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COMPREHENSIVE PLAN

CITY OF

CENTRAL POINT, OREGON

LAND USE

HOUSING

TRANSPORTATION

COMMUNITY FACILITIES

ADOPTED JUNE 26, 1973

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May 31, 1973

Central Point Planning Commission
250 East Pine Street
Central Point, Oregon 97501

Planning Commission Members:

I am pleased to present to you in final draft form the recommended text and supporting map documents entitled "Comprehensive Plan, City of Central Point, Oregon".

This plan results from numerous hours of research and study on the Central Point Area and it's anticipated growth potentials.

The material presented herein is representative of the culmination of the efforts of many people who supported sound community planning as an efficient method for dealing with the city's future.

The plan itself is only a beginning point, continued dedication and support for the planning process will be a continuing function in your city. Many of the recommendations found in the plan will require more definitive studies and work on the part of the commission. The amount of commitment expressed on this study by the planning commission and citizens advisory group is assurance that an ongoing planning program will be undertaken.

I recommend that both the planning commission and city council give the utmost consideration to this plan and its expressions before any action is taken. Every effort should be made to involve the citizenry of your community in the comprehensive planning program; their support is a vital and essential part of a successful plan.

Respectfully submitted,

Curtis D. Weaver
Planning Coordinator

CDW:skl

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CHAPTER I

INTRODUCTION

Planning city development is not a new concept in Central Point. Virtually every city began with some form of planned effort. Communities are developed by many people, they are supported and the actions planned by both public and private interests. Those who live, work, build and finance the community will also shape its future.

Hasty and short-sighted planning no longer serves the need of a rapidly growing urban community. The task of intelligently dealing with the community's potential is increasingly evident. Complexity of change and growth requires more positive thinking on the part of civic leaders.

The result is the preparation of a city comprehensive plan to serve as a guide in shaping future development.

COMPREHENSIVE PLAN - ITS PURPOSE, DEVELOPMENT AND ROLE

The primary function of the comprehensive plan is to indicate patterns for city growth and change. It deals with orderly and logical use of the land area, convenience of efficient transportation systems, provisions for adequate and economical community services and considerations for sufficient housing, shopping and working areas in the community.

Preparatory to the development of a plan it is necessary to accumulate a framework of background information on which sound recommendations and proposals can be based. Much of this was already available in documented form while other data required considerable research. The supplemental report entitled "Background for Planning Central Point, Oregon" is being published to support the comprehensive plan. A synopsis of that material is contained in latter sections of this document.

The city of Central Point officials in realizing the urgency to prepare the comprehensive plan appointed a Citizens Planning Advisory Committee to assist in its preparation. The membership of the advisory body consisted of a balance of both urban and rural citizens. Results of nearly six months deliberation by the advisory committee were completed on March 29, 1973. Their report was submitted to the Central Point Planning Commission for input into this comprehensive plan.

It was the culmination of these two preliminary phases which provided the framework for the recommendations found in the comprehensive plan.

The comprehensive plan consists of four basic elements. All are closely inter-related so that change or alteration of any one will have a significant effect on the other three. The four elements are:

GOALS AND POLICIES - These statements provide the guidelines and standards by which the plan is developed. They also state what is to be expected and attained by the planning process.

LAND USE ELEMENT - The land use element represents the general pattern of residential, commercial, industrial, and open space lands. It identifies with existing and anticipated land uses now and in the future by designation of the amount, type and standard of land use.

COMMUNITY FACILITIES ELEMENT - The community facilities element expresses the location and need for public necessities such as school, public buildings, water facilities and sewer facilities.

TRANSPORTATION ELEMENT - The transportation element considers provisions for street and road standards and improvements.

HOUSING ELEMENT - The housing element identifies housing concerns within the city and provides guidelines for resolution of these problems.

The success of the comprehensive plan in the community is dependent on its implementation. The amount of local citizen support for the planning function plays a role of importance equal to administrative and regulatory procedures.

CHAPTER II

SUMMARY OF THE BACKGROUND ANALYSIS

The compiling of a backlog of research information is an essential operation during early development of a comprehensive plan. Many studies previously done have aided in this process while others had to be undertaken for use by the city in putting together the plan. As expected, research analysis can be a very lengthy part of the planning study. Since limited financial funds were available to the planning function, the amount and depth of the research data gathered had to be kept in proper perspective with the nature of the comprehensive plan itself.

The emphasis of background material data gathered concerns itself with three basic areas - land use, population and economy, and public facilities. Additionally, the very nature of the recommendations found in the comprehensive plan indicate that more specific and detailed studies will need to be given consideration.

LAND USE AND PHYSICAL BASE STUDY

It is essential that the location and intensity of land uses in the planning area be documented. These, along with physical features of the area are heavily influencing factors of the future growth pattern.

The area considered for study with these two concerns in mind covered 3,953 acres of land in and around the city of Central Point.

Maps and charts on the area's physical base were prepared for analysis by the planning commission and citizens advisory committee during the preliminary phases of the comprehensive plan. These include:

Soil Profile Map and Chart - Indicating soil adaptability for drainage, load bearing qualities, septic tank filter fields, agricultural use and shrink-swell potential. This study also indicates slope, watertable, floodplain areas and to a limited extent subsurface geology.

Land Use Map and Statistical Analysis - This map and statistical information sheet indicates the amount and type of each of the different land uses in both the urban and rural areas.

These two studies are representative of the specific research done within the planning area. Other physical data given consideration such as climatic conditions, and general geology was already available for the region.

The bibliography and composite of other factual data on the land use study can be found in supporting document being published concurrently with this plan.

Summarized statements concerning the physical data are:

Soil capabilities surrounding Central Point place severe limits on suburban development. The present combination of septic tank discharge and irrigation waste water is a proven hazard in the area. The ability of the soils in this sector to support this mixture of residential and agriculture uses is negative. Provisions will need to be made for sewer and water facilities as well as a physical separation between residential and agricultural uses.

The behavior pattern of each soil type for building structures, road beds, and surface water drainage will place constraints on development and construction costs.

The present suburban sprawl pattern, its mixture with the agriculture community, the existing health hazards due to excessive waste water contamination and in general the incompatibility on one use with the other will be difficult to remedy.

The general breakdown of land use within the planning area indicates 44 percent of the land area as developed in an urban or suburban use while 56 percent is largely agriculture or open.

The land use statistics point out a definite growth pattern for both the urban city and rural areas. Central Point has built up primarily as a residential community. The developed area within the city is 49 percent residential, 27 percent in streets and roads, 12 percent as schools, 5 percent in miscellaneous uses with only 7 percent in the commercial and industrial categories.

The surrounding landscape still largely remains rural in characteristic. Quite evident, however is the suburban-urban density pattern which consumes 694 acres of land area within the suburban fringe. The pattern of development in the fringe area is sporadic

and inconsistent, lots sizes range from 1/4 to 5 acres, lots are often narrow and deep and nearly always intermingled with agricultural pursuits.

The heaviest climatic constraint which is regional in nature is the temperature inversion factor. The Central Point area like the region will need to be ever aware of the air pollution effect continued urbanization will bring.

The information outlined in many of the studies on land use and physical environment in the Central Point sector stress the negative approach to land planning, "What you should not do or what the adverse impacts will be if you do." This seems to be the well accepted and useful method for dealing with our problems and should not be criticized. However, there is a positive side to the land use and physical environment study. The key to dealing with these problems lies in the comprehensive plan and its sound positive approach to seeking solutions rather than lingering on problems themselves.

POPULATION AND ECONOMY

Characteristics on existing and anticipated population growth and economy of the planning area are essential items for the comprehensive plan.

Both population and economic trends can become complex and difficult to project when the attempt is to relate to a limited sector such as the Central Point Planning Area.

The data gathered on population and economy can not always be considered as conclusive. This is particularly true of the areas economy. Changes in the state and national picture will be the heaviest long-term influence on the area, over which this plan

will have no control. As the study evolved it became quite evident that these trends in population and economy were best studied and documented on a regional level, which was beyond the limits of this particular planning program. Much of the data gathered for the Central Point area deals mainly with local population distribution and economic concern while projections on the future population and economic growth resulted from analysis of existing regional studies.

A summary of the population and economic analysis is provided as follows:

The present population distribution in the planning area indicates an urban city population as of July 1, 1972 at 4,390, while the suburban fringe population is 1,766.

The major surge of area growth has taken place from 1960 to present day. The city population in 1960 was 2,289 and increased 2,101 over the twelve year period. Data available on the 1960 suburban population is somewhat limited, however, building activity records show that very little of the city increase for that time period can be attributed to annexation of previously built up areas.

Population Characteristics

TABLE II - I

	<u>Central Point</u>	<u>Jackson County</u>	<u>Percent Of County</u>
1940	906	36,213	2.5
1950	1,667	58,510	2.8
1960	2,289	73,962	3.1
1970	4,004	94,533	4.2

Population Increase 1960-70 Central Point
 Population 1960 - 2,289
 Population 1970 - 4,004
 Increase 1960-70 - 1,715
 Natural Increase (birth minus deaths) - 367
 Increase Due to Annexation - 84
 Increase Resulting From In-Migration - 1,264

Percent of Total Increase - 74.9
 Percent of Natural Increase - 21.3
 Percent of In-Migration - 73.7

Several population projections have been done at different time intervals for Jackson County. These projections for the year 1985 range from 122,000 to 198,300. All three of the high projections were done based on 1960 data and missed the 1970 actual population in a range from 10,000 to 20,000 plus.

For purposes of this planning study the three most recent population projections were considered to contain the most recent and accurate data. Calculations based on this information provided a basis for the projections used in the comprehensive plan.

POPULATION PROJECTIONS

	<u>Jackson County</u>	<u>Central Point</u>
1975	109,769	4,939
1980	125,884	6,545
1985	142,000	8,094

GENERAL ECONOMIC CHARACTERISTICS

TABLE II - 2

Income Levels For Central Point 1970

<u>Income</u>	<u>Families</u>	<u>% of Total</u>
Less than \$1,000	42	3.6
\$1,000 to \$3,000	55	5.2
\$3,000 to \$5,000	63	6.0
\$5,000 to \$7,000	148	13.9
\$7,000 to \$9,000	262	24.7
\$9,000 to \$10,000	103	9.7
\$10,000 to \$12,000	178	16.8
\$12,000 to \$15,000	134	12.7
\$15,000 and over	<u>78</u>	<u>7.4</u>
Total	1,063	100.0

Per capita income of persons in Oregon in 1970 ----- \$3,163
 Per capita income of persons in Jackson County in 1970 -- \$2,884
 Per capita income of persons in Central Point in 1970 --- \$2,597

Median income in Central Point in 1970 ----- \$8,740
 Percent of population less than poverty level ----- 7.8

TABLE II - 3

EMPLOYMENT CHARACTERISTICS FOR CENTRAL POINT - 1970

	<u>Male</u>	<u>Female</u>	<u>Total</u>
16 years & older	1,259	1,424	2,683
Labor Force	1,019	496	1,515
Percent of Total	81.7	34.8	56.4
Civilian Labor Force	1,010	496	1,506
Employed	926	432	1,358
Unemployed	84	64	148
% Unemployed	8.3	12.9	9.8
Not in Labor Force	229	928	1,157
Under 65 years	130	718	848
Over 65 years	99	210	309

The unemployment rate for Central Point in 1970 was 9.8% of the labor force compared to 8.8% for Jackson County and 7.0% for the state. The April 1973 figures for Jackson County are 6.7% while the state has a 5.2% unemployment ratio, figures for Central Point in April of 1973 are assumed to be similar to the county.

The lack of diversification in employment opportunities is evident in both Central Point and Jackson County. Two highly seasonal and fluctuating industries, lumber-logging and construction, account annually for nearly 50% of the unemployment in the area.

EMPLOYMENT PROJECTIONS - JACKSON COUNTY - 1970-1985

The following employment projections were developed for the entire county area during 1972 and are used as a comparison with Central Point local employment opportunities:

TABLE II - 4

Jackson County Employment Projections

	<u>1970</u>	<u>1985</u>
Agriculture	3,300	2,800
Self-employed, Family & Domestic	5,410	7,500
Total Manufacturing	5,920	6,900
Timber & Forest Products	4,480	5,000
All Other Manufacturing	1,440	1,900
Total Non-Manufacturing	22,430	35,300
Construction	840	1,300
Transportation, Communications, & Utilities	1,780	2,000
Wholesale & Retail	7,050	10,600
Finance, Insurance & Real Estate	1,480	2,900
Services & Miscellaneous	4,590	7,800
Government	<u>6,690</u>	<u>10,700</u>
Total Employment	37,060	52,500

The economic and employment outlook for the area appears to be bright. The above table indicates a more diverse range of local employment opportunities particularly in the service, wholesale and retail and government sectors. This changing trend, evident for sometime points directly at the Bear Creek Valley as becoming the regional trade center.

Central Point does not have within the present city limits a wide-range of employment incentives. The proximity of the city to the larger industrial and commercial labor markets in White City or Medford makes it desirable for many people to work elsewhere but reside within Central Point. An analysis of the occupation types of the citizens in the city clearly indicated this to be the case.

If this trend continues, the city's fastest growing economic area will be in the retail and service sector.

Further evidence is the recent boom in residential construction in the city. From January 1, 1973 to May 1, 1973, 82 building permits have been issued. While providing for some local contract construction employment there is no evidence that there is any relationship at all between this residential boom and economic or employment opportunities within the city itself.

This problem of becoming strictly a residential community is the greatest localized economic factor facing the city. To offset this trend it would be desirable for the city to expand and diversify its industrial and commercial base in a more proper perspective with its residential growth.

COMMUNITY FACILITIES STUDY

An inventory of existing community facilities, their present function and location were documented on overlay maps. Though not displayed in this report the series of mapping indicates location of the following - existing water and sewer systems, governmental unit boundaries such as school districts, water districts, etc., and public ownerships. Recently completed for the region are studies on parks and recreation, fire protection, law enforcement, sewer and water, housing and transportation. An analysis of many of these existing reports along with their engineering proposals provided the basis for the recommendations made in the plan.

Reports on community service facilities in many of these studies were done prior to the city's involvement in comprehensive planning.

Some of the proposals have been altered slightly to conform more closely with the city's policy on land use. Further information on community facilities can be found in the supplemental background report and latter chapters of this plan.

CHAPTER 3

PLANNING CONCEPTS

After study on the physical and other research data for the Central Point Area a framework was established on the general layout of the plan.

These concepts though broad in scale were necessary in order to keep the comprehensive plan within its limitations.

Three basic living areas or environments were determined in the study area, urban, suburban, and rural. The proximity of the suburban and rural to the urban area would place the former two as being under the realm of urban influence (less than one mile in all cases). It then was determined that a time framework should be established at 1985 with general considerations for continuations beyond that time period.

Each of these three environments presented a different situation in developing the comprehensive plan. The broad concepts or framework used in the plan for each of the three is outlined.

URBAN AREA

The present urban area of Central Point contains 875 acres of the land area and supports the highest density of population. Review of the land use information indicates that not all of the urban lands are fully developed to the maximum benefit. The basic concept used in the development of the plan for this sector was to seek improvement of the existing urban environment while planning for logical expansion of urban uses consistent with the needs created by growth and development of the city.

SUBURBAN AREA

The present suburban use pattern around Central Point is not uniform. It does not completely surround the urban area, nor does it always form a logical expansion of the urban area. Open space or lightly developed density patterns are seen intermingled with small pockets of urban density uses. The area is capable of supporting a considerable population increase, however, due to the vast land area involved it does not seem feasible the city could provide the full-range of services to the total suburban environment. Some lands within this sector are presently served by domestic water systems and could easily be served with the total range of necessary services, others are in immediate proximity to existing services. These areas formed the pattern for priorities in expanding the urban environment. The city will basically have little control over expansion of the present suburban uses as such. The majority of this land area is in the county and is expected to remain there for some time. The density of development in the suburban lands will be limited by the poor soil conditions for septic tanks. It is possible that sewer can be provided through other public agencies to many of these areas and an increase in density will result.

The comprehensive plan had to consider these facts in planning city growth in the suburban fringe. Represented on the comprehensive plan is the extension of existing urban growth patterns into this suburban fringe.

RURAL AREA

The rural lands in the planning area largely represent a well-defined agricultural pattern. Majority of these are found north and northwest of the city. Across Interstate 5 east of Central Point and Bear Creek is a one-half mile wide strip of rural-agricultural uses that separates the urban city from a suburban - semi urban environment.

The general concept of the plan in dealing with the rural and agricultural community is one which indicates these areas should hold their present status through the planning period. More detailed analysis and policies on the rural environment are found in the latter pages of the planning document.

CHAPTER 4

GOALS, OBJECTIVES AND POLICIES

The conventional method of indicating what the city's planning goals and objectives are, is somewhat altered in this Comprehensive Plan. Each of the three elements land use, transportation, and housing has within its individual framework the goals and policies element.

Just as goals and policy statements are used in developing the comprehensive plan, they continue to function as the core for implementation of the plan. These statements are intended to develop a consistency to the decision making process involved in short term and long-range planning. The comprehensive plan maps in themselves are considered city policy. However, further and more specific recommendations are needed to clarify the intent of the map and its use categories and handle those planning determinations that cannot be logically explained in map form.

During the early phase of the comprehensive plan the citizens advisory committee indicated in their report what principle objectives should be offered by the plan. These are not goals for the plan but rather directives on what the plan should offer to the community in order to be successful.

When turned around in the form of a question these general statements ask for very important answers expected from the comprehensive plan.

Does and will the comprehensive plan reflect the following:

- *an orderly and reasonable expansion of the Central Point Urbanizing Area?*

- does the plan encourage the enhancement of private property values by indicating a compatible arrangement of land uses?
- does the plan provide a flexibility of residential living areas and housing types to meet the needs of a growing population?
- does the plan provide to the community the convenience of adequate shopping areas, improved transportation pattern and an increase in localized employment opportunities?
- does the plan indicate the most logical and economical expansion of community services and facilities?
- does the plan provide for an adequate system of park and recreational areas in the community?

The remaining chapters and comprehensive plan maps are intended to answer those objectives. Though these statements are general in characteristic the citizenry of the Central Point area needs to be fully conscious that the comprehensive plan and actions thereof fall within the above framework.

CHAPTER 5

LAND USE ELEMENT

The land use element for the City of Central Point Comprehensive Plan indicates in general terms the projected use of the land area in and around the present city. Proposed uses are outlined on the comprehensive plan map and the recommendations and policies on land use are found in this text.

Shown on the comprehensive plan map are ten categories of land use in the Central Point area. The three basic living environment areas urban; suburban, and rural together with the planning concept statements previously used will need to be considered as each individual category is discussed.

RESIDENTIAL

Three very basic residential use classifications are indicated on the comprehensive plan map as high, medium and low density. These are usually representative of the expansion of an existing use or growth pattern.

General considerations or objectives on residential growth were established which apply to all three categories.

General Policies for Development

The residential development of the area should follow an orderly pattern, leapfrog or sporadic development is discouraged.

Building and construction in or near natural drainage areas or areas of seasonal flooding should not be allowed. Setbacks for residential use along Bear Creek, Griffin Creek and Jackson Creek should be established prior to allowing residential uses in these areas.

Further encroachment of industrial and commercial uses within the residential patterns shall not be permitted in order to protect both property values and livability of the area.

The use of new technical and engineering concepts which make better use of the land for residential development shall be encouraged if they fall within the framework of the development policies for each area.

All residential uses will be required to make provisions for off-street parking consistent with the needs of the development.

New developments should be designed so that individual units are not required to have immediate vehicular access to major arterial roadways.

Newly developed areas should make provisions for street extensions to adjunct undeveloped properties. Street or access design in all new developments should be ample for emergency vehicular movement.

Mobile home parks will be required to adhere to the density of the area in which planned.

HIGH DENSITY USES

Three areas are planned for high density residential purposes. The one area immediately north of the central city is nearly fully developed, however contains a high percentage of older single family units. A gradual trend towards multiple family units has been evident for some time. The area south of the central city has developed in the same pattern, with one exception. The exception being an area indicated east of Hopkins Road. This area still

largely undeveloped is deemed suitable as an extension of the present high density pattern, particularly the newly designed concepts in planned high density residential living.

The third area running south from West Pine Street on the west side of the city, differs somewhat from the other two. It contains many single family residences and newly developed low level apartment complexes. This area is also adjunct to industrial properties, not a desired situation but one which is difficult to remedy. Rather than seek a physical separation between these two uses it was thought that careful site and design planning, landscaping and screening would be a much preferred method of lessening the conflict.

When served with all necessary public services the high density areas are programmed to provide a living environment from eight to twenty dwelling units per acre. This represents a considerable increase over the present density. It is very doubtful, however, that the high density areas would ever achieve this ultimate density. A more reasonable approach would be one that recognizes this need and trend in high density multiple family living and provides areas within the community where they can be slowly intermingled with the least amount of conflict. Often it is useful to know what this ultimate capacity could or would be if used to the maximum benefit. The figure for the three high density areas shown on the plan is found on the Table V - I.

Policies for Development

High density areas shall be served by both public water and sewer facilities before development. Provisions for the following shall also be made: paved streets and curbs, adequate street lighting, storm drainage, and underground utilities.

High density areas are to be located in proximity to major or secondary arterial routes.

High density areas shall be adjunct or in reasonable proximity to the central business district.

No buildings or complexes should rise to a level higher than that required of a normal three story building.

All new development in which two units or more are planned shall submit site and design plans in addition to those required under the application for a city building permit.

MEDIUM DENSITY USES

A considerable area surrounding the central city has been designated as medium density. This category represents the majority of existing newly developed areas in the city and the programmed extension of these areas into the suburban fringe.

Four areas are indicated on the comprehensive plan. Three of the areas are similar in nature, containing newly developed subdivisions, some scattered suburban housing and a portion of undeveloped lands. All three also presently have urban services provided to a portion of the area, however some major improvements to these existing facilities will be required before extensions can be made.

The fourth and smallest area east of city is undeveloped. For some time period this particular area has been considered for park and recreation usage, this plan still provides for park use in that area, however at a toned down scale. (see section on parks and open space for descriptive on this new concept). Sewer interceptor lines are presently located on these properties, water however does present some problem presently. However, this could be solved in the near future. A new water trunk line is shown on the community facilities plan to serve the present north end of the city and would

be able to service this area at the same time.

Policies for Development

The majority of the medium density area shall be considered as desirable only for single family residences. Multiple family units or condominium living shall be allowed only under planned unit development procedures.

All newly developed areas in the medium density category shall be provided with the following community services or provisions made for these services to be installed concurrently with development - public water and sewer systems, paved streets and curbs, street lighting and storm drains (unless surface drainage is proved adequate) and underground utilities.

All previous developed medium density areas without the above services should be brought up to the same standard.

Medium density areas shall be developed only in close proximity to primary collector streets and arterials.

Extension of the medium density area into undeveloped or rural lands should not be considered until the maximum benefit is obtained from those areas presently indicated.

For purposes of the comprehensive plan medium density means one to eight dwelling units per acre. The desired density however ranges from four to eight dwelling units per acre.

TABLE V - I

DENSITY FACTORS - HIGH & MEDIUM
DENSITY RESIDENTIAL AREAS

<u>Area</u>	<u>Acres</u> ¹⁾	<u>Existing Population</u>	<u>Estimated Population 1985</u>	<u>Total Holding Capacity</u>
North City High Density Area	69	787	1,100	2,650
South City High Density Area	160	982	1,450	6,144
Westside Medium Density Area	469	944	1,900	9,004
Southeast Medium Density Area	395	803	1,825	7,584
Northside Medium Density Area	299	646	1,475	5,741
Eastside Freeway Medium Density Area	<u>70</u> ²⁾	<u>-0-</u>	<u>350</u>	<u>1,344</u>
Total	1,462	4,162 ³⁾	8,100	23,463

1) Represents buildable area only. Streets deducted or 20% factor applied to undeveloped areas.

2) Floodplain and pond areas deducted.

3) Does include existing populations within other plan categories in the city.

LOW DENSITY USES

On the plan map two areas are indicated for low density residential use. This represents a continuation of the already existing density for these areas. It is clearly evident that both these sectors are presently under county planning jurisdiction, it is not beyond the realm of possibility that they could become part of the city or at least the suburban fringe of the city. The policies developed for the area differ in intent from those of the other two residential categories. Both high and medium density areas are a definite urban environment. Low density may not necessarily be a true urban use especially when many of the land owners are seeking to protect their present suburban environment. The cost of providing city services to low density areas is considerably more expensive. This then becomes a decision for Central Point planners when faced with possible annexation of the low density area. Does low density usage as programmed represent a desired urban density? It is a definite problem to take one-half acre to five acre parcels that are often long and narrow and correct to coincide with urban patterns. This problem is somewhat evident in the medium density areas but can be more closely controlled than in the outlying sectors.

Policies for Development

Density of the area should remain as low as possible until both water and sewer facilities can be provided.

Parcel platting should avoid long narrow lots or parcels that cannot fully be utilized for low density residences.

Subdivision and street design should give full consideration to conforming to those previously approved within the urban area.

Provisions should be made to protect this living environment; low density areas cannot be considered the next step for medium density. A definite lot minimum should be adhered to. Recommended standards are, with public water and sewer 15,000 square feet, with water only: one acre, with sewer only: one-half acre, without these services: two and one-half acres.

PLANNED RESIDENTIAL USES

Not indicated on the plan map, but considered a highly desirable method for development is the planned unit. Large housing and subdivision development of this type often are of a higher standard than the normal development. Both the public and private interests tend to benefit from this kind of planning. The developer can offer to the prospective buyer an improved living environment while the community benefits from the high standard of development.

Policies for Development

The density of planned unit development should adhere to the guidelines for density of the area in which programmed.

All subdivisions that would eventually comprise a neighborhood of ten acres or more should be encouraged to develop as planned unit developments whereby a standard of at least 10 percent of the land is developed as park area.

Besides the density factor planned unit developments should develop within the framework of guidelines previously established in each residential category.

Standards should be established to seek assurance that the common areas, open space, or park land within each planned unit development is properly maintained without being a burden to the community.

Though not generally considered a planned unit development mobile home parks should be treated as a form of planned residential living. The following general standards should be developed by the city:

- 1) A separate mobile home park ordinance.*
- 2) Provisions for common areas and open space within all mobile home parks.*
- 3) Adequate streets, lighting, landscaping, storm drainage, sewer and water and underground utilities.*

COMMERCIAL

Three commercial types or uses are shown on the plan map: general, tourist and local. These uses are intended to offer every range of commercial activity needed in the community. They are located and shown in relative size to their function. Policy guidelines to encourage a compatible arrangement of commercial land use in the community have been developed to complement the map.

GENERAL COMMERCIAL

The general commercial area outlined on the map includes the present central business district of Central Point and the recommended expansion thereof. This category offers the widest range and diversity of uses in any of the commercial designations. With the exception of some limited interchange commercial this area contains nearly all of the presently developed commercial land in the city.

The general commercial or central business district should be the center of the community, its growth should be directly related to the local population increase. The situation differs, however, in Central Point, first a few facts on the present area must be understood. The normal average for commercial development is five acres per thousand population, considering the urban and suburban population Central Point should have nearly 35 acres of

commercial development. The present business district contains fifteen acres of commercial or a ratio of 2.5 acres per thousand. Proximity to the wide variety and larger retail outlets in Medford have had a very definite impact on Central Point's commercial growth. As the regional and local population increase the convenience of traveling throughout the valley to shop will lessen. It would appear that at this future date commercial growth provided for convenience of the local area will definitely tend to increase.

Policies and Development

The present central business district should be upheld and not allowed to deteriorate by allowing similar growth elsewhere in the city.

Extension of the general commercial area into adjunct residential lands shall be discouraged.

Business utilizing large land areas for outdoor display or storage purposes such as automotive sales or building materials should locate on the fringe of the central business district. The central city area will be encouraged to develop in those retail and service outlets contained within enclosed buildings.

Commercial uses shall provide adequate off-street parking in accordance with the location and demand.

A committee composed of business operators and landowners in the general commercial area should be formed to set standards for improving the general environment of the central business district.

TOURIST COMMERCIAL

Tourist or interchange commercial is indicated on the plan map at the Head Road Interchange. While the other commercial uses

are more directly related to local growth, tourist oriented commercial is not. Population increases and leisure-time activities of the metropolitan centers north and south of Jackson County are the greatest influence on this commercial activity.

The large majority of land indicated for tourist commercial does not presently have water or sewer facilities. It is also lightly developed in comparison to many interchanges along Interstate Five.

Policies for Development

Tourist commercial uses should be separated and contained within pre-designated areas. A mixture of general and tourist commercial uses should be avoided.

A full range of urban services should be provided to tourist commercial areas prior to development.

Development of Head Road Interchange should be planned to coincide with the planned road improvements in the area.

A shopping center complex containing a variety of commercial uses could be considered for the Head Road Interchange only as a planned commercial unit. Impact of this use on the central business district will need to be given careful consideration.

LOCAL COMMERCIAL

Local commercial uses are intended to serve as a convenience to residential neighborhoods. No actual sites are shown on the plan map. Generalized locations were picked based on the size of the future residential populations. Local commercial uses are envisioned as locating somewhere in proximity to these neighborhoods.

Policies for Development

Local commercial uses should locate at intersections or on roads of collector status or larger.

Local commercial areas should not exceed two acres in size.

Businesses shall be limited to retail sales of services and goods. More intensive commercial uses or outdoor display yards are not considered as local commercial.

Local commercial uses should not be allowed within one-half mile of each other or to other commercial designations.

Site and design plans should be required for all local commercial uses to assure the following:

- 1) Sufficient off-street parking is provided*
- 2) Design is compatible to adjunct residences*
- 3) That adequate screening or landscape is considered*

PLANNED COMMERCIAL DEVELOPMENT

While not a plan category general standards should be established for provisions of the commercial planned unit development. In general terms most development of this type is usually considered of shopping center magnitude.

Policies for Development

Planned commercial development should locate only on or adjunct to major arterial routes.

Site and design plans shall be required of all planned commercial development to assure the following:

- 1) Compatibility to adjunct surroundings*
- 2) Adequate off-street parking and interim traffic flows*
- 3) Adequate and safe access points*
- 4) Sufficient landscaping and screening*

DESIGN CONCEPTS

The foregoing section of the text stressed policies for development of the commercial areas in general terms. Unfortunately commercial uses often lack the design criteria for development found in residential areas. Certain guidelines or criteria have been outlined to aid in developing an adequately planned commercial area.

Appearance and Design

Clean well kept shopping areas benefit both the community and businessman. Cluttered outdoor storage, poorly maintained buildings and uncontrolled use of signs is unsightly and tends to distract from business. It is important that to the overall environment of the community that its business sector be a visual

asset. Business communities that are designed to group several similar shopping functions in one location serve both the shopper and merchants more efficiently.

While the comprehensive plan is not a regulatory measure as such it can recommend that the area merchants and city officials be conscious of the importance of a properly appearing business sector and that regulatory steps be taken if necessary to see it is maintained in this manner.

Landscaping

Landscaping is one method for establishing attractive commercial areas. It should be used to improve existing conditions as well as in newly developed areas.

Pedestrian Traffic

Each commercial area will need to consider provisions for handling its foot traffic. An efficient and safe flow of pedestrian traffic is essential not only along or across public streets, but also to and from off-street parking facilities.

Circulation

Just as adequate roadways to and from the commercial uses are necessary so is efficient internal circulation. Three types of traffic are found utilizing the arterial routes in the commercial areas, those who intend to stop in the area, traffic passing on to locations elsewhere and truck or service vehicles. Each intent should be separated to eliminate congestion and hazard. Service vehicle traffic should load and unload at facilities not fronting on the major traffic routes. Service truck routes would be desirable however are not often feasible. Turn lanes should be

established for proper internal traffic flow. Curb parking slows both through and internal traffic and is not desirable in many locations. A gradual trend to more off-street parking should be made.

INDUSTRIAL

The industrial patterns to accommodate both the existing and potential industrial areas are indicated on the plan map. Industrial uses can be an asset to the community if planned and located properly, if not they can cause a wide range of problems.

Industrial growth has not been a rapid process in Central Point and as a result residential uses have encroached on prime industrial sites. A physical separation between these two uses is not longer feasible in many locations. The city on the other hand cannot afford to allow its remaining industrial base to be squeezed out.

Due to this existing situation increased heavy industrial usage was not considered as being compatible to the community. However, limited or light industrial growth could be accommodated by the city, provided action is taken now at projecting these remaining industrial sites.

Policies for Development

Industrial areas are to be located adjacent to major transportation routes. Industrial oriented traffic through residential areas should be avoided.

Industry which is compatible to the community such as, enclosed manufacturing and fabrication plants, warehousing, and similar uses should be encouraged to locate in the city. Industrial uses

which produce excessive noise, odor or large amounts of waste water or contaminants should be discouraged.

To lessen the conflict between adjoining residential and industrial lands, both uses should consider provisions for adequate screening, fencing or landscaping.

Planned unit industrial parks or nodes would be a desired method for new industrial development provided they fit within the framework of the comprehensive plan.

Street standards specifically for industrial areas should be established. Improved portions of the street should be wider in industrial areas to accommodate truck traffic.

All industrial sites should be provided with public water and sewer prior to development. Provisions for storm drainage, adequate off-street employee parking, and proximity to major gas and electric transmission lines should also be considered.

Adequate fire protection is a necessity at industrial locations. Water lines and hydrant locations should be able to provide sufficient protection.

Provisions for off-street loading and unloading of service or delivery trucks should be required at industrial locations.

AGRICULTURE AND RURAL

The largest category of present land use in the Central Point planning area falls within the agricultural or rural classification. On the plan map these areas are not defined as a unit or enclosed land use as is the case with urban and suburban categories. The line

designated on the map is best described as the general limit of expansion of the urban and suburban environments as far as the time period of this plan is concerned.

Any area which is largely open in characteristic is subject to rapid change. High land values, taxes or changing marketing conditions for farm products can and will force many rural landowners to seek a higher use of their land. Due to the poor soil conditions for septic tanks in these areas many landowners will be requesting the use of city services to aid in development of their area. This pattern of development would be similar to the past growth trends throughout the valley. Results of this past sprawl pattern are obvious particularly to those rural landowners being taxed at potential urban rates or facing the high cost paying for urban services to rural size lots. Expansion of urban services into largely undeveloped areas prior to fulfilling commitments in the urban and suburban environments should be avoided by the city. The agricultural and rural pattern to the north and northwest of the city appears to be in fairly stable land use condition. The intermingling of residential pockets has developed in the past. However, large parcels still prevail and intensive agricultural pursuits are evident.

Those rural and agricultural lands east of the city offer a different situation. The encroachment of these lands by urban and suburban uses has been from the Table Rock Road west towards the city. This present greenbelt affords a nice buffer for the urban uses in the city. However, Central Point must be concerned with the sporadic and unregulated development that could take place in this area. Definite problems for future city planning could result in this area unless an arrangement for coordinated growth between city and county planners can be resolved.

It should be apparent that several alternatives are facing the city on the depth and scope of involvement in recreational programming. This comprehensive plan deals mainly with proposals for park sites and general development policies. A list of suggested considerations for establishing a uniform recreation system is also included.

Policies for Development

The city shall seek to achieve a standard of park development of at least five acres per thousand population.

Neighborhood parks or play areas should be considered throughout the community. Newly developed areas should make provisions for parks prior to development.

The use of landscaping techniques and design in the commercial and industrial areas, around public buildings and along major streets should be encouraged by both public and private interests. Properly maintained yards and vacant lots can give the city an open space characteristic whereby the lack of public open space does not become as noticeable. The responsibility of maintaining an attractive community is in the public interest and each citizen is encouraged to do their part at holding down public maintenance costs.

INVENTORY OR EXISTING AND PROPOSED PARKS

1. Central Point City Park

A 1.86 acre existing city owned park located near the Central City. Functions as a neighborhood play area as well as a community park for various civic activities. Construction of a new comfort station is a recommended priority.

2. Richardson School Park

A 3.89 parcel of city owned property adjacent to Richardson School. Developed as a landscaped open area to coincide with the school grounds. No improvements or extensions are recommended.

3. School Areas

Not officially designated as a park, the landscaped areas, playgrounds and athletic fields of the school system comprise some 35 acres of public open space in the city. Several alternatives could be considered for intergrating these areas and facilities into a community park and recreation program. Some suggestions include: supervised summer recreation programs, civic events and group picnics, individual picnic areas, establishment of field houses at the junior or senior high for both summer and winter indoor and outdoor activities.

4. Bear Creek Park and Greenway

This proposed park and greenway lies east of Interstate Five and along Bear Creek. The plan indicates a greenway or open strip running along the flood plain of Bear Creek with a developed park of approximately 40 acres south of Upton Road. As mentioned in earlier sections of this report, the concept provided in the Central Point Comprehensive Plan is considerably different than recently completed Bear Creek Greenway Feasibility Study. Because of the obvious difference in opinions on use of these parcels of land, it appears proper that a few basic findings of this plan should be outlined.

1) The Bear Creek Greenway feasibility study represents an implementation proposal on a park concept that has been studied for over 15 years regarding the property east of the city, on which

little or no action has been actually undertaken.

2) A statement on page two of the report and general assumptions throughout indicate that this property is available for public acquisition. The fact is quite the opposite. It may not be available nor will public funding be enough economic incentive for the private landowner.

3) No considerations were given for alternative uses in the Greenway Study should lands not be economically available.

4) That basically is what this plan represents, an alternative use to the original concept of the 165 acre park.

INVOLVEMENT CONCEPTS

Whenever a community begins to become more involved in public programs like parks and recreation certain impacts result. A list of general needs not presently included within the framework of the city government should be considered at different time intervals in the future.

- *Formation of City Parks and Recreation Commission*
- *A separate parks and recreation budget*
- *Formation within the city framework of a parks department for both maintenance and administration*

PUBLIC

This category includes existing and proposed lands used for public service functions. Schools, public shops and yards and public offices fall within the classification. On the land use plan map only the large site public functions are indicated, the small site public uses such as city offices, fire stations and post offices are found on the community facilities map.

USE ALTERNATIVES

City policy on alternative uses for three areas are included on the plan map. Each of these areas is described in the following text.

Limited Industrial - In the rural-agricultural area north of the city a projected industrial pattern is indicated. In looking at the plan map it can easily be seen that the cities industrial classification has few choices for expansion. These agriculture-rural lands are not in present demand for industrial growth, however should residential uses be allowed to encroach into this area the cities industrial expansion could be landlocked.

Therefore, it is recommended to the county planning commission that this alternative use be considered prior to any change in the area from its present status. The policies of development in the limited industrial section of this text would apply.

Tourist Commercial - On the map a use alternative for tourist commercial is shown for the Seven Oaks Interchange. This is the preferred direction development should take when the agriculture-rural status is considered for change. The policies for development in this text for tourist commercial would apply.

Low Density - A considerable land area north of the city, presently indicated at agriculture-rural. Should change or growth trends begin to shape in this area, low-density residential use and policies of this text should be considered.

Since the agriculture and rural areas were not considered for urban uses at this stage of the comprehensive plan, the above text and its descriptive statements are representative of general city policy covering these areas.

PARKS AND OPEN SPACE

Park and recreation facilities would normally be considered as part of the Community Facilities Element and included in that forthcoming chapter. The amount of detail on the Communities Facilities Map prohibited a clear understanding of park locations and therefore they have been included in the land use map and narrative.

An adequate system of parks and open space recreational opportunities is an important phase of community development. It is the responsibility of local government to see that a well planned recreational system is provided.

Park and recreation use can take several directions in a community the size of Central Point. It could mean providing for picnic or play areas, landscaped areas for scenic value or other uses such as indoor recreational centers for swimming or other activities, or perhaps recreational programs like city league basketball or summer youth activities. The larger a community grows the more diverse the demands will be for recreational activities.

A park and recreational system can be a definite asset to the community. It can improve both the livability and social atmosphere of the area. On the other side they can also be expensive. Parks and open space are often taken for granted as land use that will always be available, this is no longer the case in a growing community. It will take both public support and money to provide and maintain a park and open space recreational system within the city.

CHAPTER 6

COMMUNITY FACILITIES ELEMENT

Planning for an adequate system of the public services and utilities to coincide with projected growth is an essential part of the comprehensive plan. Included in this chapter are discussions on water and sewer, schools, public buildings and services and solid waste. Parks and recreation also an essential community facility was discussed in Chapter 5 of this text.

SCHOOLS

Nearly 95% of the land area covered by the comprehensive plan is within Central Point School District #6; the remaining portions being in Medford School District #549C. The information and statements contained in the text are mainly involved around School District #6.

Schools presently serving the city of Central Point:

<u>Name</u>	<u>Grade</u>	<u>1972-73 Enrollment</u>
Jewett Elementary	1-6	405
Richardson Elementary	1-6	452
Central Point Elementary	1-6	445
Scenic Junior High	7-9	944
Crater Senior High	10-12	863

These school enrollment figures are not solely reflective of the city student populations. The three elementary schools also draw students from the suburban and rural fringes of the area, while the junior and senior high schools serve the entire 250 square mile district.

It is anticipated the greatest increase in population densities will occur in the immediate Central Point area. However, with the district covering such a vast land area increases in rural populations will be a heavily influencing factor on school needs. This plan concerns itself only with broad objectives in local site planning. Included on the community facilities plan map are existing school sites and properties.

Policies for Development

Future school sites should not be planned or located in existing or potential commercial or industrial areas.

School sites should be located in areas where adequate water and sewer facilities can be provided.

Future school site studies based on the comprehensive plan should begin immediately between the planning commission and School District No. 6 officials.

SOLID WASTE

Increasing population and urbanization will naturally bring along with it an increase in solid waste materials. The area is presently served by a private sanitary agency under a franchise agreement. Residence and businesses served are charged user fees for pick-up or pay a dumping fee at the landfill site. The landfill site presently used is located near Jacksonville approximately six miles south of Central Point. A new and larger site is planned east of White City to replace the Jacksonville site.

Policies for Development

Solid waste disposal is a regional problem. Central Point should work closely with other governmental agencies in seeking an efficient solid waste planning program.

Central Point should support the location and planning of one large centrally located sanitary landfill that would serve the entire north end of the Bear Creek Valley. Provisions should be provided at the site to reclaim all recyclable products.

WATER AND SEWER

In order to properly accommodate growth of the city an adequate system of water and sewer facilities are necessary. Planning for utility systems should be closely coordinated with land use policy.

The land areas on the comprehensive plan were subdivided into five service areas for Central Point: Central City, Southeast, Westside, Northside, and Eastside. Each of the service areas are outlined on the map by the cross-hatching pattern. Those utility lines shown represent both the existing and proposed trunklines for the area.

This study is not a detailed engineering proposal in any fashion nor is it representative of localized improvement or maintenance projects. The service areas mentioned above were picked on the basis of their relationship to projected urbanizing areas and increased population densities. The purpose was to see if each area had within its framework the built-in or proposed capacity to serve the anticipated densities. Each sector is discussed briefly in the following narrative, first however, a summary of the existing systems is outlined.

SUMMARY OF EXISTING WATER SYSTEM

<u>System</u>	<u>Persons Served</u>	<u>Services</u>	<u>Source</u>	<u>Capacity</u> (mg)	<u>Storage</u> (mg)
City of Central Point	4,390	1,210	Medford Water Com.	--	1.0
*Elk City Water Dist.	-	103	" "	--	--
*Midway Water District	-	84	" "	--	--

* These two water districts are located on southern suburban fringe of the city.

Average Daily Demand in City
(mgd) 0.667

Average Daily Consumption
Per Capita (gd) 167

The city is served by a 16" gravity line by the Medford Water Commission. The meter and tie to the Central Point owned system is located at Hopkins and Freeman Roads. Problems with the existing system are mainly caused by inadequate pipe size in certian areas placing limitations on expansion, fire flow and pressure.

SUMMARY OF SEWAGE FACILITIES

Through contractual agreements the cities effluent is intercepted and treated by the Bear Creek Valley Sanitary Authority. Two sanitary authority interceptor lines are adjunct to the city; a 42 inch line to the east and a 36 inch interceptor to the northwest. The treatment plant operated by the city of Medford is located on the Rogue River north of the city. The city owned system, built in 1906 to the present day, consists of 8 inch to 30 inch lines.

SUMMARY OF PROJECTED CITY SERVICE AREAS

1) Central City - The central city service area as indicated on the plan map covers the most highly urbanized sector. This area also serves as the present backbone of the utility system through which most of the other areas are served. The major problem confronting the future of this presently designed system is the growth of the city fringe areas. Continued utilization of the central city system as the framework for continued expansion will be a deterrent to the cities internal growth.

The purpose behind this planning concept is: 1) to keep the system within the central city from being overloaded; 2) to allow for growth within the area without major construction projects; and 3) to see that the most efficient and long-term economical services are provided.

Naturally, there will have to be some internal improvement or maintenance projects in this sector, however, analysis of the remaining service area concepts should indicate how the total area could best be served.

2) Westside - This service area is located on the western fringe of the city, its eastern boundary being the railroad. It is presently served by an 8 inch water and a 12 inch sewer line via the central city.

The following statements are provided to coincide with the map:

- 1) The entire westside area sewerage flow would be separated from the central city system and connected to the BCVSA interceptor as shown. Major city trunk lines to be constructed are indicated.
- 2) Beginning at Rogue Valley Boulevard and Beall Lane a water trunk would be installed as indicated to loop this entire projected growth area.

3) During the interim period before the above construction can be accomplished all expansions of water and sewer facilities should be designed to tie in with the new service area concept.

3) Southeast - The southeast service area indicated on the map is programmed for both high and medium density residential use. Shown on the map are the major service lines existing and proposed.

The BCVSA interceptor on the east edge of the service area as well as the proposed trunk centrally located in the area can serve the entire area. Construction of all lateral lines should be so designed to tie into these systems.

Water service to the area is provided by three agencies: Central Point, Elk City Water District and Midway Water District. Each agency, however, wholesales water from the Medford Water Commission. The existing trunk line along Hopkins Road and the new trunk running south to Beall Lane should be able to supply the areas lateral lines with adequate supply.

4) Northside - This service area is presently served through the central city system. This plan indicates the area being tied into the BCVSA sewerage interceptor as shown. Construction in the future of the proposed city water loop would be able to provide the needed water supply improvements to the sector.

5) Eastside - This sector lies across the freeway from Central Point. The city presently has no service lines in the area, except a sewerage trunk line. The BCVSA interceptor is located so that it can serve the entire area with a minimum of added construction. Water service to the area is dependent on construction of the proposed city loop and tie with the water commission line on Table Rock Road.

Policies for Development

The service area concept presented in this plan should be given thorough consideration by all agencies involved.

Planning coordination between the city of Central Point, Medford Water Commission, Bear Creek Valley Sanitary Authority and the two water districts is essential. Their goal should be to provide the most efficient and economical service irregardless of governmental boundaries.

Programming of utility services shall be consistent with the intent of the comprehensive plan. Each of the general concepts presented in this section of the plan should be tested by a qualified engineer. A report of their feasibility should be presented to the planning commission and city council.

PUBLIC BUILDINGS AND SERVICES

Public services not discussed up to this point in the text include city offices and administration, fire protection and county, state, and federal offices. Each of the above existing facilities are shown on the community facilities map and an analysis covering each service is provided in the following narrative.

CITY OFFICES

The present city administrative offices are located at Pine and Third Streets in the central city area while the maintenance shops are a $\frac{1}{4}$ mile south at Fifth and Ash Streets.

Continued city growth will require expansion of these facilities as well as manpower requirements. The present city hall has existing floor space problems in addition to being located in a congested area. Expansion of this facility in its present location could be accomplished however, relocation to a larger less congested site would be preferable.

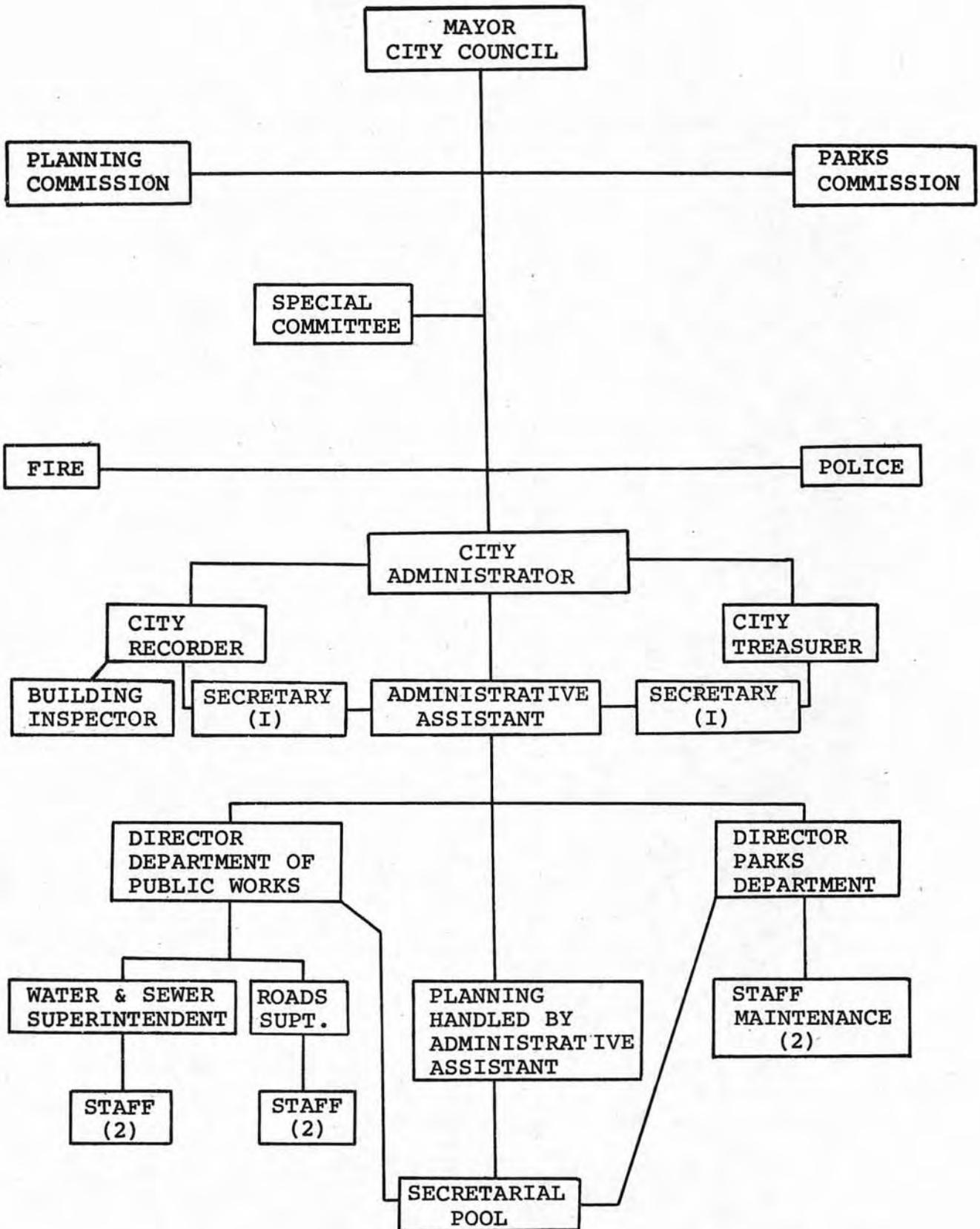
This situation should be considered a priority for city capital improvements. The following guidelines are offered to assist in future studies of the city's office requirements.

A new site location for city hall should be studied for feasibility. The new site would function best if located on the fringe of the central business district. Provisions for adequate off-street parking and ample room for expansion are necessary. At least one acre of ground should be considered. It is not considered essential to locate the fire station within this complex as presently done.

The location of the city maintenance yard is large enough to accommodate expansion, however its location within a residential area is not a desirable location. If relocation of this facility is determined advisable in the future it should be located in a general commercial or industrial area.

In addition to space requirements additional city staff will be needed to coincide with future demands for city services. This plan touches briefly on what additional staff requirements may be necessary in the future. A format of what the city administrative procedures could look like by 1980 or 1985 is provided only as an example to stimulate planning in this area of concern.

NORMAL CITY POLICY AND
ADMINISTRATION FUNCTION
CITY OF 10,000 POPULATION



FIRE PROTECTION

Fire protection in the planning area is handled by two departments. The municipal sector is covered by the city fire department with the fringe and rural areas under the Central Point Rural Fire District. The community facilities map indicates the present locations of the two station houses in the Central Point area.

A summary of the municipal and rural departments is found in the phase one report Fire Defenses of Jackson and Josephine Counties. Phase two of this report and plan is presently underway and should be completed during 1973. This study and plan represents a more intensive and detailed analysis than could be provided in the comprehensive plan. The results of the fire protection study shall enable the city to more fully understand and plan for future fire protection requirements. Recommendations on future city policy regarding fire protection planning should be integrated into the comprehensive plan shortly after completion of the fire study.

The community facilities plan map indicates the two existing fire stations in the area municipal and rural. In addition to these existing stations the pattern of projected residential development on the westside of the city would justify the location of a station house in this vicinity. Phase two of the regional study should recognize this need in their report.

COUNTY, STATE AND FEDERAL OFFICES

Two buildings under this classification are presently found in the city, a county library and the federal post office. Both are located within the city's central business district. The convenience as to the location of each of these facilities offers no problem, however parking provisions for short-term visits can be expected to cause future inconveniences.

General policies or standards for future development of these buildings is offered.

The library should continue to be located within the central business district. Should it become necessary to move from the present building the new site should be located on the fringe or within the central business district.

The future establishment of county, state or federal offices in the Central Point area must be consistent with the intent of the comprehensive plan. For the most part the majority of the uses in this category would be considered similar to commercial.

CHAPTER 7

TRANSPORTATION ELEMENT

The transportation element offers general guidelines and proposals for major street development in the Central Point area. The plan recognizes that there will be yearly expenditures required in the city for normal street repairs and minor construction not actually associated with population increases. This plan does attempt to cover these needs, but is directed at those major improvements needed by 1985. Patterns and improvements are based on the assumption of an urban-suburban population in the Central Point area of 8,500 to 10,000 by 1985 as well as the expected increase in traffic flow generated by growth elsewhere in the Bear Creek Valley.

MAP DEFINITIONS

Highways and Freeways - Roadways whose primary function is to move large volumes of traffic at increased speeds between distant objectives in the state or region.

Principal Arterials - Those roadways which will handle major volumes of both local and through traffic.

Secondary Arterial - Roadways which will handle heavy volumes of traffic between the central business district and major residential areas as well as leading to arterial routes carrying traffic away from the local area.

Principal Collectors - Collector roadways are expected to handle medium loads of traffic for short distances. Traffic is usually generated in a residential, commercial or industrial area and carried directly to an arterial.

Local Streets - Though this classification is not designated on the map a definition is provided. These roadways provide access to immediately adjunct lands and carry light volumes of traffic for short distances.

STREET STANDARDS

The following standards are recommended as guidelines for development of roadways in the Central Point area.

Principal Arterials -

1. Regualted access
2. Traffic control at all intersecting streets
3. Four moving lanes in urban area, less in rural sectors
4. Minimum right-of-way - 80 feet
5. Width of travel lanes - 12 feet
6. Width of parking lanes - 10 feet - Parking lanes should be used with caution on these roadways
7. Fully developed with curbs and sidewalks in urban areas
8. Width of shoulder without curbs - 4 to 8 feet
9. Left hand turn lanes at intersections
10. Provisions for pedestrian traffic

Secondary Arterials -

1. Regulated access control
2. Traffic control at all intersecting streets
3. Two or more traffic lanes
4. Minimum right-of-way - 60 feet
5. Width of travel lanes - 12 feet
6. Width of parking lane - 10 feet
7. Fully developed with curbs and sidewalks in urban areas
8. Width of shoulders, without curbs - 4 to 8 feet
9. Provisions for pedestrian traffic

Principal Collectors -

1. Traffic control at intersecting streets
2. Two traffic lanes
3. Developed with curbs in urban areas
4. Minimum right-of-way - 60 feet
5. Width of travel lanes - 12 feet
6. Width of parking lanes - 10 feet
7. Width of shoulders, without curbs - 4 to 8 feet

Local Streets -

1. Two traffic lanes
2. Developed with curbs in urban area
3. Surface width - Urban area 32 feet curb to curb
Rural area 22 feet curb to curb
4. Width of shoulders, without curbs - 8 feet

RECOMMENDED TRANSPORTATION OBJECTIVES

The transportation map and following narrative represent the recommended objectives for the city to achieve in major street improvements.

- 1) *West Pine Street from Rogue Valley Boulevard to Beall Lane -- Support Project #15 of the BCATS plan to widen this roadway to four lane.*
- 2) *Biddle Road Extension; Airport Road to Head Road -- This roadway is not indicated on the plan map, however, the city should support Project #27 of the BCATS plan to construct this arterial route.*
- 3) *Rogue Valley Boulevard -- It is anticipated that this route will continue to serve as a major arterial for both local and through traffic during the planning period. Concern has been expressed that the increase amount of commercial use along this route will add to the existing hazard caused by right angle accesses. If possible access points, such as driveways, should be held to a minimum. The feasibility of establishing right turn lanes and left turn lanes needs to be analyzed.*

4) *East Pine Street - Central Business District -- Two alternatives are offered as recommendations to improving the traffic flow situation through the downtown area.*

Alternative "A" - Support Project #14 of the BCATS plan to improve the standard of Pine Street from Rogue Valley Boulevard to Interstate Five.

Alternative "B" - Pine, Oak, and Manzanita One-Way Grid -- This proposal is recommended as an alternative to Project #14 of the BCATS transportation plan. Beginning at Rogue Valley Boulevard, the construction of approximately 400 feet of new road as shown on the map to tie with Oak Street. Relocation of some businesses would be required. Oak would become a one-way street to 5th and then jog in a modified "S" curve as indicated to Pine Street. 400 feet of new construction would be needed as well as relocation to two residences and a lodge hall. Pine Street would continue as a one-way to 10th.

Beginning at 10th and Pine Streets the construction of 400 feet of new roadway to connect to Manzanita is necessary. A portion of this would have to allow two-way traffic to the intersection of the proposed 10th Street Extension. The remainder of Manzanita would be one-way as shown. Seven residences and two commercial businesses would have to relocate or be removed in the Manzanita Street portion.

Pine Street through the Central Business District would remain two-way to allow an internal flow of traffic.

5) *Third and Fourth Street Arterial -- The purpose of this proposal is to establish an arterial route between the residential areas north and south of the Central City as well as the Junior and Senior High Schools. The existing arterials of 3rd and 4th Streets will pose future problems with increased traffic since two right angle turns are necessary at present. Proposed in this plan would be the construction of a modified "S" curve*

connecting 3rd and 4th to Ash Street. This jog would be the major item of construction required in implementation of the proposal. Further improvements required would be eventual widening and resurfacing of 3rd Street from the intersection of Hazel Street, north to 10th Street and 4th Street from Ash south to Hopkins Road.

- 6) 10th Street Extension -- This extension of 10th Street from Maple Street to Pine Street is needed to provide convenience of access for the residential areas in the northeast portion of the city to the major arterial routes. This project involves the acquisition of 850 feet of right-of-way as well as some residential properties.
- 7) Taylor Road Extension -- The plan recommends the extension of Taylor Road to Rogue Valley Boulevard. Some 620 feet of new construction would be required.
- 8) Freeman Road and Hopkins Road -- The plan recommends that these two roads be improved to handle arterial traffic as shown. Both Freeman Road and Hopkins Road would require some resurfacing as well as widening.
- 9) Chestnut and Ash Streets -- The programmed population densities in the area east of Hopkins Road would require a more direct access to the downtown area than presently offered. Improving these roadways to collector status is recommended. Construction improvements would be minor.

The recommendations contained herein should not be considered the first nor the last word in community transportation planning. This plan is a beginning point in assuring that an adequate transportation system is established in coordination with city growth. Each of the recommended improvements to the present road network will require a more thorough analysis.

It would be desirable for the city to have both the recommended transportation patterns and the land use plan forwarded to the State Highway Department for technical analysis.

CHAPTER 8

HOUSING ELEMENT

The housing element of the Central Point Comprehensive Plan is provided in two parts:

- 1) Summary of existing housing
- 2) Policy guidelines for future development

The role of the housing element is not aimed at seeking precise solutions to the housing problem, Both national and regional trends are the greatest influence on the housing market. Attempts to resolve these fluctuating conditions at the local level are usually ineffective. Therefore, the purpose or objective of this element is open to an avenue of communication between private industry and local public officials in seeking an improved housing environment.

Table VIII - I
Select Housing Characteristics
Central Point - January 1973

<u>Housing Class</u>	<u>Housing Units</u>	<u>Percent</u>
Single Family	1,153	80.9
Duplex	70	4.9
Triplex - Fourplex	61	4.3
Apartments	102	7.2
Mobile Homes	<u>39</u>	<u>2.7</u>
Total Units	1,425	100.0
Owner Occupied	949	66.6
Renter Occupied	476	33.4

Being published concurrently with this plan is a countywide housing study. A section of this detailed study directs itself to Central Point housing conditions. Much of the data in this study results from information found in the 1970 census. The tables and statistical data of the housing study are not totally included in this planning document. The following tables represent the more pertinent data from the housing report.

Table VIII - 2
Central Point - 1970

OWNER OCCUPIED HOUSING UNITS, BY VALUE
RANGES, BY PERCENT OF TOTAL OWNER OCCUPIED HOUSEHOLDS

<u>Value Ranges</u>	<u>Number of Owner Occupied Households</u>	<u>Percent of all Owner Occupied Households</u>	
Less Than 5,000	6	.8	
5,000 - 7,499	45	6	
7,500 - 9,999	105	14	
10,000 - 12,499	112	15	↑ 52%
12,500 - 14,999	119	16	
15,000 - 17,499	159	21	
17,500 - 19,999	117	15	
20,000 - 24,999	70	9	
25,000 - 34,999	13	1.6	
35,000 - 49,999	3	-	
More Than 50,000	-	-	
Total	749		

OWNER OCCUPIED HOUSEHOLDS, BY HOUSEHOLD INCOME,
BY PERCENT OF ALL OWNER OCCUPIED HOUSEHOLDS

<u>Household Income</u>	<u>Number of Owner Occupied Households</u>	<u>Percent of all Owner Occupied Households</u>	
Less Than 3,000	88	12	
3,000 - 4,999	64	9	
5,000 - 6,999	83	12	
7,000 - 9,999	195	27	↑ 60%
10,000 - 14,999	215	30	
15,000 - 24,999	51	7	
More Than 25,000	16	2	
Total	712		

Table VIII - 3
Central Point - 1970

RENTER OCCUPIED HOUSING UNITS, BY VALUE RANGES,
BY PERCENT OF TOTAL RENTERS

	<u>Number of Households</u>	<u>Percent of Households</u>	
Less Than \$30	13	3	
\$ 30 - \$ 39	7	1.5	
\$ 40 - \$ 49	28	6	
\$ 50 - \$ 59	39	6.5	
\$ 60 - \$ 69	54	12	↑ 52%
\$ 70 - \$ 79	48	11	↓ 48%
\$ 80 - \$ 89	53	12	
\$ 90 - \$ 99	49	11	
\$100 - \$119	72	16	
\$120 - \$149	46	11	
\$150 - \$199	8	1.5	
\$200 - \$249	1	-	
\$250 - \$299	-	-	
More Than \$300	-	-	
No Payment			
Cash Rent	<u>18</u>	4	
Total	436		

RENTER OCCUPIED UNITS, BY MONTHLY GROSS RENT,
BY GROSS RENT AS 25 PERCENT OR MORE OF INCOME

<u>Rent</u>	<u>25 Percent or More</u>
Less Than \$40	-
\$ 40 - \$ 59	15
\$ 60 - \$ 79	24
\$ 80 - \$ 99	14
\$100 - \$149	53
\$150 - \$199	23
More Than \$200	5

Total is 134 or 31 percent of the renter occupied households pay in excess of 25 percent of their income.

Since the above tables represent 1970 information, much of the economic data is now outdated. Rent costs and home values have increased from 5 to 10 percent per year. As an example, average rent in 1970 was

close to \$70 per month. Average rent costs in 1973 run close to \$90 on these same units. It should be understood that two distinct rental type units exist within the city: 1) older single family residences; and 2) recently constructed multiple family units. These single family units tend to hold the average rental cost down since the majority of these rent from 50 to \$80 per month while the recently built units range from 100 to \$150 per month. Average values of new homes constructed during 1972-73 is \$17,500 plus the increase of 10 to 15 percent in the market value of homes in the area would raise the \$13,000 average residential value indicated on the table to nearly \$15,000.

In summarizing the housing conditions two major areas of concern were found:

- 1) A significant number of families are spending in excess of 25 percent of their income for housing.
- 2) A definite lack of a variety of housing choices by type or income level is evident.

Several strategies in dealing with the housing problems can be taken. A summary of the problems however, suggests it is not location (the land use element offers sufficient land area and density patterns to meet all housing demands) but a matter of type and income.

The following objectives should be considered by both private and public interests in meeting with Central Point housing problems:

Limited income families should be able to find adequate housing opportunities in the area. City officials should encourage the private development of a significant ratio of housing types within all income levels.

A wide variety of housing types should be encouraged. Density and use regulations should offer a proper range within the city to meet this demand.

The grouping of limited income housing should be avoided, thereby not directly causing future social problems.

New methods of home construction such as modular design should be considered within the city, with objectives aimed at providing less expensive housing costs for the buyer.

CHAPTER 9

ADMINISTRATION AND IMPLEMENTATION

Comprehensive planning cannot be an efficient guideline unless methods for administration and implementation are established. The very nature of the plan suggests several implementation objectives that should be accomplished. Many actions recommended in the plan will require more intensive study, others will become outdated or in need of change. The general purpose or intent of the plan, however, should not change, but rather be used continually in guiding growth in the community.

I. METHODS OF IMPLEMENTATION

Various regulatory and administrative actions are necessary to effectively see that the guidelines established by the comprehensive plan are followed. Four basic action programs or procedures for plan implementation are outlined to promote the general intent of the comprehensive plan.

Zoning

Zoning is the legal method for directing land use and density within the city. Zoning deals with immediate needs and is specific in its intent. It is important that the zoning ordinance be based on the comprehensive plan.

The present city zoning ordinance adopted in 1967 should be reviewed and updated where necessary so that it is consistent with the policies and objectives of the comprehensive plan.

Subdivision and Building Regulations

While the city subdivision ordinance and building requirements generally follow proven standards they should also be used as tools to implement the comprehensive plan. Careful review of each new subdivision must be undertaken using the comprehensive plan as a guideline. City officials should be thorough and consistent in their review procedures prior to final action. The apparent urgency on the part of the developer should not cause hasty action nor sway the procedures of the review.

Annexation Procedures

The city of Central Point has the option on whether or not adjunct lands should be brought into the city. City officials should be very careful in their approval of annexations. Both the immediate and long-range implications of each annexation should be considered. The city should develop an annexation policy as a separate document to see that consistent procedures are followed in each annexation.

Capital Improvements Programming

Throughout the comprehensive plan various public facilities and expenditures are recommended to accommodate growth in the city. These ideas will need to be given careful consideration and rated in terms of financial priorities. The establishment of this "long-range capital improvements program" is an essential implementation procedure of the comprehensive plan and will need to given immediate consideration.

II. COMPREHENSIVE PLANNING PROGRAM

Planning is an ongoing process in any community. It is vital that a good comprehensive planning program be established in addition to the implementation measures. Recommended is a three part involvement program which includes, public participation, intergovernmental coordination and plan review.

Public Participation

Comprehensive planning must place a special emphasis on involving the citizens of the local area. The various segments of the plan must be supported by the community in order to be successful. This support is a vital link between the public and city officials and should be evident at times of decision. The plan and amendments thereof will need to be given widespread publicity in the area. Ample time for individuals to comment on the actions of the plan is necessary.

Intergovernmental Coordination

The comprehensive plan for Central Point, the land area it covers, recommendations made within and its future actions will require close cooperation or coordination between numerous public agencies. This involves both administrative as well as policy making bodies.

Plan Review

The plan itself will need to be considered in light of changing economic, social and land use conditions in the area. In addition to the formal applications for plan changes, procedures for review of the comprehensive plan will need to be established.

The following policy statements outline the procedures for establishing an ongoing planning program:

The comprehensive plan should be given an intensive review every fifth year beginning with the date of adoption.

The planning commission should annually include plan analysis and review within their work program. Comments on the plan by the general public should be taken under advisement at that time.

No formal action shall be taken on amendments to the comprehensive plan except at legal public hearings. Formal applications for plan amendments by private parties may be filed with the planning commission at any time. Procedure forms on general requirements for plan amendments shall be provided for use of the applicant. A citizens advisory committee should continue to operate within the framework of city planning. Rules and procedures for establishment of this permanent committee should be considered.

The city should seek to establish a coordinated framework of planning policy with other public agencies within the region.

The planning area indicated in this comprehensive plan should be recognized by other planning commissions and governmental agencies as the "Central Point Area of Urban Influence". This city should be notified by these agencies of all matters which will influence the intent of the comprehensive plan.

ENDORSEMENT OF THE PLANNING COMMISSION

The Planning Commission for the City of Central Point, after review and due deliberation hereby endorses and recommends for adoption by the City Council the document and maps entitled, COMPREHENSIVE PLAN, CITY OF CENTRAL POINT, OREGON.

Recommended by the Planning Commission this 22nd day of June, 1973.

Calvin H Bowers

Calvin V. Bowers, Chairman

James E. Mayes

James E. Mayes

Doreen Bradshaw

Doreen Bradshaw, Vice
Chairman

Ben McManama

Ben McManama

Don C. Banks

Don C. Banks, Secretary

James Wegs

James Wegs

Donald Damon

Donald Damon

Ron Zieser

Ron Zieser

Mitchell C. Hull

Mitchell C. Hull

ATTEST: Edward J. Anderson

City Recorder

BEFORE THE CITY COUNCIL OF
CENTRAL POINT, OREGON

IN THE MATTER OF ADOPTION OF)
A COMPREHENSIVE LAND USE PLAN)
FOR THE CITY OF CENTRAL POINT)

RESOLUTION

WHEREAS, The Central Point Planning Commission has prepared and presented for consideration to the people of Central Point, a COMPREHENSIVE PLAN FOR CENTRAL POINT, and

WHEREAS, the CENTRAL POINT PLANNING COMMISSION, after due deliberation, did recommend said COMPREHENSIVE PLAN for adoption by the City Council on the 26th day of June, 1973.

NOW THEREFORE BE IT RESOLVED, that the City Council of Central Point hereby adopts the said COMPREHENSIVE PLAN as being in the best interest of the people of the City of Central Point.

Dated the 26th day of June, 1973.

Howard B. Tally
Councilmember

James P. Mills
Councilmember

Orville Hamer
Councilmember

Samuel B. Dudley
Councilmember

Jack W. Sook
Councilmember

Kendra Mahat
Councilmember

ATTEST David Gardner
City Recorder

APPROVED: Jim Miller
Mayor

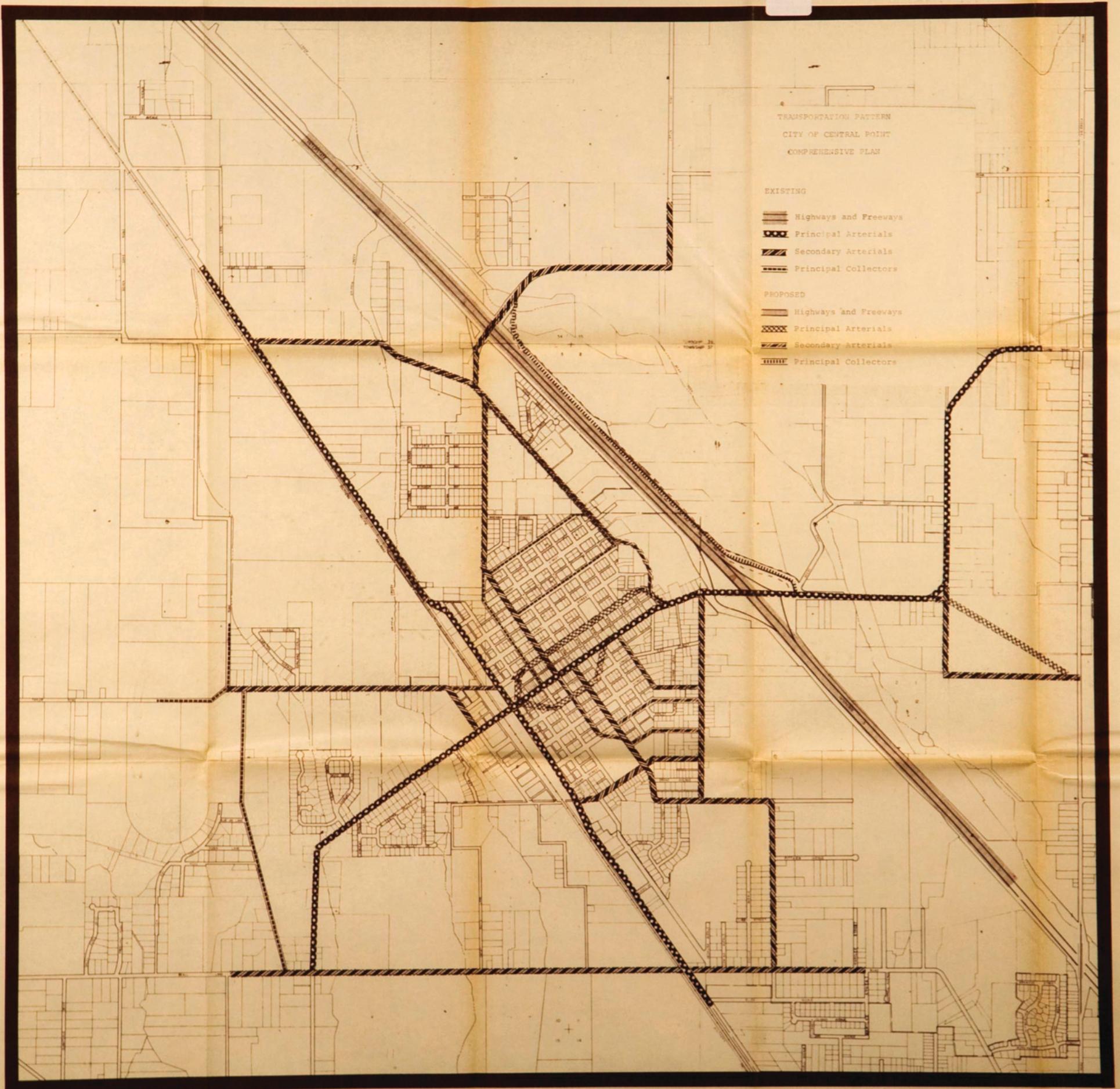
TRANSPORTATION PATTERN
CITY OF CENTRAL POINT
COMPREHENSIVE PLAN

EXISTING

-  Highways and Freeways
-  Principal Arterials
-  Secondary Arterials
-  Principal Collectors

PROPOSED

-  Highways and Freeways
-  Principal Arterials
-  Secondary Arterials
-  Principal Collectors



N

CITY OF CENTRAL POINT
COMPREHENSIVE LAND USE PLAN

LDR	Low Density Residential
MDR	Medium Density Residential
HDR	High Density Residential
GC	General Commercial
TC	Tourist Commercial
LC	Local Commercial
LI	Limited Industrial
A·R	Agriculture and Rural
P·OS	Parks and Open Space
P	Public
ldr	Use Alternatives



TRANSPORTATION PATTERN
CITY OF CENTRAL POINT
COMPREHENSIVE PLAN

EXISTING

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