCEMENT ELEMENT
- o 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.
- o 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 be produced, 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 the community's progress toward achieving the goals of the Comprehensive Plan, a biennial report should be produced, 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 DATA**

Year		Percent increase from Previous Decade/Year	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
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	1,795	0.00	3.94
2021	1,800	0.28	3.94
2022	1,805	0.28	4.23
2023	1,810	0.28	4.21



Photo by Michelle Miller

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 was identified as the primary cause for the 1995 jump in population (See Table 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 industrial park at the Dorothy Scott Municipal Airport or continued resort development on both sides of Lake Osoyoos within the City's adopted Urban Growth Boundary. 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**

	2020	2030	2040	2050	2060
Low Projection (1% per decade)	1,700	1,717	1,734	1,752	1,769
Medium Projection (5% per decade)	1,700	1,785	1,874	1,968	2,066
High Projection (10% per decade)	1,700	1,870	2,057	2,263	2,489

As indicated in 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 indicates that the City's share of the population is slowly increasing even 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 increased by less than 1%.

Considering the statewide growth figure of 16% between 2010 and 2020 or 12% 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, 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. 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 Designation Map (Maps MA-2A, 2B and 2C in the Map Appendix) is intended to be a guide as zoning and other land use plan implementing regulations are updated.



Photo by Michelle Miller

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.



Photo by Michelle Miller

ASSESSMENT - OROVILLE TODAY

A land use inventory was completed within the Oroville incorporated limits and UGA in 2021 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 Maps III-3A, III-3B and III-3C in the Map Appendix present inventory data in tabular as well as graphic forms.

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 the late 1990s and early 2000s. Lake Osoyoos is located to the immediate north of Oroville. The United States portion of the Okanogan River flows to the south from Lake Osoyoos through Zoesel Dam. Unincorporated agricultural land that occupies much of the land outside of the city limits within the UGA north along both sides of Lake Osoyoos is increasingly being converted to residential uses. The core of the city is bordered 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 Genesee & Wyoming Railroad tracks, part of which are abandoned, separate the city into North and South sections. The major transportation corridor, U.S. 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 to the southeast where two small sawmills are located near the Okanogan River.

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

Residential areas are generally located to the east, 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 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 within the Urban Growth Area on the west side of the Lake.

In 2006, 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.

2. EXISTING RESIDENTIAL

Residential use makes up approximately 27% of the developed land base in the City of Oroville. Nearly 91% 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 single-family residences.

Residential uses within the city limits 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.

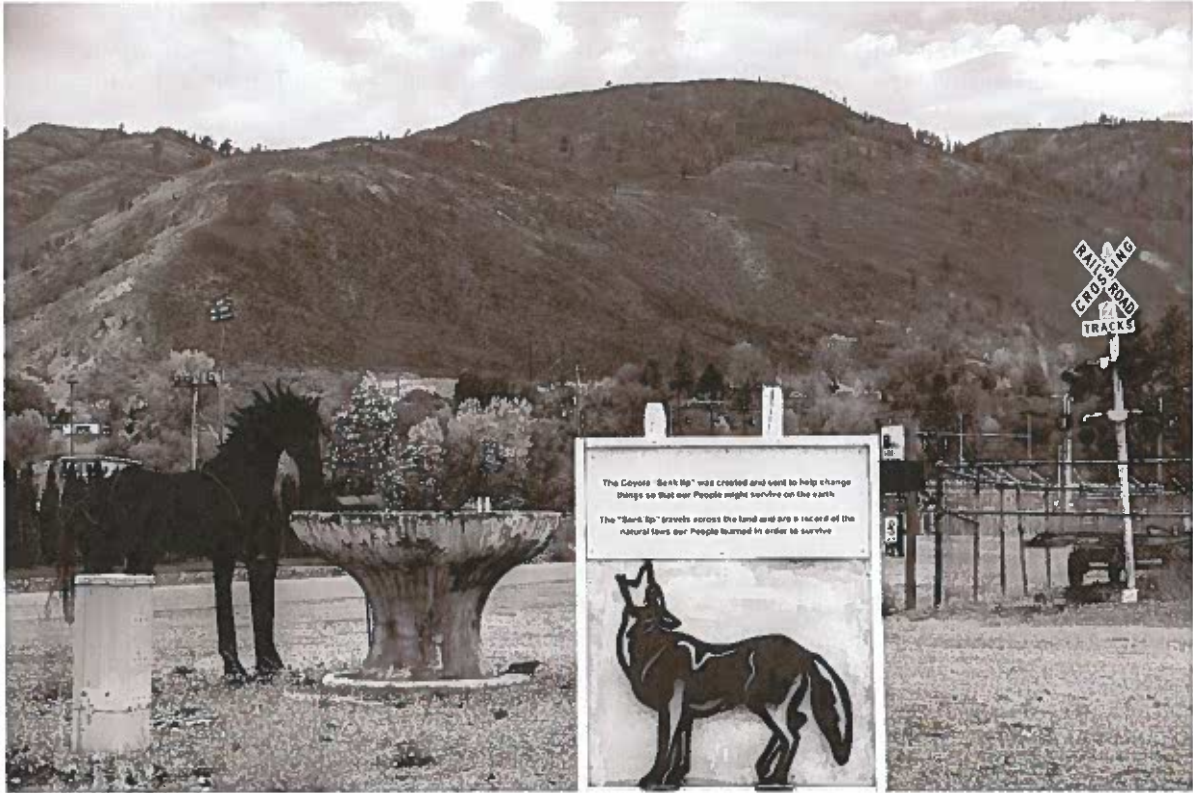


Photo by Michelle Miller

A smaller residential area lies south of the railroad and industrial corridor, on the East side of 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 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 here ranges anywhere between 5 and 8 du/a. 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 du/a was constructed and an annexation was approved for the Oroville Housing Authority which constructed a 15-unit complex at a slightly lower density.

3. EXISTING COMMERCIAL

The commercial district is located along 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 are limited and automotive access to the businesses constantly cross any pedestrian avenue.

Commercial uses occupy slightly less than 18% of the developed land within the city.

4. EXISTING INDUSTRIAL

The industrial area within the city is composed 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.



Photo by Michelle Miller

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 Parks, city hall, police station, schools, various utilities, and the city's airport which represents 14% of the city's developed area.

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 16% of Oroville's incorporated land while semi-public entities use about .33%.



Photo by Michelle Miller

6. EXISTING STREETS AND ALLEYS

Streets and alleys take up approximately 20% 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 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.

*Photo by Michelle Miller*

7. EXISTING AGRICULTURAL

About 136 acres of agricultural land use have been identified within the city (excluding residential garden space). These parcels make up approximately 12% 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 III-1 and Table III-2 on the following pages for more detailed summaries of the city's and its UGA existing land use distribution. Maps III-3A, III-3B and III-3C in the Map Appendix presents a graphic view of the data.

*Photo by Michelle Miller*

Table III-1
2022 Existing Land Use - City of Oroville (Corporate Limits)

Land Use	Parcels	Acres	Percent of Developed Area	Percent of Land Area	Acres per 100 persons
Residential	725	248.37	27.23%	21.35%	14.48
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
Commercial	160	161.21	17.68%	13.86%	9.40
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
Industrial	24	79.91	8.76%	6.87%	4.66
Public	51	186.75	20.48%	16.06%	10.89
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
Semi-Public	16	4.91	0.54%	0.42%	0.29
Utility	2	1.02	0.11%	0.09%	0.06
Service Clubs, Churches and others	14	3.89	0.43%	0.33%	0.23
Streets and Alleys	0	230.9	25.32%	19.85%	13.46
Total Developed Area	976	912.05	100.00%	78.41%	53.18
Agriculture	49	136.49	0.00%	11.73%	7.96
Undeveloped	168	114.57	0.00%	9.85%	6.68
Total Land Area	1193	1163.11	78.41%	100.00%	67.82

Table III-2
2022 Existing Land Use - City of Oroville (Urban Growth Area)

Land Use	Parcels	Acres	Percent of Developed Area	Percent of Land Area	Acres per 100 persons
Residential	572	456	71.74%	16.23%	19.01
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
Commercial	19	37.28	5.87%	1.33%	1.55
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
Industrial	0	0.00	0.00%	0.00%	0.00
Public	5	2.94	0.46%	0.10%	0.12
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
Semi-Public	23	139.40	21.93%	4.96%	5.81
Utility	3	0.90	0.14%	0.03%	0.04
Service Clubs, Churches and others	20	138.50	21.79%	4.93%	5.77
Streets and Alleys	0		0.00%	0.00%	0.00
Total Developed Area	619	635.62	100.0%	22.62%	26.50
Agriculture	266	1961.89	0.00%	69.83%	81.78
Undeveloped	235	212.05	0.00%	7.55%	8.84
Total Land Area	1120	2809.56	22.62%	100.00%	117.11



Photo by Michelle Miller

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 slow 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 of Lake Osoyoos. The city provides water to much but not all of these areas and sanitary sewer on the east side of the Lake. It is 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 was completed in 1995. 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 2006, resulted in the extension of a sanitary sewer main on the east side of Lake to serve the development.



Photo by Michelle Miller

The most recent annexations have been geared to accommodate affordable housing which often demands multi-family development. The Oroville Housing Authority, as well as non-profit and private representatives of the development community, have completed and are planning such housing.

Space within the city that would allow zoning for manufactured home parks is also in short supply. 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 Land Use Designation Maps in the Map Appendix represent the areas targeted for urban growth for the City of Oroville and defines the general distribution of land uses within those areas. 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:

- a. As new areas are considered for annexation, inquiries should be made into public opinion, costs/benefits, infrastructure, and physical constraints.
- b. 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.
- c. 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.
- d. Each redevelopment and annexation proposal should consider adequate amounts of open area that is usable for such purposes as recreation and stormwater absorption.
- e. All proposed annexations should be reviewed by the Oroville Planning Commission for recommendations to the Oroville City Council.
- f. Annexation proposals for undeveloped property should include a conceptual master plan that outlines the intent for the future development of the area.
- g. The city should ensure that a plan of service is developed prior to annexation of land.
- h. 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.
- i. 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.
- j. Provision of water outside of the incorporated area should be coupled with agreements to support LIOs for the provision of sanitary sewer services.
- k. Provision of sewer and/or water service outside of the incorporated area should always be coupled with agreements to support future annexation proposals.
- l. 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.
- m. 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.
- n. 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

Areas of the city and UGA have been designated for specific types of land use on the Land Use Designation Map (see Maps III-2A, 2B and 2C 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 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 three or more dwelling units located on a single parcel of land. "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 are designated residential as shown on the Land Use Designations Maps III-2A, III-2B and III-2C contained in the Map Appendix.

General Objectives and Policies for Residential Development Include:

- a. Residential areas should be varied in density, dwelling types, and design to encourage flexibility to meet the needs of diverse family sizes, age groups, and income levels.
- b. Parcels of ground should be large enough to allow for flexible site plans and maximum utilization of land including allowances for adequate open area.
- c. 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.
- d. 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.



Photo by Michelle Miller

- e. 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.)
- f. 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 mini mixed. (State law preempts site restrictions for "Adult Family Home" facilities located in residential areas.)
- g. 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.
- h. Infrastructure should be in place prior to the issuance of building permits including but not limited to streets, water, sewer and lighting.
- i. When significant projects are proposed, the city should require bonding to ensure completion of infrastructure projects.
- j. 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.
- k. Adequate off-street parking should be required as an element of any new development.
- l. 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.

- m. Standards should be used and maintained that apply to all residential structures so that 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.
- n. Provisions in zoning should be made for manufactured, modular and tiny home parks.
- o. 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.
- p. 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

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

SINGLE-FAMILY RESIDENTIAL (LOW-DENSITY)

The purpose of the single-family residential low-density designation is to provide for areas 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

- a. Restrict future development to low-density residential uses consisting of single-family homes and accessory dwellings, exclusively.
- b. Off-street parking (i.e., driveways) should be a required element of any new development.
- c. Land uses that are incompatible with single-family residential uses should be buffered by gradually higher intensive uses.

- d. 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.



Photo by Michelle Miller

SINGLE-FAMILY RESIDENTIAL (MEDIUM-DENSITY)

The purpose of the 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 Single Family Residential Medium-Density Designation:

- a. Restrict future development to medium density residential uses consisting of single-family homes, accessory dwellings and duplexes, exclusively.
- b. Off-street parking (i.e., driveways) should be a required element of any new development.
- c. Land uses that are incompatible with the single-family residential areas should be buffered by gradually higher intensive uses.
- d. 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 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:

- a. Encourage a mixture of housing types.
- b. Processes that include administrative and public review should be developed and applied to high-density multi-family development proposals. These processes should include detailed design standards that provide reasonable predictability for the developer.
- c. Sufficient off-street parking should be a required element of all new development.
- d. 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 high-density multi-family apartments, condominiums and other types of high-density residential uses such as /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 more dwelling units per acre.

Objectives for the Multi-Family Residential Designation:

- a. Ensure that high-density multi-family dwelling needs are a priority in this designation.
- b. Encourage construction designs that provide adequate space and are aesthetically acceptable.
- c. Encourage development that will provide affordable, energy-efficient design.
- d. Set access design standards that ensure safety which include accessibility by police, fire and utility vehicles.
- e. Future residential developments should include construction of non-motorized access facilities to accommodate the pedestrian public and discourage unnecessary automobile traffic and air pollution.
- f. 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:

- a. Encourage a mixture recreational and residential uses.
- b. Sufficient off-street parking should be a required for all new development.
- c. Future developments should include construction of facilities to accommodate the non-motorized means of transportation and discourage unnecessary automobile traffic and air pollution.
- d. Protect existing agricultural uses.
- e. 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 designations:

- Border Commercial
- Retail/Service Commercial
- 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:

- a. Commercial development should be grouped together in as attractive, convenient and compact a manner as possible.
- b. The amount of land set aside for commercial development should be closely related to need. Excessive commercially designated land may undermine the strength of the present central business area and will tend to create deterioration of adjacent residential areas.
- c. 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.

- d. Downtown Enhancement should be a major concern. A maintenance program must be developed and participated in by the city and every merchant
- e. Businesses should provide ample, convenient off-street parking located in such a manner as to be aesthetically pleasing, accommodate the shopper and be designed to address stormwater runoff retention and disposal. All new development should provide off-street parking.
- f. 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.
- g. 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
- h. 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.
- i. 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 commercial areas.
- j. 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.



Photo by Michelle Miller

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:

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

LIMITED RETAIL/SERVICE COMMERCIAL

The purpose of the limited retail/service commercial 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:

- a. Retail uses should be limited to those retail uses which are a matter of convenience to the neighborhood such as but not limited to convenience stores and fueling stations.
- b. Commercial services should be limited to general light services such as restaurants, salons, carwashes, domestic storage facilities, dry cleaners and laundry mats.
- c. 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 designation include most types of retail and office activities including a few service-commercial activities, such as restaurants, professional offices and personal care services.

As indicated on the Land Use Designation Map, the pedestrian oriented, central business district is appropriately designated within the center of the community.

Objectives for the Retail Commercial Designation:

- a. Emphasis should be placed on maintaining the central business district as the primary retail shopping area. Every effort should be made to encourage any retail development in this area.
- b. Expansion of the Retail Commercial area should be limited in order to maintain a compact and easily accessible shopping area.
- c. Signs should direct shoppers to angled parking on Ironwood and proposed for Golden.
- d. A plan should be developed by the city in cooperation with downtown businesses to improve and enhance the central business district including the maintenance of street trees, clear signage and provision of attractive and safe pedestrian access.
- e. 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 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 for the Service Commercial Designation:

- a. The designation should not create a "strip" environment.
- b. 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.
- c. New developments should provide safe pedestrian access.
- d. Businesses that require large volumes of traffic should be reviewed by the city to evaluate impact on street design and construction standards.
- e. Provisions should be made to provide convenient, off-street areas for truck parking.

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 railroad tracks and right-of-way, from the east to the west city limits. The primary 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:

- a. 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.
- b. Industrial sites should be large enough to provide for expansion and for off-street loading and parking.
- c. Industrial sites should be reserved well in advance of need for exclusive industrial use through single ownership and through industrial zoning.
- d. Industrial areas should be compatible with or buffered from surrounding land uses and be protected from conflicting uses.
- e. Industrial use should be consistent with shoreline, critical area and flood hazard and damage prevention regulations.
- f. 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:***

- a. 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.
- b. Light industrial areas should be compatible with and buffered from surrounding land uses and be protected from conflicting uses.
- c. Light industrial use should be consistent with shoreline, critical area and flood hazard and flood damage prevention codes.

AIRPORT INDUSTRIAL

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

Objectives for Airport Industrial Development:

- a. The Airport Industrial area should maintain existing access to transportation corridors and utilities consistent with the primary use as a general aviation airport.
- b. Industrial uses should be consistent with critical areas and operation of the airport.

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 airport to the public which include:

- Emergency response including emergency medical airlift, wildland firefighting and search and rescue services
- 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 constrained. Conflicting uses and structures become more critical the closer they are to the 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:

- a. Overlay Zone 1: Flight Operations
- b. Overlay Zone 2: Approach/Departure
- c. Overlay Zone 3: Transition
- d. Overlay Zone 4: Passage
- e. 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.

- a. 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.
- b. 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.
 - c. 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.
 - d. 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.
 - e. 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.
 - f. 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 rage, 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.
 - g. 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.
 - h. 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.
 - i. 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

- a. 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
- b. 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.
- c. 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.
- d. Density. Overlay Zone I Flight Operations density denies further subdivision of properties.

Overlay Zone 2 Approach/Departure

- a. 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.
- b. 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, livestock 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.
- c. 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 .

- d. Density. Overlay Zone 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

- a. 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.
- b. 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.
- c. 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 breakfasts, and nightly rentals.
- d. 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.



Photo by Michelle Miller

Overlay Zone 4 Passage

- a. 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.
- b. 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

- a. 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.
- b. Airport operations impact properties in this zone minimally with noise, lighting and accident hazards.

PUBLIC USES

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:

- a. Public use areas should be maintained to eliminate and/or minimize negative impacts to the environment, community and adjoining property owners.
- b. Public access should be emphasized, where appropriate, in conservancy areas.



Photo by Michelle Miller

CONSERVANCY AREAS

The Conservancy designation is intended to identify those public-owned lands where physical constraints preclude other uses and where natural resources need protection.

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. 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 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 compliance with the Growth Management Act and Shoreline Management Act and included as part of this plan, additional areas may be identified within the corporate limits and UGA.

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



Photo by Michelle Miller

GOALS FOR CONSERVANCY AREAS INCLUDE:

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

Objectives for Conservancy Areas:

- a. 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.
- b. 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.

3. GROWTH MANAGEMENT ACT - INTRODUCTION

NATURAL RESOURCE LANDS AND CRITICAL AREAS

In 1990, the Washington State Legislature passed the Growth Management Act (GMA) in response to rapid growth that was occurring in certain areas of the state. Counties that are either required to plan under the Act or have opted to plan under the Act have a wide array of planning issues to address. Jurisdictions in counties that aren't required to plan under the act, such as Okanogan County, or have not chosen to plan are still required to address certain issues. Classifying and designating "natural resource lands of long-term commercial significance" as well as "critical areas" is a required task for all cities and counties in the state. In regards to critical areas, an amendment to the Growth Management passed by the legislature in 1991 requires all cities and counties of the state to protect critical areas through regulation. Therefore, in response to this mandate the City of Oroville included classification schemes and designations in the 1994 Comprehensive Plan with recommendations regarding the management of each area of concern. The classification and designation schemes in this updated plan reflect current Best Available Science. Furthermore, the goals and policies for critical areas are intended to be implemented through existing regulatory land use ordinances.

Natural Resource Lands include agricultural lands, forest lands, and mineral resource lands of long-term commercial significance. Critical areas include wetlands, aquifer recharge areas, frequently flooded areas, geologically hazardous areas (e.g. erosion hazard areas, landslide hazard areas, seismic hazard areas and volcanic hazard areas), fish and wildlife habitat areas, endangered and threatened species, naturally occurring ponds, waters of the state, lakes and rivers with game fish, state natural area preserves and other areas not applicable to Eastern Washington.

Certain resource lands and critical areas within the urban growth area may warrant special attention and are usually identified as "conservancy" in the land use plan designations as discussed earlier and should be protected as appropriate.

As the 1994 Comprehensive Plan was being drafted, the City of Oroville and other Okanogan County communities were participating in a coordinated planning effort to comply with the Growth Management Act. As this update is undertaken, the City is relying on the information collected in this joint planning activity combined with data collected by the city in its attempt to comply with the Best Available Science mandate of the GMA.

AGRICULTURAL LAND OF LONG-TERM COMMERCIAL SIGNIFICANCE

CLASSIFICATION

Agricultural lands within the existing city limits (2022) 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.

The classification criteria are as follows:

- a. Land is currently in agricultural use.

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

The classification criteria are applied in such a way that three levels of agricultural land of long- term commercial significance result. These levels, or classes as they are referred to from this point forward, are described below:

Class I - Parcels of agricultural land meeting all six of the classification criteria.

Class II - Lands meeting five of the six classification criteria.

Class III - Lands meeting four of the six classification criteria.

DESIGNATION (LAND OUTSIDE OF THE CITY LIMITS – 2023)

Designation of agricultural lands of long-term commercial significance is accomplished, on a case-by-case basis, in response to land use proposals that would have a likely impact on agricultural lands. As designations are completed, the land may be mapped for reference purposes. However, the designations are not static; forces that influence the criteria will change the classification of these lands on an ongoing basis.

The following are goals and policies regarding the future actions of city officials when considering annexation proposals on or near significant agricultural lands:

GOAL

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

POLICIES

- a. Zoning within the city should always treat agricultural as a non-conforming use that can continue but not expand or be substantially changed.
- b. 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.

- c. The City of Oroville should encourage the establishment of sufficient buffers for proposed non-agricultural activities that are adjacent to existing agricultural uses so as to protect the health and safety and welfare of human use.
- d. Existing or proposed urban uses within the incorporated boundaries of the city should be given acknowledgement and priority consideration over agricultural uses.
- e. Appropriate and effective buffers should be encouraged between agricultural and urban uses to protect the health, safety and welfare of citizens choosing to live, work and play within the city.
- f. Agricultural lands that are located immediately adjacent to the incorporated boundaries of the city meeting class II criteria should be acknowledged and respected as priority uses when urban uses are proposed next to such lands. In these cases, the proposed urban use should bear the majority of the burden for protecting the urban use from the effects of agricultural practices.
- g. 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.
- h. The city should support the development of an agricultural products industry that develops products that are normally shipped out of the county in a raw form into more refined products to create jobs in the region. (e.g. lumber versus logs, wine versus grapes)
- i. The city should recognize and support the multiple uses and beneficial role agricultural resource lands play in the provision of open spaces, enhancement of wildlife habitat and the rural qualities prized by the community.
- j. The city should provide opportunities for affected citizens to be involved in the preparation of plans and regulatory programs intended to protect natural resources, including agriculture.
- k. The City should encourage and strictly enforce the control of noxious weeds throughout its jurisdiction.

FOREST RESOURCE LAND OF LONG-TERM COMMERCIAL SIGNIFICANCE

CLASSIFICATION

For the purpose of classification of Forest Lands for timber production and harvest, the City of Oroville designates Land grades I through 5 pursuant to WAC 458-40-535, as forest lands of long-term commercial significance.

DESIGNATION

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

MINERAL RESOURCE LANDS OF LONG-TERM SIGNIFICANCE**CLASSIFICATION**

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

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

DESIGNATION

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

Mineral resource lands of long-term significance in Okanogan County, including Oroville and its urban growth area have been designated according to the above classification criteria. A master of this map should be kept at Oroville City Hall and updated as updated by Okanogan County.

In the event that substantial mining development occurs, the city should consider

incorporating these goals and policy statements into regulations specific to mining exploration, development and reclamation.

As some mineral lands provide strategic minerals which are inseparably linked to national security, economic security and other vital uses, the city supports prospecting, as well as development of economically viable mineral resource lands.

GOAL

Encourage mineral development in areas where it can be accommodated with historic, present, and projected land use patterns for the area, while recognizing that mineral development can only occur where economically viable deposits exist.

POLICIES

- a. The city should coordinate with relevant county, state, federal and tribal entities in at least the three following areas:
 - 1) Access to mineralized lands.
 - 2) Opportunities for development of mineralized lands.
 - 3) Reclamation of the land according to an approved site reclamation plan.
- b. Lands being considered for annexation that have known mineral development sites should be include zoning designations that would allow the use or potential use to take place while providing protection for urban uses (including gravel or soil extraction).
- c. Since existing mining claims exist on lands within the city, it should be recognized that, if economically feasible, mineral extraction may take place within the city in the future.

CRITICAL AREAS

Critical areas should be regulated through existing regulatory programs. When mapping is feasible, overlays should be prepared that allow special requirements for particular areas within a zoning district.

AQUIFER RECHARGE AREAS

Aquifer Recharge Areas serve the vital function of replenishing groundwater resources which provide potable water, an essential life sustaining element. Aquifers not only provide water for domestic use but influence water availability for fish, wildlife, recreation and agriculture in wetlands, lakes, rivers and streams. Groundwater contributes to these water bodies while they return the favor when groundwater supplies become depressed. This, in turn, lowers surface water levels, thus, risking the viability of those dependent on these water sources.

Aquifer recharge areas are defined as follows:

Aquifer Recharge Areas - Areas which, due to the presence of certain soils, geology, and surface water, act to recharge ground water by percolation.

Critical Aquifer Recharge Areas - A Critical Aquifer Recharge Area (CARA) is

defined by the GMA as areas with a critical recharging effect on aquifers used for potable water

The Washington Administrative Code (WAC) Chapter 365-190 uses the following definition:

“Areas with a critical recharging effect on aquifers used for potable water are areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water.”

Water quantity, of course, is not the only concern. Once ground water is contaminated it is difficult, costly, and sometimes impossible to clean up. Preventing contamination is necessary to avoid potential physical harm to people, hardships, and exorbitant rehabilitation and clean-up costs. Preserving aquifer recharge areas is also critical in the replenishing of the city's ground water supply.

In urban areas, another benefit of maintaining aquifer recharging capability is related to stormwater management. Soil and vegetation tend to reduce runoff by slowing the velocity of water; thereby, reducing erosion and potential flooding. As water velocity is slowed by vegetation and soil it is more easily absorbed by permeable soil, providing a filtering function for various contaminants, e.g., heavy metals. This process serves to protect water quality of surface is discharged to surface water bodies also increases, a costly endeavor. Consequently, reducing stormwater runoff by collecting it on-site, using any natural means available, is desirable.

CLASSIFICATION

In July of 2018 the City adopted an updated Water System Plan as required by the Washington State Department of Health to comply with the federal Safe Drinking Water Act. The purpose of such a plan is to provide an organized approach to effectively protect drinking water supplies from contamination.

An Aquifer Susceptibility Assessment is a key component of a WHP. Susceptibility is a qualitative measure of how quickly and how far groundwater must travel to reach a water source (well or spring). Such information is useful in determining the existence of Aquifer Recharge Areas, and the extent of regulation necessary to protect local aquifers. Maps of the Wellhead Protection Areas for the 4 existing City wells are included as Maps III-CA-1 and III-CA-2 in the Map Appendix.

To date (2022), no specific aquifer recharge studies have been performed in the Oroville Area. However, it is generally acknowledged that the following areas have the potential to be aquifer recharge areas: rivers and creeks especially at their headwaters, wetlands, lakes and ponds, alluvial fans and, areas within the 100-year flood plain. These areas are usually lower in elevation than their surrounding landscape. Therefore, coupled with certain porous soil types as identified by the Soil Conservation Service, 2009 Natural Resource Conservation Service's Web Soil Survey of Okanogan County, Washington, and identified wellhead protection areas, these areas are considered to have critical potential for aquifer recharge should be afforded a higher degree of protection than other areas. As a result, the City has classified areas with the following soil types in Hydrologic Group A as Critical Aquifer Recharge Areas (see Map III-CA-3 CARAs in the Map Appendix):

201	Aeneas fine sandy loam, 0 to 10 percent slopes
224	Cashmere fine sandy loam, 0 to 3 percent slopes
225	Cashmere fine sandy loam, 3 to 8 percent slopes
228	Cashmont sandy loam, 0 to 3 percent slopes
229	Cashmont sandy loam, 3 to 8 percent slopes
230	Cashmont sandy loam, 8 to 15 percent slopes
231	Cashmont sandy loam, 15 to 25 percent slopes
232	Cashmont gravelly sandy loam, 0 to 8 percent slopes
233	Cashmont sandy loam, 0 to 25 percent slopes, extremely stony
234	Cashmont sandy loam, 25 to 45 percent slopes, extremely stony
274	Ewall loamy fine sand, 0 to 15 percent slopes
275	Ewall loamy fine sand, 15 to 25 percent slopes
276	Ewall loamy fine sand, 25 to 45 percent slopes
455	Pogue fine sandy loam, 0 to 5 percent slopes
456	Pogue fine sandy loam, 3 to 8 percent slopes
457	Pogue fine sandy loam, 8 to 15 percent slopes
460	Pogue gravelly fine sandy loam, 25 to 65 percent slopes, extremely stony
461	Pogue gravelly fine sandy loam, 0 to 8 percent slopes
462	Pogue gravelly fine sandy loam, 8 to 25 percent slopes
496	Skaha gravelly loamy sand, 0 to 8 percent slopes
497	Skaha gravelly loamy sand, 8 to 25 percent slopes

DESIGNATION/MAPPING

As of 1994, no aquifer recharge areas are known to have been mapped within the city or surrounding area. Given this limitation, the city offers a means of broad-based protection within the city based on the Web Soil Survey that ensures at least some aquifer recharge capability. Zoning, critical areas, subdivision and shoreline regulations all provide some opportunity to include provisions that could protect a percentage of permeable lands. See Map III-CA-3 CARA in the Map Appendix.

GOALS

The following goals are intended to provide a general direction for protection of designated Critical Aquifer Recharge Areas (CARA):

- a. Protect the aquifer recharging functions of land located within and adjacent to the city.
- b. Maintain a high standard of quality for both groundwater and surface water resources.

- c. Increase and maintain an awareness, on the part of all participants in the community, of the roles and functions of various natural systems in maintaining water quality and quantity.

POLICIES

The following policies are intended to provide a foundation for the regulations required to protect CARAs in compliance with the Growth Management Act.

- a. Indiscriminate release of hazardous wastes or materials, regardless of their risk potential, should be discouraged through both, examples set by the city and any educational means available.
- b. The city should immediately begin planning for the extension of sewer to areas in the community that lack these urban services.
- c. An annexation plan should be prepared for the west shoreline of Lake Osoyoos where residential densities are gradually increasing, thereby increasing the risks to water quality and the need for a waste water treatment system.
- d. Shorelines, zoning and critical areas regulations should include provisions that appropriately limit impervious lot coverage.
- e. When the city is requested to comment on any land use applications or rezones outside the city boundaries, the classification criteria should be applied in developing comments for the particular development proposal provided that sufficient data is available to apply the criteria.
- f. The classification criteria should be applied when annexations are considered and any areas identified in any of the above classes of recharge potential should be appropriately zoned and protected. The classification criteria should only be used if reliable data is available to apply the criteria.
- g. Lands that are classified, based on reliable data, as having a critical potential recharge should be identified in zoning overlay maps and a lower allowable impervious surface coverage should be applied.

FREQUENTLY FLOODED AREAS

Frequently flooded areas are those that experience a general and temporary condition of partial or complete inundation of normally dry areas from the overflow of inland waters and/or the unusual and rapid accumulation of runoff of surface waters from any source. Such areas include the 100-year flood plain as defined and mapped by the Federal Emergency Management Administration (FEMA). Oroville's frequently flooded areas are associated with Lake Osoyoos, and the Okanogan and Similkameen Rivers. See Maps III-CA-4 and III-CA-5 Flood Hazard Areas in the Map Appendix. These areas are regulated by the City's flood damage prevention code (Chapter 15.16 OMC).

CLASSIFICATION

Class I. The floodway of any river or stream as designated by FEMA; and, draws, alluvials and flood channels that are not mapped by FEMA but are areas of local

concern that have a historical reoccurrence of flood events characterized by significant damage caused more by water velocity than by general inundation.

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

DESIGNATION

The City designates those areas of special flood hazard indicated on Maps III-CA-4 and III-CA-5 Flood Hazard Areas which are Flood Hazard Boundary Map/Flood Insurance Rate Map and Flood Boundary/Floodway Map, together with the accompanying Flood Insurance Study from Community Number 530121 0001 C, revised November 16, 1982 and Flood Hazard Boundary Map/Flood Insurance Rate Map and Flood Boundary/Floodway Map, together with the accompanying Flood Insurance Study from Community Number 530117 0150 C, revised June 19, 1997.

As information becomes available, the City should pursue mapping of areas of local concern that have a tendency to flood, despite being outside the levee. FEMA maps designate floodways and 100-year floodplain while specific problems areas should be designated by the city based on local experience and historical data. Mapping for the areas of local concern should supplement FEMA maps for flood damage protection.

GOALS

The following goals are intended to provide a general direction for protection of designated flood hazard areas:

- a. Manage land use in such a way that flood damage potential is minimized.
- b. Manage development in such a way that increased flood potential is avoided.
- c. Pursue funding to conduct a flood study, prepare a flood management plan and update the FEMA map (November 16, 1982).

POLICIES

The following policies are intended to provide a foundation for the regulations required to protect flood hazard areas in compliance with the Growth Management Act.

- a. The flood damage protection code should be amended to include any areas of local concern as they may be discovered and designated by the city.
- b. Provisions for development of frequently flooded areas of local concern should allow similar options for development as allowed under existing regulations for floodways and 100-year floodplains.
- c. Since subdivision in the floodplain creates new lots that create additional flood damage risks and are thereby subject to construction limitations, new subdivision should not be allowed that creates lots that are wholly within the floodplain.

GEOLOGICALLY HAZARDOUS AREAS

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

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

EROSION HAZARD AREAS

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

- a. A slope of 25% or greater. The following soils, depicted on Map III-CA-6 in the Map Appendix, have slopes of at least 25% (it is important to note that soils are rated with a range of slopes, e.g. 0-30%, 20-40% etc.):

339 Lithic Haploxerepts-Conconully complex, 15 to 45 percent slopes

462 Pogue gravelly fine sandy loam, 8 to 25 percent slopes

347 Lithic Haploxerepts-Vallan complex, 15 to 45 percent slopes

276 Ewall loamy fine sand, 25 to 45 percent slopes

233 Cashmont sandy loam, 0 to 25 percent slopes, extremely stony

338 Lithic Haploxerepts-Cashmont complex, 15 to 45 percent slopes

250 Conconully gravelly ashy loam, 0 to 25 percent slopes, extremely stony

275 Ewall loamy fine sand, 15 to 25 percent slopes

234 Cashmont sandy loam, 25 to 45 percent slopes, extremely stony

476 Rock outcrop

460 Pogue gravelly fine sandy loam, 25 to 65 percent slopes, extremely stony

231 Cashmont sandy loam, 15 to 25 percent slopes

525 Tonasket silt loam, 15 to 25 percent slopes

497 Skaha gravelly loamy sand, 8 to 25 percent slopes

227 Cashmere fine sandy loam, 15 to 25 percent slopes

526 Tonasket silt loam, 25 to 45 percent slopes

- b. Soils identified by the Natural Resource Conservation Service (NRCS) as very limited for home construction (both slab or with basement). The following soils, depicted on Map III-CA-7 in the Map Appendix, are categorized as very limited in

the 2009 soil survey:

- 231 Cashmont sandy loam, 15 to 25 percent slopes
- 234 Cashmont sandy loam, 25 to 45 percent slopes, extremely stony
- 245 Colville silt loam, 0 to 3 percent slopes
- 246 Colville silt loam, moderately wet, 0 to 3 percent slopes
- 275 Ewall loamy fine sand, 15 to 25 percent slopes
- 276 Ewall loamy fine sand, 25 to 45 percent slopes
- 338 Lithic Haploxerepts-Cashmont complex, 15 to 45 percent slopes
- 339 Lithic Haploxerepts-Conconully complex, 15 to 45 percent slopes
- 340 Lithic Haploxerepts-Donavan-Rock outcrop complex, 15 to 45 percent slopes
- 347 Lithic Haploxerepts-Vallan complex, 15 to 45 percent slopes
- 431 Okanogan loam, 0 to 5 percent slopes
- 460 Pogue gravelly fine sandy loam, 25 to 65 percent slopes, extremely stony
- 462 Pogue gravelly fine sandy loam, 8 to 25 percent slopes
- 497 Skaha gravelly loamy sand, 8 to 25 percent slopes
- 525 Tonasket silt loam, 15 to 25 percent slopes
- 569 Xerofluvents, wet, 0 to 3 percent slopes

- c. Soils identified by the Natural Resources Conservation Service (NRCS) as have potential erodibility based on wind and other factors. This data will be used to identify area of erosion potential specifically based on numeric values assigned to individual soils in the soil survey. Soils with a K Factor greater than .30 are consider high risk for erosion. The following soils, depicted on Map III-CA-8 in the Map Appendix, have a K Factor for the whole soil of .30 or greater:

- 245 Colville silt loam, 0 to 3 percent slopes
- 246 Colville silt loam, moderately wet, 0 to 3 percent slopes
- 274 Ewall loamy fine sand, 0 to 15 percent slopes
- 275 Ewall loamy fine sand, 15 to 25 percent slopes
- 276 Ewall loamy fine sand, 25 to 45 percent slopes
- 522 Tonasket silt loam, 0 to 3 percent slopes
- 523 Tonasket silt loam, 3 to 8 percent slopes
- 524 Tonasket silt loam, 8 to 15 percent slopes
- 525 Tonasket silt loam, 15 to 25 percent slopes

CLASSIFICATION/RATING SYSTEM

Geological hazard areas are those areas that contain ALL THREE of the following characteristics:

- a. A slope of 25% or greater,
- b. Soils identified by the Soil Conservation Service (SCS) as unstable and having a high potential for erosion, and
- c. Areas that are exposed to the erosion effects of wind or water.

Landslide Hazard Areas - Landslide hazard areas may include:

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

Mine Hazard Areas - Mine Hazard Areas include: Areas that are directly underlain by, adjacent to, or affected by mine workings such as adits, tunnels, drifts, or air shafts with the potential for creating large underground voids susceptible to collapse, tailings piles, and waste rock. In addition, steep and unstable slopes created by open mines, tailings and waste rock piles have the potential for being mine hazard areas. Mine hazard areas are based upon the identification of active or historic mining activity and site-specific information regarding topography and geology. The city of Oroville and its Future Service do not contain any mine hazard areas.

Seismic Hazard Areas - Areas subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement or soil liquefaction. The majority of the City is located within Seismic Zone C in accordance with the current International Building Code.

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

DESIGNATION/MAPPING

NRCS soil erosion-hazard ratings are interpretations of the potential for erosion, applied to broadly generalized map units. They do not pinpoint potential sites, but rather areas which because of soil properties, availability of water, etc., are more susceptible to severe erosion than others. Where the area has been mapped, the Web Soil Survey can be used to identify areas of potential hazards. The soil information needs to be combined with site-specific information (rills, inter-rills, evidence of slides and wind erosion) to determine if erosion hazard is present on the site. The classification scheme has identified the soil types that have Erosion Hazard potential in the City where most of the future development. Map III-CA-9 in the Map Appendix depicts those areas that meet the three classification criteria.

GOAL

The following goal and policies are intended to provide a general direction for protection of designated geological hazard areas.

- a. Avoid the loss of life and property due to development in areas determined to be geologically hazardous.

POLICIES

The following policies are intended to provide a foundation for the regulations required to protect property from geological hazard areas in compliance with the Growth Management Act.

- a. The city should evaluate all development proposed to be located on or next to designated geologically hazardous areas or areas that are suspect of being geologically hazardous. Evaluation will determine the level of avoidance and/or design constraints.
- b. The city should require mitigation of hazard areas created by humans, prior to site development.
- c. Areas identified and/or designated as Geological Hazard Areas shall not be developed unless it is demonstrated that the project is structurally safe from the potential hazard, and that the development will not increase the hazard risk.
- d. Reasonable setbacks or design considerations for development on or next to a designated Geological Hazard Area should be established on a case-by-case basis.
- e. Existing uses legally established in Geological Hazard Areas shall be allowed to continue while expansion of such uses should meet structural standards that ensure the safety of the project.
- f. A run-off management plan or an erosion control plan should be required by anyone proposing to develop in a Geological Hazard Area.
- g. Disturbance of a Geological Hazard Area should be followed up with reseeded, preferably using native vegetation, to assist in stabilization of the area and to discourage the infiltration of knapweed.

LANDSLIDE HAZARD AREAS

Lands that meet the classification criteria are hereby designated as landslide hazard areas and should be mapped, as resources become available. A reasonable setback for development near Landslide Hazard Areas should be established on a case-by-case basis, based on the type of development proposed and the type and extent of landslide hazard present.

MINE HAZARD AREAS

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

SEISMIC HAZARD AREAS

There are no known active faults in Oroville. The majority of the City is located within

Seismic Zone C in accordance with the International Building Code (2018 Edition, as amended).

VOLCANIC HAZARD AREAS

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

FISH AND WILDLIFE CONSERVATION AREAS

Fish and wildlife habitat is defined in WAC 365-190-030 (updated in 2015) as follows:

- a. areas that serve a critical role in sustaining needed habitats and species for the functional integrity of the ecosystem, and which, if altered, may reduce the likelihood that the species will persist over the long term. These areas may include, but are not limited to, rare or vulnerable ecological systems, communities, and habitat or habitat elements including seasonal ranges, breeding habitat, winter range, and movement corridors; and areas with high relative population density or species richness. Counties and cities may also designate locally important habitats and species;
- b. "Habitats of local importance" designated as fish and wildlife habitat conservation areas include those areas found to be locally important by counties and cities; and,
- c. "Fish and wildlife habitat conservation areas" does not include such artificial features or constructs as irrigation delivery systems, irrigation infrastructure, irrigation canals, or drainage ditches that lie within the boundaries of, and are maintained by, a port district or an irrigation district or company.

Generally, the concept of fish and wildlife habitat is not thought of as a component to urban development, especially in small towns and cities located in rural areas. Fish and wildlife habitat is currently abundant in Okanogan County so why should the residents of such a small portion of the county be concerned? Cumulatively and incrementally, development of land for human purposes impact various elements of a wide diversity of fish and wildlife habitat. Over the long term, many areas that may have played a significant role in the life-cycle of fish and wildlife may be irretrievably lost.

Fish and wildlife are public resources. Protection of fish and wildlife is generally accomplished through a range of land management practices and regulations, mainly focused on the habitat required to support various animal populations. In Washington, protection of fish and wildlife habitat is vested with the Washington Department of Fish and Wildlife (WDFW) and is achieved through the State Environmental Policy Act (SEPA), Growth Management Act (GMA), Forest Practices Act (FPA), Shoreline Management Act (SMA), and the actions of landowners and government agencies. Fish and wildlife habitat conservation areas are typically home to species designated by federal or state government as endangered, threatened or sensitive. Federally designated species are those identified by NOAA Fisheries or US Fish and Wildlife Service as being in danger of extinction or likely to become endangered. Current listing of these species is available from NOAA or USFWS. Species designated at the state level include those animals native to the state which WDFW

has identified as being in danger of extinction, vulnerable, or declining and likely to become endangered or threatened in a significant portion of their range without cooperative management or removal of threats. WDFW should be consulted for the most current listing of species and habitats.

In order to reduce the cumulative impacts of future development on fish and wildlife, growth areas (including cities and towns) can be planned and developed in such a way that critical habitat components may be retained. While general habitat remains in agricultural and a variety of public lands, critical habitat areas that happen to fall within the path of growth need special consideration.

Besides the obvious fish habitat inherent to the rivers and lakes, probably the most common habitat type found within the city is riparian (water related) habitat located along the shorelines of Lake Osoyoos and the Okanogan and Similkameen Rivers and the streams that feed them. Wetlands that are isolated from rivers and streams are commonly significant habitat for a number of fish and wildlife species.

The Washington State Department of Fish and Wildlife has extensive mapping of sensitive habitat around Okanogan County. These maps are used to generally designate fish and wildlife conservation areas.

The Washington Department of Fish and Wildlife (WDFW) has developed statewide riparian management recommendations based on the best available science. Nearly 1,500 pieces of literature on the importance of riparian areas to fish and wildlife were evaluated, and land use recommendations designed to accommodate riparian-associated fish and wildlife were developed. These recommendations consolidate existing scientific literature and provide information on the relationship of riparian habitat to fish and wildlife and to adjacent aquatic and upland ecosystems. These recommendations have been subject to numerous review processes.

Protection of riparian habitat, compared to other habitat types, may yield the greatest gains for fish and wildlife while involving the least amount of area. Riparian habitat because it:

- a. covers a relatively small area yet it supports a higher diversity and abundance of fish and wildlife than any other habitat;
- b. provides important fish and wildlife breeding habitat, seasonal ranges, and movement corridors;
- c. is highly vulnerable to alteration;
- d. has important social values, including water purification, flood control, recreation, and aesthetics.

CLASSIFICATION

Oroville generally considered an area where urban development is expected and planned to occur. The bulk of the future growth will occur in areas along both sides of Lake Osoyoos and east of the Okanogan River. While these areas include important habitat for animal and bird species, there are vast contiguous properties in the rural areas of Okanogan County. Therefore, it is not intended that the city limit development in the present or future corporate boundaries. However, Lake Osoyoos and the Okanogan and

Similkameen Rivers and associated riparian areas in the city and the adjacent Urban Growth Area (UGA) warrant protection. Oroville shall use the WDFW Priority Habitat and Species program (PHS), as amended, to classify all fish and wildlife habitat conservation areas within the City and UGA. In using this information, the city recognizes that data should be verified on the ground, and that other relevant sources of best available science should be considered.

The City shall use two general classifications of habitat conservation areas. These classifications are not intended to prioritize protection of one over the other, but to recognize that the two types of habitat areas have differing functions and values within the urban environment:

Riparian Habitat Conservation Areas. With this classification, the city recognizes that riparian habitat within Oroville and its UGA is likely to coincide with shoreline areas, flood hazard areas, wetlands and aquifer recharge areas. Riparian areas typically offer relatively contiguous habitat that is essential to a diverse array of fish and wildlife species. Best Available Science seems to indicate that these areas are especially sensitive to pressures from urban development, and that they provide important habitat functions and values for anadromous fish. Priority Habitat Species (PHS) data for Oroville can be found on the Washington Department of Fish & Wildlife website <https://wdfw.wa.gov/species-habitats/at-risk/phs/maps>. PHS indicates the Lake Osoyoos and the Okanogan and Similkameen Rivers as habitat for American White Pelican, Common Loon and Bald Eagle. However, due to Oroville's location between the Okanogan and Similkameen Rivers and shorelines along Lake Osoyoos, and the extensive alteration of the shoreline environment that has occurred over time, there is very little, if any native riparian habitat within the older portions of the city.

Upland Habitat Conservation Areas. With this classification, the city recognizes that those upland areas within the defined City limits and UGA, which are not otherwise designated as aquifer recharge areas, wetlands, or geologically hazardous areas, are frequently the most suited for human development. This classification is intended to take into account that upland habitats that support federal or state identified endangered, threatened or sensitive species, or any habitats which are identified as providing a high level of functions and values must be protected to the extent possible. However, in considering Best Available Science, this classification also is intended to ensure that development is not subject to burdensome regulation in those areas most suited to support it. Such areas shall include all portions of the City and urban growth area where a development pattern is already established such that connectivity of native habitat has already been broken and protection of identified habitat areas is unlikely to provide particular benefit to any of the priority species identified by WDFW. PHS maps for Oroville only show one species with widespread coverage; California Quail are given broad coverage across virtually the entire City. While quail are known to be present in the city, this cannot be attributed to the presence of native habitat. In this case, it is unlikely that habitat protection or restoration would serve a practical purpose in protecting the California Quail.

DESIGNATION/MAPPING

Oroville shall consider the WDFW Priority Habitat and Species program, as amended, to

designate all fish and wildlife habitat conservation areas within the city and UGA. In using this information, the city recognizes that data should always be verified on the ground, and that other relevant sources of best of available science should be considered. See Map III-CA-10 in the Map Appendix.

GOALS

- a. Increase an awareness of the valuable role that fish and wildlife play in the local tourist economy.
- b. Increase an awareness of the important role that local fish and wildlife habitat plays beyond the regional perspective.
- c. Include fish and wildlife habitat as an attractive amenity of the City of Oroville.

POLICIES

- a. Ensure that all city staff is given the incentive and opportunity to learn how the city can protect and enhance fish and wildlife habitat while using these areas as an opportunity make Oroville a unique and attractive community.
- b. Improve and use existing local regulatory programs to provide recognition of fish and wildlife habitat needs while providing an array of options for property owners to effectively co-exist with critical habitat.
- c. Look for opportunities to maintain, improve and restore habitat.

WETLANDS

What are Wetlands?

Wetlands are transitional areas between water and land, where the water table is at or near the surface of the soil. Wetlands are characterized by certain plant types, wet soils, and water (the presence of which may change with the seasons or even from day to day). Some wetlands are easy to identify bogs, marshes, estuaries, and swamps are good examples of these. Others are less obvious and may actually be dry during the summer months.

Washington uses the same definition for wetlands as the federal government. Under that definition, wetlands are:

“...areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes bogs and similar areas. [RCW 36.70A.030(20)]”

Some wetlands, such as swamps or marshes, are easy to identify, while others are less obvious and may actually be dry during the summer months. In general, wetlands are areas where the soil is wet for a long enough period of time that:

- ♦ soils become depleted of oxygen, and
- ♦ wetland vegetation is more prevalent than upland vegetation.

All three of these characteristics must be present for an area to be considered a wetland

(hydrology, soil type, and vegetation).

Why are Wetlands Important?

Wetlands act like sponges to absorb enormous quantities of water during heavy rain storms and periods of flooding. The water retained by wetlands can significantly decrease peak river flows during storms, reducing the effects of flooding. Some of this water percolates from the wetland into the ground, where it replenishes groundwater. Where wetlands are located adjacent to streams, stored water is slowly released as surface water, which drains into streams and helps to keep stream flows continuous - an important factor in maintaining habitat for fish.

Because the vegetation within a wetland slows the movement of the water, silt, and other particles drop out of the water and settle to the bottom. Certain pollutants and excess nutrients are also filtered from water that passes through the wetland. By reducing sedimentation and lowering pollutant and nutrient levels in rivers and streams, wetlands, further protect fish habitats and improve water quality in streams, rivers, and groundwater.

Wetlands are nature's rich nurseries for fish and wildlife. About 85 percent of Washington's wildlife species use wetlands and their buffers for breeding and feeding. Waterfowl and other resident and migratory birds, many of which are popular targets for hunters, rely on wetlands for feeding and nesting grounds. Numerous plants, invertebrates, reptiles, amphibians, and mammals also depend on the biologically rich environment of a wetland.

Why Are Buffers Around Wetlands Important?

Buffers are needed to protect wetlands so they can perform public health and safety functions such as filtering ground water and controlling floods. Without adequate buffers, wetlands can become so degraded that they no longer provide these functions.

Buffers are also needed to protect wetlands because they are an essential part of a wetland system. Fish need buffers to protect water quality and many wetland-dependent species rely on adjacent upland buffers for nesting, foraging, and cover.

What are the Economic Benefits in Protecting Wetlands?

Open space provides a variety of amenities, which are often reflected in increased real property values and added marketability for nearby property. Additional benefits include: reduced costs for pollution control and hazards mitigation, "quality of life" amenities, and nature-based tourism. There is also the ability to put wetlands into the Okanogan County Open Space/Open Space designation and receive a property tax reduction.

Wetlands and the City of Oroville

The Oroville area is significant in that a substantial number of wetlands exist that are associated with the Okanogan and Similkameen Rivers, and Lake Osoyoos. A few isolated wetland areas also exist in the area; at least one is located within the city. As Oroville grows, the potential for wetland loss increases. It is necessary to ensure that a reasonable balance exists between the goal of private property rights and wetlands protection.

GOAL

- a. Ensure that Oroville experiences no net loss of the functions and values provided by its remaining wetlands.

POLICIES

- a. Incentives for the protection of wetlands should be incorporated into all land use ordinances and open space programs.
- b. Regulations to protect wetlands should be developed, that are clear, easy to understand and enforceable at the local level, while avoiding "Takings" of private property rights shall be of the utmost importance. Provisions that could cause conflict in interpretation should be addressed in detail.
- c. Existing and ongoing commercial and agricultural operations in wetland areas that are legally conducted activities at the time of the adoption of wetlands regulations should be protected.
- d. Buffer zones should be established for wetlands that are based on the particular need of the wetland, and should be flexible enough for adjustment in specific situations.
- e. Wetland alteration proposals should be approved only if no alternative is available. When no alternative exists, wetland replacement or enhancement should be encouraged whenever economically feasible.
- f. Funding should be actively pursued to conduct wetland protection activities, including: wetlands inventorying; wetlands delineation; provision of wetlands education; development of non-regulatory protection programs; and, the training of city planning staff.
- g. Two wetlands have been identified within the city limits (north and west of the center of Oroville) and others located within the Urban Growth Area are south of the city limits adjoining US 97 that maintain an appearance that may be symptomatic of ecological contamination and should be reviewed as hazards to public safety, health and welfare.
- h. There are a number of wetland areas in or at the edge of Oroville that are associated with the Okanogan River and Lake Osoyoos. These wetlands are recognized as having high habitat value and should be protected under the Oroville Shorelines Master Program.

An accurate accounting of all known wetlands in the urban should be developed that incorporates the Washington State Four-tier Classification System for Eastern Washington (as revised for Okanogan County). However, until funding is obtained to conduct a comprehensive inventory of wetlands, the National Wetlands Inventory (NWI) Maps should be used, along with other supportive documentation, to review development proposals. Any classification made as a result of development review should be used to update the mapping. A copy of the NWI map for the Oroville area is presented on Maps III-CA-11 and III-CA-12 in the Map Appendix.

CLASSIFICATION:

Wetlands shall be identified and delineated by a qualified wetland professional in accordance with the approved federal wetland delineation manual and applicable regional supplements. All areas within the city meeting the wetland designation criteria in that procedure are hereby designated critical areas and are subject to the provisions of this

Element and Title 18 OMC. Wetland delineations are valid for five years and performed using the Federal Manual for Identifying and Delineating Jurisdictional Wetlands (1987, as amended); and the US Army Corps of Engineers. (2006) Regional Supplement to the 1987 Delineation Manual: Arid West Region. The city may use the following information sources as guidance in identifying the presence of wetlands and the subsequent need for a wetland delineation study:

- a. Hydric soils, soils with significant soil inclusions, and "wet spots" identified within the local soil survey;
- b. National Wetlands Inventory;
- c. Previous wetland rating evaluation; and,
- d. On-site inspection

Wetlands shall be rated according to the Washington Department of Ecology wetland rating system, as set forth in the Washington State Wetland Rating System for Eastern Washington 2014 Update (Ecology Publication #1404-06-030015, or as revised and approved by Ecology). Wetlands in Oroville shall be classified into the following categories according to the manual referenced above:

Category I wetlands are:

- ◆ Alkali wetlands;
- ◆ Wetlands identified by scientists of the Washington Natural Heritage Program/DNR as wetlands of high conservation value;
- ◆ Bogs and calcareous fens;
- ◆ Mature and old-growth forested wetlands over ¼ acre with slow-growing trees;
- ◆ Forests with stands of aspen;
- ◆ wetlands that perform many functions very well (scores between 22-27 points) at high levels.

Category I wetlands are those that:

- ◆ represent a unique or rare wetland type; or
- ◆ are more sensitive to disturbance than most wetlands; or
- ◆ are relatively undisturbed and contain ecological attributes that are impossible to replace within a human lifetime; or
- ◆ provide a high level of function.

We do not wish to risk any degradation to these wetlands. Generally, these wetlands are not common and make up a small percentage of the wetlands in Eastern Washington. Category I wetlands include alkali wetlands, bogs, wetlands with a high conservation value (formerly Natural Heritage Wetlands), mature and old-growth forested wetlands with slow growing trees, and wetlands that perform many functions at high levels, as measured by the rating system.

Category II wetlands are:

- ◆ forested wetlands in the floodplains of rivers;
- ◆ mature and old-growth forested wetlands over ¼ acre with fast growing trees;
- ◆ vernal pools; or
- ◆ wetlands that perform functions well (scores between 19-21 points).

These wetlands are difficult, though not impossible, to replace. They provide high levels of some functions. These wetlands occur more commonly than Category I wetlands, but still need a high level of protection.

Category III wetlands are:

- ◆ vernal pools that are isolated; or
- ◆ wetlands with a moderate level of functions (scores between 16-18 points).

Wetlands scoring between 16-18 points generally have been disturbed in some way, and are often smaller, less diverse or more isolated from other natural resources in the landscape than Category II wetlands.

Category IV wetlands have:

The lowest levels of functions (scores between 9-15 points) and are often heavily disturbed. These are wetlands that we should be able to replace, and in some cases improve. These wetlands may provide some important functions, and need to be protected.

DESIGNATION:

The NWI map (See Maps III-CA-11 and III-CA-12 in the Map Appendix), along with other supportive documentation, shall be used to review development proposals, but because the National Wetlands Inventory was done at such a broad scale, local verification according to the classification criteria shall be part of the standard process for identifying and designating wetlands.

4. SHORELINE MANAGEMENT ACT - INTRODUCTION

BACKGROUND

The Shoreline Management Act

In 1971, in response to a citizens' initiative, the Washington State Legislature passed the Shoreline Management Act (the "SMA" or "Act"). The SMA was adopted by the public in a 1972 referendum. Its purpose is to manage the shorelines of the state in order to protect the public interest in shoreline resources. You can view the entire SMA (RCW 90.58) on the Washington State Legislature's web site at:

- <http://apps.leg.wa.gov/RCW/default.aspx?cite=90.58>. The sites listed below also offer information about the SMA and shoreline management in the State of Washington.
- Municipal Research and Services Center of Washington (MRSC):
<http://www.mrsc.org/Subjects/Environment/shorelin.aspx>.

- Washington Department of Ecology:
http://www.ecy.wa.gov/programs/sea/SMA/st_guide/SMP/index.html.

The SMA applies to cities and towns throughout Washington that have “Shorelines of the State” within their jurisdictional boundaries.

Shoreline Master Programs

Water is one of our most important natural resources. Whether it is for domestic consumption, municipal use, irrigation, recreation or habitat for myriad fish and wildlife species, water and the many beneficial uses it supports are the basis for life and the economy in the community.

The goal of shoreline management planning is “to prevent the inherent harm from uncoordinated and piecemeal development of the state’s shorelines”. One of the ways in which Oroville protects shoreline resources is through the preparation, adoption, implementation and updating of a Shoreline Master Program. The City’s SMP is comprised of this Element of the Comprehensive Plan and the shoreline regulations adopted in Chapter 18.04 and related chapters of the Oroville Municipal Code.

Under the SMA each city and county that includes “Shorelines of the State” must adopt a Shoreline Master Program (SMP) that is based on state laws and rules but may be tailored to the specific needs of the community. The SMP is essentially a shoreline comprehensive plan (that is a planning document— this Element) and zoning ordinance (that is, a regulatory document – Chapter 18.04 OMC) applicable to shoreline areas and customized to local circumstances.

SMP’s are developed and administered by local jurisdictions in partnership with the Washington State Department of Ecology (Ecology). Local governments – in this case the city of Oroville – develop and SMP that reflects local conditions and meet local needs.

Ecology reviews the programs prior to final adoption. In reviewing master programs, Ecology is limited to a decision on whether or not the proposed changes are consistent with the policy and provisions of the Act and the SMP guidelines (see below for a discussion of the SMP guidelines).

Local governments also administer SMPs – that is, review project applications; issue permits; and, enforce the SMP regulations (Chapter 18.04 OMC). Ecology reviews Shoreline Conditional Use Permits and Variances and may review some of the local governments’ other permit decisions.

Shorelines of the State

Shorelines of the State can be divided into two categories: “*Shorelines*” and “*Shorelines of Statewide Significance*”.

In Oroville *Shorelines* include:

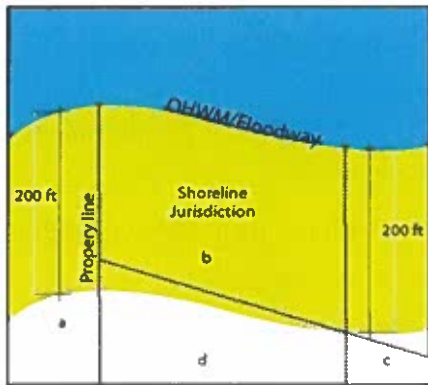
- All streams and associated shorelands, together with the lands underlying them, beginning at the point where mean annual flow is 20 cubic feet per second (cfs) or more
- All lakes over 20 acres in size
- Shorelands (also called Shoreline Jurisdiction – see diagrams on following page), as follows:

- Upland areas that extend 200 feet from the ordinary high-water mark from the waters listed above measured on a horizontal; and
- The following areas when they are associated with those waters:
 - ◆ Wetlands and river deltas; and
 - ◆ 100-year floodplains; or
- In areas where the floodway has been mapped and delineated, the area is limited to 200 feet from the floodway.

Shorelines of Statewide Significance are those that have importance beyond the region; they are afforded special consideration. In Oroville (and throughout Eastern Washington), shorelines of statewide significance include:

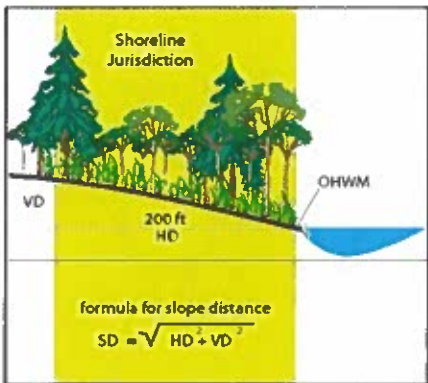
- Lakes with a surface acreage of one thousand acres or more (measured at the ordinary high-water mark);
- Streams downstream of a point where the annual flow is measured at two hundred cubic feet per second (200 cfs) or more, or, those portions of rivers downstream from the first three hundred square miles of drainage area, whichever is longer; and
- Shorelands associated with the lakes and rivers described in the two preceding bullets.

In Oroville the Okanogan and Similkameen Rivers and Lake Osoyoos are all “shorelines of statewide significance” and thus must be afforded special consideration.

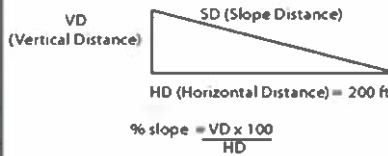


Shoreline Jurisdiction

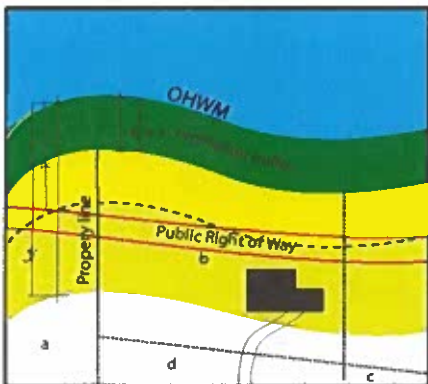
- a & d. Parcels partially within Shoreline Jurisdiction
- b. Parcel wholly within Shoreline Jurisdiction
- c. Parcel outside Shoreline Jurisdiction



Shoreline jurisdiction as measured on the horizontal from the ordinary high watermark



slope distance is the measurement on the ground where the shoreline jurisdiction, setback and buffer are established



Development on lot b is not subject to use buffer standards because it is physically separated from buffer by a public right-of-way which is greater than the buffer width.

Department of Ecology's Role

Since the SMA requires a cooperative effort between state and local governments in the protection of shoreline resources, the Department of Ecology has a significant role in the development and implementation of this Master Program. Most of Ecology's work involves providing technical assistance prior to a local decision and is focused in the following areas:

- Ecology shoreline specialists work with local planners on the phone, at pre-application meetings, and through site visits
- Ecology works with applicants to make sure the project does not harm shorelines— in many cases the project can be redesigned so that it meets the policies and regulations of the local master program

- Ecology often receives early notice of a project through SEPA, and works with applicants and local governments before the permit is issued.
- After Oroville issues its permits, Ecology has 21 days to review Substantial Development Permits and 30 days to review Conditional Use and Variance permits.
- Ecology's role is to determine if the local action is consistent with the local Master Program and the policies of the Act
- If Ecology disagrees with a local decision on a Substantial Development Permit, Ecology must appeal the decision to the Shoreline Hearings Board
- Ecology must approve, approve with conditions or deny all Conditional Use or Variance permits
- Ecology's decisions on Conditional Use or Variance permits may be appealed to the Shorelines Hearings Board

While the primary responsibility to enforce the SMA rests with the City, there exists a cooperative program between the local governments and Ecology. The cooperative program is to fulfill the duty to "ensure compliance". Enforcement is done through a variety of means, including technical assistance visits, notices of correction, orders, and penalties and permit rescission.

SMP Guidelines

Department of Ecology prepares Shoreline Master Program Guidelines under WAC 173.26. Information regarding Shoreline Master Program updates and procedures and policies including new guidelines and updates can be found at the following URLs:

History and links. Include link to history:

http://www.ecy.wa.gov/programs/sea/sma/guidelines/downloads/SMA_History.pdf.

Ecology site with link, background:

<http://www.ecy.wa.gov/programs/sea/SMA/guidelines/index.html>

State master program approval/amendment procedures and master program guidelines (WAC 173-26):

<http://apps.leg.wa.gov/WAC/default.aspx?cite=173-26>.

Land Ownership in Oroville

Public Lands

This SMP applies to all lands owned by public agencies including, but not limited to, Federal, State, County, and municipal lands within the incorporated boundaries of the city of Oroville, and, is subject to administrative review for any development activities owned by public agencies within the city limits.

Private Lands

This SMP applies to all privately owned lands within the incorporated boundary of the city of Oroville and is subject to administrative review for and development activities owned by private entities within the city limits.

The Oroville SMP

This SMP was developed based on the regional SMP for the incorporated cities within Okanogan County. Oroville has tailored the individual Goals and Policies, Shoreline Designations and Development Regulations (Chapter 18.04 OMC) to address local needs and public input.

Adoption of this SMP by the city of Oroville will repeal the existing SMP and bring the City into compliance with the requirement of the SMA. The conditions of the grant awarded for the updated SMP will require adoption by June, 2023.

Jurisdiction

This SMP will regulation shorelines within the incorporated limits of the city of Oroville. Shoreline areas in the adopted Urban Growth Boundary are “predesignated” with the shoreline designation that will apply upon annexation of the area. However, until such time, those areas will be designated and regulated under the Okanogan County SMP as it exists or is amended.

Relationship to Other Plans

The Okanogan County Cities and Towns Regional Shoreline Master Program, as tailored by the city of Oroville will be adopted by reference into the community’s Comprehensive Plan and add a new Chapter 18.04 in the Oroville Municipal Code.

Critical areas within the City will be protected by regulations contained in Chapter 18.02 of the Oroville Municipal Code wherever such areas are found.

Technical information for the characterization of the City’s shorelines was undertaken as part of the regional SMP update and included information from the following plans:

- The Okanogan Watershed Plan Wira 49
- The Spring Chinook Salmon and Steelhead Recovery Plan
- Okanogan Sub Basin Plan

GENERAL POLICIES AND CONCEPTS USED IN THIS SMP

Basic Policies

The SMA establishes three basic policies:

1) **Protect shoreline natural resources**

including: “...the land and its vegetation and wildlife, and the water of the state and their aquatic life...”

2) **Encourage water dependent uses**

“uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon use of the states’

shorelines...”

3) Promote public access

“...the public’s opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally.”

Property Rights

RCW 90.58.020: “It is the policy of the state to provide for the management of the shorelines of the state by planning for and fostering all reasonable and appropriate uses. This policy is designed to insure the development of these shorelines in a manner which, while allowing for limited reduction of rights of the public in the navigable waters, will promote and enhance the public interest. This policy contemplates protecting against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the state and their aquatic life, while protecting generally public rights of navigation and corollary rights incidental thereto.”

No Net Loss

“The point of the no net loss requirement is that local governments need to show that everything permitted under the new SMP, both on a project-by-project and cumulative basis, won't create a net loss of ecological functions. It's not that the SMP has to fix everything that happened before (including ongoing impacts), just that it can't create any NEW loss of ecological function.”

On a project specific basis, the City will require mitigation measures to achieve the no net loss standards under the shoreline master program. The mitigation measures will be considered as outlined below in order of descending preference:

1. Avoiding the impact altogether by not taking a certain action or parts of an action;
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts;
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;
5. Compensating for the impact by replacing, enhancing, or providing substitute resources or environments;
6. Monitoring the impact and the compensation projects and taking appropriate corrective measures.

Critical Areas

Local jurisdictions are required to designate critical areas as required by the Growth Management Act, RCW 36.70A. Critical Areas include the following areas and ecosystems, as designated by the City:

- Wetlands;
- Areas with critical recharging effect on aquifers used for potable water;

- Aquatic, riparian, upland and wetland Fish and Wildlife habitat conservation areas;
- Frequently flooded areas;
- Channel Migration Zones; and
- Geologically hazardous areas.

Critical areas within shoreline jurisdiction will be regulated under Chapter 18.02 OMC.

Public Access

Shoreline public access includes the ability of the general public to reach, touch and enjoy the water's edge, to travel on the waters of the state and the ability to have a view of the water and the shoreline from adjacent locations. Public access can include (but is not limited to) picnic areas, pathways and trails, viewing towers, bridges, boat launches, street ends, ingress and egress, and parking. Visual access can also include (but is not limited to) view corridors between buildings.

In-Stream Structures

In-stream structures are structures placed by humans within a stream or river waterward of the ordinary high-water mark that either causes or has the potential to cause water impoundment or the diversion, obstruction, or modification of water flow. In-stream structures may include those for hydroelectric generation, irrigation, water supply, flood control, transportation, utility service transmission, fish habitat enhancement, or other purpose.

Clearing and Grading

Clearing and grading are activities associated with developing property for a particular use. Specifically, "clearing" means the destruction, uprooting, scraping, or removal of vegetative ground cover, shrubs, and trees. "Grading" means the physical manipulation of the earth's surface and/or surface drainage pattern without significantly adding or removing on-site materials. "Fill" means placement of dry fill on existing dry or wet areas and is addressed later in this section.

Clearing and grading are regulated because they may increase erosion, siltation, runoff, and flooding, change drainage patterns; reduce flood storage capacity; and damage habitat. All clearing and grading within areas under shoreline jurisdiction, even that which does not require a permit, must be consistent with the Shoreline Management Act, the Department of Ecology rules implementing the Act, and the goals and policies within this Section and regulations in Chapter 18.04 OMC.

Dredging and Material Disposal

Dredging is the removal or displacement of earth or sediments such as gravel, sand, mud, silt, and/or other materials or debris from any water body or associated shoreline or wetland. Dredging is normally done for specific purposes such as constructing or maintaining canals, navigation channels, or marinas, for installing pipelines or cable crossings, or for dike or drainage system repair and maintenance. Dredge material disposal is the depositing of dredge materials on land or into water bodies for the purposes of either creating new lands or disposing of the by-products of dredging. Dredge material disposal within shoreline jurisdiction is also subject to the filling policies later in this section.

Fill

Fill is the addition of soil, sand, rock, gravel, sediment, earth retaining structure, or other material

to an area waterward of the ordinary high-water mark, in wetlands, or on shorelands, including channel migration areas, in a manner that raises the elevation or creates dry land. Fill does not include sanitary landfills for the disposal of solid waste.

Bulkheads

A bulkhead is a type of hard structural shoreline stabilization measure. Bulkheads are walls, constructed parallel to the shoreline and usually in contact with the water, whose primary purpose is to contain and prevent the loss of soil caused by erosion or wave action. A bulkhead-like structure used as part of the structure of a cantilevered dock is not regulated as a bulkhead as long as the width is no more than what is required to stabilize the dock.

Certain bulkheads are exempt from the requirement to obtain a shoreline substantial development permit. However, all bulkheads must comply with the Shoreline Management Act, the rules implementing the Act, this Section and Chapter 18.04 OMC.

Vegetation Conservation

Vegetation conservation includes activities to prevent the loss of plant communities that contribute to the ecological functioning of shoreline areas. The intent of vegetation conservation is to provide habitat, improve water quality, reduce destructive erosion, sedimentation, and flooding; and accomplish other functions performed by plant communities along shorelines. Vegetation conservation deals with the protection of existing diverse plant communities along the shorelines, aquatic weed control, and the restoration of altered shorelines by reestablishing natural plant communities as a dynamic system that stabilizes the land from the effects of erosion.

Vegetation conservation provisions are important for several reasons, including water quality, habitat, and shoreline stabilization. Shoreline vegetation improves water quality by removing excess nutrients and toxic compounds, and removing or stabilizing sediments. Habitat functions of shoreline vegetation include shade, recruitment of vegetative debris (fine and woody), refuge, and food production. Shoreline vegetation, especially plants with large root systems, can be very effective at stabilizing the shoreline.

Vegetation conservation regulations apply even to those uses that are exempt from the requirement to obtain any sort of shoreline permit. A comprehensive list of native plant species is found in Shorelines Appendix B.

Channel Migration Zones

River channels can move, or migrate, laterally across their floodplains. Channel migration can occur gradually, as a river erodes one bank and deposits sediment along the other. Channel migration also can occur as an abrupt shift of the channel to a new location, called an avulsion, which may happen during a single flood event. The highest rates of channel migration occur in zones of rapid sediment deposition, e.g., where steep rivers flow out of foothills onto flatter floodplains. Channel migration represents a different type of flood hazard than inundation by overbank flow, and can endanger properties located outside of the regulatory floodplain. The channel migration zone (CMZ) refers to the geographic area where a stream or river has been and will be susceptible to channel erosion and/or channel occupation.

See http://www.ecy.wa.gov/programs/sea/sma/st_guide/jurisdiction/CMZ.html for more information.

- Within incorporated municipalities and urban growth areas, areas separated from the active river channel by legally existing artificial channel constraints that limit channel movement should not be considered within the channel migration zone.
- All areas separated from the active channel by existing artificial structure(s) that is likely to restrain channel migration, including transportation facilities, built above or constructed to remain intact through the one hundred-year flood, should not be considered to be in the channel migration zone.

Preferred Uses

The SMA establishes the concept of *preferred uses* of shoreline areas. In order to balance the public's enjoyment of shorelines with "the overall best interest of the state and the people generally", the SMA gives preference to uses that:

- Are consistent with pollution control;
- Are consistent with prevention of damage to the natural environment; or
- Are unique to or dependent upon use of the state's shoreline

The Act goes on to say that "preferred" uses include single family residences, ports, shoreline recreational uses, water dependent industrial and commercial developments and other developments that provide public access opportunities. To the maximum extent possible, the shorelines should be reserved in the following order of preference:

Water-oriented uses

Water oriented uses are water-dependent, water-related, or water-enjoyment, or a combination of such uses. Each of these types of water-oriented use is described in detail below.

Water-dependent uses

Water-dependent uses are uses or a portion of a use that cannot exist in a location that is not adjacent to the water and which is dependent on the water by reason of the intrinsic nature of its operations, such as portions of a marina or a hydroelectric generation facility.

Water-related uses

Water-related uses are those that must be located in shoreline areas in order to be economically viable. "Water-related use" means a use or portion of a use which is not intrinsically dependent on a waterfront location but whose economic viability is dependent upon a waterfront location because:

- The use has a functional requirement for a waterfront location such as the arrival or shipment of materials by water or the need for large quantities of water; or
- The use provides a necessary service supportive of the water-dependent uses and the proximity of the use to its customers makes its services less expensive and/or more convenient.

Water-enjoyment uses

Water-enjoyment uses such as a recreational use or other use that facilitates public access to the shoreline as a primary characteristic of the use; or a use that provides for recreational use

or aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the use and which through location, design, and operation ensures the public's ability to enjoy the physical and aesthetic qualities of the shoreline. In order to qualify as a water-enjoyment use, the use must be open to the general public and the shoreline-oriented space within the project must be devoted to the specific aspects of the use that fosters shoreline enjoyment.

Non-water-oriented

“Non-water-oriented uses” means those uses that are not water-dependent, water-related or water-enjoyment.

Exempt Uses

Exempt activities are defined in 173-27.040 WAC and 18.04.050 OMC. An exemption from the substantial development permit process is not an exemption from compliance with the Act or the shoreline master program, or from any other regulatory requirements. Exempt uses may require the issuance of a Statement of Exemption, also known as a Shoreline Exemption Permit from the SMP Administrator.

Conforming and Nonconforming Uses, Structures and Lots

A nonconforming structure is a lawful structure existing at the effective date of the adoption of Chapter 18.04 OMC that could not be built under the terms of Chapter 18.04 OMC or any amendment thereto. Nonconforming uses are uses and developments that were legally established and are nonconforming with regard to the use regulations of Chapter 18.04 OMC may continue as legal nonconforming uses. A nonconforming lot is an undeveloped lot, tract, parcel, site, or division of land which was established in accordance with local and state subdivision requirements prior to the effective date of the Act or, the Oroville Shorelines Element of Comprehensive Plan and Chapter 18.04 OMC but which does not conform to the present lot size standards, may be developed if permitted by other land use regulations of the responsible local government and so long as such development conforms to all other requirements of the Shoreline Element of the Oroville Comprehensive Plan, Chapter 18.04 OMC and the Act.

Ecological Function and Value

As one of the guiding policies of the SMA, basic policy # 1 requires the protection of shoreline natural resources including the land and its vegetation and wildlife, and the water of the state and their aquatic life. Whenever the terms “shoreline functions and values” are used, it shall refer to the ecological function and ecological value as described below. Similarly, the Shoreline Element of the Oroville Comprehensive Plan and Chapter 18.04 OMC are required to ensure no net loss in ecological function and value as established below:

Ecological Function

Ecological Function encompasses the ecological processes and interactions that occur within an ecological community. Ecological function includes:

- Provision of habitat for native biota;
- Provision of food and other resources for native biota;
- Maintenance of interactions between species (e.g., pollination, dispersal, mutualism, competition, predation)

- Cycling, filtering and retention of nutrients;
- Carbon storage or sequestration;
- Maintenance of soil processes;
- Maintenance of catchment scale hydrological and geochemical processes; and
- Maintenance of landscape scale ecological processes.

Ecological Value

Ecological Value attributes include productivity, the ability to provide habitats for dependent species and the diversity of species and organization they support.

Riparian Areas or Zones

Riparian means “*stream side*” Riparian areas include the land adjacent to lakes, rivers and streams, the vegetation above it, and the groundwater area beneath it. Riparian areas are three-dimensional ecotones of interaction that include terrestrial and aquatic ecosystems that extend into the groundwater, up above the canopy, outward across the floodplain, up the near-slopes that drain to the water, laterally into the terrestrial ecosystem, and along the water course at a variable width. Riparian areas are particularly important to shoreline health because they are ecotones—transition areas between different ecosystems. Ecotones tend to display higher diversity than either of the adjacent ecosystems because they have characteristics of both of them. Riparian areas are no exception. Because they are low-lying and close to the water table, they offer damp, fertile soil that typically supports more vegetation than either the water or the land alongside it. That vegetation provides habitat elements such as food and cover for many species of animals. The zone as a whole provides important ecological function and values including streamside habitat that supports in stream function and values such as cool water via shade, organic matter, nutrient cycling, and habitat structure for terrestrial species.

In areas where no riparian vegetation exists due to shoreline modifications (as is the case landward of the flood control levees throughout most of Oroville’s shoreline areas), riparian zones do not occur. Treatment of these highly altered riparian areas should consider both the potential for restoration and enhancement along with the communities’ desire to utilize the shoreline for water-dependent and water-oriented uses.

Uplands

The portion of the landscape above the valley floor and/or any area that does not qualify as a wetland because the associated hydrologic regime is not sufficiently wet to elicit development of vegetation, soils and/or hydrologic characteristics associated with wetlands. Such areas in floodplains are more appropriately termed non-wetlands. Uplands are also often used in relationship to streamside areas that do not have wetlands (see riparian definition above).

Upland Habitat

Upland Habitat: means the dry habitat zones adjacent to and landward of bodies of water.

Ecological Value: means attributes including productivity, the ability to provide habitats for dependent species and organization they support.

Shoreline Modifications

Shoreline modifications are generally related to construction of a physical element such as a dike, breakwater, dredged basin, or fill, but they can include other actions such as clearing, grading, application of chemicals, or significant vegetation removal. Shoreline modifications are usually undertaken in support of or in preparation for a shoreline use; for example, fill (shoreline modification) to allow for a public access. All shoreline uses and activities, even those that are exempt from the requirement to obtain a shoreline substantial development permit, and regardless of the Shoreline Designation in which they are undertaken, must conform to all of the applicable policies and regulations listed in this section of the Oroville Comprehensive Plan and Chapter 18.04 OMC. For example, a residential development project that included shoreline stabilization and roads would need to comply with the policies and regulations related to shoreline stabilization and roads as well as those related to residential development.

Shoreline Stabilization

Shoreline stabilization includes actions taken primarily to address erosion impacts to upland property and improvements caused by current, wake, or wave action. Those actions include structural, nonstructural, and vegetative methods.

Structural stabilization may be “hard” or “soft.” “Hard” structural stabilization measures refer to those with solid, hard surfaces, such as concrete bulkheads, while “soft” stabilization, such as biotechnical vegetation measures, rely on softer materials. There is a range of measures from soft to hard that includes: upland drainage control, biotechnical measures, anchor trees, gravel placement, riprap, retaining walls, and bulkheads. Generally, the harder the stabilization measure, the greater the impact on shoreline processes.

Non-structural methods include placing the development further from the shoreline, planting vegetation, or installing on-site drainage improvements, established building setbacks, ground water management, and planning and regulatory measures to avoid the need for structural stabilization as established in this section of the Oroville Comprehensive Plan and Chapter 18.04 OMC.

Vegetative methods include re-vegetation and vegetation enhancement. In addition, vegetation is often used as part of structural stabilization methods; it is always part of biotechnical stabilization. For the purposes of this section, vegetative methods are considered to include only re-vegetation and vegetation enhancement.

Restoration

The governing principals of the shoreline update guidelines requires cities containing shorelines with impaired ecological functions to provide goals and policies to guide the restoration of those impaired shorelines. The regional shoreline staff and advisory committee compiled a list of potential restoration sites using data obtained during the inventory phase of the master program update, which identified impaired shoreline areas. Ongoing restoration efforts were included with the inventoried sites to create a comprehensive list of potential restoration opportunities. General and specific goals and policies have been developed and are listed below to address restoration of these various areas. See Shoreline Appendix C for Oroville’s Restoration Plan.

SMP CONTENTS

Definitions Chapter 18.04.040

Chapter 18.04.040 OMC provides definitions for terms intended to be used in the administration and interpretation of this SMP.

Public Participation

Development of the Okanogan County Regional SMP entailed a two-tier public participation process. The process included a Shoreline Advisory Group and a Technical Advisory Group. The groups met on a regular basis to review scientific findings, provide feedback and review of document contents, including policies and regulations. Additionally, the Department of Ecology provided comments and editorial oversight throughout the development of this SMP. The draft Regional SMP was released for general public review in October 2009. The Draft Regional SMP was then distributed to each jurisdiction to tailor it to individual needs and develop their own public participation plan for the document.

The city of Oroville worked on tailoring the Regional SMP through 2019 with the Planning Commission serving as the Shoreline Advisory Committee. While the Commission completed work on tailoring the SMP for the City, the process of adopting the comprehensive update was not finished. As a result, as the City is completing work on the required Periodic Update, it is in fact preparing an entirely new SMP to replace the current adopted program.

The Periodic Update process has entailed preparation and implementation of a Public Participation Plan, creating a website for all things SMP, a Powerpoint presentation describing the background and requirements for the Periodic Update, a series of public workshops and a survey to gauge public opinion on shorelines uses and permitting issues.

Inventory, Analysis and Characterization

All of the shorelines potentially subject to regulation under the SMA have been inventoried to characterize existing shoreline function to develop a baseline that can be used to measure the no net loss standard against. The inventory captured opportunities for restoration, public access, and shoreline use patterns. All of this information helped inform development of the designations applied to the shorelines under the SMA.

Shorelines of Statewide Significance

Special consideration of shorelines of statewide significance can be found in Part B of this Element. Part B provides a set of guidelines intended to establish uses best suited for the long-term benefit of shorelines of statewide significance.

Policies and Regulations

The SMA requires each jurisdiction to develop Policies and Regulations to meet the intent of the Act, guided by local governments and public participation. The SMP guidelines require particular uses and their associated impacts be addressed through policies that are enacted through regulations. Policies for specific uses are provided in Part B of this Element.

Regulations are derived in support of specific policies as well as for the protection of the functions and values reflected in the Shoreline Designations (SD) and “no net loss” requirements of the SMA. Shoreline Regulations are categorized by SD and by specific uses. Chapter

18.04.060, 070 and 080 provide regulations in the form of use and shoreline designation (SD) specific regulations.

Shoreline Designations

Shoreline designations are analogous to zoning designations for shoreline areas and determine development regulations for different segments of the shoreline. Shoreline designations reflect the existing and desired character of a shoreline and to be achieved through the development regulations and standards set forth in Chapter 18.04.060, 070, and 080 OMC. Shoreline character is based on a scientific inventory and analysis known as the Shoreline Characterization as well as land use planning factors described briefly above and in greater detail in Part B of this Element. The following designations have been applied to shorelines in the city of Oroville:

Shoreline Designations

High Intensity

Shoreline Residential

Shoreline Recreation

Urban Conservancy

Natural

Aquatic

Permit and development requirements vary between Shoreline Designations. The different types of shoreline permits are explained briefly below, under the heading “Administration and Compliance”, and in greater detail in Chapter 18.04 OMC. Shoreline Use Chart (Table 18.04 2 OMC) and development standards are used together to determine allowable uses and permit requirements.

Maps

The Shoreline Characterization and Designations Maps in Part B of this Element will be available by the Shoreline Administrator for the City.

To find out whether a particular use is allowed on a given parcel of land, the Shoreline Designation needs to be established by finding the parcel on the shoreline designation map. Once the Designation has been determined, the Use Chart in Table 18.04 2 (Chapter 18.04 OMC) lists what activities are allowed and what permits will be required for a proposed development. Similarly, the development standards in Tables 18.04 1 and 18.04 3 (Chapter 18.04 OMC) contain requirements such as bulk, height, setbacks, buffer widths, lot cover and clearing and grading standards.

Cumulative Impact Analysis

Shoreline Appendix A includes an analysis of the cumulative impacts on the ecological function of the shoreline areas in Oroville.

Restoration Plan

Shoreline Appendix B includes the restoration plan. Restoration is encouraged to achieve a net gain in ecological function.

Administration

The requirements for permitting shoreline use and development are presented in the administrative guidelines in Chapter 18.04 OMC.

TYPES OF SHORELINE PERMITS

There are four types of Shoreline Permits, issued either administratively (by the local jurisdiction) or required Ecology approval. Each permit is filed with the Department of Ecology.

- Shoreline Statement of Exemption (Administrative Approval)
- Shoreline Substantial Development Permit (Administrative Approval)
- Conditional Use Permits (local hearing and approval, Ecology Final Approval)
- Variance (local hearing and approval, Ecology Final Approval)

Exemptions are an administrative action and do not require notification or submittal of any application or exemption to Ecology. Substantial Development Permits are also administrative decisions, however, the application and permit approved by the Administrator must be sent to Ecology for their review and potential appeal. Conditional Use and Variance Permits must go through a public hearing and decision process at the local level prior to submittal to Ecology for final approval. Once the local determination is made, the application and supporting materials are sent to the Department of Ecology for their review. Ecology makes the final decision as to whether the CUP or Variance is allowed or denied. More information on permit issuances can be found in Chapter 18.04 OMC.

Conditional Use Permits allow greater flexibility in applying use regulations of shoreline master program. A CUP is needed if a proposed use is listed as a conditional use in a local government's shoreline regulations, or if the SMP does not address the issue.

Variance permits are used to allow a project to deviate from an SMP's dimensional standards (e.g., setbacks, height, or lot coverage).

APPLICABILITY

What areas are regulation under this SMP?

This SMP applies to all shorelines of the state in the city of Oroville. Shorelines of the state include "Shorelines" and "Shorelines of Statewide Significance", as defined above under the heading "Shorelines of the State".

Does this SMP apply to existing development?

This SMP applies to new uses, new activities and changes in use. Existing uses are generally "grandfathered" – that is, allowed to continue as legal uses – as long as they were legal at the time they began. An existing use that was legal when it began but would not be allowed as a new use under the current SMP is considered a legal nonconforming use. More information about changes in uses, and how they are handled can be found in Chapter 18.04.

Permit exemptions

The SMA exempts certain developments from the need to obtain a Shoreline Substantial Development Permit (SDP). Activities exempted from the requirement to acquire an SDP must comply with all substantive policies and regulations of the local master program and be issued a written Shoreline Exemption Permit by the administrator of this SMP. A complete list of all uses is provided in Chapter 18.04.050 OMC and WAC 173-27-040. In general, an SDP, is not required for the following used withing the shorelines of Oroville:

- Any project with a fair market value under \$8,504 or amount amended by WAC 173.
- Single family residences
- Normal protective bulkheads for single family residences
- Normal maintenance and repair of existing structures
- Docks worth less than \$22,500 (fresh water) in fair market value
- Normal farming activities including drainage and irrigation structures, including but not limited to head gates, pumping facilities and irrigations channels
- Emergency construction needed to protect property
- Scientific investigations as it relates to a development project
- Watershed restoration or fish and wildlife improvement projects
- Operation and maintenance of any system of dikes, ditches, drains or other facilities existing on September 8, 1975, which were created, developed, or utilized primarily as part of an agricultural drainage or diking system.

THE OROVILLE SMP

INTRODUCTION

The City of Oroville lies at the confluence of the Okanogan and Similkameen Rivers at the south end of Lake Osoyoos; all being “shorelines of statewide significance”.

APPLICABILITY

The City of Oroville Shoreline Master Program, comprised of this element of the Land Use Element of the Oroville Comprehensive Plan and Chapter 18.04 OMC applies to all lands owned by private parties and public agencies including, but not limited to, individuals, corporations, trusts, partnerships, Federal (federal activities on federal lands are exempt), State, County, Public Utility Districts and Municipal lands within the incorporated boundary of the city of Oroville and is subject to administrative review for any development activities owned by public agencies within the city limits.

This section of the Land Use Element and Chapter 18.04 OMC regulate development within shoreline jurisdiction in the corporate limits of the city of Oroville. Shoreline Areas in the adopted UGA are “predesignated” with the shoreline designation that will apply upon annexation of the area. However, until such time, those areas will be designated and regulated under the Okanogan County SMP as it exists or is amended.

BACKGROUND

This portion of the Land Use Element of the Oroville Comprehensive Plan and Chapter 18.04 of the OMC are the result of an update of the City’s original 1991 SMP. The update process began in 2006 as a cooperative inter-governmental process between Okanogan County and incorporated municipalities therein. The process, funded with grants from the Department of Ecology, included the formation of a Shoreline Advisory Group (SAG), a Technical Advisory Group (TAG) and a team of consultants who provided the facilitation, planning and scientific analysis required for preparation of a draft Regional SMP.

The Okanogan County Regional SMP never made it past the preliminary draft stage as the County and cities and towns began going in different directions with Oroville selecting to continue working with the other municipalities in Okanogan County on completion and refinement of the draft based on early comments from the Department of Ecology.

The City’s Planning Commission then conducted a thorough review of the complete Draft Cities and Towns SMP tailoring it for Oroville and addressing additional comments from the Department of Ecology. Before public hearings before the Planning Commission and City Councils the process was paused as a result a staff change at Ecology and loss of two key City staff members. Work on the comprehensive update on the SMP stalled until the grant award for completing a periodic update was received in 2022. This SMP represents a reformatting of the final draft plan prepared by the Planning Commission prior to staff departures to meet the requirements for a periodic update as well as separation of the SMP into this Shoreline Element of the Comprehensive Plan and new Chapter 18.04 in the Oroville Municipal Code.

SHORELINE CHARACTERIZATION

The Oroville City Character Zone includes those shorelines within and adjoining the UGA of Oroville including Lake Osoyoos and along the upper reach of the Okanogan River and the lower

reach of the Similkameen River. There are four analysis zones on Lake Osoyoos: L OSO 01, 02 03 and 04; two on the Okanogan River, S OK 40 and 41; and, one on the Similkameen river, S SIM 01. Land uses include commercial, residential, and some industrial areas in the central zone, while agricultural lands, orchards, and rural residential lots are found outside the city limits. Public access is developed at Oroville's Lake Osoyoos Park and Deep Bay Park, both of which access Lake Osoyoos. There are no formal accesses to either the Okanogan or Similkameen Rivers in the City or UGA. See Shoreline Appendix A for Oroville's Characterization.

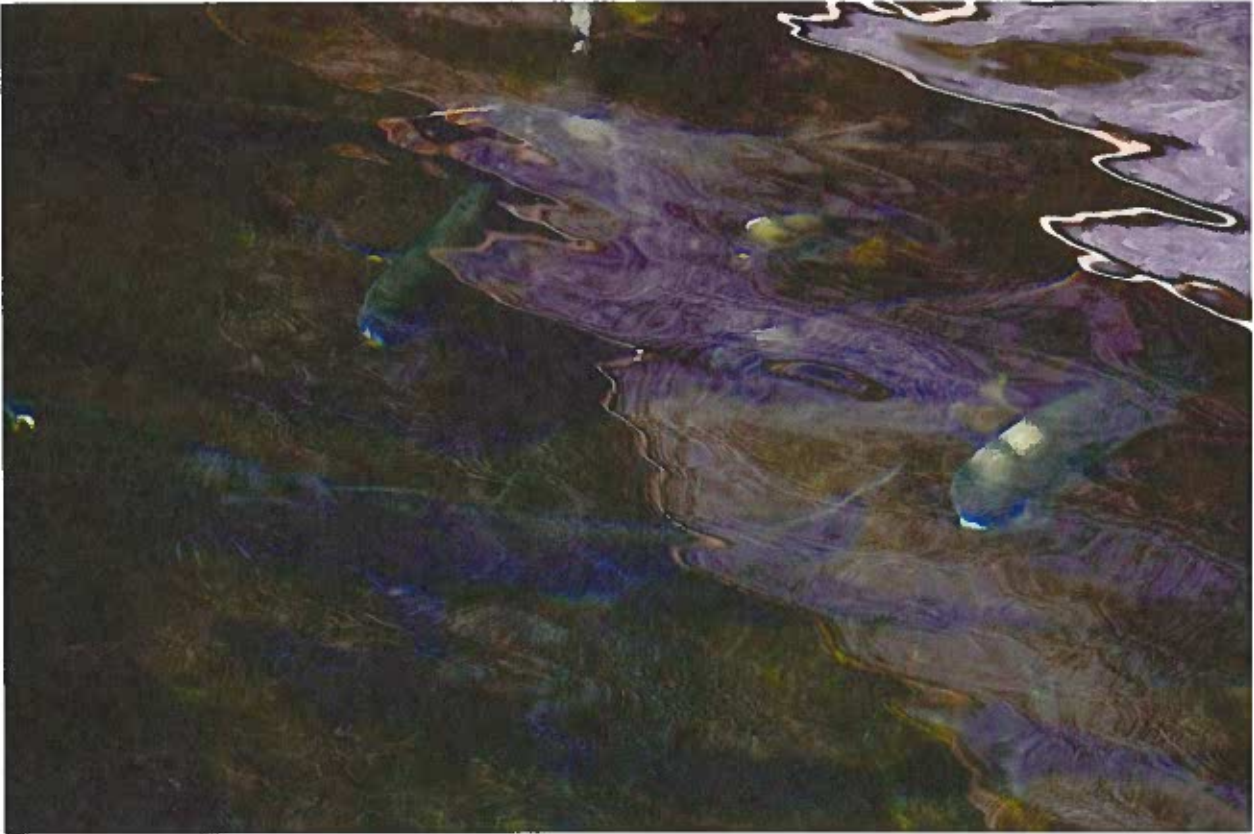


Photo by Michelle Miller

SHORELINE MANAGEMENT GOALS AND POLICIES

Shoreline General Goals

1. Provide for the use, development, protection and enhancement of shoreline areas in compliance with the requirements of the Shoreline and Growth Management Acts. Shoreline management planning and regulation take place in a context that includes comprehensive land use, economic development, critical areas protection, flood hazard management, salmon recovery, outdoor recreation, public utilities and watershed planning. The intent is to enhance the efficiency and effectiveness of natural resource planning processes through coordination.
2. Develop and implement permitting and management practices that will ensure the sustainability of natural shoreline systems and preserve, protect and restore unique and non-renewable resources or features including critical areas.

3. Ensure that there is no net loss of the functions and values provided by shoreline and critical areas.
4. Provide for reasonable and appropriate use of shoreline and adjacent land areas while preserving and restoring shoreline natural resources, and protect those resources against adverse impacts, including loss of ecological functions necessary to sustain the natural resources.
5. Protecting against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the state and their aquatic life;
6. Minimizing damage to the ecology, environment, critical areas and other resources of the shoreline area;
7. Minimizing interference with the public's use of the water; and
8. Balancing public interest with protection of private property rights.
9. Encourage a diversity of shoreline uses, consistent with the city of Oroville's evolving economy, patterns of land use and comprehensive plan.
10. Sustained yield of shoreline natural resources—such as fish, groundwater and agricultural products—consistent with preservation of ecological functions and protection of the public interest in shorelines of the state should be protected.
11. Avoid costly litigation that may occur as a result of non-compliance with state and federal laws.

Shoreline Specific Use Policies

1. Shorelines regulations should not deny all economic use of any property, except as the public trust doctrine would limit the use of the property. This policy should be implemented through the appropriate application of methods including but not limited to project design standards, site specific evaluation, mitigation, and variances.
2. The background, goals and policies for shorelines management should be adopted as part of the Land Use Element of the Oroville Comprehensive Plan
3. The standards and regulations for protection of shoreline areas should be integrated into the Oroville Municipal Code.
4. Where practical, shoreline management planning and regulation should be coordinated with other natural resource planning efforts (local, state, federal and tribal), including critical areas protection, affecting the city of Oroville and Okanogan County; a comprehensive system of consistent policies and regulations is the desired outcome.
5. As part of a comprehensive approach to management of critical freshwater habitat and other river and stream values, the city encourages the integration of the provisions herein, including those for critical areas, shoreline stabilization, fill, vegetation conservation, water quality, flood hazard reduction, and specific uses, to protect human health and safety and to protect and restore the corridor's ecological functions and ecosystem-wide processes into other parts of the Oroville Municipal Code.
6. In designating shoreline areas on public-owned land, the city of Oroville should consider the uses planned, local and specific agency plans and activities by the agency with

- management authority.
7. Development and uses within shoreline areas should be conditioned to ensure that the proposed use or activity does not result in unanticipated or undesired impacts to other property owners (such as increased flood or geohazards to other property(ies), either upstream, downstream and across the stream), or result in loss of shoreline ecological functions.
 8. Shoreline uses and activities should be compatible with existing and planned uses on surrounding sites and in adjacent designations.
 9. Permitted uses and activities should be located, sited, designed, managed, and maintained to be compatible with the shoreline designation where they are located and be protective of shoreline ecological resources, including the following:
 - a. Water quality;
 - b. Visual, cultural and historic characteristics;
 - c. Physical resources (including soils);
 - d. Biological resources (including vegetative cover, wildlife, and aquatic life);
 - e. Ecological processes and functions;
 - f. Critical areas; and
 - g. The natural character of the shoreline area.
 10. Any use or activity that cannot be designed, mitigated and/or managed to prevent a net loss of shoreline ecological functions, values and resources and that are not designed to protect the integrity of the shoreline environment should be prohibited.
 11. Shoreline regulations should favor preservation of resources and values of shorelines for future generations over development that would irrevocably damage shoreline resources.
 12. Development standards, including setbacks, densities, height and bulk limits and/or minimum frontage standards, should be established to ensure that new development results in no net loss of shoreline ecological functions. Criteria considered in establishing those standards should include, but not be limited to, the following:
 - a. Biophysical limitations and ecological functions and values of the shoreline area;
 - b. Existence of critical areas;
 - c. Surrounding development characteristics and land division pattern;
 - d. Level of infrastructure and services available or planned; and
 - e. Other comprehensive planning considerations.
 13. New uses and activities should be restricted to those that will not require extensive alteration of the land-water interface. Construction of shoreline stabilization works should be avoided. New uses and activities should be designed to preclude the need for such works. In those limited instances in which such works are found to be in the public interest and are allowed, impacts should be mitigated.

14. No new uses should be allowed in wetlands, shoreline riparian vegetation conservation areas or their buffers without following mitigation sequencing.
15. The scenic and aesthetic quality of shorelines and vistas should be preserved to the greatest extent feasible.
16. Reasonable setbacks, buffers, and stormwater management systems should be required for all shoreline development.
17. Unique, rare, fragile, and scenic natural features or landscapes should be preserved and protected from shoreline development activities.
18. Natural plant communities within and bordering shorelines should be protected and maintained to ensure no net loss of shoreline ecological functions.
19. Natural shoreline vegetation should be maintained and enhanced to reduce the hazard of bank failures and accelerated erosion. Vegetation removal that is likely to result in soil erosion severe enough to create the need for structural shoreline stabilization measures should be prohibited.
20. Restoration of degraded shoreline vegetation, whether by natural or manmade causes, should be encouraged wherever feasible.
21. Non-structural and “soft” methods of shoreline stabilization, such as vegetation enhancement and bioengineering, are preferred to hardened structures to control the processes of erosion, sedimentation, and flooding. Along the shoreline, these methods can only be done to protect legally established structures, development, utilities and other infrastructure (e.g. roads). The need for bank stabilization should show that the erosion/migration processes are beyond natural rates through geotechnical evaluation. Allowed shoreline stabilization structures should be designed as to not interfere with natural hydrologic and geomorphic processes.
22. Development should comply with local stormwater management regulations or the Stormwater Management Manual for Eastern Washington (Washington Department of Ecology Publication 04-10-076, as amended) whichever will provide the greatest protection of shoreline functions.
23. Removal of vegetation should be limited to the minimum necessary to reasonably accommodate the permitted use or activity.
24. The physical and aesthetic qualities of the natural shoreline should be maintained and enhanced.
25. Preference should be given to preserving and enhancing natural vegetation closest to the ordinary high-water mark.
26. Aquatic weed management should emphasize prevention as a first step in control and utilize science-based monitoring to determine eradication methods.
27. Standards to ensure that new development does not result in a net loss of shoreline ecological functions or further degradation of shoreline values should be established for shoreline stabilization measures, vegetation conservation, and shoreline modifications.
28. All shoreline developments should be designed, constructed, operated, and maintained to

ensure no net loss of shoreline ecological functions and to protect areas and systems of cultural significance.

29. Commercial developments should include landscaping that will visually enhance the shoreline area and contribute to shoreline functions and values.

Shoreline Economic Development Goal

1. Ensure healthy, orderly economic growth by providing for economically productive industrial, commercial and mixed uses that are particularly dependent on or related to a shoreline location.

Shoreline Economic Development Policies

1. Activities and uses in shoreline areas should result in long-term over short-term benefits to the local economy.
2. Projects of statewide economic interest such as hydroelectric development, water storage, port facilities, (including sites intended to accommodate recreation) and other developments that are particularly dependent on or related to a shoreline location or use of the shorelines of the state should be accommodated where such uses and the associated activities can be accomplished without irrevocable damage to unique shoreline character, its resources and ecological functions.
3. Proposed hydroelectric projects should be evaluated in the context of shoreline ecological functions, public access, and navigation, and should be accommodated where said projects are consistent with the public interest and intent of the policies of the SMA.
4. Water-oriented commercial and mixed used developments that provide for public access and protect/restore and/or enhance shoreline resources should be encouraged on shorelines.
5. Non-water-oriented commercial uses should be prohibited unless the use entails reuse of an existing structure or developed area, is consistent with the comprehensive plan and complies with zoning regulations, is part of a project that provides significant public benefit with respect to SMA objectives or is physically separated from the shoreline by a public right of way or separate developed property. Such projects should not unnecessarily impair or detract from the public's physical or visual access to the water.

Shoreline Public Access, Circulation and Recreation Goals

1. Provide, protect, and enhance physical and visual public access to shoreline areas, consistent with the natural character, features, and resources of the shoreline, private property rights, and public safety.
2. Provide for public and private active and passive recreational use of shoreline areas.
3. Develop a safe, reasonable, and adequate vehicular and pedestrian circulation and access system, designed to minimize adverse effects on shoreline resources and ecological function wherever practical.
4. Develop a multi-modal circulation and access system that, where practical, contributes to the functional and visual enhancement of shoreline resources.
5. Preserve, create, or enhance open space and natural amenities associated with shorelines

for the benefit of the public health and wellbeing which are often lost to waterfront development.

6. Protect the rights of navigation.

Shoreline Public Access, Circulation and Recreation Policies

1. The Oroville Shoreline Master Program, locally adopted comprehensive plans and any standalone elements thereof (e.g. Okanogan County Trails Plan, City of Oroville Park and Recreation Plan) should be considered the official public access plans.
2. Oroville's shoreline area public access systems should include provisions for people of all abilities. While it may not be practical to provide specialized facilities at all access points, physical and visual access for people of all abilities should be distributed throughout the system and should provide a variety of opportunities representative of the opportunities available to able-bodied users.
3. All developments, uses, and activities on or near the shoreline should, to the extent practical, not impair or detract from the public's physical or visual access to the water.
4. Provision of public access should result in no net loss of shoreline ecological functions.
5. Public access to the shorelines afforded by street ends, public utilities, and rights-of-way should be inventoried, preserved, maintained, and, where consistent with locally adopted access plans, enhanced.
6. Public access facilities should be located and designed to provide for public safety and minimize potential impacts to private property and individual privacy. Where appropriate, there should be a physical separation or other means of clearly delineating public and private space to avoid unnecessary user conflict.
7. Where public access facilities are provided, they should be located and designed to minimize potential impacts to existing and potential uses and activities.
8. Where providing public access on site that would likely cause impacts difficult or impossible to mitigate—for instance, at sites with unique or fragile geological or biological characteristics—the SMP should encourage off-site public access based on opportunities identified in the Shoreline Characterization Report (see Appendix A) and other adopted documents.
9. Public views of the shoreline from upland areas should be protected from new development when not in conflict with permitted uses and activities. Enhancement of views should not be interpreted as authorizing excessive removal of vegetation that impairs views.
10. When large subdivisions, planned developments and/or binding site plans containing 5 or more lots or units are proposed in shoreline areas, public open space and shoreline access should be encouraged and be commensurate to the impacts of the proposed development as well as, consistent with locally adopted comprehensive plans and, meet new needs that will be generated by the proposed development. Where possible the public open space requirements provided in this portion of the Land Use Element of the Oroville Comprehensive Plan and Chapter 18.04 OMC should be integrated with any open space requirements in local land use regulations. Innovative public access proposals are

encouraged.

Shoreline Historic, Cultural, Scientific and Educational Goals

1. Recognize and protect important archaeological, historic, and cultural structures, sites, and areas and other resources having historic, cultural, or educational values that are located in the shoreline area for educational, scientific, and enjoyment uses of the general public. (This goal recognizes that identification of some culturally sensitive sites may not be feasible. It is the City's intention to exercise due diligence in protecting cultural and archaeological resources.)
2. Due to the limited and irreplaceable nature of the resource(s), prevent the destruction of or damage to any site having historic, cultural, scientific, or educational value as identified by the appropriate authorities, including affected Indian tribes, and the Washington State Department of Archaeology and Historic Preservation (DAHP).

Shoreline Historic, Cultural, Scientific and Educational Policies

1. All uses and activities (public and private) should comply with local, state, federal, and tribal requirements for protection of any resources that have significant archeological, historic, cultural, scientific, or educational value as identified by the relevant authorities, including the Confederated Tribes of the Colville Reservation (CCT) and the Washington State Department of Archaeology and Historic Preservation (DAHP).

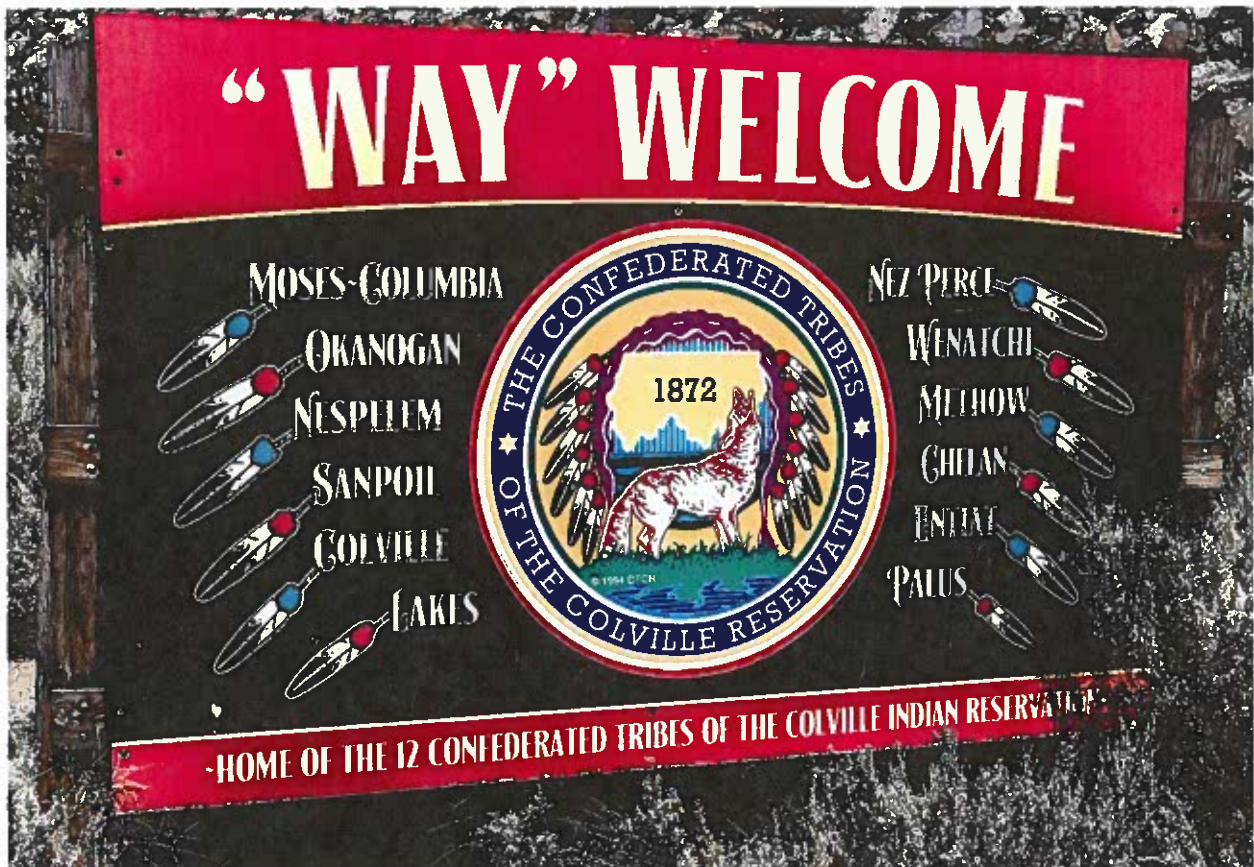


Photo by Michelle Miller

2. Where permitted by law, sites containing archaeological, cultural, and historic resources should be identified to avoid damage to the resources and the delay and expense associated with discovery of resources during development. Where disclosure of the location of such sites is restricted, relevant authorities, including the CCT and the DAHP should be notified of permit applications within 500' (five hundred feet) of known archaeological and historic resources.
3. Development within 500' (five hundred feet) of an identified historic, cultural, or archaeological site should be inspected or evaluated by a professional archaeologist, in coordination with affected Indian tribes, and designed and operated to be compatible with continued protection of the historic, cultural, or archaeological resources.
4. Archaeological sites located both inside and outside shorelines jurisdiction are subject to chapter 27.44 RCW (Indian graves and records) and chapter 27.53 RCW (Archaeological sites and records) and development or uses that may impact such sites shall comply with chapter 25-48 WAC as well as the provisions of this Element and Chapter 14.28 OMC. The provisions of this section apply to archaeological and historic resources that are either recorded at the state historic preservation office and/or by local jurisdictions or have been inadvertently uncovered. Additionally, these policies apply on any other sites identified by the DAHP or the CCT as having a high probability of containing significant archaeological and historic resources, consultation with the DAHP and the CCT should be required before issuance of any permits or exemptions. This policy applies to all uses and activities, including individual single-family residences.
5. Where feasible, sites containing archaeological, cultural, or historic resources should be permanently protected and preserved for study, education, and public observation. Feasibility should be assessed in consultation with the CCT and the DAHP and in the context of the proposed development or activity, the location and planned use of the site, and the nature and quality of the shoreline resources present. The CCT and the DAHP should be consulted regarding possible impacts of public access and/or interpretation. In those places where access is deemed feasible and appropriate, such access should be designed and managed to protect the resources.
6. Access to educational, cultural, or historic sites should not reduce their resource value or degrade the quality of the environment.
7. Historic, cultural, and archaeological site development should be planned and carried out so as to prevent impacts to the resource. Impacts to neighboring properties and other shoreline uses should be limited to temporary and reasonable levels.
8. Sites deemed to have educational, cultural, or historic value should be prioritized for purchase or acquisition by gift to ensure their protection and preservation.
9. Significant educational or cultural features or historic sites should be prioritized for restoration to further enhance the value of the shorelands.

SHORELINE MANAGEMENT SPECIFIC USE AND ACTIVITY POLICIES

Agriculture Policies

1. New agricultural uses should be allowed where they are consistent with the comprehensive plan and be subject to all applicable provisions of this Section and Chapter 18.04 OMC.
2. A vegetative buffer of native plants should be maintained, or established and maintained between agricultural lands and water bodies or wetlands in order to protect water quality and to maintain habitat for fish and wildlife.
3. Animal feeding operations, retention and storage ponds for agricultural run-off, feed lots, feed lot waste, and manure storage should be located outside of shoreline areas and constructed to prevent contamination of water bodies and degradation of the shoreline environment.
4. Appropriate farm and soil management techniques should be employed to prevent fertilizers, herbicides, and pesticides from contaminating water bodies and wetlands and from having a harmful effect on other shoreline resources such as vegetation and soil.
5. Provisions for public access to shorelines should not restrict current agricultural uses. In the event new public access poses a threat to on-going agricultural uses, the jurisdiction shall facilitate the coordination of activities between conflicting users of the shorelines.
6. Development on agricultural lands not meeting the definition of agricultural activities or the conversion of agricultural land to nonagricultural uses should be consistent with the shoreline designation and the general and specific use regulations of this portion of the Land Use Element of the Oroville Comprehensive Plan and Chapter 18.04 OMC and should not result in a net loss of ecological functions.

Aquaculture Policies

1. Aquaculture should be prohibited in all shoreline designations.

Boating Facilities Policies

1. Boating facilities (ramps and floats) should be located, designed, and operated to provide maximum feasible protection and enhancement of aquatic and terrestrial life including animals, fish, birds, plants, and their habitats and migratory routes.
2. Boating facilities, including minor accessory buildings and haul-out facilities, should be in character and scale with the surrounding shoreline and should be designed so their structures and operations will be aesthetically compatible with or will enhance existing shoreline features and uses. Boating facilities should be proposed at the time of subdivision or planned development application.
3. Boating facilities should be located and designed so their structures and operations will be aesthetically compatible with the area visually affected and will not unreasonably impair shoreline views. Use of natural non-reflective materials should be encouraged.
4. Public and community (private) boating facilities are preferred over individual private facilities.
5. Individual private launches/ramps for motorized watercraft should be prohibited.

6. Community or group facilities should be required of developments that serve at least four dwelling units.
7. Private and/or commercial boating facilities should be sited in the appropriate environmental designation.
8. Regional as well as local needs should be considered when determining the location of boat launches and floats. Potential sites should be identified near high-use or potentially high-use areas.
9. Dry boat storage should not be considered a water-oriented use. Boat launch ramps, and access routes associated with a dry boat storage facility should, however, be considered to constitute a water-oriented use.
10. Because docks can have a significant impact on shoreline habitat and functions, they should not be allowed in the shorelines of Oroville.
11. New commercial docks and marinas should be prohibited.
12. Buoys associated with boating facilities should not impede existing navigational routes, infringe on swimming beaches, or other public access areas. Buoys should be limited to the minimum number needed to provide moorage to the development.

Commercial Uses Policies

1. New commercial development in shoreline areas should be consistent with the Oroville Comprehensive Plan.
2. Because shorelines are a limited resource, preference should be given to water-dependent and oriented uses, especially those uses particularly dependent on a shoreline location or those that will provide the opportunity for substantial numbers of people to enjoy the shoreline.
3. Over-water construction for non-water-dependent commercial developments should be prohibited.
4. Commercial development should be designed to provide physical or visual shoreline access or other opportunities for the public to enjoy the shoreline location. Public access should include amenities appropriate to the type and scale of the development and the qualities and character of the site, which may include walkways, viewpoints, restrooms, and other recreational facilities. Where possible, commercial facilities should be designed to permit pedestrian waterfront activities.
5. Site plans for commercial developments should incorporate multiple-use concepts that include open space and recreation where appropriate to the scope and scale of the project.
6. Commercial developments should be aesthetically compatible with the surrounding area. Aesthetic considerations should be actively promoted by means such as sign control regulations, appropriate development siting, screening and architectural standards, planned unit developments, and landscaping with native plants, including, where appropriate, enhancement of natural vegetative buffers.

Industrial Uses Policies

1. No new non-water-dependent industrial development should be allowed to locate within

shoreline areas except when:

2. The use entails reuse of an existing structure or developed area.
3. The use is consistent with the comprehensive plan and zoning regulations.
4. The use is part of a mixed-use project that includes water-dependent uses and provides a significant public benefit with respect to the Shoreline Management Act's objectives such as providing public access and ecological restoration; or navigability is severely limited at the proposed site; and the industrial use provides a significant public benefit with respect to the Shoreline Management Act's objectives such as providing public access and ecological restoration.
5. In areas designated for industrial use, non-water-oriented industrial uses can be allowed if the site is physically separated from the shoreline by another property, public right of way or entails the reuse of an existing structure or developed area.
6. New industrial development in shoreline areas should be consistent with the city of Oroville Comprehensive Plan and should be located to minimize sprawl and inefficient use of shoreline areas and, where applicable, to promote trip reduction.
7. New over-water construction for industrial uses should be prohibited unless it can be shown to be essential to a water-dependent industrial use.
8. New industrial development should be designed to provide physical or visual shoreline access or other opportunities for the public to enjoy the shoreline location unless such access would be incompatible for reasons of safety, security, or impact to the shoreline environment.
9. Where public access is incompatible with the proposed use, any loss of public access opportunity should be mitigated.
10. Where public access is provided, it should include amenities appropriate to the type and scale of the development and the qualities and character of the site, which may include walkways, viewpoints, restrooms, and other recreational facilities.
11. Where possible, industrial developments should be designed to permit pedestrian waterfront activities.
12. Site plans for industrial developments should incorporate multiple-use concepts that include open space and recreation where appropriate to the scope and scale of the project.
13. To the extent feasible, industrial developments should be aesthetically compatible with the surrounding area. Aesthetic considerations should be actively promoted by means such as sign control regulations, appropriate development siting, screening and architectural standards, planned unit developments, and landscaping with native plants, including, where appropriate, enhancement of natural vegetative buffers.

In-Stream Uses and Structures Policies

1. In-stream structures for the benefit of the public should be permitted and subject to all state and federal regulations for in-stream uses,
2. Any permitted in-stream structure should provide for the protection and preservation of ecological and ecosystem-wide services including, but not limited to, fish and fish passage,

wildlife and water resources, shoreline critical areas, hydrogeological processes, and natural scenic vistas.

3. In-stream structures for the benefit of fish enhancement and recovery adjacent to or visible from public-owned shorelines, including bridges and overlooks, should incorporate a public education element.
4. The location and planning of in-stream structures should give due consideration to the full range of public interests, watershed functions and processes, and environmental concerns, with special emphasis on protecting and restoring priority habitats and species.

Mining Policies

1. Commercial mining should be prohibited. Mineral prospecting and placer mining should be allowed subject to the “*Gold and Fish Rules*” as they now exist or hereinafter amended.

Municipal Uses Policies

1. New municipal uses in shoreline areas should be consistent with the adopted Oroville Comprehensive Plan and Oroville Park and Recreation Plan as amended.
2. No municipal uses should be allowed in wetlands, shoreline riparian vegetation conservation areas or their buffers without following mitigation sequencing.
3. Because shorelines are a limited resource, preference should be given to water-dependent and water-oriented uses, especially those uses particularly dependent on a shoreline location or those that will provide the opportunity for substantial numbers of people to enjoy the shoreline.
4. Over-water construction for non-water-dependent municipal uses should be prohibited.
5. Where appropriate, municipal uses should be designed to provide physical or visual shoreline access or other opportunities for the public to enjoy the shoreline location. Public access should include amenities appropriate to the type and scale of the development and the qualities and character of the site, which may include walkways, viewpoints, restrooms, and other recreational facilities.
6. Municipal uses should be aesthetically compatible with the surrounding area.
7. Municipal uses should include shoreline enhancement and restoration activities that will visually enhance the shoreline area and contribute to shoreline functions and values.
8. Favorable consideration should be given to proposals that complement their environment and surrounding land and water uses, and that protect natural areas.

Overwater Structures (docks and piers) Policies

1. Overwater structures should not be permitted.

Parking & Transportation Policies

1. Parking facilities in shorelines are not a preferred use and should be allowed only as necessary to support an authorized use. Parking in shoreline areas should be located landward of the permitted use. Parking located between the Zone 2 buffer, as established in Chapter 18.04 OMC and the development may be allowed if the proposed parking location follows:

- a. An adopted downtown master plan, neighborhood or sub-area plan; or
- b. Current development patterns; or
- c. The parking area and development are located behind a certified or licensed flood control device such as levee.

In any of the above instances, the applicant must demonstrate that measures to protect ecological function and visual impacts of parking located between the required buffers and building can be addressed through a stormwater management plan, planting plan and appropriate mitigation.

2. Parking facilities should be located, designed and landscaped to minimize adverse impacts, including those related to stormwater runoff, water quality, aesthetics, public access, and vegetation and habitat maintenance.
3. Parking should be planned to achieve optimum use of land within the area under shoreline jurisdiction. Where practical, parking should serve more than one use, such as recreational use on weekends and commercial use on weekdays.
4. Transportation and parking plans and projects should be consistent with this Section's public access policies, public access plan, and environmental protection provisions.
5. Circulation system planning should include systems for pedestrian, bicycle, and public transportation where appropriate. Circulation planning and projects should support existing and proposed shoreline uses that are consistent with this master program.
6. Plan, locate, and design proposed transportation and parking facilities where routes will have the least possible adverse effect on unique or fragile shoreline features, will not result in a net loss of shoreline ecological functions or adversely impact existing or planned water-dependent uses. Where other options are available and feasible, new roads or road expansions should not be built within shoreline jurisdiction.

Recreational Uses

1. The location and design of shoreline recreational developments should be consistent with the adopted Oroville Comprehensive Plan and Oroville Park and Recreation Plan.
2. Local, regional, tribal, state, and federal recreation planning should be coordinated. Shoreline recreational developments should be consistent with applicable park, recreation, and open space plans of other jurisdictions.
3. A variety of compatible recreational experiences and activities should be encouraged to satisfy diverse recreational needs.
4. Favorable consideration should be given to proposals that complement their environment and surrounding land and water uses, and that protect natural areas.
5. Priority should be given to developments that provide water-oriented recreational uses and other improvements facilitating public access to shoreline areas.
6. Recreational developments should be located and designed to preserve, enhance, or create scenic views and vistas.
7. All recreational developments should make adequate provisions for:
 - a. Vehicular and pedestrian access, both on and off site, including, where appropriate,

- access for people with disabilities.
 - b. Proper water supply and solid and sanitary waste disposal.
 - c. Security and fire protection for the permitted recreational use.
 - d. The prevention of overflow and trespass onto adjacent properties, by methods including but not limited to landscaping, fencing, and posting of the property.
 - e. Buffering from adjacent private property or natural areas.
8. Trails and paths on steep slopes should be located, designed, and maintained to protect bank stability and comply with applicable Critical Areas regulations.

Residential Development

1. Development of four or more residential units, whether single-family or multi-family, should provide for public access in the form of physical access and visual access unless it can be shown that public access is adequately provided for on public property within $\frac{1}{4}$ mile walking distance of the proposed development. Public access is considered adequately provided for if all the following criteria are met:
 - a. The access is part of a locally adopted parks, recreation and or public access plan.
 - b. The general public has physical and visual access to access to the water
 - c. Additional use of the access does not pose additional public safety hazard.
 - d. The public access can accommodate anticipated additional uses and impacts as a result of the proposed residential development.
 - e. An existing public access area is provided for on applicant's deed or parcel declaration(s) legally recorded at the County records.
2. Residential development, including appurtenant structures and uses, should be sufficiently set back from steep slopes and shorelines vulnerable to erosion (e.g., geologically hazardous areas) so that shoreline stabilization structural improvements, including bluff walls and other stabilization structures, are not required to protect such structures and uses.
3. Residential development or mixed-use developments should be sited so as to prevent the need for new shoreline stabilization or flood hazard reduction measures that would cause significant impacts to other properties or public improvements or a net loss of shoreline ecological functions.

Subdivision and Land Segregation

1. All proposed plats and lots, whether for agricultural, residential, commercial or industrial uses or activities, should be of sufficient size that development will not cause the need for structural shoreline stabilization.
2. All proposed plats and lots should be designed with enough area to provide a building site with appurtenant uses (parking, outbuildings etc.), accessory utility needs and fire defensible space to meet the minimum bulk dimensional standards established in Chapter 18.04 OMC for the shoreline designation within which the lot is located, without requiring shoreline variances.

3. Plats and subdivisions, should prevent the need for new flood hazard reduction measures that would cause significant impacts to other properties or public improvements or a net loss of shoreline ecological functions.

Signs

1. Signs to be placed or erected within shoreline jurisdiction should be designed and placed so that they are compatible with the aesthetic quality of the existing shoreline and adjacent land and water uses and in compliance with applicable local sign regulations.
2. Signs should not block or otherwise interfere with visual access to the water or shoreline areas.
3. Generally, signs should be of a permanent nature and be linked to the operation of existing or permitted uses. Temporary signs and interpretive signs related to shoreline functions should be allowed where they comply with the other policies of this section of the Land Use Element of the Oroville Comprehensive Plan and Chapter 18.04 OMC and, in the case of temporary signs, where adequate provisions are made for timely removal.
4. Signs attached to buildings are preferred over free-standing signs.
5. Lighting associated with signs should be stationary, non-blinking and non-revolving. Signs should not be erected nor maintained upon trees, or drawn or painted upon rocks or other natural features and artificial lighting of signs should be directed away from adjacent properties and the water.
6. Signs, other than those required for water-dependent use and navigation should not be allowed in the Zone 1 Buffer.

Utilities and Accessory Utilities Policies

1. All utilities should be designed to minimize conflicts with present and planned land and shoreline uses while meeting the needs of future populations in areas planned to accommodate growth.
2. Utilities that are non-water-oriented including transmission facilities for communications, and power plants, or parts of those facilities should not be allowed in shoreline areas unless it can be demonstrated that no other feasible option is available.
3. Transmission facilities for the conveyance of services, such as power lines, cables, and pipelines, should be located outside of the shoreline area where feasible.
4. Existing rights-of-way and corridors should be used whenever possible to accommodate the location of utilities.
5. Whenever possible, utilities should be located to minimize obstructions of views and vistas. This includes, but is not limited to, views of the shoreline environment from the water, views of the water from shorelines, and views extending beyond the shoreline of other scenic features of local importance such as rock walls, talis slopes, cliffs and perches from the shoreline or water. To preserve views and vistas and shoreline character, placement of utilities underground should be preferred and mitigated as appropriate with vegetation measures.
6. Accessory utilities necessary to serve shoreline uses should be properly installed so as to

protect the shoreline and water from contamination and degradation.

7. Accessory utilities and associated rights-of-way should be located outside the shoreline area to the maximum extent feasible, complying with shoreline setbacks and/or buffers whichever are more protective. When utility lines require a shoreline location, they should be placed underground.

Shoreline Modification Policies

The provisions of this section apply to all shoreline modifications within all shoreline areas.

1. All shoreline modifications should be in support of an allowed shoreline use that is in conformance with the provisions of this Section of the Land Use Element.
2. Shoreline modifications should cause as few environmental impacts as possible and should be limited in size and number.
3. The type of shoreline and the surrounding environmental conditions should be considered in determining whether a proposed shoreline modification is appropriate.
4. Projects that include shoreline modifications should contribute to enhancement of shoreline ecological functions, when possible.
5. As shoreline modifications are allowed to occur, measures to protect and restore ecological functions should be implemented.
6. Development, uses and modifications should plan for the enhancement of impaired ecological functions where feasible and appropriate while accommodating permitted uses. As shoreline modifications occur, incorporate all feasible measures to protect ecological shoreline functions and ecosystem-wide processes.
7. Shoreline developments, uses and modifications should avoid and reduce significant ecological impacts according to the mitigation sequence in WAC 173-26- 201 (2)(e).
8. Assure that shoreline modifications individually and cumulatively do not result in a net loss of ecological functions. This is to be achieved by giving preference to those types of shoreline modifications that have a lesser impact on ecological functions and requiring mitigation of identified impacts resulting from modifications.
9. Accessory utilities should be designed and located in a manner that preserves the natural landscape and shoreline ecology, eliminate the need for topping or pruning trees and minimizes conflicts with present and planned land uses.
10. Wherever possible, existing utility systems should be improved to enhance shoreline appearance and use.

Clearing and Grading Policies

1. Clearing and grading activities should only be allowed in association with an allowed shoreline use.
2. Clearing and grading in shoreline areas should be limited to the minimum necessary to accommodate permitted shoreline development.
3. Clearing and grading should be discouraged in required shoreline setbacks.

4. All clearing and grading activities should be designed and conducted to minimize sedimentation and impacts to shoreline ecological functions, including wildlife habitat functions and water quality.
5. Negative environmental and shoreline impacts of clearing and grading should be avoided or minimized through proper site planning, construction timing and practices, vegetative stabilization or (where required) soft structural stabilization, use of erosion and drainage control methods, and by adequate maintenance.
6. For clearing and grading proposals, a plan addressing species removal, re-vegetation, irrigation, erosion and sedimentation control, and other plans for protecting shoreline resources from harm should be required.
7. After completion of construction, those cleared and disturbed sites should be promptly re-stabilized, and should be replanted as required by a mitigation management plan. Vegetation from the recommended list is preferred.

Dredging and Dredge Material Disposal Policies

1. Dredging and dredge material disposal should be prohibited in the shoreline areas of Oroville.

Fill Policies

1. Fills waterward of the ordinary high water mark should be allowed only when necessary to facilitate water-dependent use, public access, or cleanup and disposal of contaminated sediments as part of an interagency environmental clean-up plan, disposal of dredged material considered suitable under, and conducted in accordance with the dredged material management program of the department of natural resources, expansion or alteration of transportation facilities of statewide significance currently located on the shoreline and then only upon a demonstration that alternatives to fill are not feasible, mitigation action, environmental restoration, beach nourishment or enhancement projects and uses that are consistent with this Element and Chapter 18.04 OMC.
2. Shoreline fills should be designed and located so that there will be no significant damage to existing ecological systems or natural resources, and no alteration of local currents, surface water drainage, or flood waters that would result in a hazard to adjacent life, property, or natural resource systems.
3. In evaluating fill projects, such factors as potential and current public use of the shoreline and water surface area, navigation, water flow and drainage, water quality, and habitat should be considered and protected to the maximum extent feasible.
4. The perimeter of any fill should be designed to avoid or eliminate erosion and sedimentation impacts, both during initial fill activities and over time. Natural- appearing and self-sustaining control methods are preferred over structural methods.
5. Where permitted, fills should be the minimum necessary to provide for the proposed use and should be permitted only when they are part of a specific development proposal that is permitted by this master program. Placing fill in water bodies or wetlands to create usable land should be prohibited.

Shoreline Stabilization Policies

1. Preserving and restoring shoreline vegetation should be the preferred method of shoreline stabilization.
2. Stabilization measures should be designed, located, and constructed primarily to prevent damage to existing development.
3. No structural stabilization measures should be allowed for a vacant lot.
4. New development should be located and designed to eliminate the need for future shoreline stabilization.
5. Shoreline vegetation, both on the bank and in the water, is very effective at stabilizing shorelines. For this reason, property owners are strongly encouraged to protect existing shoreline vegetation and restore it where it has been removed.
6. Structural solutions to shoreline erosion should be allowed only if non-structural and vegetative methods would not be able to reduce existing or ongoing damage.
7. Public projects should be models of good shoreline stabilization design and implementation.

Bulkhead Policies

1. A bulkhead is not a preferred method of stabilizing the shoreline, because bulkheads tend to significantly degrade fish and wildlife habitat by the removal of shoreline vegetation, increase erosion on neighboring properties, and change the natural sedimentation process.
2. Cumulative impacts of bulkheads should be considered, since over time and as more shoreline is lost to bulkheading, the resulting loss of habitat may have long-term impacts on fish populations as well as to the overall ecological value of the shoreline.
3. Most areas along the shorelines in Oroville can be adequately stabilized using softer, more natural means, such as vegetation enhancement, rather than a bulkhead.
4. If the purpose is not stabilization, a retaining wall, set back from shoreline vegetation, should be used rather than a bulkhead at the water's edge. (Retaining walls for purposes other than shoreline stabilization must comply with the setback and buffering requirements under the heading "Environmental Impacts and Water Quality" of this section of the Land Use Element of the Oroville Comprehensive Plan and Chapter 18.04 OMC.)
5. Because a bulkhead on one property can accelerate erosion on adjacent properties, the impacts of a proposed bulkhead on adjacent properties should be analyzed and considered before the bulkhead is approved.
6. A bulkhead should be allowed only for existing development for shoreline stabilization, and only if all more ecologically-sound measures are proven infeasible.
7. Property owners are encouraged to remove existing bulkheads and restore the shoreline to a more natural state. As an incentive, such projects should be processed without a fee charged for the shoreline permit.

Breakwaters, Jetties, Groins & Weirs Policies

1. Breakwaters, jetties, groins, and weirs located waterward of the ordinary high-water mark

should be allowed only where necessary to support water-dependent uses, public access, shoreline stabilization, or other specific public purpose. Breakwaters, jetties, groins, weirs, and similar structures should require a conditional use permit, except for those structures installed to protect or restore ecological functions, such as woody debris installed in streams. Breakwaters, jetties, groins, and weirs should be designed to protect critical areas and should provide for mitigation according to the sequence defined in WAC 173-26-201 (2)(e).

Vegetation Conservation Policies

1. Natural plant communities within and bordering shorelines should be protected and maintained to ensure no net loss of shoreline ecological functions.
2. Natural shoreline vegetation should be maintained and enhanced to reduce the hazard of bank failures and accelerated erosion. Vegetation removal that is likely to result in soil erosion severe enough to create the need for structural shoreline stabilization measures should be prohibited.
3. Shoreline vegetation degraded by natural or manmade causes should be restored wherever feasible.
4. Non-structural and “soft” methods of shoreline stabilization, such as vegetation enhancement and soil bioengineering, are preferred to hard structures to diminish the processes of erosion, sedimentation, and flooding.
5. Removal of vegetation should be limited to the minimum necessary to reasonably accommodate the permitted use or activity.
6. The physical and aesthetic qualities of the natural shoreline should be maintained and enhanced.
7. Preference should be given to preserving and enhancing natural vegetation closest to the ordinary high-water mark and within shoreline setback and buffer areas.
8. Aquatic weed management should stress prevention first.

Flood Hazard Reduction

1. Construction should comply with local flood hazard reduction or flood damage prevention ordinances.
2. Flood hazard reduction efforts in shoreline areas should:
 - a. Where feasible, give preference to nonstructural flood hazard reduction measures over structural measures.
 - b. Base shoreline master program flood hazard reduction provisions on applicable watershed management plans, comprehensive flood hazard management plans, and other comprehensive planning efforts, provided those measures are consistent with the Shoreline Management Act and this section.
 - c. Consider integrating master program flood hazard reduction provisions with other regulations and programs, including (if applicable):
 - i. Storm water management plans;

- ii. Flood plain regulations, as provided for in chapter 86.16 RCW;
 - iii. Critical area ordinances and comprehensive plans, as provided in chapter 36.70A RCW; and the
 - iv. National Flood Insurance Program.
3. Assure that flood hazard protection measures do not result in a net loss of ecological functions associated with the rivers and streams.
4. Plan for and facilitate returning river and stream corridors to more natural hydrological conditions. Recognize that seasonal flooding is an essential natural process.
5. When evaluating alternate flood control measures, consider the removal or relocation of structures in flood-prone areas.
6. Plan for and facilitate removal of artificial restrictions to natural channel migration, restoration of off channel hydrological connections and return river processes to a more natural state where feasible and appropriate.

SHORELINE DESIGNATIONS

Shoreline Designations are intended to encourage uses and activities that will protect or enhance present or desired character of the shoreline and critical areas within shorelines and allow appropriate uses consistent with local land use patterns. Oroville's original Shoreline Master Program (SMP) was adopted in 1991. It used a classification system composed of five Shoreline Designations intended to accommodate different levels and types of development: "Natural", "Conservancy", "Rural", "Suburban", and "Urban."

The State's 2004 SMP guidelines recommend a new classification system to better reflect the most current scientific and technical information, planning concepts and to support requirements of the Growth Management Act (GMA). Oroville used the State's new classification system as a starting point and tailored it to suit local conditions, local interests, and local land use planning. The result is a system that includes six Shoreline Designations intended for application to all shoreline areas within the incorporated and adopted Urban Growth Area.

The Shoreline Designation system in this section of the Oroville Comprehensive Plan is based on a combination of factors including ecological function and value, existence of designated critical areas, development patterns and long-range planning factors, and local interests. The designations reflect the combined results from the inventory, analysis and characterization along with input gathered through the public participation process.

The assessment of ecological function and value was derived from the Shoreline Characterization prepared by ENTRIX, Inc., incorporated as Shoreline Appendix A.

Development and Planning factors are a function of:

- Development Patterns (parcel size and level of subdivision)
- Current land use
- Existing Building Setbacks and Number of Structures

- Public Access and Recreation
- Transportation/Circulation systems/facilities
- Current Comprehensive Plans and Zoning maps
- Local Knowledge (input from SAG and TAG + staff and consultants)
- Ownership Patterns
- Other built elements (Over-water Structures, levees, dikes)

The following section describes the criteria used to assign Shoreline Designations to water bodies (the classification criteria), lists specific policies and regulations that apply to each designation, and explains the rationale for each designation. Finally, the text describes the process used to assign designations to the shorelines in Oroville. Allowed uses and development standards for each designation follow in tabular form with policies specific to each designation and the general policies provide the basis for the uses and activities allowed in each shoreline designation. The development standards and criteria specify how and where permitted development can take place within each shoreline designation.

It is important to note that all lands within shoreline jurisdiction, regardless of designation, have inherent resource, ecological and economic value. Therefore, a natural tension exists between opportunities for protection and development. The SMA requires ecological functions and processes to be retained in all shoreline designations. Where changes in land use or development result in a loss of function and values, those losses must be mitigated.

Parallel shoreline designations may be used where appropriate—for example, to accommodate resource protection close to the ordinary-high-water-mark (OHWM) and development farther from the OHWM. Where parallel designations exist, developments and uses allowed in one of the designations should not be inconsistent with achieving the purposes of the other. The width of each designation may vary depending on the type, extent, and value of the resource to be protected; in all cases the designation closest to the shore shall extend at least to the closest boundary line, easement line and/or 15 feet inland from the OHWM. For future shoreline amendments in all cases the designation closest to the shore should maintain a structural setback/vegetation conservation area at least as wide as the minimum width allowed by the current Ecology approved shoreline designation. Any applicant proposing widths less than this should provide the City an analysis in compliance with WAC 173-26-201.

This Shoreline Master Program establishes a system of six shoreline designations for all shoreline areas within the incorporated areas and adopted Urban Growth Area. The system was derived from the State's recommended classification system, tailored to reflect local conditions and serve local interests. The default designation for undesignated shorelines in Oroville is Urban Conservancy.

Natural Designation

The purpose of this designation is to protect, restore, and manage the unique characteristics and resources of islands and other isolated areas waterward of the ordinary high-water mark (OHWM).

Designation Criteria

1. All island areas waterward of the OHWM of rivers, lakes and streams and associated wetlands should be designated “Natural.”

Policies

1. Physical alterations, including shoreline modifications, should only be considered when they serve to protect or enhance a significant, unique, or highly-valued feature that might otherwise be degraded or destroyed.
2. Limited access should be permitted for scientific, historical, cultural, educational, and low-intensity water-oriented recreational purposes, provided that no significant adverse impact on the area will result.
3. A conditional use permit should be required for any non-exempt use or activity.
4. Any use that would substantially degrade the ecological functions or natural character of the shoreline, including new development or vegetation removal that would reduce the capability of vegetation to perform normal ecological functions, should be prohibited.
5. The following uses should not be allowed in areas designated “Natural”: residential uses; commercial uses; industrial uses; mining; agriculture; non-water-oriented recreation; golf courses; and roads, utility corridors, and parking areas that can be located elsewhere.
6. Restoration of degraded shorelines should be encouraged.

Aquatic Designation

The purpose of this designation is to protect, restore, and manage the unique characteristics and resources of areas waterward of the ordinary high-water mark (OHWM).

Designation Criteria

1. All water areas waterward of the OHWM of rivers, lakes and streams and associated wetlands should be designated “Aquatic.”

Policies

1. Developments within the Aquatic Designation should be compatible with the adjoining upland designation.
2. Diverse opportunities for public access to the water should be encouraged and developed where such access is compatible with the existing shoreline and water uses and environment.
3. Over-water structures should be allowed only for water-dependent uses, public access, or ecological restoration. The size of such structures should be limited to the minimum necessary to support the structure’s intended use. Structures that are not water-dependent should be prohibited.
4. Multiple-use of over-water facilities should be encouraged.
5. Under-water uses should be designed, developed, operated and mitigated with the least possible impact to the aquatic environment and should show that there is no feasible above water alternatives.
6. Aquaculture should be allowed where the use can be undertaken without interfering with

surface navigation, public access, or shoreline ecological functions.

7. Hydroelectric projects of regional or statewide significance (including development of new hydroelectric projects, renovation of existing hydroelectric facilities, and operation of existing hydroelectric projects) should be allowed where impacts to surface navigation, public access, shoreline ecological functions, and the visual quality of the shoreline area can be adequately mitigated.
8. Fishing and other recreational uses of the water should be protected against competing uses that would interfere with recreation.
9. All developments and activities under the jurisdiction of this Element and Chapter 18.04 OMC should be located and designed to minimize interference with surface navigation. Hydroelectric projects licensed by the Federal Energy Regulatory Commission should provide for portage consistent with project operations, safety, and security of the project facilities.
10. All developments and activities using water bodies under the jurisdiction of this Element of the Oroville Comprehensive Plan and Chapter 18.04 OMC should be located and designed to minimize adverse visual impacts and to allow for the safe passage of fish and animals (consistent with federal and state agency approved recovery plans), particularly those whose life cycles are dependent on such migration. Hydroelectric projects licensed by the Federal Energy Regulatory Commission should address visual impacts and fish and wildlife passage while at the same time providing for project operations, safety, and security of the project facilities.
11. Uses and modifications should be designed and managed to prevent degradation of water quality and alteration of natural hydrographic conditions.
12. Abandoned and neglected structures that cause adverse visual impacts or are a hazard to public health, safety, or welfare should be removed or restored to a usable condition consistent with the provisions of portion of this Element of the Oroville Comprehensive Plan and Chapter 18.04 OMC.
13. Activities that substantially degrade priority habitats should not be allowed. Where such activities are necessary to achieve the objectives of the Shoreline Management Act, RCW 90.58.020, impacts should be mitigated to provide a net gain of critical ecological functions.
14. Shoreline modifications should be considered only when they serve to protect or enhance a significant, unique, or highly valued feature that might otherwise be degraded or destroyed. Exceptions may be made for hydroelectric projects licensed by the Federal Energy Regulatory Commission. Such projects should be located and designed to minimize impacts to shoreline functions and values.
15. Shoreline jurisdictional areas within the Aquatic Designation should not be used for calculating land area for the purposes of subdivision and short subdivision.

Urban Conservancy

The purpose of this designation is to protect and restore ecological functions of open space, floodplains, and other sensitive lands within the City and Urban Growth Area, while

allowing a variety of compatible uses.

Designation Criteria

1. Areas suitable and planned primarily for public uses that are compatible with maintaining or restoring the ecological functions of the area, and are not generally suitable for water-dependent uses, if any of the following characteristics apply:
2. They are suitable for water-related or water-enjoyment uses;
3. They are public owned open space, flood plain or other critical areas that may be suited for low levels of development associated with water-related or water- enjoyment uses but are unsuitable for high intensity development;
4. They have potential for ecological restoration;
5. They retain important ecological functions (such as riparian or wetland habitat, buffers, stormwater and wastewater abatement, and open space– e.g. designated critical areas) even though partially developed; or
6. Existence of critical areas.

Policies

1. Uses that preserve the natural character of the area or promote preservation of open space, floodplain, or sensitive lands, either directly or over the long term, should be the primary allowed uses. Uses that result in restoration of ecological functions should be allowed if the use is otherwise compatible with the purpose of the environment, the setting, and the local comprehensive plan and development regulations.
2. The following uses should be allowed in shoreline areas designated as “Urban Conservancy”, where consistent with local comprehensive plans and development regulations, provided that the use is consistent with maintaining or restoring the ecological functions of the area: aquaculture; low-intensity water-oriented commercial and industrial uses, where those uses already exist; water-dependent and water-enjoyment recreational facilities; residential development.
3. Mining and associated uses should be allowed on lands that are designated as “mineral resource lands” pursuant to RCW 36.70A.170 and WAC 365-190-070. Otherwise, resource extraction should not be allowed.
4. Water-oriented uses should be given priority over non-water-oriented uses.
5. Adjacent to the shoreline waters, water-dependent uses should be given the highest priority.
6. Opportunities for public access, including developed trails, overlooks and viewing platforms, etc., to shorelines and water bodies should be encouraged for all developments, including subdivisions, short subdivisions, planned developments, commercial uses, public services, and recreational uses.
7. Public or community access to shorelines and water bodies should be required for new subdivisions of more than four lots and for recreational uses, provided any adverse impacts can be mitigated.

8. Public access to shorelines and water bodies should be required for new commercial uses and public services where it can be accommodated without risk to public safety, provided any adverse impacts can be mitigated.
9. Public and private recreational facilities and uses that are compatible with residential uses should be encouraged, provided that no net loss of shoreline ecological resources will result.
10. Standards to ensure that new development does not result in a net loss of shoreline ecological functions or further degradation of shoreline values should be established for shoreline stabilization measures, vegetation conservation, and shoreline modifications.
11. Subdivision should be allowed in shoreline areas designated as “Urban Conservancy.”

Shoreline Recreation

The purpose of the Shoreline Recreation designation is to accommodate mixed-use recreation-oriented development that is consistent with the goals and purpose of the Shoreline Management Act; and to provide appropriate public access and recreational uses, especially where those uses are part of a master-planned system and support healthy physical activity.

Designation Criteria

1. This designation is assigned to shoreline areas that support or are planned for mixed-use recreation-oriented development. The designation is intended to provide flexibility for water oriented mixed-use planned or clustered development with varying densities.

Policies

1. The following uses should be allowed in shoreline areas designated as “Shoreline Recreation”, where consistent with local comprehensive plans and development regulations, provided that the use is consistent with maintaining or restoring the ecological functions of the area: residential development; public access and recreational uses; water-oriented mixed-use development; master-planned resorts, and other development consistent with preservation of low-density, recreation-oriented character.
2. Dedication and improvement of public access to shorelines should be required for all new uses, with the exception of residential developments of four lots or fewer, including development by public entities (including local governments, state agencies, and public utility districts). Where a master-planned public access system, such as a river front trail system, exists or is planned, participation in the system and provision of facilities that promote physical activity should be encouraged.
3. All multi-family and multi-lot residential developments should provide joint-use community recreational facilities.
4. Docks, boat ramps, boat lifts, and other boating facilities serving individual single-family residences should be prohibited. Where boating facilities are allowed, community facilities should be required.
5. The number of boating facilities allowed within the SRec designation on each water body should be limited to protect shoreline ecological resources and preserve the character of the shoreline area.

6. Mixed-use water-oriented recreational/residential developments should be encouraged in the SRec designation where such developments are consistent with zoning and comprehensive plan designations and can be accommodated without damage to shoreline ecological resources.
7. Standards for density or minimum frontage width, setbacks, lot coverage limitations, buffers, shoreline stabilization, vegetation conservation, critical areas protection, and water quality should be set to ensure that new development does not result in a net loss of shoreline ecological functions. Such standards should take into account the environmental limitations and sensitivity of the shoreline area, the level of infrastructure and other services available, and other comprehensive planning considerations.
8. Adequate public facilities and services should be required in conjunction with development in the SRec designation. Within the Urban Growth Area, such development should be required to connect to municipal water and sewer utilities. Outside of the Urban Growth Area, private community utility systems may be allowed. Concurrent development of transportation facilities, including facilities to promote physical activity, should be required.
9. Subdivision should be allowed in shoreline areas designated as “Shoreline Recreation.”

Shoreline Residential

The purpose of the Shoreline Residential designation is to accommodate residential development and appurtenant structures that are consistent with the goals and purpose of the Shoreline Management Act; and provide appropriate public access and recreational uses.

Designation Criteria

1. This designation is assigned to shoreline areas within the City and Urban Growth Area that support a predominance of single-family residential development with some duplex and multi-family, are platted for residential development, or are planned for residential development exceeding 1 dwelling unit per acre.

Policies

1. The following uses should be allowed in shoreline areas designated as “Shoreline Residential”, where consistent with local comprehensive plans and development regulations, provided that the use is consistent with maintaining or restoring the ecological functions of the area: residential development (including both single and multi-family development); water-oriented commercial uses.
2. Residential developments of more than four lots and all recreational developments should provide public access to shorelines and water bodies. Opportunities for public access to shorelines and water bodies should be encouraged for all other developments, including subdivisions, planned developments, commercial uses, and public services.
3. All multi-family and multi-lot residential developments should provide joint-use community recreational facilities.
4. Docks, boat ramps, boat lifts, and other boating facilities serving individual single-family residences should be prohibited. Where boating facilities are allowed, community facilities should be required.

5. Public and private recreational facilities and uses that are compatible with residential uses and with the applicable comprehensive plan and development regulations should be allowed.
6. Access (including transportation facilities and rights of way or easements), utilities, and public services should be available and adequate to serve any existing needs and planned future development.
7. Standards for density or minimum frontage width, setbacks, lot coverage limitations, buffers, shoreline stabilization, vegetation conservation, critical areas protection, and water quality should be set to ensure that new development does not result in a net loss of shoreline ecological functions. Such standards should take into account the environmental limitations and sensitivity of the shoreline area, the level of infrastructure and other services available, and other comprehensive planning considerations.
8. Subdivision should be allowed in shoreline areas designated as “Shoreline Residential.”

High Intensity

The purpose of the High Intensity designation is to provide for high-intensity water- oriented commercial, transportation, and industrial uses while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded and are planned for such uses.

Designation Criteria

1. Shoreline areas within the City and Urban Growth Area should be designated “High Intensity” if they currently support high-intensity uses related to commerce, transportation, or navigation; or are suitable or planned for high-intensity water- oriented uses, including multi-family residential development.

Policies

1. Although they are the most heavily developed shoreline lands in Oroville, High Intensity lands retain resource value and present limited opportunities for protection and restoration.
2. Because shorelines are a finite resource and because high-intensity uses tend to preclude other shoreline uses, emphasis should be given to directing new development into areas that are already developed or where high-intensity uses can be developed consistent with this master program and the applicable Comprehensive Plan, and to uses requiring a shoreline location. Full utilization of existing high-intensity areas should be encouraged before further areas are designated as High Intensity.
3. Priority should be given to water-dependent, water-related, and water-enjoyment uses over other uses, with highest priority given to water-dependent uses. Uses that derive no benefit from a water location should require a shoreline conditional use permit.
4. Where consistent with other policies and with local comprehensive plans and development regulations, the following uses should be allowed in shoreline areas designated as “High Intensity”, provided that the use is consistent with maintaining or restoring the ecological functions of the area: water-oriented commercial uses, transportation, navigation, and other high-intensity water-oriented uses, including multi-family residential development.

5. Visual public access should be required, where feasible.
6. Physical public access should be encouraged where it can be accommodated without risk to public safety.
7. Aesthetic objectives should be implemented by means such as sign control regulations; appropriate development siting, screening and architectural standards; and maintenance of natural vegetative buffers.
8. Implementation of local plans for acquisition or use through easements of land for permanent public access to the water in the High Intensity Designation should be encouraged.
9. In order to make maximum use of the available shoreline resources and to accommodate future water-oriented uses, the redevelopment and renewal of substandard, degraded, under-used, or obsolete urban shoreline areas should be encouraged.
10. Subdivision should be allowed in shoreline areas designated as “High Intensity.”

SHORELINES DESIGNATION MAP

The Shoreline Designations Map for the city of Oroville shows the areas under the jurisdiction of this Master Program and the boundaries of the seven shoreline designations. Shoreline areas within the Urban Growth Area have been pre-designated—that is, the shoreline designations shown in Urban Growth Areas are those that have been assigned by the city.

The Shoreline Designations Map shall be the official map of Shoreline Designations and is maintained by the City and by the Department of Ecology. Any other copies, including copies that may be distributed either as part of this Element or separately, shall be unofficial.

Map III-13 Shoreline Designations City and Map III-14 UGA for the city of Oroville are found in the Map Appendix to the Comprehensive Plan.

5. IMPLEMENTATION OF THE LAND USE PLAN

To develop a plan to guide future physical development of the community is one issue, but to ensure that the plan is implemented, various land use “tools” are necessary. The most common regulatory tools are the zoning and subdivision codes.

ZONING

Zoning is the most important legal tool which can be used to implement the land use plan. The basic purpose of zoning is to promote the city's public health, safety, and welfare, and to assist in the implementation of the Oroville Comprehensive Plan. In a zoning ordinance the city is divided into residential, commercial, and industrial districts and within each district there are regulations pertaining to:

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

The City of Oroville has a zoning ordinance in place at the time of this comprehensive plan update, however, it should be periodically reviewed in order to ensure that it is consistent with the goals and objectives of this plan.

SUBDIVISION

Subdivision regulations are intended to regulate the manner in which land may be divided and prepared for development. They apply whenever land is divided for purposes of sale, lease or transfer. State law specifies that any subdivision of land which resulting in the creation of a parcel of less than 5 acres in size must comply with state and local subdivision requirements.

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

The regulations specify methods of subdivision procedures for the developer and the city, minimum improvements (streets, utilities, etc.) to be provided by the developer, and design standards for streets, lots, and blocks. Subdivision regulations are intended to encourage the orderly development and redevelopment of large tracts within and surrounding the city. Development of subdivisions immediately outside the City of Oroville should be closely coordinated between the city and the county. The Oroville Subdivision Ordinance should be reviewed to ensure that it is consistent with the goals and objectives outlined in the update of this plan.

BINDING SITE PLAN

The binding site plan is a relatively new method for dividing property for commercial and industrial purposes, and in some cases for residential uses such as manufactured home and recreational vehicle parks where the individual parcels are not to be sold. This method for regulating development is intended to provide a flexible alternative to developers while allowing for local government review of the plan to ensure that the cost of providing basic services and the maintenance of those services does not represent an unreasonable burden on the residents of the city. A specific site plan is presented by the developer which shows the layout of streets and roads and the location of utilities required to serve the property. Since the individual lots are not to be sold, the costs of extensive surveying is avoided. This binding site plan is a legally enforceable document which, when required, can be amended to reflect changing conditions. Oroville does not have a binding site plan provision in its subdivision regulations at the time of this update and should consider the benefits of this option.

STATE ENVIRONMENTAL POLICY ACT (SEPA)

SEPA directs Oroville decision makers to consider the environmental consequences of their actions. The SEPA process starts when someone submits a permit application to the city or when the city proposes to take some official action. A SEPA checklist is used to determine whether the project or action is significant enough to require an environmental impact statement. If it is determined that an Environmental Impact Statement (EIS) is not necessary, a Determination of Non-significance is issued. While an environmental impact statement is commonly not required certain conditions may be included in a determination of non-significance that are intended to minimize environmental impacts. Regardless, a threshold determination must be made on all permit applications unless specifically exempted by SEPA.

FLOOD DAMAGE CONTROL ORDINANCE

The City of Oroville has in place a Flood Damage Prevention Ordinance that regulates development activities within the 100-year floodplain and the floodway. The 100-year floodplain, or baseflood area, is defined as that area that has a 1% chance of flooding within any given year. The floodway is the channel of the river or stream and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot. These critical areas are determined by studies conducted by the U.S. Army Corp of Engineers.

The flood ordinance is pursuant to RCW 86.16 which delegates the responsibility to local governmental units to adopt regulations designed to promote the public health, safety and general welfare of its citizenry. An incentive for compliance with these regulations is that participation in the National Flood Insurance Program requires this type of floodplain management in order to guarantee reasonable flood insurance rates. The ordinance, Chapter 15.16 of the Oroville Municipal Code, outlines construction standards that are intended to reduce flood damage. Maps depicting regulated flood-prone areas are included on Maps III-CA-4 and III-CA-5 in the Map Appendix.

SHORELINES MASTER PROGRAM (SMP)

In compliance with the State Shoreline Management Act of 1971 (SMA), the City of Oroville adopted the Shoreline Master Program (SMP) on March 5, 1991 and amended the SMP in September 2023. This program establishes land use designations within two hundred (200) feet of the ordinary high-water mark or floodway boundary, whichever is greater, of the Similkameen and Okanogan Rivers and Lake Osoyoos. Construction, excavation and other activities in these designated areas are subject to provisions of the SMP. The removal of trees and other vegetation also require review under this program in order to maintain the quality of the sensitive shoreline environments. The Shoreline Master Program Designations are described in Section 4 on Page III - 67.

IV. PUBLIC FACILITIES ELEMENT

GOALS

The public facilities element of the comprehensive plan for the City of Oroville is designed to be a guide for the future development of schools, municipal buildings, and other municipal facilities. The plan should be used as a guideline for the more specific provisions of the capital facilities plan (cfp) as discussed in under Implementation of the Public Facilities Plan on page IV-9.

Specific engineering plans for public works infrastructure (i.e. water and sewer) can be found in separate comprehensive plans for these facilities (e.g. Oroville Comprehensive Water Plan). It is important that these plans be updated on a regular basis to ensure that public facilities development renovation and expansion are consistent with the comprehensive land use plan.

The city's public facilities are shown on maps IV-1A and IV-1B in the Map Appendix.

GOAL

Coordinate location, expansion, and timing of public facilities and utilities to meet present demand and allow for future growth in a cost-effective manner.

OBJECTIVES

- Maintain existing public facilities in order to maximize their usable lives.
- Promote multi-jurisdictional cooperation for utility planning and implementation.
- Encourage development of vacant properties adjacent to existing utility systems as a preference over expanding infrastructure to properties outside the existing service area.
- The city's public facilities are discussed in the following pages. For simplicity's sake, the assessment and plan for each facility or utility is addressed individually as the city's involvement in each varies.

AIRPORT

The Dorothy Scott International Airport is located two miles northeast of Oroville on a bench at an elevation of 1,063 feet. The airport infrastructure consists of 8 closed hangars, 1 open hangar (housing 6 planes), 14 tie-downs and an office building used by U.S. Customs. The airport has a 4,010 ft lighted runway, a P.A.P.I., S-33, lighted wind sock, beacon and fuel sales. Planned airport facility improvements include relocation of the runway and upgrading appurtenant facilities. At the time this update was prepared, three parties have expressed interest in leasing ground for new hangars.

The City of Oroville, with a goal of enhancing job opportunities and the local economy, has developed a light industrial and business park at the northern end of airport. The acreage of usable land suited for development and lease at the airport exceeds fifty (50) acres.

Additional land is proposed for road and utility rights-of-way. The overall scope and budget for the park at full build-out is greater than existing available resources, therefore, a phased

approach to development has been implemented. The phased approach will accommodate the existing needs of 'potential' tenants interested in locating their business in Oroville now while allowing incremental investment in industrial park improvements over the longer term.

The first phase of the project was completed in 1996 and included the development of lease lots and public right-of-way. Construction has included a 10,000 sq. ft. building, parking area, waste water system, lighting, electrical distribution and telephone service suitable for tenant occupancy. This facility has had several different leasees since its construction. As part of phase 1, a new access road was constructed from the East Osoyoos Road to the airport industrial park. Water service is provided from the city with the added advantage of allowing citizens residing on the east side of Lake Osoyoos the ability to obtain potable water from the city's system. Phases 2 & 3 will be an expansion of the industrial park with additional buildings for lease. Initial steps of Phase 2, connection of the park to the city sewer main in Eastlake Road is slated for 2024. The intent of the project was to market the facility to prospective tenants from Canada that can envision the financial advantages of expanding their business to the United States.

CITY HALL

The Oroville City Hall was built in 1967. The original building housed both the council chambers and clerk's office, with a square footage of 1,144. An additional 1,408 square feet was added in 1985 expanding the council chambers, adding a handicap restroom and additional storage.

City hall staff consists of the city clerk, deputy clerk, staff assistant and a part-time utility billing clerk. The staff serves a community with a 2022 estimated population of 1805¹. The city also shares a building inspector/permit administrator with one other city. The building inspector/permit administrator operates out of the old Police Department office located at 1306 Ironwood two days per week.

The entire city hall/council chamber building should require only routine maintenance for the next several years. Future changes within the next 20 years would most likely be the construction of an administrative building housing the city hall, community development department and fire departments.

¹ April 1, 2022 OFM estimate



Photo by Michelle Miller

CITY SHOP FACILITY

The city shop is located behind the city hall on Apple Way in the cinder block shop building which includes two equipment repair bays and is in fair condition. The public works office is located in the former fire hall. The location is appropriate in that it is at the edge of an industrial area and immediately adjacent to the city hall, lending itself to logistical and communication efficiency. The equipment yard is fenced and adequate equipment parking space is available. In future years as the city extends infrastructure to the north and northeast, the shop facility will likely need to be relocated. The city owns property a few blocks away from the present site, near the historic railroad depot, where street repair materials and equipment are stored. There is ample room at this site for a new facility if needed in the future.

EMERGENCY MEDICAL SERVICE

Oroville's Emergency Medical Service is provided by Lifeline Ambulance and is housed across from the city hall; this building was constructed in 1994. The service consists of two fully equipped licensed ambulances and is staffed by 15 volunteer E.M.T.'s. The service responds to between 150 and 175 calls each year.

Emergency medical service is provided to both the City of Oroville and all rural areas within the boundaries of Oroville School District #410, an area of about 310 square miles. This area runs from the Canadian Border to the north to Ellisford on the south and from the north end of Palmer Lake on the west to Ferry County on the east.

The Emergency Medical Service (EMS) works under a contract between LifeLine Ambulance and the City of Oroville and the Oroville Rural EMS District.

FIRE PROTECTION

The fire station is owned by the city and is located on the corner of Ironwood and Appleway. The building has two meeting rooms, one on the main floor and one in the basement. On the main floor there is also a kitchen, storage, and two rest rooms. The garage area of the

building is large enough to house 6 trucks.

The protection area of the fire department includes the city limits of Oroville and all the area inside Rural fire District #1 which encompasses both sides of Lake Osoyoos from the Canadian border to Oroville and both sides of the Okanogan River within the valley floor approximately miles south of Oroville. Also included is approximately 4 miles up the Molson-Chesaw Road and about 3 miles up the Nighthawk Road.

Under a contract between the city and the Okanogan County Rural Fire District #1, administration of the department is done by the city and most equipment and all expenses are shared by both parties. Replacement and purchasing of new equipment is made by both parties as needed to maintain a high quality of firefighting ability and to meet the requirements of the state rating system.

LIBRARY

The library is housed in 2,466 square feet of the building that excludes the Civic Room, which has been established as a public meeting space. It is located on US 97 (Main Street) at the corner of Main and Appleway. The building is owned by the city. The library includes a storage area and the main library section. There are 2 entrances/exits in the library. The library is a member of the North Central Washington Library system. There is a local library board (volunteer) and a staff librarian. The facility underwent substantial improvements in 2017.

POLICE PROTECTION

The Oroville Police Department is located at 1105 Main Street (US 97). The building was once the Border Patrol headquarters for the Oroville area. The Police department has a front office area that is manned daily from 9 AM-5 PM during the week. We are always ready to assist those in need to the best of our ability.

The building housing the police department also has two administrative offices and two restrooms, one is also a locker/dressing room, and the other has a shower area. There is a fully functional evidence storage facility on-site and a common area for officers to perform their administrative duties. The building also has a break room and a meeting room, and an armory. The building includes garage space for 6 vehicles and a functional sallyport entrance with an exit that allows temporary parking for 2 additional vehicles. The department has 2 holding cells. The cells are used for temporary housing only. Persons are not housed overnight.

The police force consists of five full time police officers, a full-time records clerk, and a part-time records clerk. The city has 6 patrol vehicles, two of which are AWD. We are in the process of purchasing another AWD vehicle to replace our last Crown Victoria. Dispatch and Jail services are contracted to the Okanogan County Sheriff's Office.

The police department is capable of effective communication county-wide. Emergency communication via 911 is handled contracted dispatch services. The Oroville Police Department lobby is open daily M-F from 9 AM to 5 PM. Anyone calling the Oroville Police

Department directly during non-business hours will be transferred to the dispatch center.

The police department is a full-service department that is available to respond to calls for service 24 hours a day, 7 days a week. The police department averages about 1,500 calls for service yearly. The police officers routinely respond to complaints ranging from theft to assault. The officers working for the City of Oroville are trained and qualified to respond to and investigate crimes ranging from the most minor to those egregious in nature. Officers also handle numerous (hundreds) undocumented service calls during the year as they are contacted directly and sometimes can remedy a given situation without the need to generate an actual case number. This is in addition to the proactive patrol conducted by officers as well as traffic enforcement and field contacts made in an effort to quell criminal activity before it occurs.

The Oroville Police Department has partnered with the Oroville Cares Coalition for the purpose of keeping kids off drugs and alcohol. The department would love to finally be able to place a school resource officer in the schools. We have been exploring options to make this happen.

The Oroville Police Department is active within the community, and we have hosted National Night Out and a Trunk or Treat event for the last couple of years. The police department also has hosted an annual Shop with a Cop event. Recently we have rebranded this event to Christmas with a Cop. We have found we are able to spend more quality time with each child under the new program. These events are a big hit with the community and will continue well into the future.

The Oroville Police Department is committed to providing quality law enforcement services to the community. We rely on our core values of Professionalism, Integrity, Teamwork, and Humility to lead us into the future. We are proud to serve the community, and we are humbled that our community places its trust in us.

SCHOOLS

The history of Oroville Public Schools has been excellent, enjoying majority support from the community through passage of successful levies. Public school lands boast thirty-five (35) acres.

The Oroville Middle-High School has 68,000 square feet that was completely renovated in 1993 with 11,000 square feet added for a total of 79,000 square feet; grades 7-12 are housed in the building serving about 250 students.

The Oroville Elementary School has 63,000 square feet and houses grades preschool through sixth grade with about 250 students.

The school buildings serve the present needs of students in the Oroville community. The school district also operates an outreach school with an average enrollment of about 20 students. The majority of the students are working on attaining their diploma from Oroville High School.

SEWER SYSTEM

The Treatment Plant:

The wastewater treatment plant uses a modified activated sludge process known as extended aeration. Wastewater is treated in a continuous loop reactor (oxidation ditch) prior to discharge to the Okanogan River. The plant was constructed in 1979 and appears to remain structurally sound. Excessive corrosion is not observed at the plant and there is no evidence of unusual cracks or other structural defects. The plant is located on the 100 block of Juniper Street.

The oxidation ditch has a volume of about 470,000 gallons. This volume is sufficient to treat an influent volume of at least 632,000 gallons per day (gpd). Current flow averages 328,000 gpd, with peak flows of 365,000 gpd in July.

The plant is functioning at approximately 24% of its use capacity. This is not a function of physical capacity, but rather of plant efficiency as measured by biological oxygen demand (SOD), according to a 1993 NPDES determination by the Department of Ecology. An energy audit recently completed by the Washington State Energy Office has identified ways to increase the treatment plant's energy efficiency which may also address NPDES efficiency concerns. The city will make the improvements recommended in the energy audit and then re-evaluate plant efficiency.

Collection/Transmission System:

The older elements of the system date back to construction in the early 1950's. The sewer lines are mostly concrete and are aging and may need work within the life of the capital facilities plan. During periods of high ground water in the spring, ground water infiltrates into the concrete pipes, increasing influent volume to the sewer plant. This problem was partially solved in 1979 with the rehabilitation of the water lines in the south part of the system. A hydraulic analysis will be needed to determine how much additional flow the system can accommodate, particularly as growth continues and the capacity of the treatment plant is increased.

Lift Stations:

The sewer system has seven lift stations; two at Veranda Beach, one on Lake Loop, one at Cherry Street Bridge, one at 19th and Juniper, one at Central and Main, and one between 14th and Appleway (Princeville), in block 40. The Central and Main lift station was rebuilt in 1989 and the 19th and Juniper lift station was rebuilt in 1994 as part of the Central Avenue Water/Sewer Project. The Princeville lift station between 14th and Appleway should be scheduled for reconstruction within the next five years (1999). A schematic of the system is included as Maps IV-2A and IV-2B in the Map Appendix.

Recommendation:

A sewer plan which will include descriptions and schematics of the system, describe the condition of the components and capital improvement planning elements is being prepared and scheduled for completion in 2024. This section of the plan should be updated reflect the inventory and related information from the new plan.

STORMWATER

The city has little problem with storm drainage, due to the generally flat terrain, porous soils and low rainfall. There are few streets with curbs and gutters to concentrate runoff. Future development may require a storm drainage system to be constructed if not properly managed; however, no plans for such facilities are expected in the immediate future.

Recommendation:

A storm water drainage plan should be prepared in the near future. Zoning code updates should continue to include standards that address impervious surfaces in order that storm water drainage is absorbed by natural means.

Proposals for new construction should include on-site storm water treatment.

WATER SYSTEM

Oroville's existing water service area includes the incorporated boundaries of the city, the former North End Water Users service area located on the west side of Lake Osoyoos between the city boundary and the Canadian border and the east side of Lake Osoyoos north to within a mile of the Canadian border. Maps IV-3A and IV-3B in the Map Appendix show the existing water system.

Water rights:

The city currently has water rights that allow a total annual withdrawal of 1095 acre feet. The city currently serves an approximate population of a little over 2000 persons. It is estimated that nearly twice this population could be served under the existing right. The Oroville Comprehensive Water Plan, which addresses the water system in much greater detail, was adopted in 2018.

City wells:

All wells are generally in good condition. Well #4 was the most recently constructed, in 1987.

Well #1: Dug well. Two shaft turbine pumps, one 20 h.p. and one 40 h.p., pumping 500 gallons per minute (gpm).

Well #2: Dug well. One shaft turbine pump, 50 h.p., 500 gpm.

Well #3: Cased well. One shaft turbine pump, 100 h.p., 650 gpm.

Well #4: Cased well. One shaft turbine pump, 100 h.p., 1000 gpm.

Reservoirs:

The city has 1,589,000 gallons of water storage capacity in six operating water reservoirs. All reservoirs have an overflow elevation of 1138.5 feet.

Reservoir #1: Out of service – 157,000 gallon concrete tank, half underground, covered with a metal roof.

Reservoir #2: 300,000 gallon underground, concrete tank.

Reservoir #3: 500,000 gallon above ground, all steel tank.

Reservoir #4: 100,000 gallon above ground, all steel tank. Serves the North End Water Users up to three miles north of the city.

Reservoir #5: 200,000 gallon above ground, all steel tank. Serves airport area.

Reservoir #6: 269,000 gallon above ground, all steel tank. Serves Veranda Beach area

Reservoir #7: 220,000 gallon above ground, all steel tank.

The overall condition of the reservoirs appears to be very good.

Recommendations:

Pursue new water sources and rights to ensure capacity for future growth.

Continually pursue maintenance and upgrade of the water system through capital improvement programming.

The issue of annexation should be considered whenever water is requested outside the city limits. If annexation of certain property is desirable water can be a valuable bargaining tool for the city.

IMPLEMENTATION OF PUBLIC FACILITIES PLAN

The most common method of implementing this element of a comprehensive plan is through the city's capital facilities plan (CFP). A CFP is a six-year financial plan for the acquisition of equipment and facilities and acquisition and development of public property for the benefit of the entire community. A CFP was prepared in 1994 while this comprehensive plan was being developed.

Recommendation:

The city should develop an accounting system for all capital property as it is acquired which includes life expectancy, replacement cost and other pertinent information that would ease the update of the capital facilities plan.

V. TRANSPORTATION/CIRCULATION

GOALS

The circulation plan for Oroville includes proposals relating to future standards and location of arterial, collector streets, and local access streets in and surrounding the community. As the use of the city's streets are directly related to the present and future use of land within and around the City of Oroville, the street plan should be directly related to the plan for future land use and public facilities in the community.

TRANSPORTATION/CIRCULATION GOALS:

- Provide a circulation and transportation system that is safe, efficient and economical.
- Link various land uses with respect to their diverse needs.
- Ensure dedication of adequate public access to avoid conflict associated with private easements.
- Promote pedestrian and non-motorized vehicle travel within the community in order to reduce traffic congestion as well as air and noise pollution.

CLASSIFICATION AND DESIGN STANDARDS FOR CITY STREETS - MOTORIZED TRANSPORTATION:

The Federal, State and County governments use five “functional classifications” for roadways, and in the interest of maintaining consistency, Oroville is adopting four of these categories in addition to two of its own categories, local major and local minor collectors, to describe the vehicular transportation system. Where appropriate, roadways should be considered for reclassification in order to ensure consistency between this plan and other city, county, regional, or state transportation plans. The six functional classifications, as they apply to Oroville, are:

The system includes the following levels of use:

- a. Other Principal Major Collectors
- b. Minor Collectors
- c. Local Major Collectors
- d. Local Minor Collectors
- e. Local Access Streets

Due to the character of Oroville and its growth potential it is felt that six types of streets will adequately serve to meet the city's present and future circulation needs. The entire system, with functional classifications is illustrated on Map V-1 in the Map Appendix.

Table V-1 - Design Standards – State and Federal Classified Roads

Functional Classification	Right-of-Way Width	Roadway Width	Access Conditions	Design and Location Features
Principal Arterial	80 – 100 ft.	4 lanes desirable; 2 lanes acceptable with 12 ft lanes and minimum 4 ft shoulders.	Intersection at grade with direct access to adjacent property.	Generally high-volume travel corridors that provide for thorough travel and serve as connection to lower roadway functional classifications. Direct private access is typically not permitted.
Minor Arterial	84 ft.	4 lanes desirable; 2 lanes acceptable with 12 ft lanes and minimum 4 ft shoulders.	Intersection at grade with direct access to adjacent property.	Generally located to continue access from the County's arterial system into the city, providing access to major developments. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
Major Collector	60 – 80 ft.	2 lanes, 10 - 12 ft wide and 2 parking lanes 8 ft wide.	Intersection at grade with direct access to adjacent property.	Generally located to provide access to the community's major developments, schools, parks, and shopping areas. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
Minor Collector	60 – 66 ft.	2 lanes, 10 - 12 ft wide and 2 parking lanes 8 ft wide.	Intersection at grade with direct access to adjacent property.	Located so as to channel traffic between residential areas and higher traffic areas such as downtown and arterials. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.

Table V-2 - Design Standards – Locally Classified Roads

Functional Classification	Right-of-Way Width	Roadway Width	Access Conditions	Design and Location Features
Local Major Collector	60 – 80 ft.	2 lanes, 10 - 12 ft wide and 2 parking lanes 8 ft wide.	Intersection at grade with direct access to adjacent property.	Generally located to provide access to the community's major developments, schools, parks, and shopping areas. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
Local Minor Collector	60 – 66 ft.	2 lanes, 10 - 12 ft wide and 2 parking lanes 8 ft wide.	Intersection at grade with direct access to adjacent property.	Located so as to channel traffic between residential areas and higher traffic areas such as downtown and arterials. Surfacing should be asphalt, concrete or a mixture of the two. Provisions should be made for pedestrian and bicycle access along the route.
Local Access	40 - 50 ft. At less than 500' long, need 50' and 100' cul-de-sac.	Over 500 ft long: two 10 ft lanes, and two 8 ft parking lanes. Less than 500 ft long and not extendable: two 10 ft lanes and one 8 ft parking lane.	Intersection at grade with direct access to adjacent property.	Traffic control measures as warranted to provide adequate sight distance and safety. Should be designed and located to prevent continuous or unobstructed flow of traffic through residential areas. Provisions should be made for pedestrian and bicycle access along the route. May allow 40' right-of-way widths with elimination of on-street parking subject to approval of deviation from design standards.

On the preceding pages in Tables V-1 and V-2 are design criteria for the construction of arterials and collectors developed by the City and County Design Standards Committees for the State of Washington. In adopting these standards, the state design committees have sought to encourage standardization of road design elements for consistency and to assure, so far as practical, that motoring, bicycling, and pedestrian public safety needs are met. Considerations include safety, convenience, pleasant appearance, proper drainage, and economic maintenance. The standards recognize that the city or county must have flexibility to carry out its general duty to provide streets, roads, and highways for the diverse and changing needs of the traveling public.

ADT and DHV are methods of stating traffic volume and are defined as follows:

Average Daily Traffic (ADT) - The general unit of measure for traffic defined as the total volume during a given time period (in whole days), greater than one day and less than one year, divided by the number of days in that time period.

Design Hourly Volume (DHV) - The DHV is the thirtieth highest hourly volume (30 HV) of the future year chosen for design. On the average rural road or arterial, 30 HV is about 15 percent of ADT. For urban areas, 30 HV is usually between 8 to 12 percent of ADT.

Chapter 35.78 RCW requires cities and counties to adopt uniform definitions and design standards for municipal streets and roads. Standards for arterials are set through RCW 35.78.030 and RCW 35.78.040 by a state design standards committee in cooperation with the Washington State Department of Transportation (WSDOT). These uniform design standards apply to all new construction on major arterial and secondary arterial roads and streets and to reconstruction of old such roads and streets as far as practicable. No deviation from the adopted design standards may be made without approval of the state aid engineer.

Local Agency Guidelines Manual - The LAG manual provides policies and standards for local agencies to follow when using Federal Highway Administration (FHWA) funds for transportation projects.

THE MOTORIZED CIRCULATION SYSTEM

The following is a descriptive assessment of the components include in Oroville's motorized transportation/circulation system:

1. OTHER PRINCIPAL ARTERIAL

Streets and highways with this classification contain the greatest portion of through or long-distance travel. Such facilities serve the high-volume travel corridors that connect the major generators of traffic. The routes provide an integrated system for complete circulation of traffic, including ties to the major rural highways entering the urban area. In Oroville, U.S. 97 is classified as an Other Principal Arterial from the south City limits to the border.

U.S. 97 passes through the heart of the City of Oroville and serves as Main St. through the downtown and provides commercial frontage for the central business district. The highway extends north into Canada and south into Oregon and on through California to Mexico. Nearly 300,000 vehicles per year enter the United States at Osoyoos, nearly all of which pass through Oroville. In 2022, 17.65% were double unit trucks, 4.06% were single unit trucks and 6.30% were triple unit

trucks.

U.S. 97 to the north and south of the community has been designated as a controlled access highway where the state Department of Transportation controls the location and design for intersections and access.

As is the case in only one other Okanogan Valley community, U.S. 97 channels significant volumes of traffic through the downtown core resulting in both positive and negative impacts. As the community grows and highway traffic increases, the need for various traffic management approaches, whether they be bypasses, traffic signals, or roundabouts, will be necessary.

In 2017, U.S. 97 from the Canadian Border to Bob Neil Road was designated as a “Heavy Haul” corridor in order to allow overweight loads from British Columbia to haul loads to Oroville Reman and Reload.

2. MAJOR COLLECTORS

These routes provide service to the county seat if not on an arterial route, to larger towns not directly served by the higher systems, and to other traffic generators of equivalent inter-county importance, such as consolidated schools, shipping points, county parks, important agricultural areas, etc. In addition, these routes should link larger towns and/or cities with routes of higher classification, and should serve the more important inter-county travel corridors. Major collectors in the Oroville Area include: County Road 7 and segment of 11th from U.S. 97 to County Road 7; Central Avenue west to the city limits and beyond; Cherry Street from Central to the Chesaw then Chesaw Road to the east.

3. MINOR COLLECTORS

These routes should be spaced at intervals, consistent with population density, collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. In addition, these routes should provide service to the remaining smaller communities, and link the locally important traffic generators with their rural hinterland. The only minor collector in the Oroville area is East Lake Road from Chesaw Road north to its terminus.

4. LOCAL MAJOR COLLECTORS

These routes should provide service from higher classified roads and to other traffic generators, such as schools, shipping points, commercial areas, developed residential areas, parks, important agricultural areas, etc. In addition, these routes should link larger towns and/or cities with routes of higher classification, and should serve the more important inter-county travel corridors. Local Major Collectors in the Oroville Area include: West Lake Road in its entirety; Deerpath in its entirety; Ironwood from 17th Street south to 9th Street, 9th Street from Ironwood to Cherry, Cherry from 9th to US 97, Main Street from 11th to 5th, 5th from Main to US 97, Oroville Sawmill Road from US 97 to terminus, 8th from Cherry to Oroville Sawmill, Eastside Oroville Road from US 97 to Chesaw Road, Sawtell Road from Cherry to Eastside Oroville Road and Cherry from Central to 14th.

5. LOCAL MINOR COLLECTORS

These routes should be spaced at intervals, consistent with population density, collect traffic from local access roads and bring all developed areas within a reasonable distance of minor collectors and local and major collectors. Local Minor collectors in the Oroville Area include: 23rd from US 97 to Deerpath, Juniper from US 97 to 16th, Kay Street from 23rd to 16th, 19th from US 97 to Juniper,

16th from US 97 to Ironwood, 18th from US 97 to Golden, Golden from 18th to Apple, 17th from US 97 to Fir, Fir from 17th to 16th, 16th from Fir to Cherry, 14th from Golden to Central, 14th from Cherry to Birch, Birch from 14th to Apple, Ironwood from 19th to 2nd, Main Street from 9th to 2nd, 2nd from Main to Juniper, Juniper from 2nd to 1st and 1st from Juniper to end.

6. LOCAL ACCESS STREETS

Streets not selected for inclusion in the arterial or collector classes. They allow access to individual homes, shops, and similar traffic destinations. Direct access to abutting land is essential, for all traffic originates from or is destined to abutting land. Through traffic should be discouraged by appropriate geometric design and/or traffic control devices. The remainder of Oroville's streets that are not classified above are designated as local access. Map V-1 Functional Classifications, is included in the Map Appendix.

MOTORIZED TRANSPORTATION CIRCULATION PLAN

The transportation/circulation map, Map V-2 in the Map Appendix includes the proposed upgrades of existing streets and the location of new streets and street extensions. These streets are intended to open up presently land locked property within the city and to provide a logical extension of the city's street pattern in undeveloped areas of the community.

The proposed street pattern represents only a minor departure from Oroville's traditional grid pattern of street development (short rectangular blocks with a great number of intersections). This proposed pattern intends to provide good access to the city's landlocked areas while not devoting more land to streets than is actually needed. In the hilly areas the streets are intended to be oriented to the terrain minimizing the amount of cutting and filling necessary for street construction resulting in more developable lots. The proposals for street extensions have been made without the necessary specific information relating to the contour of the land. However, a definite attempt has been made to coordinate proposed development with the area's contour. Any definite proposals for development of the area must take into consideration accurate topographical data which can be obtained from a land survey by a professional engineer or surveyor.

1. ARTERIALS

RECOMMENDATIONS

The following recommendations are offered to address long-term planning concerns:

Safe truck turning movements from/to U.S. 97 and through town. – The city has identified two locations which require special attention to reduce traffic impacts:

- A. U.S. 97/5th Ave/Bob Neil Rd/Jennings Loop Rd junction; given the oblique angle of U.S. 97 to the city/county street grid, some turning movements are challenged at best.
- B. U.S. 97(Main St.)/14th Ave; until such time as the Bob Neil Rd by-pass is completed some on street parking spaces may need to be restricted.

The Heavy Haul Corridor must be retained to promote the economic viability of the railroad and community as a whole.



Photo by Michelle Miller

The Transportation Element of the Okanogan County Comprehensive Plan should be used to address development proposals regarding the highway system's ability to carry traffic volumes that may be generated. Additionally, the Oroville Transportation Plan should be regularly updated in the future to include details from the Okanogan County Transportation Element that apply to future growth in the city. The county's planning document is critical to ensuring an efficient interface between city, county and state transportation systems.

2. MAJOR COLLECTORS

There are no recommended changes to designated Major Collectors.

3. MINOR COLLECTORS

The recommendation for Minor Collectors would be the upgrade of the Eastside Oroville Road from a Local Major Collector to a Minor Collector from U.S. 97 to the Chesaw Road.

4. LOCAL MAJOR COLLECTORS

A. Following are recommendations for improvements to Local Major Collectors: Bob Neil Road

(County Road #4685) is planned to extend across the railroad to 14th Avenue as a collector that will provide a downtown by-pass for truck traffic to the tree fruit warehouses and sawmill. This collector would also reroute much of the local access street traffic destined for southern locations that would normally require crossing the tracks in a higher-volume traffic area of Main Street.

B. Sawtell Road from Eastlake to East Oroville Roads

5. LOCAL MINOR COLLECTORS

A. The connection of Summit Drive and 16th Avenue would serve as a logical completion to a collector system that channels traffic to and from the downtown area.

6. LOCAL ACCESS STREETS

- A. A north and south route dividing block 3, Grandview Addition, providing rear access to possible future subdivisions.
- B. An east and west route dividing block 3, Grandview Addition, between lots 19 and 20.
- C. As a requirement for future subdivisions, vacated street (Illinois) in block 3, lot 6 (Ordinance #216) should be re-dedicated.
- D. Block 13, lots 8 and 9 of the Grandview Addition, should include connection between Western Avenue and Summit Drive.
- E. Dividing block 13 of the Grandview Addition a connection should be made between Deerpath and Western Avenue.
- F. Dividing block 14, Grandview Addition, a connection should be made between Western Avenue and Ridge Avenue.
- G. Kay Street should be improved to provide a connection between Central Avenue and 14th Avenue.

Proposed access streets are located in the Grandview Addition to Oroville as this is an area with possible conversion of agricultural lands to residential uses. The access roads may vary slightly as development occurs since many of the orchard are currently subdivided in very large lot sizes and will likely be subject to more subdivision.

CLASSIFICATION AND DESIGN STANDARDS FOR NON-MOTORIZED TRANSPORTATION SYSTEMS

Development of sidewalks and other pedestrian/non-motorized oriented facilities enhance the appearance and walkability of the community, provide a safe area for children to play and pedestrians to travel. There are presently sidewalks in the downtown area. Development of sidewalks in the future should be encouraged, especially along the west side of U.S. 97 both north and south of downtown, along major routes to the downtown area, to the school area, and to all of the parks.

The City uses a 5 level system for classifying non-motorized transportation facilities. It is important to note that all non-motorized facilities must meet Federal standards for accessibility when and where

required.

1. **Major Sidewalk** – Major sidewalks are a minimum of 5 feet in width and provide direct access to businesses, city hall, clinics and schools. Major sidewalks are typically located within the right-of-way of the adjacent street.
2. **Minor Sidewalk** – Minor sidewalks are up to 6 feet in width and generally provide pedestrian connections from residential areas to major sidewalks that connect to commercial areas, schools and other services. Minor sidewalks are also typically located within the right-of-way of the adjoining streets.
3. **Pathway** – Pathways are pedestrian and bicycle facilities that can have a variety of surfaces (paved, concrete, crushed rock, etc...) and vary in width from 5 to 10 feet. Pathways may or may not be located with the right-of-way of adjoining streets and may be located within easements through private property.
4. **Bikelane** – A bikelane is a marked and signed area, typically along the shoulder of roadways, dedicated for those riding bicycles.
5. **Shoulder** – all Arterials and Collectors (including local) have shoulders along either side which vary in width from only a foot or so to nearly 10 feet that accommodates a parking strip. In areas without other non-motorized facilities, the street shoulder serves this purpose. In terms of non-motorized access, reliance on the street shoulder is the least desirable due to the close interaction of motorized and non-motorized forms of transportation but also the least expensive since it does not require separate infrastructure. U.S. 97 has shoulders of varying width and nearly all streets in the city are wide enough to accommodate on-street parking.

NON-MOTORIZED TRANSPORTATION SYSTEM

The Existing Non-Motorized Transportation is described below and presented on Map V-3 in the Map Appendix.

a. MAJOR SIDEWALKS

Major sidewalks presently exist in the following areas:

- (1) **Downtown** –the entire length of (U.S. 97) through the core of downtown has sidewalks along both sides between 11th Street to 23rd Street. In addition, sidewalks extend north and south along the east side of U.S. 97 throughout the community.
- (2) **U.S. 97**– a Transportation Improvement Board funded project in 2010 completed the sidewalk along the east side of U.S. 97 from 11th Street to the eastern corporate limits.
- (3) Sidewalks were improved on Appleway, Cherry and Ironwood in 2001

b. MINOR SIDEWALKS

- (1) In 2024, sidewalks and a bike path will be added on Ironwood from 12th Street to Central on both sides. From Central to 17th Street a sidewalk will be added to one side along with a bike lane.
- (2) **Oroville School Campus** – there are several sidewalks within and adjoining the school campus that connect different buildings with parking areas and the city street system

c. PATHWAYS

- (1) Planning is currently underway to identify location of future pedestrian/non-motorized pathways.

NON-MOTORIZED TRANSPORTATION/CIRCULATION - RECOMMENDATIONS

Most street improvements are accomplished through the city's Six-Year Street Plan which is required to obtain state money for road improvements. The following are recommendations for future inclusion in that plan.

Development of sidewalks would function to enhance the appearance of the community, provide a play area for small children, and provide a safe place for pedestrian traffic. There are presently sidewalks in the downtown area. Development of sidewalks in the future should be encouraged, especially along US 97 north of downtown, along major routes to the downtown area, to the school area, and to the parks. Several current and proposed projects provide a significant start to addressing this recommendation.

Most pedestrian improvements along streets and roads are accomplished through the City's Six Year Street Plan which is required to obtain state and/or federal dollars for many such improvements. The following are recommendations for future inclusion in that plan. The Proposed Non-Motorized Transportation Improvement Map V-4 in the Map Appendix illustrates the following recommendations.

a. MAJOR SIDEWALKS

Shoreline proposals should include dedications/improvements to a non-motorized travel route in the shoreline connecting outlying development to city services.

The Similkameen Trail must be retained and improved as an economic generator for the community. Additionally, a pedestrian bridge is sought connecting Veterans Memorial Park to the already established trail on the eastside of the lake for the same reasons.

b. MINOR SIDEWALKS

c. PEDESTRIAN PATHWAYS

- (1) Planning is currently underway to identify location of future pedestrian/non-motorized pathways.

NON-MOTORIZED

The non-motorized section of this element can be implemented through adoption of standards that require pedestrian improvements for most new and substantially improved developments, including road and street projects, subdivisions, etc....

Along with the Parks, Recreation and Open Space Plan, the Six Year Street Plan and Capital Facilities Plan (CFP) provide priorities for provision of pedestrian and other non-motorized improvements. The Oroville CFP should include acquisition and development of public property for sidewalks, paths and trails and related infrastructure to expand the non-motorized transportation/circulation system in response to demand and anticipated growth.

Provision for the extension of sidewalks, paths and trails outside the city limits and in the undeveloped

portion of city can most easily be handled through requirements of subdivision approval. Subdivision regulations in both the city and Okanogan County would help to assure the proper development of this outlying land. Subdivision regulations should include standards relating provision of non-motorized transportation.

The implementation of proposed improvements within the city can be done through cooperation between the city and the affected property owners. The city can encourage the development of these sidewalks, paths and trails by pointing out to landowners the benefits of improving or providing non-motorized access. Such an approach requires a commitment on behalf of city officials to provide public education and solicit involvement.



Photo by Michelle Miller

AIR TRANSPORT

Dorothy Scott International Airport (0S7) is a public municipal airport, located two miles northeast of Oroville, is owned and operated by the City of Oroville. The airport has a single north-south runway, designated as Runway 15/33. It is 4,017 feet long, 50 feet wide, and has an elevation of 1,069 feet. The airport was originally opened in August 1937 and presently provides space for 7 existing hangers.

The airport holds a service classification of federal general aviation airport. The hard surfaced runway is adequate for support of the Okanogan Valley, however, due to obstructions, the city is presently going through the process of obtaining the funding needed to design and shift the location of the runway. The

airport services approximately operations (take-off and landings/ day) and sells fuel. Businesses that use the airport regularly include US Customs and Veranda Beach.

An Airport Layout and Improvement Plan was prepared in 2023 and has been aggressively implemented since that time. Recent improvements have included:

1) Runway seal coat

Another portion of the layout plan is the industrial park located at the northeast corner of the airport property. The City, using a mix of grants and city funds, has developed a master plan the business and industry park. Utilities have been extended, access improved and the first of what will be many buildings constructed to house light industrial and other businesses.

In order to preserve the airport from other development interests the city supports restrictions of use, density and structure heights in the approach, transitional, turning overlay districts.

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

RAIL TRANSPORT

The Wyoming & Genessee Railroad provides freight service from the switching yard in Wenatchee (130 miles to the south) up the Columbia and Okanogan Valleys to Oroville.

In addition to regular freight such as lumber, etc... the line is an integral node and leg in the Highway Heavy Weight Corridor noted above. The "reload" portion of Oroville Reman & Reload mill yard is a business that reloads wood products from British Columbia, Canada that arrive by truck that are loaded heavier than Washington State trucks, onto to rail cars for shipping throughout the US.

In order to preserve the rail line from other development interests the city should implement restrictions of use to reduce potential conflicts and provide areas for growth of the industry.

Increased community awareness and support of the rail line is necessary to allow continued growth and improvement to services provided by the railroad, and to further enhance the growth of the City of Oroville and the entire Okanogan County.

IMPLEMENTATION OF THE TRANSPORTATION/CIRCULATION PLAN

The arterial section of the street plan can be implemented through encouraging local travel on the designated arterials. This can be done through use of arterial standards in design and construction. Use of properly located "Stop" and "Yield Right of Way" signs will also help implement the arterial plan. Traffic control signing can be accomplished by giving highest preference for traffic movement to community arterials, second preference to collector streets, and lowest preferences to residential or access streets.

Along with the Six-Year Street Plan, the city's capital facilities plan (CFP) could assist in the extension of arterial streets. The Oroville CFP should include acquisition and development of public property for streets and related infrastructure to expand the transportation/circulations system in response to

anticipated growth.

Provision for the extension of streets outside the city limits and in the undeveloped portion of city can most easily be handled through requirements of subdivision approval. Subdivision regulations in both the City of Oroville and Okanogan County would help to assure the proper development of this outlying land. Subdivision regulations should include standards relating to the design of streets, lots, and blocks.

The implementation of many of the proposed street improvements within the city can be done through cooperation between the city and the affected property owners. Such an approach requires a commitment on behalf of city officials to provide public education and solicit involvement.

EXCESS RIGHT-OF-WAY WIDTHS

This plan understands that the plans and objectives of a hundred years ago do not necessarily have the same emphasis today. The city should review existing platted rights-of-way to these adopted standards and if lands are found to be held in excess, return those excess lands to the abutting owners for additional development rights. Primarily in residential zones not subject to commercial or industrial development pressure.

VI. PARK, RECREATION AND OPEN SPACE

In 1989, the Oroville City Council adopted the Oroville Parks and Recreation Plan. This Plan presents the following goals and objectives:

GOALS

- Provide a variety of recreational opportunities to meet the need of all ages of citizens of the community.
- Develop additional recreational resources as the public demands.
- Maintain recreational facilities for today and in the future.
- Develop recreational facilities for the present and the future.
- Develop Park Plans that preserve the natural habitat whenever possible.
- Develop landscaping plans for the city streets.



Photo by Michelle Miller

OBJECTIVES

- a. Update the Oroville Parks and Recreation Plan
- b. Develop a maintenance program for all park and recreation facilities.
- c. Expand the use of existing recreation areas by the addition of other facilities such as:
 - Deep Bay Park: horseshoe pits, picnic tables.



Photo by Michelle Miller

- Henry Kniss Riverfront Park: covered benches, park name sign, informational signs describing the life cycle of the Canadian geese who nest here.
- Old Depot and Museum Park: enclose caboose and convert to museum; gravel or pave parking area.
- all-purpose recreational park: explore leases, begin land clearing, begin work of playfields, research permanent atv track.
- city park: acquisition of nearby property for parking, repair/replacement of playground equipment, bleachers, bandshell.
- Madeline Wells Park: restrooms and drinking fountain for the many children and adults who frequent the playground there.



Photo by Michelle Miller

- Piro Mini Park: re-do watering system, more rocks for groundcover.
- tennis courts: drinking fountain and tree belt for wind control
- d. Trails – Pacific Northwest, Similkameen, East Lake Osoyoos Trail
- e. Increase law enforcement presence in order to maintain public health and safety

Additionally, general objectives include:

- a. Make safety a prime consideration in all recreation areas.
- b. Design improvements and upgrade existing facilities to eliminate barriers to the handicapped.
- c. Provide suitable restrooms in selected parks. Develop a maintenance plan to ensure cleanliness.
- d. Develop trail systems linking parks, wildlife areas, and commercial, industrial and residential areas. (SEE DOWNTOWN ENHANCEMENT ELEMENT)
- e. Seek a cooperative plan which coordinates recreational activities/facilities among schools and private and public entities.
- f. Provide for the acquisition of additional lands for new parks and expanding old parks.
- g. Encourage continuation of the excellent volunteer efforts in recreation by individuals, community organizations and commercial enterprise.

A map of parks and recreation facilities is included on Map VI-1 in the Map Appendix while a

complete description of the facilities and a detailed Capital Improvement Plan is included in the Oroville Park and Recreation Plan.



Photo by Michelle Miller

RECOMMENDATIONS:

1. Develop old abandoned railroad track and conservancy areas for river rafting, horseback riding trails, hiking trails and bicycle trails.
2. Update the Oroville Parks and Recreation Plan as the Oroville Parks and Recreation Element of this Comprehensive Plan.

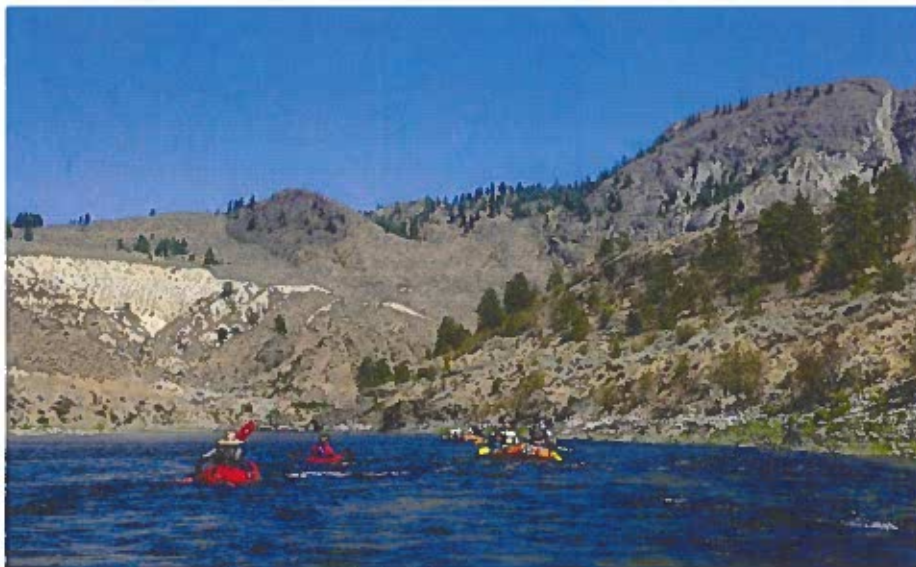


Photo by Michelle Miller

VII. HOUSING

Housing in Oroville, particularly for low-income families, agricultural workers and senior citizens, has been in issue for over 30 years. On November 5, 1991, the Oroville City Council passed Resolution No. 278 that created the Housing Authority of the City of Oroville. The city council found it to be in the best interest of the city to create such authority as part of the solution to address the shortage of affordable, safe and sanitary housing. The following goals are served by this decision:

GOALS

- Recognize that adequate and affordable housing for lower income families, agricultural workers and senior citizens is a vital need in the community.
- Encourage and support the provision of a variety of healthy, safe housing that is in economic reach of all citizens.

OBJECTIVES

1. Ensure the provision of areas for new medium and high-density housing, as well as the infrastructure to serve these areas.
2. Ensure that there is an ample supply of land that allows for higher density housing development.
3. Ensure that ample land is designated and zoned to accommodate manufactured and modular home developments.
4. Whenever possible, cooperate and assist the Oroville Housing Authority in reaching their goals and objectives. Utilization of State and Federal housing resources and programs as an appropriate measure in expediting Housing Authority projects.
5. Whenever possible, cooperate with and assist organizations - public and private - that pursue the provision of adequate housing within the city.
6. Be flexible and innovative in developing alternatives to conventional housing types while maintaining acceptable standards for the community.
7. Pursue opportunities for public and/or private partnerships in the provision of housing.
8. Provide a mixed-use planned development zoning option that will allow flexible opportunities for mixed- use development proposals.
9. Assist in the development of neighborhood groups in achieving their needs and desires while providing a variety of housing options for the community as a whole.
10. Continually acknowledge that an adequate mix of housing opportunities is essential to the development of the region's economy.

ASSESSMENT

For a general assessment of residential sections of the community, see Existing Residential on in the land Use Element of this plan.

In June 1992, a housing needs study was prepared by the Office of Rural and Farmworker Housing (ORFH). A report entitled Agricultural Worker Housing: An Assessment of Need and Demand was released by ORFH that incorporated data gathered from the 1990 Census, Washington State Office of financial Management, Employment Security Department, local newspapers and interviews with local individuals. This study provided the data the Housing Authority used to secure funding for the development of housing for agricultural workers in the community.

One of the results of the study is a 23-unit FmHA Section 515 housing development completed in June of 1994. Rental Assistance is also being requested for the units. This housing is for low-income households and would not be restricted to agricultural worker families. The bedroom distribution would primarily serve smaller families with 2 one-bedroom units, 17 two-bedroom units and 4 three-bedroom units.

There are several subsidized 'family' housing developments in Oroville including the American Legion Housing, a 20-unit HUD 221(d)(3) complex, the Oroville Gardens, an FmHA Section 515 development, has 24 units for elderly and handicapped households, the Similkameen Park Apartments, 21-units of affordable housing and Oroville Harvest Park, a Oroville Harvest Park, a 10 unit hostel/dorm complex farm worker housing operated during growing and harvest seasons. Each of these developments have a mixture of primarily one- and two-bedroom units with some three-bedroom units and eligibility requirements for tenants. The Housing Authority has recently begun construction of a 16-unit complex for affordable family housing, consisting of single- and double-bedroom units, including two handicap versions of each design.

A new county-wide housing study was conducted in 2020¹ and provided the following findings:

- 4% population increase over next decade with strong growth in those 65+ years in age
- Significant decreases in agriculture and construction employment over time with a decrease in average wages
- 74% single-family homes, 9% multi-family and 16% manufactured homes
- Lower rent costs than comparable community but lack of small units (i.e. studios, one-bedroom apartments)
- Housing costs are severely burdened in Oroville
- 28.7% feel that housing is too expensive in the north county, with another 33.3% that housing is somewhat expensive
- High interest in senior housing (independent and assisted living)
- Disinterest in high-density multi-family housing

¹ - Okanogan County Housing Needs Study, Points Consulting and Thomas P. Miller & Associates, October 2020.

- Interest in various types of middle density housing
- Forecast for increasing multi-family units

The Study makes the following recommendations:

1. Increase the supply of market-rate rental housing
2. Increase the supply of subsidized housing
3. Encourage development within areas with existing infrastructure
4. Improve access and awareness of home renovation funding
5. Improve clarity and consistency of zoning classifications
6. Increase permissibility of accessory dwelling units and other forms of “middle density” housing
7. Increase supply of senior housing, including both independent and assisted living
8. Increase local management over short-term rentals

The Study suggests that all eight recommendations are applicable to the north county area. To that end, the Housing Authority is preparing plans for development of senior housing, the city is updating the zoning code, and several private landowners are preparing subdivisions for future development.

Another important piece of the housing puzzle in Oroville and Okanogan County as a whole is how to address homelessness. The recently formed Okanogan County Housing Coalition, comprised of more than nine organizations headed by the Okanogan County Community Action Council, is presently working on a Okanogan County Homeless Housing Plan with funding from the State Department of Commerce. The Plan is to be completed in 2024.

OTHER HOUSING EFFORTS

C.A.S.A. PROGRAM

In February of 1995, seven families in Okanogan County broke ground on new homes that would not have been possible without an old and very successful home-building program, Mutual Self-Help Housing. The mutual self-help method organizes and trains families to work together to build each other's homes. With roots tracing back to housing development in Puerto Rico and Nova Scotia in the 1930's, self-help housing was championed by Quakers to bring affordable housing to the poor. In 1965, self-help housing became a standard facet of rural community development strategies. Since then, over 12,000 families across the nation have built their homes by the mutual self-help method - 12,000 homes, 12,000 families that have invested in the future and strengthened their communities.

This short-lived program through the Okanogan County Community Action Council known as the Community Action Self-Help-Housing Assistance, CASA, was committed to bringing affordable housing to Okanogan County. Unfortunately, the program ran out of funding and was only able to construct  homes, primarily in Omak.

HABITAT FOR HUMANITY PROGRAM

In 1994, citizens from the Oroville-Tonasket area formed an affiliate of the Habitat for Humanity International. Founded in 1976, Habitat for Humanity International (HFHI) is a nonprofit, ecumenical Christian housing ministry. HFHI seeks *to* eliminate poverty housing and hopelessness from the world, and to make decent shelter a matter of conscience and action. Habitat invites people from all walks of life to work together in partnership to help build houses with families in need. Habitat has built approximately 40,000 houses around the world, providing over 100,000 people with safe, decent, affordable shelter.

Through volunteer labor and tax-deductible donations of money and materials, Habitat builds and rehabilitates simple, decent houses with the help of the homeowner (partner) families. Habitat houses are sold to partner families at no profit, financed with affordable, no-interest loans. The homeowners' monthly mortgage payments go into a revolving Fund for Humanity that is used *to* build more houses.

Habitat is not a give-away program. In addition to the monthly mortgage payments, each homeowner family invests hundreds of hours of their own labor - sweat equity - into the building of their house and the houses of others.

In early 1995, North Okanogan Habitat boundaries include the Oroville, Tonasket, Ellisforde and Loomis areas. Goals included building of 1 to 2 homes annually, beginning in 1996. Each dwelling was planned to be 1,100 to 1,200 square feet with 3 to 4 bedrooms. The projected recipients were to be the "working poor" families with children that have shown initiative but lack the resources to own a decent home.

At the time this plan was updated, no information was available as to the status of the Habitat for Humanity program in the Oroville area.

VIII ECONOMIC DEVELOPMENT

WHAT IS ECONOMIC DEVELOPMENT?

Since economic development is so interrelated with every element of community life it is necessary to understand its actual meaning before attempting to develop or implement an economic development plan. Economic development is often measured in terms of population growth which is not necessarily an adequate indicator of a strong economy, although it can be a result. Economic developers will sometimes measure economic development success in the number of jobs created, however, if this perspective is used it is important to ensure that there is a diversity of jobs available for a variety of interests and skill levels of the local work force. Additionally, providing large numbers of jobs that pay minimum wage levels may not necessarily strengthen the local economy. A measure that might be more appropriate for a "healthy" economy would be the level of social stresses in the community indicated by rates of crime, mental illness, suicide and domestic violence. In turn, the perception of a strong economy for a municipality is commonly a strong tax base that enables the local government to provide services and amenities that address social issues and result in a higher quality of life.

Developing an economy is commonly a "hit-and-miss" effort if the structure of the local economy is not completely understood. "Economic base" analysis is sometimes used to divide the economy into its basic and non-basic sector in order that it might be more thoroughly understood.

The fruit industry is currently a basic industry. The product is "exported" to areas outside of the community resulting in jobs and income to our community. Retail stores, service stations and professional services are members of the non-basic sector and tend to be spin-offs of basic industries. It normally stands to reason for economic development efforts to focus on the basic side of the local economic structure whether it be activities that promote retainment and expansion of existing base industries or recruitment of new industries.

In summary, economic development entails actions by the community that will directly or indirectly result in the increase of trading activity within the community regardless of the quality of the trading activity and the overall benefit to the community. The desired end product should be the guide for economic development activity.

THE PLAN FOR ECONOMIC DEVELOPMENT PLANNING:

Regardless of the approach taken to strengthen the local economy the community as a whole should be involved in the attempt to shape its future. The "measuring stick" for a strong economy must be defined by the collection of individuals that intend to live with the results of economic development strategies. This element of the Comprehensive Plan offers a few objectives intended to meet the earlier mentioned goals. These goals and objective should be used as a guide for the development of a strategic economic plan for the future of Oroville.

A strong drive to develop the economy in northern Okanogan County began 1990. A community assessment was conducted in 1991 and a plan of action developed for an overall economic strategic for the City of Oroville.

The results of this economic development planning activity paid off with the city receiving federal and state funding for the development of a light industrial park at Oroville's Dorothy Scott International Airport. At that time, the City, Oroville Airport and Light Industrial Advisory Committee, the City's Circuit Rider Planners (Highlands Associates) and the Okanogan County Council for Economic Development (OCCED), predecessor to the Okanogan County Economic Alliance, worked over 5 years to bring the project to reality, with bids for the development let in the summer of 1995 for the construction of a water line, septic system, access road, site development and construction of an 8,000 sq ft initial light industrial building. At the same time, city officials and OCCED (Economic Alliance) pursued an active marketing and recruitment program for potential businesses, both at the airport site and the existing industrial area within the city, and discovered a keen interest among some Canadian firms to locate in the Oroville area.

As a result of those efforts 30 years ago, the city has attracted a Canadian lumber firm, Gorman Brothers, that processes and reloads wood products for the US market. Success at the Airport Industrial Park has been a bit spotty. The building was leased for a time to a Canadian value-added wood products company that closed due to supply chain issues. The building is presently leased to the Verdana Beach Resort for storage. The site includes several "ready-to-lease" lots but marketing efforts need to be increased.

Another important development related to the Gorman Brothers mill was the 2017 designation of US 97 from the Canadian Border to Jennings Loop Road as a "Heavy Haul Corridor" that permits overweight trucks from British Columbia to bring loads to the Gorman Brothers mill. A vital part of this effort was the reconstruction of Bob Neil Road from US 97 to the mill site to accommodate the overweight trucks. This project was paid for with a grant from the federal Economic Development Administration with administrative assistance from the North Central Washington Economic Development District.

A significant event in the areas' tree fruit industry was the 2015 acquisition of Gold Digger by Gebbers' Farms of Brewster, Washington. The acquisition has meant continued growth of the industry, including cultivation, processing and storage of fruit in the Oroville Area.



Photo by Michelle Miller

In 2022 as a result of the COVID Pandemic, the Okanogan County Economic Alliance, supported by Okanogan County, was able to retain a professional economic development firm, Retail Strategies, to prepare economic profiles and marketing plans for each community in the County. Oroville's plan provides detailed data on market area, number of visitors, types of services and retail products being purchased locally as well as the amount of "leakage" the community experiences as well as suggested strategies for improving economic opportunity. A summary of the report is contained on the following pages. The entire report is found at:

Retail Strategies Data:

https://drive.google.com/drive/folders/1RWZuHMF4oMiUBbVzNj9GmloZPWgobk?usp=share_link

The report focuses on the importance of Downtown Oroville as vital element of any overall economic plan. This element includes a section devoted to downtown improvements.

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ijenbach
Economic Alliance

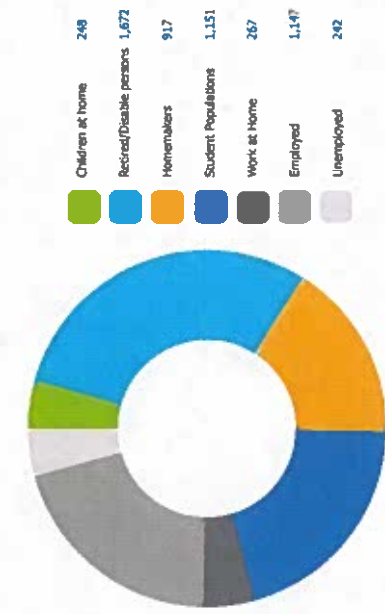
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economic-alliance.com

Demographics



Daytime Population 5,644



With our analytics partner, we can provide a similar demographic and retail mix study. The variables used are highly and gross leasable area. This is core city.

37,454

ding Gaps segmented by retail mix within the City's trade area and by retailers in the same area. The variables used are highly and gross leasable area. This is core city.

at Merchandise Stores	\$20,368,346
ervice and Drinking Places	\$5,767,683
1 & Personal Care Stores	\$4,594,381
ire and Home Furnishings Stores	\$2,372,513
g Hardware and Garden Equipment Stores	\$2,346,218
ative Parts, Accessories, & Tire Stores	\$2,118,683
g Goods, Hobby, Book, Music Stores	\$1,221,490

Focus Categories

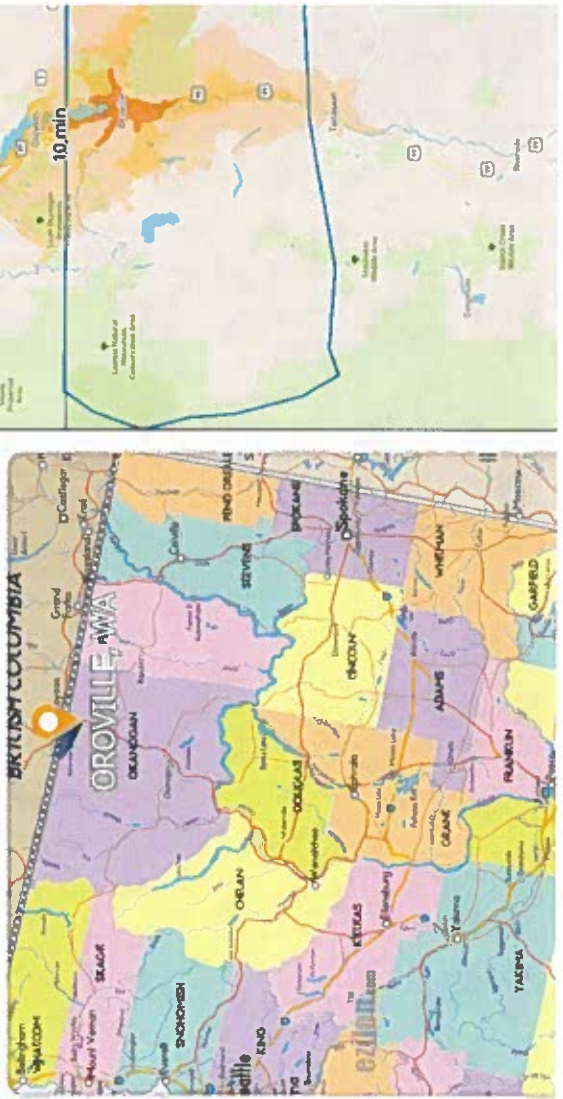
The top categories for focused growth in the municipality are pulled from a combination of leakage reports, peer analysis, retail trends and real estate intuition. Although these are the top categories, our efforts are inclusive beyond the defined list.

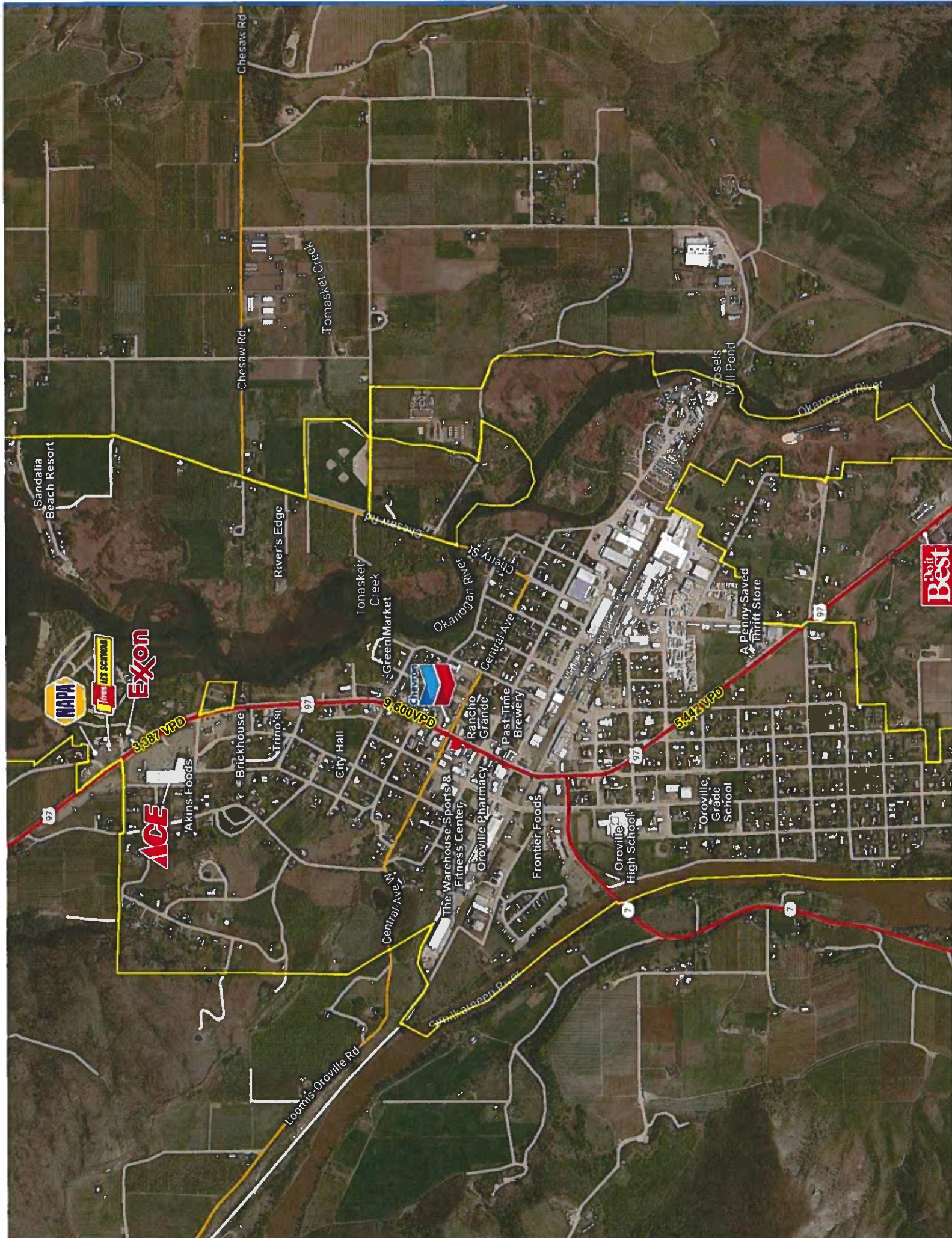


	3 Mile Radius	5 Mile Radius	10 Mile Radius
2021 Estimated Population	2,732	3,128	4,406
Daytime Population	2,634	3,490	3,992
Median HH Income	\$39,643	\$40,742	\$43,310
Number of Households	1,135	1,303	1,843

	10 Minute DT	20 Minute DT	30 Minute DT
2021 Estimated Population	2,709	4,122	7,695
Daytime Population	3,174	4,021	7,272
Median HH Income	\$39,201	\$42,000	\$42,277
Number of Households	1,133	1,666	3,125

Source: 2011 Population





ACE

EXXON

NAPA

Auto & Truck

9600 VPD

34.1 VPD

Don't Best

Sandalia Beach Resort

Chesaw Rd

Tomasket Creek

River's Edge

GreenMarket

Okanagan River

Central Ave

Past Time Brewery

Frontier Foods

Oroville High School

A Penny Saved Thrift Store

Zosels Mill Pond

9

97

9

Loomis-Oroville Rd

Central Ave

The Warehouse Sports & Fitness Center

Oroville Pharmacy

Rancho Grands

City Hall

Brickhouse

Akins Foods

Trino St

97

97

97

The following Overall Goal and Objectives have been updated to reflect the results of the Retail Strategies report and current community desires.

OVERALL ECONOMIC DEVELOPMENT GOALS

- Portray the City of Oroville as a proud, attractive and thoughtfully planned community.
- Strive to ensure that economic and community development provide a strong tax base enabling Oroville to maintain a high level of service and amenities that contribute to the quality of the community.
- Encourage the development of diverse and sustainable businesses and industries that contribute to the social and economic well-being of the community.
- Encourage an economic climate that provides diverse and meaningful opportunities that fit the local population.
- Support development of outdoor recreation, connecting trails and sports facilities for all ages and abilities.

The following overall objectives are intended as a guide for actions to attain the preceding goals:

OVERALL OBJECTIVES FOR ECONOMIC DEVELOPMENT:

- Develop and maintain a community participation program that seeks a reasonable consensus on strategies for the future economic and community development of the community.
- Continually assess the community's attitude and makeup of the citizens and the area's economy in order to maintain a good understanding of the community's structure as a basis for good decision making in the economic and community development planning processes.
- Update and implement a plan of action for the overall economic and community development and update this Economic Development Element on a regular basis.
- Strengthen the relationship between the city, Chamber of Commerce and other community organizations.
- Continue to work with the Economic Alliance to recruit and assist in expansion of businesses in and around the City of Oroville.
- Develop and implement a program for marketing the industrial park at the Dorothy Scott Memorial Airport and update plans for future expansion.
- Continue downtown enhancement efforts in order to maintain and enhance a strong retail trade center.
- Update and implement a Park, Recreation and Open Space Plan.

DOWNTOWN ENHANCEMENT

The appearance of Main Street is an indicator of a city's economic wellbeing. Pleasing physical surroundings affect the attitudes of both residents and visitors. Importantly, Oroville acts as the introduction and/or lasting impression of the United States travelers from all over the world. Thus, the following goals have been established in pursuit of improving this image and objectives have been developed to provide a means to accomplish these goals.

In December 2021, Retail Strategies, a professional firm retained using COVID grant funds, completed the “Downtown Strategic Vision” for the City. The plan included the five pillars of downtown enhancement this firm proscribes:

- Market Analysis
- Policy and Administration
- Design
- Tourism and Promotion
- Economic Vitality

Each of these pillars are examined in detail in the Plan which is available for review at City Hall.

OBJECTIVES FOR DOWNTOWN ENHANCEMENT

- Work with the Chamber, business and property owners and citizens on the implementation of the “Downtown Strategic Vision”.
- Encourage participation by the citizens of Oroville in the review and implementation of the “Downtown Strategic Vision” to ensure that it is accepted and endorsed by the entire community.
- Develop downtown design guidelines for Main Street and be encouraged to develop in a phased, but timely manner to include both Ironwood and Golden so as to enlarge the perceived business district. Extension into the residential community should be encouraged.
- The downtown corridor should be tied to the outlying districts by safe pedestrian and non-motorized facilities.
- Safety of all citizens should be a primary concern in the development and implementation of the downtown enhancement plan. Safety components should include such items as: ornamental lighting that also serves to illuminate hazards and deter crime; mid-block crossings to promote crossing in designated areas; and benches to allow rest stops, especially for the elderly.
- The city and the Oroville Chamber of Commerce should work together on a spring clean-up campaign for the city and in promoting a healthy attitude for downtown.

IX. SOLID AND HAZARDOUS WASTE

In past years the city has been involved with three separate sanitary landfills. The old municipal landfill was terminated about 20 years ago. The second landfill site, located south of the city has been inactive for several years and still serves as the transfer station for the Okanogan County landfill. The third site, located near the transfer station has also been closed for a number of years.

At the present time the City of Oroville disposes of its solid waste in Okanogan County's Central Landfill. The city, like the majority of other communities in Okanogan County, resolved during 1989 to cooperate with the county in the siting of a new central landfill. A new landfill had become a serious need as the Department of Ecology had ordered the county to close the existing landfill. The siting of the new facility, located south of the City of Okanogan, was complete as of 1994.

Listed in order of priority are the following options for dealing with solid waste, associated goals applicable to our area, and objectives as well as policies that the city should use to meet these goals.

WASTE REDUCTION

The general goal for waste reduction is that everyone practice waste reduction so that waste generation per capita will decrease annually.

THE OBJECTIVES INTENDED TO MEET THIS GOAL ARE AS FOLLOWS:

1. The city government should make an effort to identify, acquire and distribute all educational literature that is available at no cost.
2. The city should institute variable waste disposal charges that reward those households or businesses that have reduced waste to a low level.

A policy which the city of Oroville should consider adopting as a means to realize the objectives and ultimately the goal for waste reduction is:

1. In its provision of services, the city should consider both the product and its packaging when purchasing the materials necessary to provide the service. The city should then use the options that generate the least waste.

RECYCLING

The general goal for recycling is to have everyone recycle, reuse or compost all waste possible.

THE OBJECTIVES INTENDED TO MEET THIS GOAL ARE AS FOLLOWS:

1. The city should advocate, by resolution and support, recycling throughout Okanogan County.
2. The city should establish a central composting station for leaves, yard clippings and other such debris.
3. The city should identify and pursue grant programs that fund innovative techniques in recycling.

4. Work with the private sector to make reuse, recycling and composting opportunities readily available.
5. Identify and distribute educational materials regarding recycling.

A policy which the city should consider adopting as a means to realize the objectives and ultimately the goal for recycling is:

1. When economically feasible, all public facilities should incorporate recycling, composting and reuse strategies at every opportunity while providing municipal services.