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COMPREHENSIVE PLAN FOR THE CITY OF CANYONVILLE, OREGON



UMPQUA REGIONAL
COUNCIL OF GOVERNMENTS

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15. Supplementary Notes Assisted by four Citizens' Advisory Committees				14.	
16. Abstracts The plan describes the intentions of the City of Canyonville's elected and appointed officials with respect to future development. The plan is organized in ten sections: history; study area; topography and soils; transportation; population; present land use; development plan; capital improvements program; recommendations; and appendix sections. The history describes the City of Canyonville's past. The study area presents Canyonville's trade area with respect to District 6. The topography and soil section describes standards for roads and the services provided by other modes. Seven general categories of land use are described in the present land use section, along with policies to guide their development in the development land use section. The capital improvements section provides a set of future expenditures needs. The recommendation lists those goals to be considered for future development.					
17. Key Words and Document Analysis. 17a. Descriptors The appendix sections describes the involvement of the various citizen advisory committees.					
17b. Identifiers/Open-Ended Terms The Canyonville Comprehensive Plan contains ten sections: history; study area; topography and soils; transportation; population; present land use; development plan; capital improvements program; recommendations; and appendix sections.					
17c. COSATI Field/Group					
18. Availability Statement Release Unlimited - Price, \$1.00/copy Umpqua Regional Council of Governments				19. Security Class (This Report) UNCLASSIFIED	21. No. of Pages 52
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THE CITY OF CANYONVILLE

COMPREHENSIVE PLAN

The preparation of this report was financed in part through a Comprehensive Planning Grant from the Department of Housing and Urban Development, "701" Planning Grant LGR-72-06-01.

Prepared By

Umpqua Regional Council of Governments

in cooperation with the

CITY OF CANYONVILLE

JUNE , 1973



UMPQUA REGIONAL COUNCIL OF GOVERNMENTS

The Honorable Mayor and City Council
City of Canyonville
P. O. Box 765
Canyonville, Oregon 97417

Gentlemen:

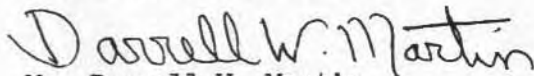
It is our pleasure to transmit to you the Canyonville Comprehensive Plan. This completes the scope of services requirement under our "701" Planning Grant IGR-72-06-01 between the Umpqua Regional Council of Governments and the Local Government Relations Division, State of Oregon.

This report will serve as an initial step towards a planned development for the City of Canyonville. We feel the report reasonably reflects the opinions and suggestions of your City and is statistically based on fact to the degree the contract would allow. It is intended to serve as a guide, and as such requires your attention to the goals and objectives as you will set forth.

The COG staff will be prepared to further assist you in defining your immediate needs and help you formulate any implementing actions that will further your determined goals for the development of Canyonville.

We, therefore, recommend the City of Canyonville adopt this Comprehensive Plan as soon as practical after appropriate public action.

Respectfully Submitted,


Mr. Darrell W. Martin
Senior Planner

Umpqua Regional Council of Governments

COMPREHENSIVE PLAN
APPROVED BY THE PLANNING COMMISSION

Dated 6-26-73

Nuggett Salberg

Chairman

APPROVED BY THE CITY COUNCIL

June 26, 1973

Dan Daniels

Mayor



• CITY HALL •

• CITY OF CANYONVILLE •

CANYONVILLE, OREGON 97417

RESOLUTION NUMBER #37

WHEREAS the Comprehensive Plan prepared by the Umpqua Regional Council of Governments for the City of Canyonville on the 26th day of June, 1973,

WHEREAS the Comprehensive Plan was passed by the City Planning Commission at a special hearing on the 26th day of June, 1973,

WHEREAS the City Council has taken the recommendations of the Planning Commission to adopt this Plan on the same date of June 26, 1973,

NOW THEREFORE be it resolved by the Common Council for the City of Canyonville that the City of Canyonville hereby officially adopts the "701" Comprehensive Plan prepared by the Umpqua Regional Council of Governments as the official plan for the City of Canyonville.

Daniel L. Daniels, Mayor
CITY OF CANYONVILLE

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I. HISTORY

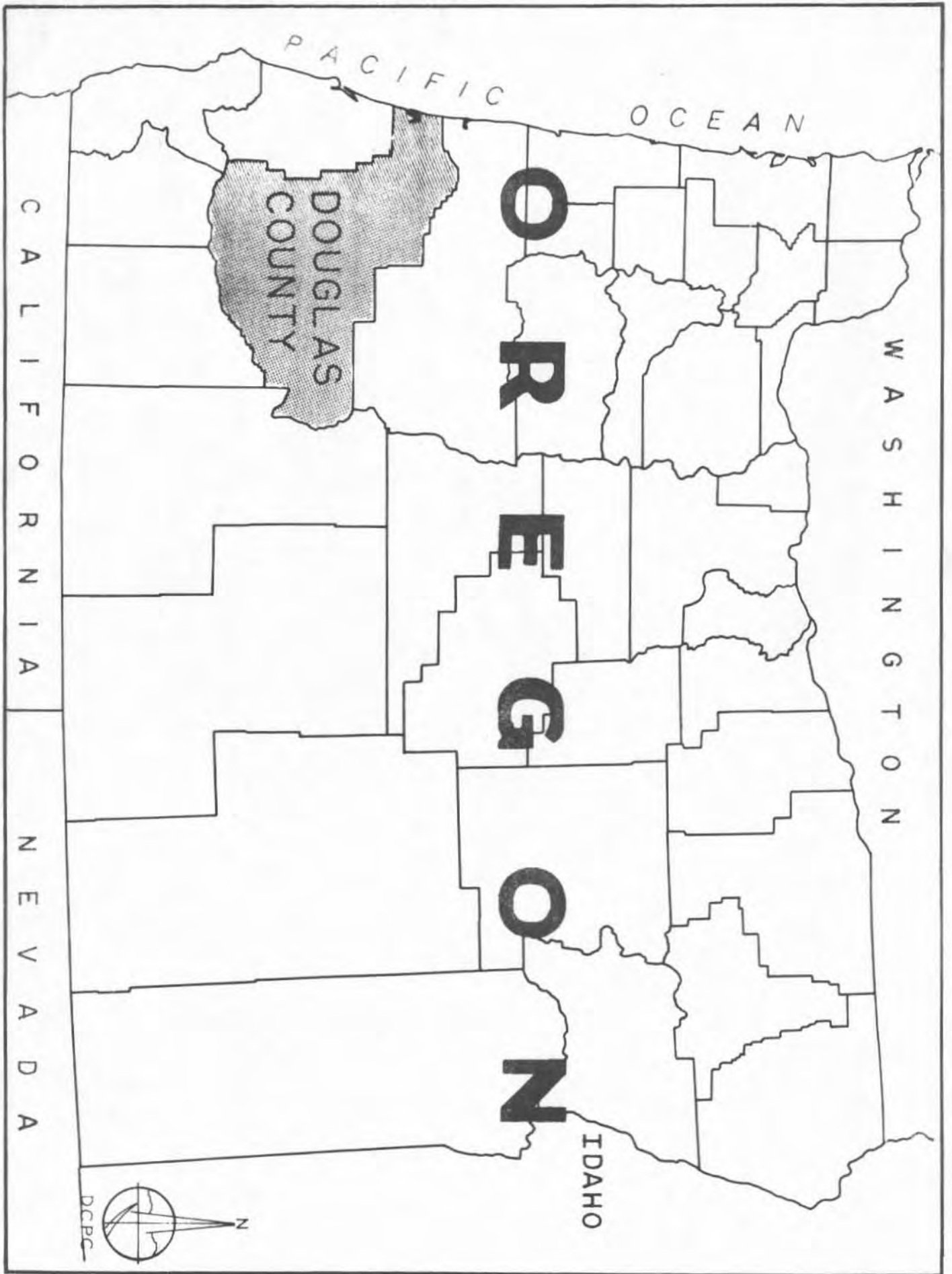
I. HISTORY

The Canyonville area is one of the first areas to be settled in Douglas County. The first post office was established in Canyonville on July 6, 1852, with John T. Boyle as Postmaster. Jackson Reynolds was the first claimant of the land known as Canyonville and Joseph Knott was the second. By 1851, the little flat at the north end of the canyon boasted its first store, a small log cabin with a dirt floor, which was located on the street between the Canyonville Hardware and Furniture Store annex of today. Joseph Knott was the proprietor, whose stock consisted of tobacco, overalls, and whiskey. Because of its geographical location, Canyonville was a very important lay-over stop for miners and other travelers going north or south.

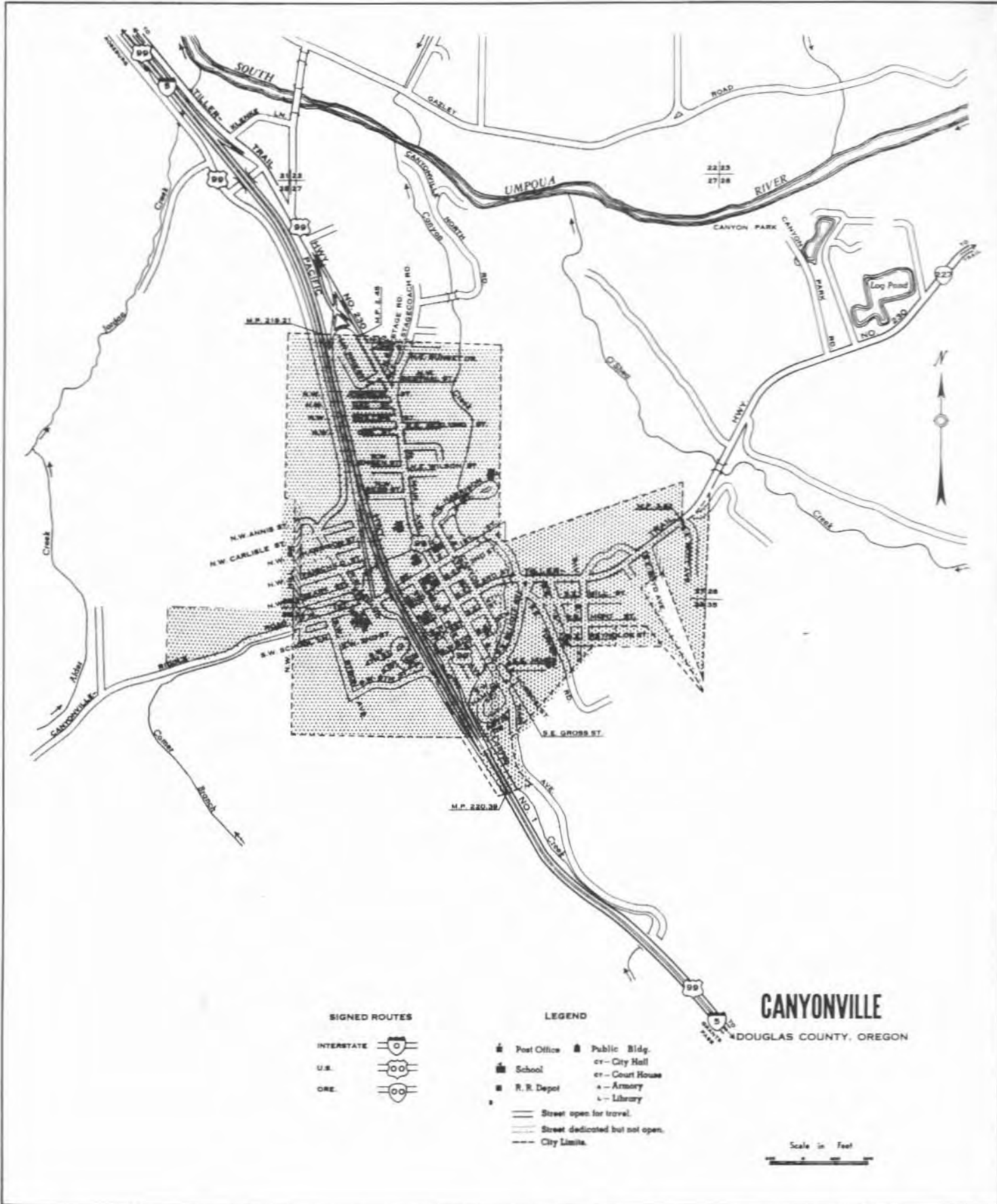
The town grew rapidly and was finally incorporated in 1901. During the thirty years before incorporation, the city and area saw the rise of sawmills and other mills producing lumber products. The City of Canyonville, since it was incorporated, has, as most small towns in Oregon's history, had era's of rapid growth and times when out-migration was dominant.¹

Today the town has a population of 1,035 (July 1, 1972 estimate by the Center for Population Research and Census) with schools, churches, a bank, a hospital and clinic, and numerous retail businesses. Today Canyonville offers a pleasant way of life to those who choose to call it home.

II. STUDY AREA



Map 1



Map 2

STUDY AREA

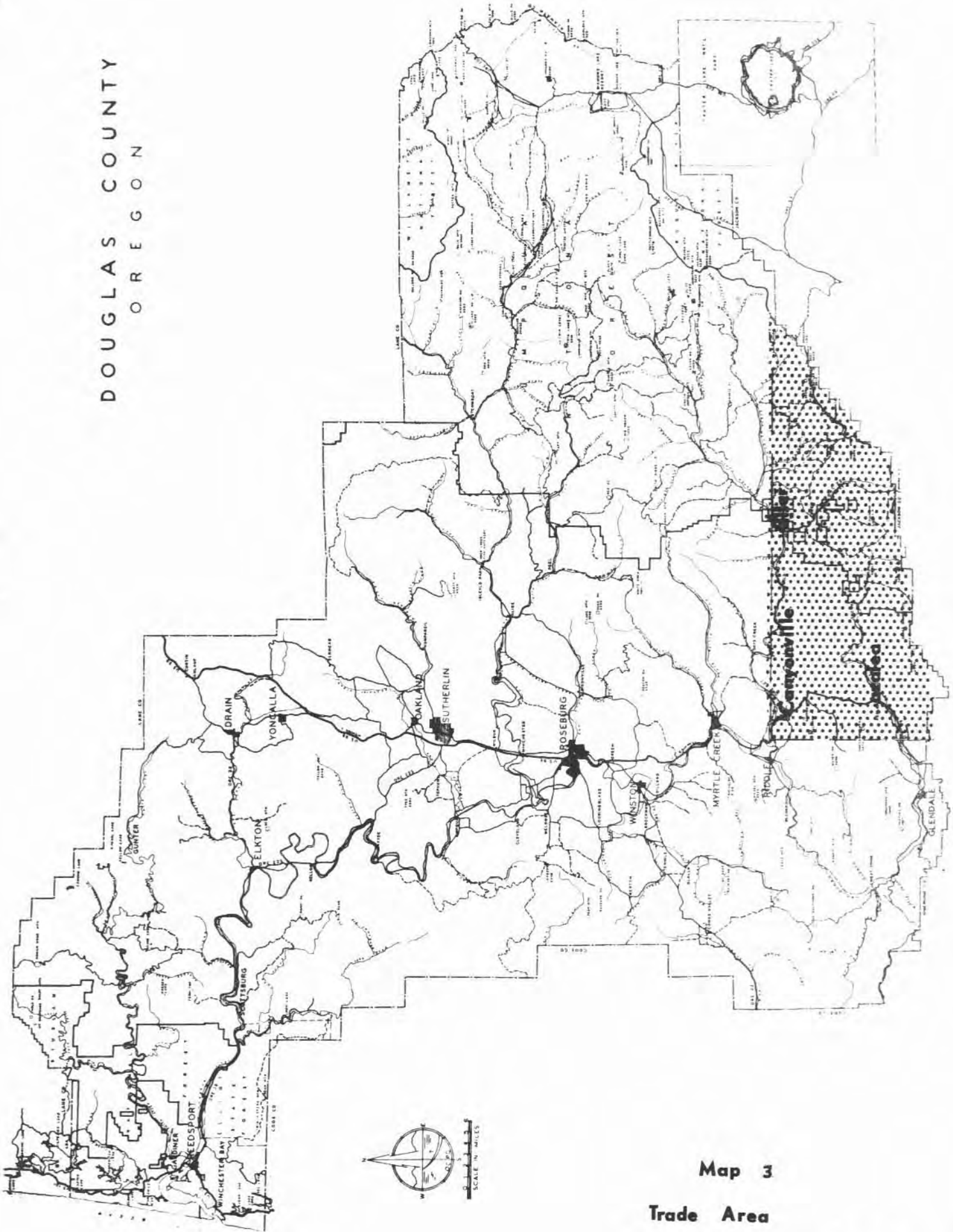
II. STUDY AREA

In the planning for a municipality, one cannot separate the city from the surrounding area under its influence. City boundaries are an artificial man-made device and are subject to change. A city plan designed only for the tight little area within the city boundaries will soon be found inadequate. Certain occurrences outside of the city boundaries may well have more influence on the city than many occurrences happening within.

With this in mind, a comprehensive development plan for the City of Canyonville must necessarily go a ways beyond the city limits, and analysis of the city's potential growth must deal with a larger "trade area" or sphere of influence.

The trade area is defined as that area surrounding the town from which customers usually travel to obtain goods and services. Trade area boundaries will vary with the scope of goods or services available locally. For example, a small "mom and pop" grocery may have a trade area of only a small local neighborhood while an implement dealer may draw farmers from the entire county. For this reason, it is not possible to draw an exact "trade area" boundary for the city as a whole. We can, however, reasonably draw an approximate boundary for the sphere of influence of the City of Canyonville. This area extends from approximately Azalea on Interstate Highway 5 on the south, north to about Gazley Road. The western boundary is approximately Jordon Creek, while the eastern trade area boundary is approximately the Oregon Highway 227 to Tiller. Map 3 shows Canyonville in relation to its trade area.

DOUGLAS COUNTY
OREGON



Map 3

Trade Area

III. TOPOGRAPHY & SOILS

III. TOPOGRAPHY AND SOILS

Topography

The topography, or configuration of the land, has a great influence on the form of a city and its resulting development.

The City of Canyonville lies in a small valley surrounded by mountainous terrain. (See Map 4) This may prove to be detrimental to the city's growth in the future.

The city developed in the narrow valley of Canyon Creek with the business district in the narrow, restricted area south of the South Umpqua River and against the base of Canyon Mountain. Steep hillsides have also limited residential building so that the city's residential areas have stretched out along the valley floor.

The location of Canyonville may have been suitable for purposes of a lay-over stop for early pioneers venturing from California to Portland or visa versa, Portland to California, especially because of the tremendous amount of time and energy it took to come down or go over Canyon mountain. However, the early developers of the town didn't help the situation any when they platted the present grid-iron of streets without regard to the steep hillsides and creek.

With the coming of paved roads and modern, powerful cars, the hillsides no longer present the development problems they once did, but the early "grid-iron" pattern of streets and property ownerships are still with us to restrict development.

Most of the new home development occurring in the Canyonville area is occurring outside the city limits towards Days Creek.

CANYONVILLE QUADRANGLE
OREGON—DOUGLAS CO.
15 MINUTE SERIES (TOPOGRAPHIC)

R. 5 | W.

T. 30 S.



DAYS CREEK 5.3 MI.

T. 31 S.

MAP 4



CONTOUR INTERVAL 80 FEET
 DASHED LINES REPRESENT HALF-INTERVAL CONTOURS
 DATUM IS MEAN SEA LEVEL



APPROXIMATE MEAN DECLINATION, 1954

III. TOPOGRAPHY AND SOILS (continued)

Soils

A detailed Soil Classification Map is included in this report.

(See Map 5.)

IDENTIFICATION LEGEND

<u>Symbol</u>	<u>Soil Series or Land Types</u>
A	Active Dune Land
An	Anlauf
Ap	Apt
Ba	Barron
Bs	Bashaw
Bo	Boomer
Br	Brand
Bn	Brenner
Cp	Calapooya
Ca	Camas
Ch	Chehalis
Cl	Climax
Ct	Cloquato
Cq	Coquille
Co	Cornutt
Di	Dillard
Dx	Dixonville
Do	Dole
Dr	Drain
Ga	Gardiner
He	Hedden
Jy	Jory
Jo	Josephine
Ke	Kerby
Kn	Knappa
Me	Mehl
Nh	Nehalem
Nk	Nekia
Ns	Nestucca
Ne	Newburg
No	(No)*
Ok	Oakland
Ol	Olalla
Os	O'shea
Pa	Packard
Pd	Pollard
Ru	Ruch
Sa	Salem
Sp	(Sp)*
St	(St)*
Tl	(Tl)*
Wi	Willakenzie
Yo	Yoncalla

* Unnamed proposed series

MOUNTAINOUS UNITS

<u>Symbol</u>	<u>Possible Series</u>
I	Josephine, Boomer
II	Siskiyou
III	Peel
IV	Willakenzie, (Sp)
V	Dixonville
VI	Honeygrove, Apt
VIII	Blachly, Slickrock
IX	Astoria, Trask
X	Lint, Netarts

SLOPE GROUPS

<u>Symbol</u>	<u>Dominant Slope Range (percent)</u>
1 (or no symbol)	0-3, nearly level
2	3-7, gently sloping
3	7-12, sloping
4	12-20, moderately steep
5	20-35, steep
6	35-60+, very steep

Soil boundary and mapping unit symbol---

Yo
2

Note: Soil and slope symbols in map delineations appear in order of dominance. Mapping combinations (mapping units) are listed in report under the dominant series.

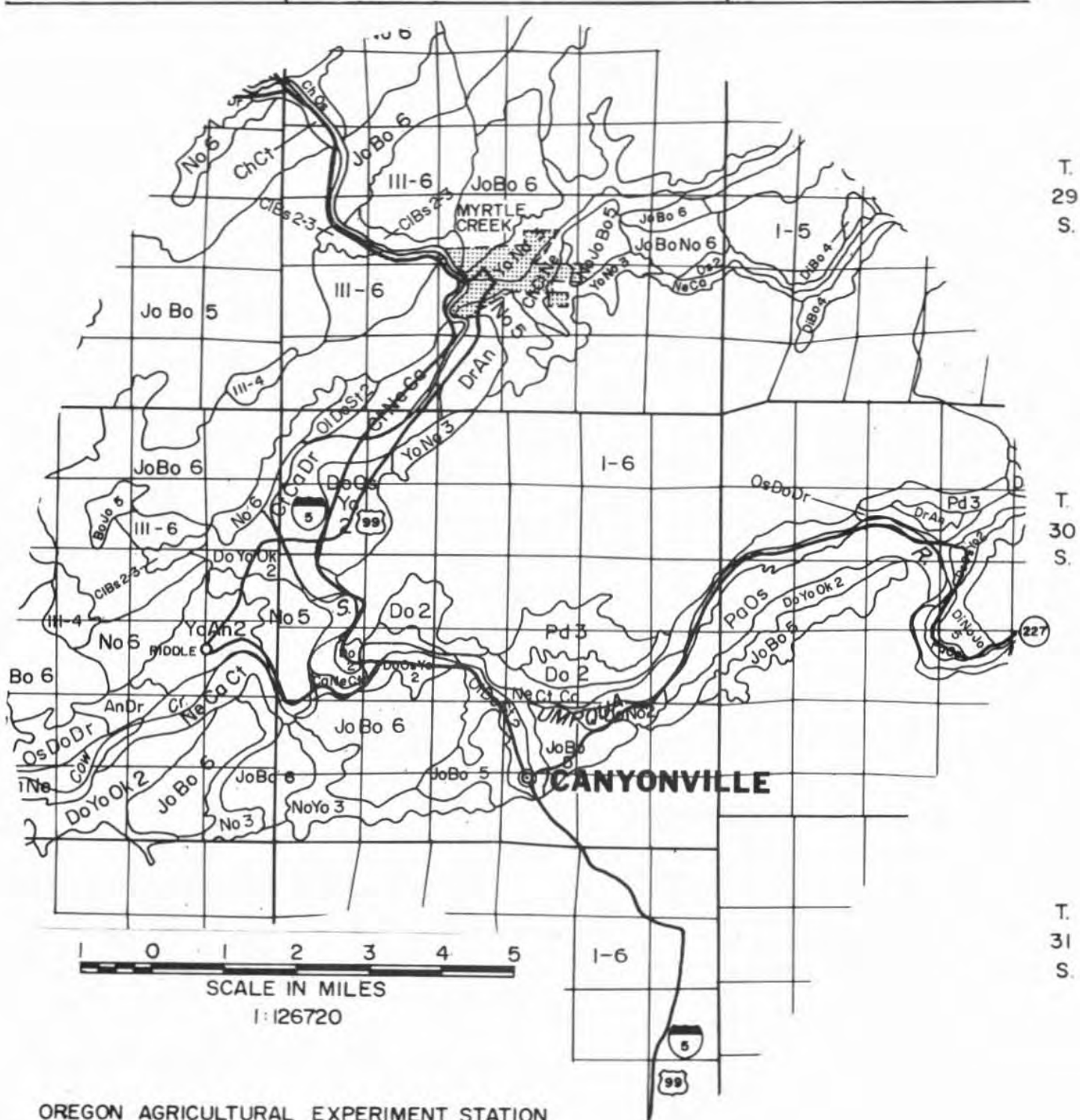
GENERAL SOIL MAP UMPQUA DRAINAGE BASIN OREGON

123° 15'

R. 6-W.

R. 5 W.

R. 4 W.



OREGON AGRICULTURAL EXPERIMENT STATION
AND THE U.S. DEPARTMENT OF AGRICULTURE,
SOIL CONSERVATION SERVICE IN COOPERATION
WITH THE STATE WATER RESOURCES BOARD.

MAP 5

IV. TRANSPORTATION

IV. TRANSPORTATION

The City of Canyonville is located twenty-three (23) miles south of Roseburg, Oregon, on Interstate 5 highway. This highway cuts through the city north to south. (See Map on page 3) Other principal roads serving the city are two-lane, secondary highways and county roads connecting rural areas with the city. There is bus service to Canyonville by Greyhound Bus Lines. There is no taxi service in the city. There is no rail service to Canyonville. The nearest airport where there is passenger service provided is located in Roseburg.

The main mode of transportation is the automobile. Many of the residents work or shop in other areas of Douglas County and commute daily. Tourism in Oregon is increasing each year. In relation to this increase, more automobiles, trucks and campers leave Interstate-5 at Canyonville for numerous reasons.

V. POPULATION

V. POPULATION

Population change in the City of Canyonville closely reflects the city's history and the transition from a logging community to an agricultural community to the threshold of "suburbanization" where it stands today.

Canyonville was incorporated too late in 1901 to be recorded as a separate city in the 1900 census, so we must look to the 1910 Federal census for the first official population count for the city.

Unlike many cities, the city limits of Canyonville have remained stable without being affected by major annexation with the result that the Federal Census accurately portrays the changing population within a semi-fixed set of city boundaries. Table 1 shows the official census population within the City of Canyonville:

TABLE 1 CANYONVILLE CENSUS

<u>1900</u>	<u>1910</u>	<u>1920</u>	<u>1930</u>	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>	<u>1972</u>
—	149	156	167	255	861	1089	1020	1035

As was pointed out before, the changes in population have closely followed the rise and decline of the lumber industry and then stabilized as the city became a trade center for the agricultural industry.

V. POPULATION (continued)

Like most small towns in the southwest part of Oregon, Canyonville has had little to offer in the line of job opportunities for the young adult. As a result, the young people have moved away from home on reaching maturity and looked for better opportunity in the large metropolitan centers of Eugene, Portland and elsewhere. In general, those who have remained were those who were content to work in the woods, mills or the existing farms and businesses. The young, well-educated, ambitious leadership necessary to develop new businesses or employment opportunities has been, to a large part, missing from the local area.

The completion of the freeway has started to change this situation. Improved access to the centers of Riddle, Winston and Roseburg has now made it possible for people to commute daily to jobs in these areas while maintaining homes in Canyonville. Many other factors have contributed to the growth of new housing developments up and down the freeway through Douglas County. It can only be assumed that buyers of these homes are either entering the Douglas County labor market, are commuting out of the county, or are retired or otherwise not employed. The answers to the question of why this development is occurring and the nature of its economic background and influence has been receiving analysis and evaluation by various local planning offices.

Dwelling unit counts for the town made as a part of the land-use study, when compared with census data and Canyonville's Housing Review Committee findings, are conclusive. Table 2 shows the 1970 population and housing data of Canyonville.

TABLE NO. 2

1970 POPULATION AND HOUSING DATA ²
CANYONVILLE

	<u>Number</u>	<u>Per Cent of Total</u>	
<u>Population</u>	940		
1960-1970 % Population Change			-13.7%
By Sex: Male	438	46.6	
Female	502	53.4	
By Race: White	930	98.9	
Black	0	0.0	
All Other	10	1.1	
By Age: 0 - 5	93	9.9	
6 -17	222	23.6	
18 -24	73	7.8	
25 -44	194	20.6	
45 -64	226	24.0	
65 and Over	132	14.0	
Median Age			33.5
<u>Housing Units</u>	374		
By Structure Type: 1-Unit Structure	290	77.5	
2+ Unit Structure	75	20.0	
Mobile Home	9	2.4	
Housing Units Lacking One or More Plumbing Facilities	13	3.5	
Occupied Housing Units	341	91.2	
By Tenure: Owner-Occupied	214	62.8	
Median Value			\$9,800.
Renter-Occupied	127	37.2	
Median Rent			\$60.
Crowded Occupied Units	25	7.3	
<u>Households</u>	341		
By Size: 1 Person	85	24.9	
2-3 Persons	157	46.0	
4-6 Persons	92	27.0	
7 or More Persons	7	2.0	
Average Household Size			2.8
Households with a Female Head	87	25.5	

V. POPULATION (continued)

Whereas there has been an out-migration factor during the last ten years, there seems to be a new upward population and housing trend in 1972-73. This upward trend is not only occurring within the city but also within the trade area.

It is likely that new development and population growth will occur in Canyonville because of the increasing population out-migration of Californians to Oregon and because of its aesthetically appealing bedroom community appearance.

The population estimate for Canyonville by 1990 can only be general estimates. Population growth will be dependent on local economic conditions, tourism, improved water system and the future number of employment opportunities. If new light industries or other employers are attracted to the area, and if economic conditions become stable, a growth estimate of 3.0% per year would be reasonable to project Canyonville's 1990 population. Using 3.0% as a growth rate the population of Canyonville could reach 1,713 by the year 1990. However, without the above improvements Canyonville's growth rate might not exceed 1.5% yearly; thus, would mean an expected population increase to 1,352 by the year 1990. An additional population estimate has been done for this plan in case the Days Creek Dam becomes a reality. If Days Creek Dam is constructed, then the growth rate may be closer to 4.5%. In this case the population might be closer to 2,134.*

* Projected estimate arrived at by using a growth rate factor of 3% to 1975 and 4.5% thereafter.

V. POPULATION (continued)

The growth rate for the immediate urbanized areas outside of Canyonville will most likely be 1.5%. There is a possibility that it would not even be this high if the City of Canyonville will not provide water or sewer service outside of the city.

VI. PRESENT LAND USE

VI. PRESENT LAND USE

Industrial

At the present time there is no industrially developed areas in the City of Canyonville.

Commercial

The central business core of Canyonville is composed of a mixture of older structures and those constructed in the last fifteen years. The businesses are decidedly serving the local buying needs of residents of Canyonville and the immediate vicinity, also the needs of transients on Interstate 5 Highway.

The commercial area for Canyonville can be viewed as a "I". The central business district is still the main commercial section of town. On an approximate north-south axis, Main street is the traditional business core. The commercial activity is strongest near the center of the Central Business District between First and Fifth streets on Main Street, and loses vitality as the distance from the core increases on the south, west and eastern sides of town. New commercial development has started to the north just this side of Wilson Street on Highway 99.

A major problem facing the existing Central Business District is a lack of adequate parking space. This problem is one of the reasons for the new development of the Pioneer Market complex north three blocks from First Street.



RESIDENCE	●	COMMERCIAL	■
MOBILE HOME	○	INDUSTRIAL	□
DUPLEX	◐	CITY HALL	CH
SUBSTATION	S	FIRE HALL	F
PUBLIC LANDS	P	LIBRARY	L
CHURCH	☐	RESERVOIR	W
LEVEE & FLOODWALL	—		

EXISTING LAND USE

CANYONVILLE

VI. PRESENT LAND USE

Commercial Freeway

The First Street interchange on Interstate 5 has in the past five years been developed into a major tourist service center on Oregon's Interstate 5 system. Service Stations, a new VIP's restaurant and bank are located here. A number of modern motels are proposed for this area. The area between First and Fifth Streets on Pine Street is designated for "Commercial Freeway" and there is some development space left.

Residential

There are 279 housing units in Canyonville with over half in fair condition. Canyonville's residential areas are well-defined. (See Map No. 6) To the east there is the neighborhood lying south parallel to Tiller Road. To the west housing is concentrated north of First Street. Housing units are concentrated on both sides of old Highway No. 99 to the north of the Central Business area. In the last few years new housing has developed on Sunset Drive just off Old Stagecoach Road. The only large number of apartment units in Canyonville are located on Geary and Fairchild Streets on the west side of the city.

In general, there is a normal distribution of housing unit conditions. (See Map 6) A large percentage of the residences are from ten to thirty years old, having been constructed during the growth period experienced during the lumber boom years and Interstate 5 construction.

VI. PRESENT LAND USE (continued)

Public and Semi-Public

Public and semi-public uses customarily include such public facilities as schools, water tanks, city or county or state owned buildings and lands, and semi-public facilities which provide a non-governmental service to the residents of the community. Semi-public uses include such uses and buildings as churches, lodges and fraternal orders, golf and country clubs, cemeteries, power substations and similar uses. In Canyonville proper these uses consist of the usual number of churches and fraternal orders, the elementary schools, two parochial schools, state road shop, and the city's shops and office, and one hospital.

Important public uses outside of the city limits include the water and sewer facilities.

Utilities

Fire protection is provided by a twenty-five (25) volunteer department using outmoded equipment.

Solid waste materials are taken care of at a site ideally located between Canyonville and Riddle.

Water and sewer facilities and services are provided by the City of Canyonville. (See Douglas County Comprehensive Water and Sewer Plan for specifications and conditions of both.)

VI. PRESENT LAND USE (continued)

Utilities (continued)

Garbage collection service is provided for the entire city and surrounding "urbanized" area. Garbage is disposed of at a semi-landfill between Canyonville and Riddle.

The City of Canyonville has both electric and telephone services being provided by privately owned utility corporations.

VII DEVELOPMENT PLAN

VII. DEVELOPMENT PLAN

A comprehensive development plan is an outline to guide the growth of a community. A plan must by its very nature be flexible in order to accommodate unforeseen changes that occur from time to time. Any plan is only as good as the officials and citizens desire to make it.

Although Canyonville has been a participating member of the Umpqua Regional Council of Governments for some time and some of the city officials are aware of the benefits that can be gained through long-range planning, much education and public relations among the general citizens are needed before a plan for the city will produce tangible results.

In order to assure that this plan would prove to be an asset to Canyonville, a number of citizen advisory groups were formulated. (See Appendix B for list of members.) These committees also helped in the complete development of the goals and objectives of this plan. The role and structure of these committees were as follows:

1. A five-member committee made up of businessmen designed to assist in the development of planning needs and programs for the central business district.
2. A five-member committee made up of two students, a Council member, a Planning Commission member and one other person to review future zoning, annexation, housing needs, and city procedure guidelines.
3. A five-member committee made up of one policeman, two women and two gentlemen to study the needs of capital outlays for the next five to ten years.
4. A five-member committee made up of the City Administrator or Mayor, one student, two women and one man for the purpose of reviewing park and recreational needs within the city and make recommendations therefor.

VII. DEVELOPMENT PLAN (continued)

The resulting accomplishments of these committees, from their many hard hours in the preparation of the goals and objectives, should be applauded by all of Canyonville's citizenry. The goals and objectives developed by these committees are made a part of this plan and are included as such in Appendix C, D, E and F.

Today, Canyonville stands at a crossroads. Growth and development are imminent. The comprehensive plan and tools to effectuate it are needed if the citizens of Canyonville are to participate in decisions affecting the future of the City. By shelving and ignoring the plan and its effectuation, the city will default in the decision-making process and the city will grow in the topsy-turvy manner which characterizes many other cities. By taking positive action now, the city can control its growth, and as a result produce a more desirable environment for its residents. Planning for the growth of a community can be a public function that assures that the needs and wants of the public at large are met. By failure of the public to assume this responsibility, the decisions may be left to the private developer whose total desire may well be to, "Make a fast buck," and get out leaving the residents to live with the problems he has created.

This plan is a first effort for the city. Out of necessity, this plan will touch on only the most obvious and general considerations.

In the course of this study, it became obvious that the City of Canyonville has numerous, immediate problems which shall require solutions in addition to planning for future development. These items will also be discussed.

VII. DEVELOPMENT PLAN (continued)

A. Roads

The community's road system is the framework upon which the plan is developed. Along with topography, the road system is one of the major factors in shaping the growth of the city. In Canyonville, there are three (3) basic classes of roads; arterials, collector streets, and local access streets, classified according to present and future functions.

The arterial streets in Canyonville consist of State Highway No. 230 (Canyonville to Diamond Lake), Old U. S. No. 99, and County Canyonville to Riddle Road and Interstate 5 Highway. (See Map 2).

Collector streets include Stage Coach Road, Main Street, Leland Street and First and Fifth Streets. Other collector streets are those mentioned above. Collector streets are primarily the responsibility of the city, although in some cases, they may also be county roads and subject to their jurisdiction as well. (See Map 2.)

Other streets and roads within the city are classed as local access streets. Any new street dedications or openings should be built as the responsibility of the affected property owners, who are primary beneficiaries of such work. Once these new streets are constructed to an acceptable standard, the city should then assume the maintenance of these roads. Establishment of a policy by which the city constructs only collector streets and provides maintenance only on standard hard surface streets will result in better allocation of limited road funds where they will be of the most benefit to the general taxpayer.

VII. DEVELOPMENT PLAN

A. Roads (continued)

Limited maintenance on sub-standard streets might be done, but the city should actively encourage residents on these streets to pay to bring them up to standard.

At the present, few streets in the city have adequate surfacing, curbs and sidewalks. Many of the paving widths are too narrow for present traffic and, in addition, are in deteriorated condition. For many years the cost of maintenance of these streets has used funds which would have been better spent on a systematic reconstruction program. A study was done this last year on the road conditions in Canyonville. A visual study was done and the street conditions were placed on a map in one of the following classifications: poor, fair or good. (See Map 7 for street conditions within Canyonville.)

It is understandable why this situation occurred in a city which at the time seemed destined to gradual decay and demise. Now that times are changing, Canyonville must look ahead to what it will soon become, a major trade, recreational and bedroom community for Southern Douglas County. The city must now adopt policies, standards, and plans which will prevent new problems from piling upon the existing burden.

To upgrade its city street system, the city should accomplish the following:

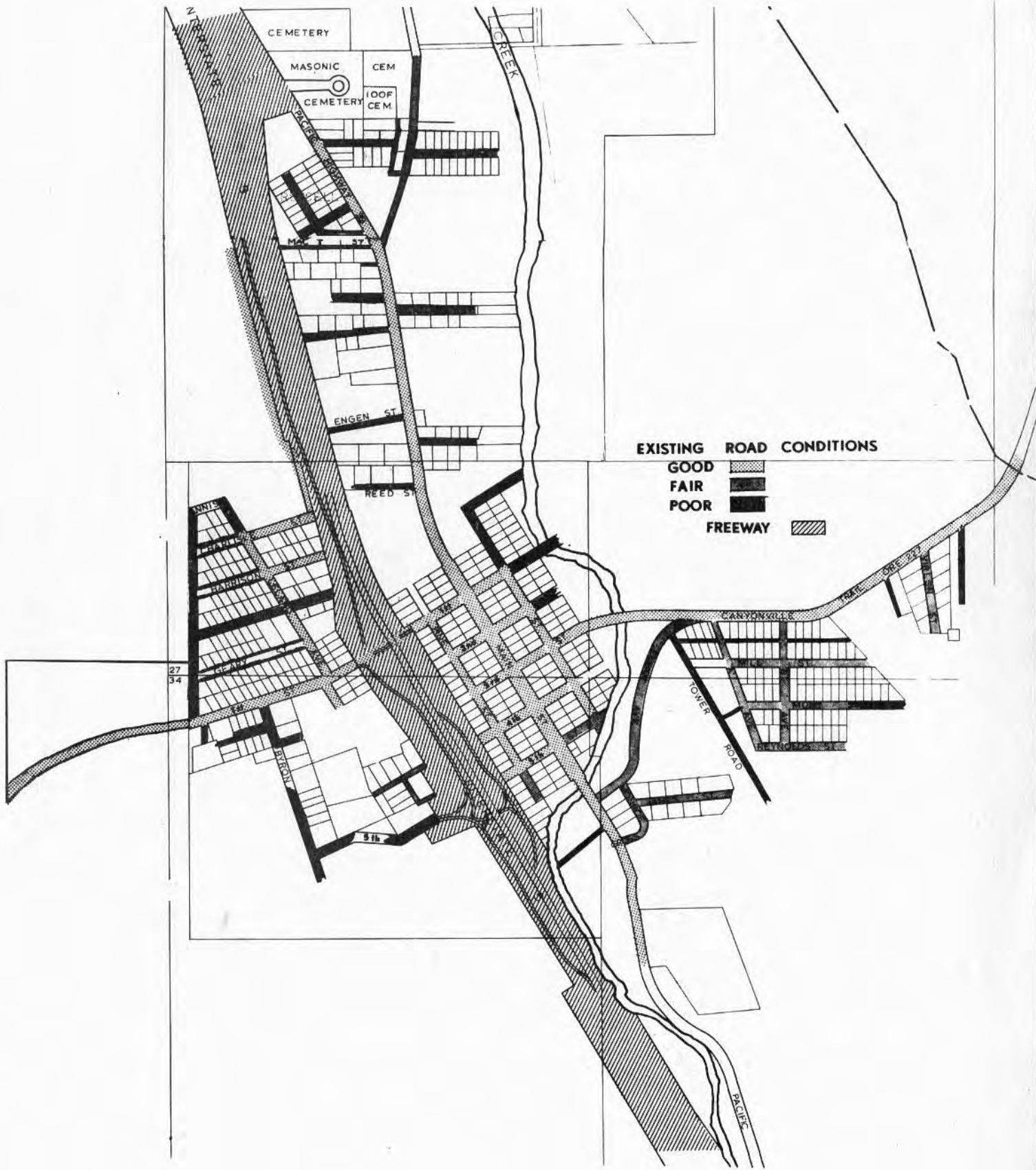
1. Adopt a comprehensive plan of collector and arterial streets.
2. Adopt adequate standards for all new road construction.

VII. DEVELOPMENT PLAN

A. Roads (continued)

3. Adopt a policy on maintenance and construction which will accomplish the collector-arterial plan.
4. Take an active role in dealing with county and state roads in regard to local road conditions.
5. Adopt a long-range capital improvements plan regarding streets.

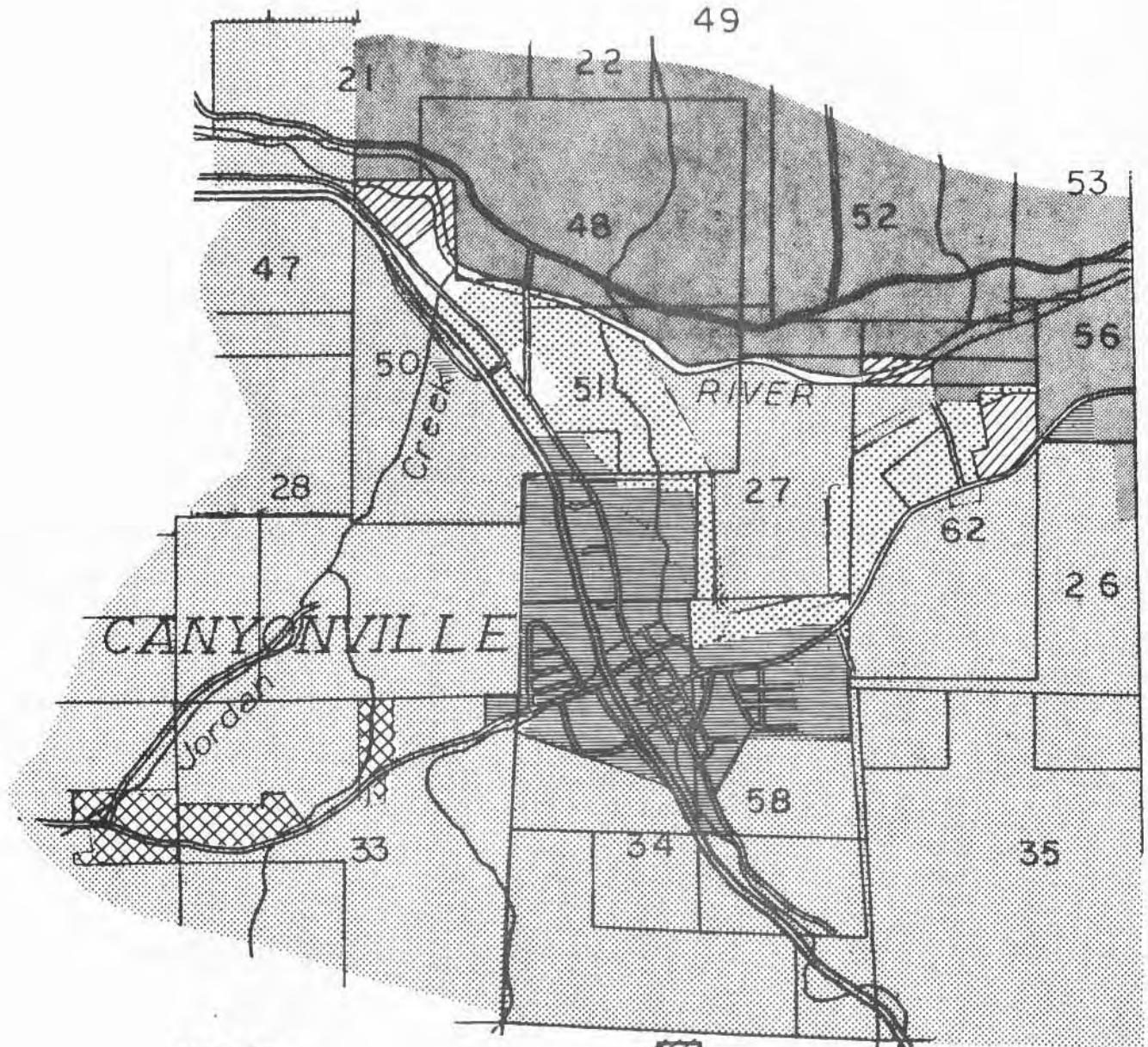
Growth will not automatically come to Canyonville. It will come to the trade area, but may just as well come in the form of new shopping centers and the like. If Canyonville is to compete to maintain and improve its rather tenuous position as a business center, it must make itself more attractive and accessible. This should also include ample downtown parking facilities.










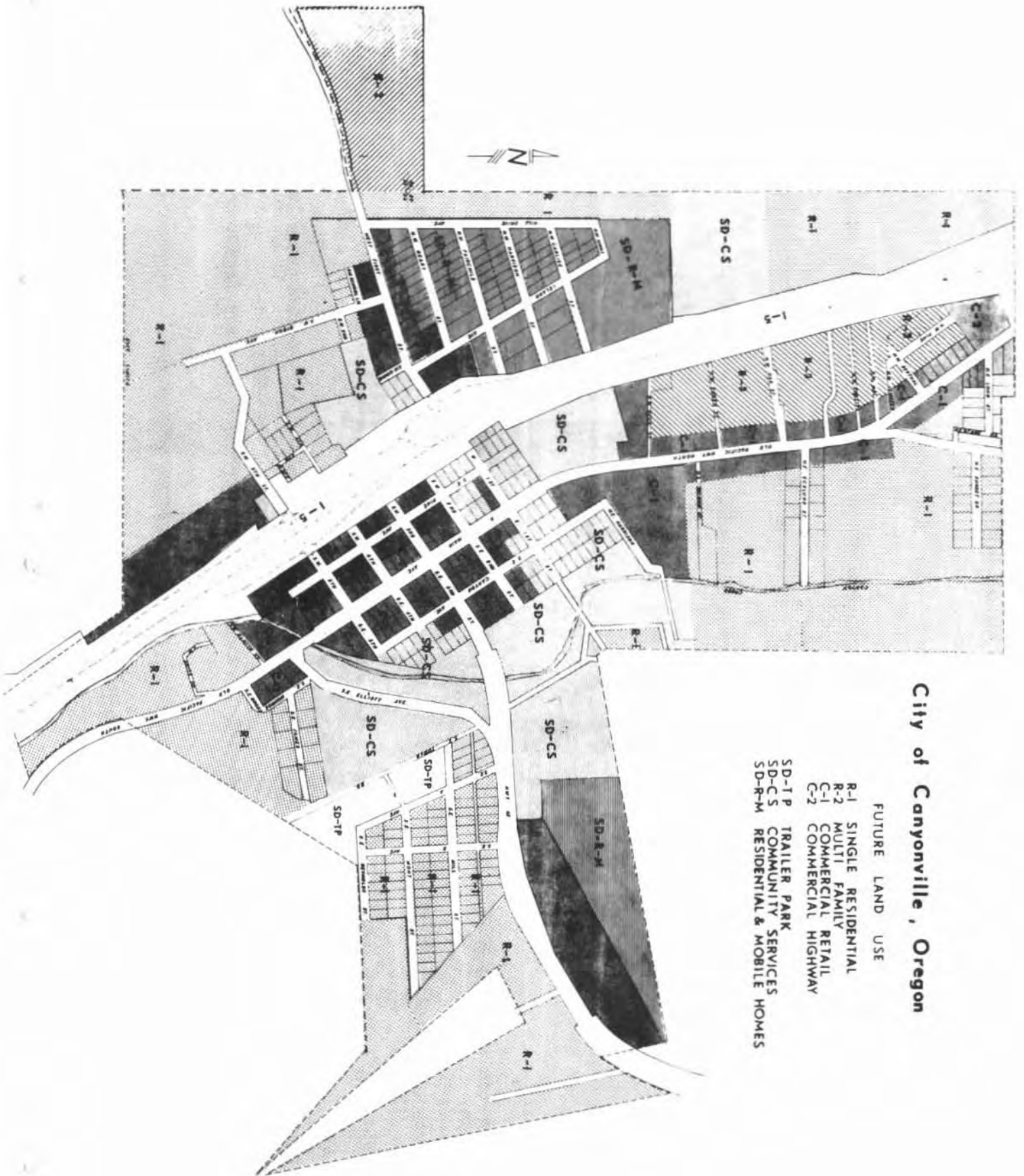
EXISTING ROAD CONDITIONS

- GOOD 
- FAIR 
- POOR 
- FREEWAY 

**PRELIMINARY LAND USE FOR
 AREA AROUND CANYONVILLE — SEE
 COUNTY'S FINISHED PLAN**



- PUBLIC** 
- COMMERCIAL GENERAL** 
- FOREST RECREATION** 
- AGRICULTURE** 
- RURAL SUBURBAN** 
- COMMERCIAL NEIGHBORHOOD** 
- RURAL RESIDENTIAL** 



City of Canyonville, Oregon

FUTURE LAND USE

- R-1 SINGLE RESIDENTIAL
- R-2 MULTI FAMILY
- C-1 COMMERCIAL RETAIL
- C-2 COMMERCIAL HIGHWAY
- SD-TP TRAILER PARK
- SD-CS COMMUNITY SERVICES
- SD-R-M RESIDENTIAL & MOBILE HOMES

B. FUTURE LAND USE.

The present land use relationships in Canyonville are basically fair. The commercial development is concentrated in the heart of the city with little conflicting "non-conformities" scattered in the residential area. The few multiple family dwellings are concentrated near commercial services. The only major conflict is the lack of adequate downtown parking facilities.

Based on existing land uses and community goals, a development plan showing future land uses was prepared. This plan, (Map 8) incorporates generally accepted planning principles in setting forth guidelines for the location of single family residential, multi-family residential, commercial, freeway commercial, special districts, industrial, and public and semi-public uses.

1. Residential

The residential category of land use may be broken down into several basic components: the traditional single-family detached home, mobile homes, apartments, and transient accommodations such as motels, hotels and trailer parks.

There is a predominance of single-family detached homes in Canyonville. This situation is typical of the smaller communities of Oregon in spite of trends toward different housing types in metropolitan areas.

Apartment dwelling is becoming more popular each year, especially as housing for the elderly and for the young people just getting started in their careers. The nation-wide apartment trends have only recently reached Douglas County and Canyonville. There is

1. Residential (continued)

a great need for additional apartment units in Canyonville and Douglas County.

As the economy grows in Douglas County, we can anticipate increasing demands for apartments. The traditional single-family homes will account for much of the housing demand in this area for the foreseeable future, and the comprehensive plan has recognized this in setting aside areas for single family development while providing much more limited areas for multi-family.

Mobile homes have been banned from the city because of the people's choice. With the increasing high cost of building homes, the mobile home has become the only economical choice open to many lower-income families. The prohibition of such homes within the city severely restricts these people in their housing choice. In most instances, neighbors dislike mobile homes located among their single-family homes as the mobile home is "different" in appearance and is not in harmony or character with other homes in the neighborhood. Mobile homes also frequently lack landscaping, off-street parking, storage space or garage, with the result that they are untidy and cluttered in appearance.

It would be appropriate for the city to make certain that the new special district - residential - mobile home classification meets full council approval.

1. Residential (continued)

Transient accommodations, primarily motels, trailer sites, and hotels, must be located in close proximity to the freeway interchanges. The recommended freeway commercial zone will handle the community's future requirements for transient accommodations except for trailer parks. Trailer park facilities are now located in other areas of the city. Any future trailer park request should receive full consideration by the Planning Commission and City Council with special emphasis being placed on Canyonville's natural aesthetic setting.

The plan recognizes all major existing residential areas in the city. The direction taken by future development will be largely dependent upon the availability of sewer and especially water. Because of the limited capacities of the water system, it is likely that not any large housing developments should be allowed at present. The principal areas of growth in the study area is likely to be the areas between I-5 Freeway and the western part of town, the area to the east of Main and extending north down Stagecoach Road, and west of Byron and 5th Street. It must be restated, however, that the development of these areas largely depends upon the development of the existing water facilities. Existing residential areas can be made attractive for further development if the city would make certain that the Canyonville Housing Review Committee's goals and objectives shown in Appendix "A", are adhered to.

2. Multi-Family Residential

At present there is little multi-family development in Canyonville. The demand for rental housing is not being filled by the number of single-family houses available for rent in the city. With the nationwide trend towards multi-family housing and a resurgence of young families in the area, the demand for apartments will increase. Two major new multi-family areas are shown on the plan. Both of these areas meet generally accepted criteria for high density use as they adjoin the business district, are close to an elementary school, are served by sewer and water, and have direct access to an arterial street. The need for additional multi-family may be solved by developers if and when the Days Creek Dam is constructed.

3. Industrial

At present there are no industrial lands because of the lack of any industries in Canyonville. No heavy industrial types should be allowed in Canyonville because of its topography and water quality.

The light industry category is the one most likely to occur in Canyonville. Light industry includes wholesale, bulk distributors and small, non-nuisance manufacturing uses. As the community grows, the need for these "service" industries will increase. There is no railroad in Canyonville, therefore, they will require good road access and central locations. Adequate area for these uses in "non-conflict" locations could be made available on the northern part of the city when the need arises.

3. Industrial (continued)

In the event that the community might attract a new major industry, suitable sites could only be found north outside of the present city limits. This should not deter the city from actively soliciting new industry for anything locating in the trade area will benefit the city. Coordination with the county and participation in the Umpqua Regional Council of Governments program will assure the city of proper land use controls on industry in areas surrounding the city.

4. Commercial

The plan shows some blocking up and expansion of the present commercial area. As the city grows there will be a temptation on the part of the merchants to move to a new location outside of the present shopping core and start over on vacant land. If this is allowed to happen, the present downtown will deteriorate and eventually become a community eyesore. It is recognized that many of the present buildings are obsolete by modern standards and lack of off-street parking and other amenities which make them desirable locations for new business ventures.

It is beyond the scope of this report to prepare a detailed central business district study for Canyonville which would provide exact guidelines to follow in upgrading and refurbishing the business district. This type of study, and a Central Business District Parking study are important to the city and should receive a high priority for future planning.

4. Commercial (continued)

This plan does recognize that the present "core" should remain the logical trade center for the area, and urges the rehabilitation or renewal of the present "core" area rather than establishment of any new shopping area until the core is developed. This plan recognizes the need for the City Council of Canyonville to adhere to the goals developed by the Citizens Business Advisory Committee as are presented and made part of this plan. (See Appendix "C".)

5. Commercial Freeway

Freeway Commercial is a relatively new type of development that has occurred as a result of the proliferation of Interstate Freeways. Freeway commercial enterprises are those which relate to, and provide services for, the traveling public. The more common uses include service stations, motels, restaurants, and conference centers. While many of these uses are traditionally permitted in commercial zones, others are not. In the freeway situation special aesthetic and design criteria are important as these areas form the primary entranceway to the city, and frequently form the visitors major impression of the community. To properly handle these interchange areas, a special zoning district has been added to the city's new zoning ordinance.

6. Public and Semi-Public

The most pressing need for public facilities in the city is for the complete improvement of its water system, including the construction of a larger dam, construction of a filtration plant, construction of two new 100,000 gallon water reservoirs, and laying new water lines throughout the city. It is hoped that the study to be done in July, will assist in the development of a set of guidelines which can be used by the city in making these needed improvements.

Additional needs for public facilities include development of Pioneer Park for the city. Development of this site is needed if it is to be of any recreational value to the citizens of Canyonville. Development of the park could, perhaps, be done faster at low cost and fifty percent federal matching funds through the Bureau of Outdoor Recreation. Development may also be speeded up after the special Task Force Committee on Canyonville's "Western Theme" report is issued.

6. Public and Semi-Public (continued)

There is also a need for development of additional off-street parking in the downtown area. Detailed recommendations on this need would be part of a Central Business District Study, and its financing would logically be done through a downtown Local Improvement District.

There is also a pressing need for a new fire station and a new city hall-library complex. These could be built on the existing site of the old public facilities or they could be built on the city property located on S. E. Elliot Street and the existing city hall site turned into public parking.

7. Open Space

a. Agriculture

Areas that should be preserved as permanent open space are those of steep slope, hillside or hilltops where extension of utilities is impractical, valuable farm lands, and those areas best suited or needed for future recreation or scenic purposes.

b. Recreation

Several prominent features in the Canyonville area provide for increased recreation potential in the future, the most prominent being the present Pioneer Park area - including development of its Pioneer Days - and Cedar Park.

8. Tourism

Four distinctly different sources of tourist-recreational commerce should influence the Canyonville area.

1. Stop-over business derived from tourists on Interstate-5.
2. Weekend recreational business from the Roseburg and other metropolitan areas.
3. Long-term recreational business from retired individuals, either living in the area or transient.
4. Increased recreational demands of local residents with less laboring hours.

While each group's needs may have a slightly different emphasis, the overall demands are similar. Two goals need to be achieved: (1) types of recreational opportunities should be diversified to the highest degree; and (2) full service tourist accommodations are needed.

The tourist-recreational potential in the Canyonville area can fulfill both goals. Several obvious potentials will be mentioned but they should not be taken as all the possibilities. Individual ingenuity has created many of the world's leading tourist attractions out of apparent wasteland.

The construction of the Days Creek Dam would create a large lake. The size of this lake would be sufficient to use for all water sports and activities with associated business enterprises. The development and implementation of the goals established by the "Western Theme" Committee should assist in attracting tourists.

VIII CAPITAL IMPROVEMENTS

PRELIMINARY CAPITAL IMPROVEMENTS PROGRAM

The overall objective of a complete capital improvements program is to plan for long-range capital investment by the city in order to meet the needs of the community. This is a two-part process which: (1) develops a list of needed expenditures together with priorities, showing the degree of urgency or importance attached to each, and (2) reviews the city's existing and potential sources of revenue, explores advantages and disadvantages of alternatives for paying for the projects, and establishes a five-year program for expending funds for priority projects.

The purpose of this preliminary capital improvements program is to carry out the first part mentioned above. The information developed in this study may be used by itself in future budgeting or may serve as the foundation for developing the second, or detailed, part of the Capitol Improvements Program.

1. Capital Improvements Defined:

Capital projects are usually defined as physical improvement projects designed to last for a period of years as opposed to expendable supplies or salaries which are used up in one budget year. Some cities classify a project as a capital item only if its cost is greater than a stated sum of money. For example, \$1,000; \$2,500; \$5,000; and in some cases, considerably greater amounts have been used for this lower limit.

No definite lower limit was used in this program although most of the projects would range upwards of \$1,000 in cost. Surveys, studies, preliminary plans, and investigations which are essentially feasibility determinations for specific physical improvement projects are commonly considered as capital improvement projects themselves and, accordingly entered as capital improvements in the same manner as other capital improvement program items.

1. Capital Improvements Defined: (continued)

A Capital Improvements Program is not intended as a method of spending more public money. Rather, such a program is intended to help in the proper scheduling of physical improvements over a period of years with consideration to what are reasonable financial capabilities for the city.

2. Improvements and the Plan:

Physical improvements have been related to the proposed comprehensive plan for the city and have been assigned priority positions with regard to urgency of need for the entire community. This plan has previously defined these projects in terms of their benefit to the community. From those total projects recommended in the plan, those projects or portions thereof significant to the next five years were listed and then arranged by priority.

3. Project List:

A list of needed projects was developed by discussion with council members and interested citizens as well as by analysis of needs shown by the plan. In evaluation of these projects and assigning of priorities, the following criteria was applied:

- (1) Is the project specifically proposed in the master plan?
- (2) Was the project previously committed and are the reasons for the earlier commitment still relevant?
- (3) What is the urgency of the project in terms of overall good to the community, e. g., does an existing health hazard demand immediate sewer extensions?

3. Project List: (continued)

- (4) Is there some non-public group which can provide the service if necessary? For example, can private groups be persuaded to build off-street parking structures or provide parking lots if the city has insufficient funds?
- (5) Has the research back of the project been adequate or are some facts missing?
- (6) Will there be delays due to citizen or politically inspired opposition? For example, increased capital outlays resulting from annexation.
- (7) Is the project sound, based on experience in other communities?
- (8) Is there a need in the community for "make-work" types of projects? For example, if there is widespread local unemployment in the building trade, construction-type projects may deserve consideration for the good of the local economy.
- (9) Will the project compliment other projects? For example, it would be foolhardy to build a bridge across a river without providing the necessary access roads.
- (10) What will be the effect on the total revenue of the city? Will the project bring in revenue or will it syphon off excessive revenue? Can it be financed on a revenue bond basis?
- (11) Is it possible to find new sources of funds to finance a needed improvement?
- (12) If funds must be borrowed to finance the project will the service charges be excessive? If so, it may be better to postpone the project and accumulate funds gradually on an annual contribution basis to provide more cash and reduce interest charge.
- (13) Will the project serve a large segment of the community or a very small group? As a result, should it be financed by a general obligation or a special assessment? For example, improvement of a residential street should be by special assessment.
- (14) Are there any legal problems which might delay the project?
- (15) Can it be defended against pressure groups?

Following are the Capital Outlay Goals and their priorities as established by the Capital Outlay Citizens' Advisory Committee:

1. Highest priority is the immediate improvement of the water quality and supply during both the summer and winter months.
2. Park improvements including Pioneer Park and newly purchased neighborhood parks.
3. Re-build or build a new City Hall which would house police, administration and fire departments.
4. Up-date equipment in the Fire Department and replace those parts that are worn out on the vehicles. Purchase an additional fire truck and emergency vehicles.
5. Make major street improvements throughout the City.
6. Replace small water lines with larger water lines for future growth.
7. Purchase playground equipment for neighborhood parks and Pioneer Park.
8. Provide Police Department with new equipment as deemed necessary by the Police Chief.

IX RECOMMENDATIONS

RECOMMENDATIONS

The following recommendations have been arrived at after careful analysis and evaluation of data gathered on Canyonville.

1. The City should formally adopt this comprehensive plan.
2. The City should engage the services of a consulting engineer firm this year for the purpose of designing an improved water system including the following:
 - (a) Two 100,000 gallon water reservoirs
 - (b) A new filterization plant
 - (c) A new dam
 - (d) Removal and replacement of old sizing and additional lines where needed
3. The City should prepare a detailed capital improvements plan to better guide City expenditures.
4. The City should adopt a subdivision code, preferably modified after the County code.
5. The City should adopt the zoning ordinance now being prepared by the Umpqua Regional Council of Governments and Canyonville Planning Commission.
6. The City should have a downtown "Central Business District" study done by a planning consultant in order to assure proper growth.
7. The City should adopt a resolution which would follow the recommendations set forth by the "Western Theme Committee".
8. In order that this plan can reflect the changing desires of the community citizen participation should be continued. Community involvement in planning is essential to keep the Plan in focus with all changing developments and interests. Therefore, it is recommended that the City continue to follow the four citizen advisory committees' recommendations as they are updated.

9. This plan must be kept current with the continually growing and changing community. Revisions should be made when necessitated, with consideration given to the overall effect on the total plan. Within five years a complete review and re-evaluation of the plan should be made to relate the plan to changing growth patterns and it should be updated every five years thereafter.
10. The City should formally adopt the recommendations, by resolution, made by the citizens advisory committees.
11. The City should consider the possibility of moving the existing city hall, fire station and library to their property located on Southeast Elliott within the next five years in order to provide a suitable site for public parking.
12. The City should make certain that the city park is developed at a rapid and well thought out pace.
13. The City should adopt an operating procedures manual.
14. The City should have a capable firm make a compilation of all their ordinances within the next year.
15. The City should start giving consideration to the future sewer requirements of Canyonville. The City should keep in mind that it takes considerable time to construct sewer facilities; therefore, should not wait until the need arises to act.

APPENDIX "A"
CANYONVILLE HOUSING REVIEW
GOALS AND OBJECTIVES
AND MAPS

SHORT-TERM GOALS AND OBJECTIVES
for
CANYONVILLE, OREGON

The following are the short-term goals adopted by the Housing Review Committee of Canyonville, Oregon, for 1972-73:

1. Seek out new means of financing for additional apartments for both the young and the elderly in Canyonville.
2. Seek out sources and financing for the construction of a water filtration plant for the City of Canyonville.
3. Enforce existing dog control ordinances and adopt other measures necessary to bring about residential harmony.
4. The Housing Review Committee will establish four individual "General Cleanup Weeks" in Canyonville during the next year.
5. Adhere to Goal #19 as stated in the Umpqua Regional Council of Governments housing report dated 1972. Refer to the Housing Review Report.

APPENDIX "B"
LIST OF
CITIZEN ADVISORY COMMITTEE
MEMBERS

CITIZEN ADVISORY COMMITTEES

BUSINESS CITIZENS ADVISORY COMMITTEE

E. W. Seeger, Chairman
Denny Bennett
Tamara Burris
Barney Hazelton
David Hill
Jim Hill
Don Lyons
Gerald McKinney (Absent)
Basil B. Schofield

ZONING AND PROCEDURES ADVISORY COMMITTEE

Helen Parker
Violet Shippen

CAPITAL OUTLAY COMMITTEE

Linda A. Crenshaw

RECREATION ADVISORY COMMITTEE

Lori Slufflebeam
Chett Pierce
Ron Marriott
Hal Ritz
Jerry McKinney
Mike Garlin

APPENDIX "C"

GOALS AND OBJECTIVES

ESTABLISHED BY CANYONVILLE'S

CITIZEN BUSINESS ADVISORY GROUP

BUSINESS COMPREHENSIVE PLAN STUDY

CANYONVILLE, OREGON

Submitted May 9, 1973

A. Goals for Business District.

1. Adopt western theme by store owners and citizens.
 - a. Decorate windows (display of western items, antiques, etc.)
 - b. When making repairs, painting, etc. of store fronts - correspond with the western theme.
 - c. Have all future buildings or remodeling coincide with a western theme (outside appearance).
 - d. Planter boxes with threes/flowers adjacent to stores - possibly built with a bench, store owner's responsibility.
 - e. Hitching posts.
 - f. Benches for weary travelers to relax and enjoy our city.
 - g. Improvement of Pioneer Park for year-round use as originally planned including museum.
 - h. Encourage citizens to wear western/ioneer dress, especially during tourist season.
2. Downtown and Off-street Parking.
 - a. Buy area for parking (badly need parking for car-trailers).
 - b. Encourage present businesses to assist in developing parking spaces on their own property if any available.
 - c. Future businesses with parking should be covered in new planning and zoning ordinances.
3. Reroute truck/bus traffic to avoid city center (push for on-ramp south on I-5 at 3-J's).
4. Adequate markings of streets including stop signs.
5. Possibility of one-way streets in the future to accommodate traffic.
6. Pedestrian lanes.
7. Better lighting in City - western theme. (Good lighting will help prevent vandalism.)
8. Beautification.

B. Goals for Tourism

1. Historical signs on I-5, north and south of Canyonville indicating: "Canyonville, 3rd oldest town in Oregon Territory".
2. Historical plaque posted permanently somewhere depicting the history of Canyonville.
3. Permanent installation of City Map indicating location of major points of interest and businesses: Parks, post office, police and fire stations, city hall, etc. (Installed such that it can always be up-dated).

BUSINESS COMPREHENSIVE PLAN STUDY

CANYONVILLE, OREGON

B. Goals for Tourism (continued)

4. Brochures available to the public which could show: historical information, points of interest, city map, etc.
5. Encourage citizens to keep all buildings/items of historical value. Discourage or stop all destruction of historical items such as "Hanging Tree", etc. Work with Historical Society and/or Pioneer Park Board.
6. Continued development of Pioneer Park.
7. Facilities for tourists - toilets, dump stations, water, etc.

C. New Businesses being Established

1. Consider ecology problems, availability of city services such as water, sewage, etc., noise, nuisance factors, etc.
2. Enforce city ordinances.

D. Goals for Police and Fire Protection

1. Up-date police equipment.
2. Have standardized police uniforms - western theme (purchased by the City.)
3. Up-date fire fighting equipment.
4. Adequate water supply for fire fighting.

E. Signs Within City (Western)

1. Parking.
2. Police Station.
3. Fire Station.
4. Store Fronts.
5. Post Office.

BUSINESS COMPREHENSIVE PLAN STUDY

CANYONVILLE, OREGON

F. Enforce City Ordinances

1. Especially require citizens to clean areas (weeds, trash, old cars, junk, etc.).
2. Strict compliance with final comprehensive plan for Canyonville.

Respectfully submitted,

Committee Members: E. W. (Bill) Seeger, Chairman
Denny Bennett
Tamara Burris
Barney Hazelton
David Hill
Jim Hill
Don Lyons
Gerald McKinney (Absent)
Basil B. Schofield

PRIORITIES FOR IMPROVING THE ECONOMIC CONDITIONS IN CANYONVILLE

1. Provide additional off-street parking.
2. Clean and paint the downtown businesses.
3. Implement Western theme for this coming summer.
4. Develop Pioneer Days in order that they can run throughout the summer time.
5. Placement of signs on I-5 highway as follows:

■CANYONVILLE, 3rd OLDEST TOWN IN
OLD TERRITORIAL OREGON■

APPENDIX "D"

GOALS AND OBJECTIVES

ESTABLISHED BY

ZONING AND PROCEDURE ADVISORY COMMITTEE

ZONING AND PROCEDURES COMMITTEE

C. PROPER WATER AND SEWAGE DISPOSAL SYSTEMS

1. Existing and New Buildings/Dwellings
 - (1) Alleviate health hazard and pollution
 - (2) Moratorium on all new building until —
 - (3) Other suggestions

D. BEAUTIFICATION COMMITTEE SHOULD BE FORMED

1. Duties:
 - (1) See that existing ordinances are enforced that affect beautification.
 - (2) Report vacant lots that should be cleaned or mowed.
 - (3) Report unsightly debris, buildings or junk.
 - (4) Conduct general clean-up campaign (possibly one week in spring of year with proclamation from Mayor).
 - (5) Suggest to businesses ways of decorating windows that would lure tourism if a general theme for Canyonville is adopted, or encourage businesses to decorate windows.
 - (6) Have litter containers in downtown shopping district — (if theme adopted, blend them in with theme) and have them emptied by disposal company as agreed.
 - (7) Issue commendations to individuals who beautify their property or businesses.
 - (8) Encourage civic pride.
 - (9) Other suggestions

E. DOG CONTROL

1. Administration of existing ordinances
2. Nuisance factor
3. Shelter
4. Other suggestions

ZONING AND PROCEDURES COMMITTEE

A. PROCEDURES

- (1) Procedure at all meetings should follow "Robert's Rules of Order."
- (2) This five-member committee should become continuous in order to serve as a reviewing committee on zoning matters or problems in Canyonville. They should be responsible to the Mayor.
- (3) Housing goals established by Canyonville's Housing Review Committee should be adhered to.
- (4) A compilation of all city ordinances should be undertaken as soon as possible.
- (5) Police procedures should be evaluated and any recommendations considered for future action.

B. HOUSING

1. Existing Dwellings/Buildings

- (1) Low-income
 - a. Clean up appearance of house and yards
 - b. Repair, paint, etc.
 - c. Up-date electrical, water, etc. to code
 - d. Suggested source of labor - students
- (2) Other income groups
 - a. Same as above except: no free labor
- (3) Mobile Homes/Trailers
 - a. Skirting should be required on existing homes
 - b. Up-date water, sewage and electrical hook-ups
 - c. Landscape
- (4) Encourage citizens to have civic pride so they would accomplish any one of the above.

2. New housing including apartments

- (1) A more rigid building code on some phases of construction, etc.
- (2) Moratorium on all new building until adequate water and sewage systems are provided for the present population.

APPENDIX "E"
GOALS AND OBJECTIVES
ESTABLISHED BY
CAPITAL OUTLAY COMMITTEE

Following are the Capital Outlay Goals and their priorities as established by the Capital Outlay Citizens' Advisory Committee:

1. Highest priority is the immediate improvement of the water quality and supply during both the summer and winter months.
2. Park improvements including Pioneer Park and newly purchased neighborhood parks.
3. Re-build or build a new City Hall which would house police, administration and fire departments.
4. Up-date equipment in the Fire Department and replace those parts that are worn out on the vehicles. Purchase an additional fire truck and emergency vehicles.
5. Make major street improvements throughout the City.
6. Replace small water lines with larger water lines for future growth.
7. Purchase playground equipment for neighborhood parks and Pioneer Park.
8. Provide Police Department with new equipment as deemed necessary by the Police Chief.

APPENDIX "F"
GOALS AND OBJECTIVES
ESTABLISHED BY
THE RECREATION COMMITTEE

RECREATION ADVISORY COMMITTEE

The following proposals are recommended for implementation into Canyonville's comprehensive plan by the Recreation Advisory Committee:

1. A system of bike and walk lanes should be developed for the youth and elderly between the downtown area and park areas.
2. Consideration should be given to the feasibility of developing Cedar Park to meet future Canyonville population growth.
3. Consideration should be given to the possibility of constructing a year-round swimming pool after Canyonville's water supply and system is improved to meet future growth needs.
4. A combined effort between Canyonville and the local grade school should be undertaken to allow greater use of school grounds for baseball activities by its youth during the summer.
5. Additional park tables and benches should be placed in Pioneer Park for use by the elderly and mothers with children.
6. A community center should be constructed during the next three years.
7. Horseshoe facilities should be developed at Pioneer Park.
8. The City of Canyonville, Lions Club and the City's Western Theme Committee should work closer to bring about a better Pioneer atmosphere and festival.
9. The City should purchase small parcels of land in which neighborhood parks could be developed.
10. The Recreation Committee should be a continuous body in order to make certain Canyonville's population recreational needs are developed.