ENVIRONMENTAL MANAGEMENT

The
COMPREHENSIVE PLAN
for
Central Point, Oregon

April 3, 1980

Revised:
March 1983

Prepared by:
ROGUE VALLEY COUNCIL OF GOVERNMENTS

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INTRODUCTION

BACKGROUND AND CONTENT OF THE ELEMENT

Central Point is currently faced with a variety of impacts on its environment which will become more severe as development pressures and population growth continue. While often considered last when planning a community's future or evaluating a development proposal, environmental issues are vitally important in providing long term livability and desirability of the community.

Like many valley communities, Central Point was built conveniently near land and water resources which, in turn, have become increasingly threatened by continued growth. Urbanization is replacing agricultural lands and open space resources, while population growth is placing proportional demands on water supplies and other natural resources.

Central Point must evaluate existing environmental conditions in order to determine what trade-offs will be required if the potential growth becomes a reality. Each environmental resource is evaluated in proportion to its significance to Central Point and related to other resources, as appropriate. Suggestions for new ordinances or modifications of existing ordinances are included as a guide to developing the tools needed to protect and enhance the long term environmental setting of Central Point.

ORGANIZATION AND SCOPE OF THE ELEMENT

During the preparation of the scope of work for the Central Point Comprehensive Plan, it was determined that several of the statewide planning goals could, and should, be brought together rather than dealt with as separate elements of the Plan. A resource inventory of the Central Point area found a number of environmental resources, hazards and opportunities that were interrelated. It was decided that the best way to deal with these would be through the preparation of an Environmental Management Element of the Plan.

This element was not intended to present a grand scheme for the total protection of all resources and open space areas, without regard for the future growth and development of Central Point. The aim was, rather, to develop a clear description of existing environmental resources, history, natural hazards, and other environmental concerns and from this description, develop a comprehensive program for the management of the environment that will be in balance with the growth and development proposals presented in the other elements of this Plan.

Implementation of this management program of objectives and policies will help to guide City decision-making pertaining to environmental issues, leading to optimum utilization and conservation of environmental resources.

The main sections of this element are Air Quality, Water Quality and Supply Resources, Land Resources, Natural Hazards, Noise Impact, and History. In some cases there will still be some overlap with other elements of the Plan. For example, the subject of open space will also be discussed in the Parks and Recreation Element, water will be discussed again in the Public Facilities and Services Element, and any subject that deals with the use of land will be dealt with again in the Land Use Element. For all practical purposes, this Element will provide the basic data that will be needed for the preparation of other elements and will be the primary resource for planning issues dealing with the natural environment of the Central Point area.

ENVIRONMENTAL GOALS

As previously stated, this Element of the Comprehensive Plan attempts to cover all major environmental resources of the planning area. To do so effectively, it must address itself to the specific guidelines and requirements of four statewide planning goals, as follow:

GOAL #3 -- Agricultural Lands

"To preserve and maintain agricultural lands."

GOAL #5 -- Open Spaces, Scenic and Historic Areas, and Natural Resources

"To conserve open space and protect natural and scenic resources."

GOAL #6 -- Air, Water and Land Resources Quality

"To maintain and improve the quality of the air, water and land resources of the state."

GOAL #7 -- Areas Subject to Natural Disasters and Hazards

"To protect life and property from natural disasters and hazards."

In addition to the statewide goals, Central Point has established the following goals to relate more specifically to the community, and to guide the development and implementation of the Environmental Management Element and related policies:

1. To develop and adopt a long-range Environmental Management Plan that will help to guide future growth and development of Central Point, in balance with the physical requirements and continued enhancement of the natural environment.

2. To maximize the use of public rights-of-way and publicly held lands for open space, conservation, and environmental protection purposes.

3. To determine the most appropriate recreational uses of natural resource lands for inclusion in the Parks and Recreation Element of the Comprehensive Plan.

4. To develop a plan and policies that will provide for urban development in a manner that is compatible with adjacent resource lands, including agricultural lands.

5. To ensure that future growth and development are not detrimental to the quality of air and water resources and do not contribute to urban noise pollution problems.

6. To identify and promote the preservation of any sites or structures of historical importance within Central Point.

AIR QUALITY

EXISTING SETTING

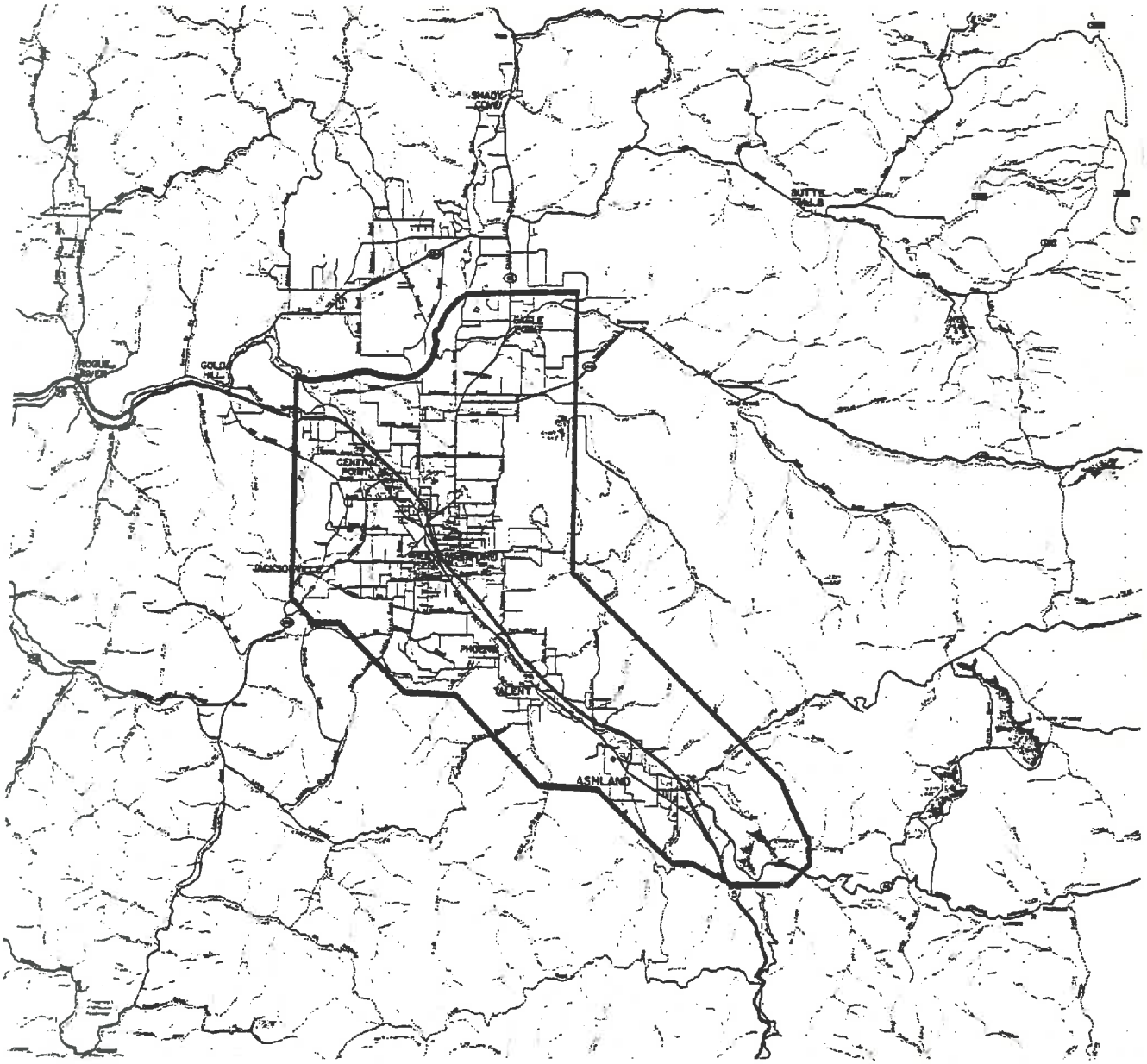
Central Point is situated in the northern end of Bear Creek Valley, a natural basin which limits air circulation and the dispersal of contaminants generated within the valley. Temperature inversions occur in the Bear Creek Valley both in summer and winter months, trapping cooler air under a warm layer that limits needed vertical air circulation. Problems in the forms of winter fog and summer "smog" result when contaninants cannot be dispersed and accumulate near the valley floor.

A nationwide Environmental Protection Agency (EPA) survey of air pollution potential identified southern Oregon interior valleys as having one of the highest potentials for pollutant buildup in the United States. This high potential for pollution is due to low wind speed, frequent inversions, and the topography of the Rogue River Valley.

Vehicle emissions, industrial exhaust, wood and waste burning, and soil disruption associated with urbanization add to the natural pollution levels. Several contaminants including carbon monoxide (CO) and particulates are serious problems in the Bear Creek Valley. Another problem is "smog", measured now as ozone, which results when sunlight reacts with hydrocarbons (HC) and oxides of nitrogen (NOx). As a result of serious violations of State and Federal standards, the Bear Creek Valley has been designated an Air Quality Maintenance Area (AQMA) by the Environmental Protection Agency. This designation requires that certain steps be taken to reduce air pollution sources where practical and plan future growth in such a manner that will not cause further deterioration of the air quality.

Air quality analyses are performed locally by the Jackson County Planning Department, Air Quality Division. This office has prepared an in-depth analysis of local air quality issues entitled "Background Information on Air Quality", a copy of which is available in the Central Point Planning Department. The most recent update of this report, March 5, 1980, covers the air quality setting of Bear Creek Valley, lists adopted Federal, State and local standards and the degree of violation for each pollutant. The impacts of high pollution levels and applicable planning and control measures are also presented. Of particular importance are the conclusions presented in the "Background Information on Air Quality" report (pp. 29 & 30).

A detailed analysis of the air quality in and immediately surrounding Central Point is not currently possible because the closest sampling site is in Medford. However, based upon



VI-1

MEDFORD-ASHLAND
AIR QUALITY MAINTENANCE AREA

Source:

Jackson County Planning Dept.
Air Quality Division

the data in the Air Quality report, the following conclusions can be applied to Central Point:

- The Medford-Ashland Air Quality Maintenance Area (AQMA) has a high potential for air stagnation and the accumulation of air pollutants. Visibility reduction is a frequent and severe problem.

- Total suspended particulate matter exceeds the state and federal standards in the Medford, Central Point, and White City areas. The primary local sources of particulates are industry, paved road dust, and residential wood burning.

- Ozone affects the whole Medford-Ashland AQMA: Medford, Central Point, Ashland, White City, Eagle Point, Jacksonville, Phoenix, and Talent. Industry and motor vehicles are the major sources of nitrogen oxides and volatile organic compounds, which react in the presence of sunlight to form ozone.

- The responsibility for air pollution control planning is shared by the local, state and federal governments. Jackson County is responsible for controlling mobile sources of air pollution in the County, and the Oregon Department of Environmental Quality is responsible for implementing and enforcing all industrial pollution control rules in Jackson County. The Federal government sets nationwide air quality standards and regulations, however, the states and local governments may adopt more stringent standards and regulations.

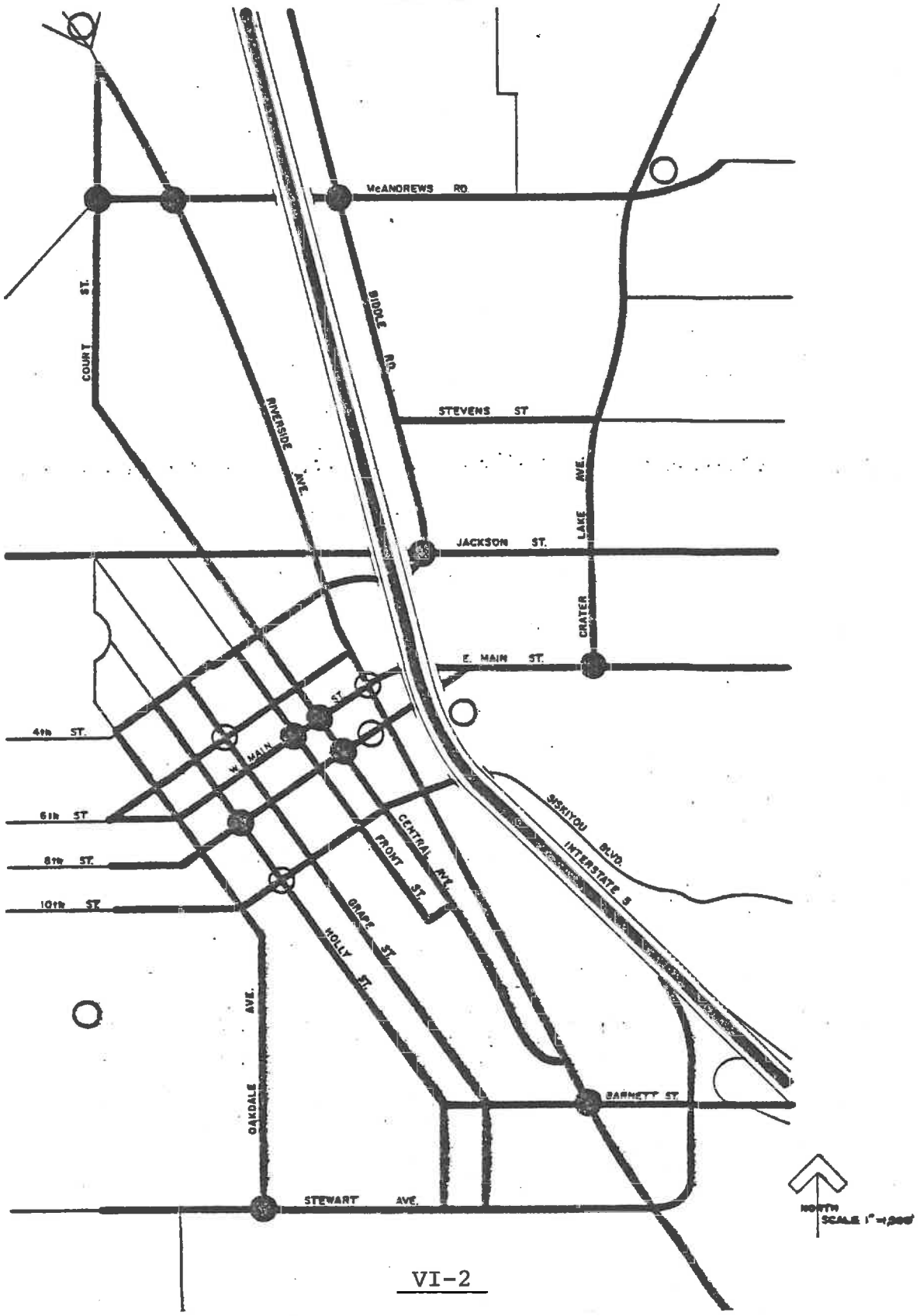
- Air quality sampling is performed daily by the Department of Environmental Quality at eight locations within the Medford-Ashland AQMA. Additional air monitoring stations and meteorlogical stations are needed to provide further information regarding the levels of air pollution, the transportation of air pollutants, and the effectiveness of air pollution control measures.

It can also be concluded from maps #VI-2 and VI-3 that:

1. Central Point does not have the serious CO violations shown for downtown Medford, although it is possible that the standard is being exceeded on occasion.

2. Because 80 percent of CO is distributed by vehicles, any increase in traffic associated with anticipated population or industrial growth will aggravate the existing CO levels.

MEDFORD 1977 SCREENLINE ANALYSIS & CO SURVEY SITES
MAP 3



VI-2

INDICATE STREETS WITH POTENTIAL FOR EXCEEDING CO STATE AND FEDERAL STANDARDS BASED ON MODELING.

● CO SURVEY SITES EXPERIENCING LEVELS ABOVE STATE AND FEDERAL STANDARDS IN DECEMBER, 1978 AND JANUARY, 1979

○ CO SURVEY SITES EXPERIENCING LEVELS BELOW STATE AND FEDERAL STANDARDS IN DECEMBER, 1978 AND JANUARY, 1979

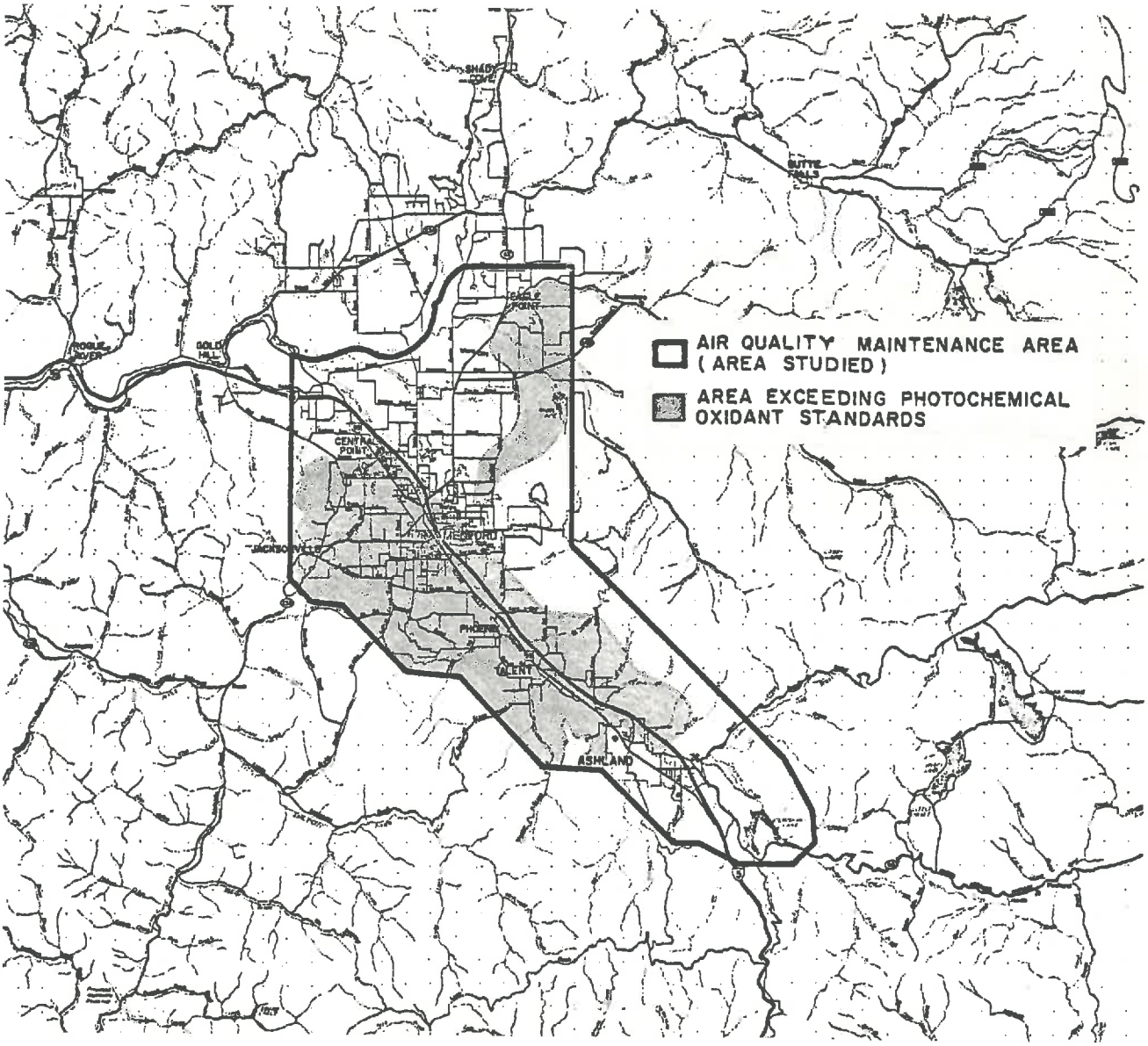


Figure
VI-3

OZONE ISOPLETH
(August 1976 Aerial Survey)

Source:

Jackson County Planning Dept.
Air Quality Division

3. Ozone levels are being violated in Central Point (Map VI-3), though probably not to the degree found in Medford. Any future traffic increases could aggravate these concentrations.

4. Temperature inversions and resulting air stagnation will continue to occur in the valley.

Clearly, Central Point should remain aware of the existing and future impact of the four air quality parameters which could become a limiting factor to future urban growth:

1. Suspended particulates
2. Hydrocarbons
3. Carbon monoxide
4. Ozone ("smog" resulting from the combination of HC + NO_x with sunlight)

AIR QUALITY GOALS

The ideal goal for air quality problem areas would be to try to clean the air of all contaminants, thus complying with all state and federal standards. As a practical matter, this is unrealistic since there will always be a certain amount of natural "pollution" unrelated to urbanization (particulates from windblown dust, for example). If Central Point grows as anticipated, a more practical goal or policy would be "To ensure the maintenance of existing air quality while striving to achieve federal, state and local standards."

IMPLEMENTATION STRATEGY

Monitoring

In order to evaluate future air quality impacts, existing pollution levels for Central Point should be documented. Central Point should, therefore, consider establishing an air quality sampling station within the city and monitor, at a minimum, CO (carbon monoxide) data for future reference.

Transportation and Industrial Source Reduction Policies

The implementation of air quality maintenance measures will involve primarily motor vehicle, burning, and industrial sources. For example, the almost direct relationship of particulates (TSP), carbon monoxide (CO), hydrocarbons (HC) and smog to vehicle use will result in significant increases in these pollutants, probably in violation of state and federal laws, unless:

1. There is a significant decrease in motor vehicle use as fuel becomes scarce and more expensive.

2. Vehicle emissions per mile are significantly decreased. (This is anticipated, but there is no guarantee that emission standards will be enforced.)

3. Existing traffic circulation and public transit opportunities are improved.

In this regard, Central Point has established the following policies:

1. The City of Central Point shall provide for employment, shopping, and recreational opportunities and public services in locations as close as practicable to new and existing residential areas.

2. The City shall provide bicycle lanes as new streets are built or old streets are resurfaced, whenever possible, and promote the use of bicycles as an alternative to the family car.

3. The City shall encourage car- or van-pooling by helping major employment centers and multiple-family residential complexes to initiate and coordinate such programs.

4. The City shall make provisions for a percentage of small car parking spaces in meeting the parking requirements of all new development for more efficient land use.

5. The City shall support such local, regional, or state programs that it feels will be helpful in cleaning the air in our local valley airshed.

6. The City shall support the expansion of the Rogue Valley Transit District (RVTD) system to serve the Central Point area at such time as such service is feasible and found to be desirable by community residents (potential users).

Industrial sources of pollution require evaluation and permits by the Department of Environmental Quality (DEQ). In addition, the Jackson County Environmental Quality Commission adopted the Medford-Ashland Offset Rule in 1979. This rule requires a new source of emissions to provide and demonstrate proportional reductions in existing pollution in the air shed. Major increases in existing sources are also included and the rule applies to sources that have the potential to emit five tons per year, 50 pounds per day, or ten pounds per hour of particulate matter. The offset rule also applies to sources that have the potential to emit 20 tons per year or 200 pounds per day of volatile organic compounds.

Central Point should utilize this procedure to ensure that new industries are either relatively emission-free or that they provide air quality improvements in proportion to anticipated increases by the new industry. Plans would need approval by DEQ.

In order to attract new industry, Central Point plans to initiate air quality improvement actions in accordance with the following policies:

1. The City will study the feasibility and benefits to be derived from a ban on open and commercial burning within the City limits and, if benefits are significant, will initiate such a ban and encourage Jackson County to do the same within the urbanizable area of Central Point.

2. The City will consider implementing a permit program for wood burning heating devices that might be based on a fee schedule that will encourage efficient wood stoves while discouraging the use of open fireplaces.

3. The City will consider local code revisions to require as much insulation as reasonably achievable in new development in order to reduce overall heating requirements.

4. The City will continue to enforce existing rules pertaining to the open burning or construction and agricultural waste.

5. The City will continue to promote quality and appropriate location for new industrial development to ensure that it is adequately buffered, as necessary, and, whenever possible, is downwind from residences, parks, schools, etc.

6. The City will consider the adoption of an ordinance aimed at reducing the tracking of dirt and mud from construction sites onto public streets and highways. *(Approximately one-third of suspended particulates originate here.)*

Land Use Policies

Land use planning strategies will assist in minimizing conflicts among various land uses.

Air quality improvements can be achieved indirectly through such energy conservation practices as conversion to solar heating, which would reduce reliance on wood heating, a major source of particulates.

Central Point should plan future development to separate major air pollution sources from residential, educational, and recreational land uses.

CONCLUSIONS

Air quality improvements in Central Point will require cooperative efforts between the DEQ (responsible for achieving state and federal air quality standards) and Central Point. It will be the decisions of the City that will have the greatest impact on local air quality and the ultimate degree of air pollution conflicts.

Urban growth will obviously affect air quality in the Central Point area. While higher concentrations of urban development can mean an increased concentration of air pollution sources, the total amount of air pollution generated is likely to be less than amounts which would be generated by dispersed (or sprawl) development. On the other hand, the pollution that is generated will also be concentrated in a smaller area.

Generally,concentration of urban development reduces the number of vehicular trips required each day and also increases the viability of public transportation systems. Since a large number of Central Point residents work elsewhere, a bus system to Medford and/or White City could assist in the reduction of air pollution resulting from work trips each day. However, the City's policies pertaining to being included in the Transportation District, along with the District's ability to finance and operate expanded bus routes and schedules, will be determining factors in the future of mass transit in Central Point. More on this subject is contained in the Public Facilities and Services Element of the Comprehensive Plan.

WATER RESOURCES

WATER SUPPLY

Setting

Central Point's water supply is purchased from the Medford Water Commission through an agreement which provides up to four million gallons per day (gpd) through 1987. Current demands are two million gpd to serve a population of about 6,000. Theoretically, the system could support a population of about 12,000 without additional expansion.

Medford's supply of good quality water is apparently assured well into the future. According to personal communications with representatives of the Medford Water Commission, Medford has rights of up to 26.4 million gallons per day (mgd) from Big Butte Springs and 65 mgd from the Rogue River. In addition, an application for 40 mgd from Lost Creek is currently being processed. Since the summer peak hour demand is only about 54 mgd, there are substantial water reserves for urban domestic and industrial users by Medford and other municipal customers.

Wells are also a source of water for many individual properties within the Urban Growth Boundary area. It is assumed that, as the City limits grow to include these areas, these wells will be replaced through conversion to the municipal supply.

Central Point should plan to modify its purchase agreement with Medford and construct needed supply lines beginning in 1985 to ensure adequate future water supplies.

Water Resource Policies

Central Point is fortunate in having ample water supplies planned for the future. However, these supplies are dependent upon expected rainfall and watershed runoff, which are subject to natural inconsistencies. During a drought, such as occurred in 1977, water is no longer taken for granted and conservation practices become necessary.

Central Point should, therefore, begin its own water conservation program immediately by (1) requiring low flow water devices for all new construction and (2) working with the Oregon State Extension Service (OSES), Department of Environmental Quality (DEQ), and other agencies on programs to reduce water usage and waste. If the City demonstrates the ability to promote water conservation practices during times of ample water supply, it shows an environmental awareness that will reduce significant shortages when reduced supplies are a reality.

WASTE WATER MANAGEMENT

Domestic and Industrial Sources

The City of Central Point sewer system was first constructed in 1906 as a combined sanitary and storm sewer system discharging into Bear Creek. In 1949, a pump station was built and the wastewater was pumped to the City of Medford treatment plant. When the Lower Bear Creek Interceptor was completed, this pump station was abandoned.

In the mid-1970's, Central Point began a program to separate the storm drainage from the sanitary sewer system. This program has not been completed and there is still some runoff water flowing from catch basins into the sewer system.

Most of the waste water generated within the Central Point UGB area is now carried by the Bear Creek Valley Sanitary Authority (BCVSA) collection system for treatment at the City of Medford Regional Treatment Plant. There it receives secondary treatment before discharge to the Rogue River. The performance of the treatment plant and its discharge water quality are regulated by an operating permit from the Department of Environmental Quality.

Septic tanks are still utilized within the Urban Growth Boundary area, primarily in the areas west of the railroad tracks. This subsurface treatment may have been suitable for low density rural development, however, increasing septic system failures indicate that the limited capacity of the thin alluvium has been exceeded where urban densities exist. The BCVSA is attempting to reduce these problems by extending sewer lines into these areas experiencing the worst problems, and eventually serving the entire valley.

The Medford treatment plant is receiving ever increasing amounts of waste water. It is currently handling 12 to 13 million gallons per day (gpd) and is approaching its capacity of 15 million gpd. If the proposed additions of Jacksonville and White City occur, capacity will be reached as soon as 1981.

Even today the plant's capacity can be temporarily exceeded when heavy rains run off into the many combined sewer/storm drain systems in the urban areas. Also, many older sewer lines in Central Point and elsewhere have deteriorated to the point of allowing inflow from surrounding soils saturated by the rainfall. When this natural and urban runoff exceeds the treatment plant's capacity, water is discharged into the Rogue River with only a minimum of treatment.

Plans are to enlarge the Medford Treatment Plant to respond to increasing waste water needs with staged facility increases in 10 mgd increments for primary treatment. Emphasis is now on adequate sludge disposal and conditioning (including land application techniques), and further utilization of energy generated by activated sludge.

Industrial treatment varies considerably with the nature of the industrial source. There are several examples where waste water contains materials which not only cannot be properly treated but which, in fact, disrupt the normal treatment operations of the plant. For this reason, the State DEQ is requiring publicly-owned treatment works to develop ordinances granting them authority to regulate the effluent of each major industrial source by 1983.

There is one other aspect of waste water pollution that is not associated with individual contributors. These "non-point" sources include urban and agricultural runoff from storms and irrigation, and sediment generated by mining and rural construction. The nature of non-point source problems have been studied by the Rogue Valley Council of Governments in a cooperative effort with the U.S. Geological Survey (USGS) and DEQ, funded by grants from EPA. Details of this research are described in the "Agricultural Water Quality Management Plan for Jackson County", adopted by RVCOG in 1978 and certified by the EPA and the State of Oregon in 1979.

This Plan is the basis for current water quality improvement activities in the Bear Creek Valley. Funded by grants from EPA, the RVCOG is coordinating efforts by the Jackson Soil and Water Conservation District and Oregon State Extension Service (OSES) to promote adoption of best management farm practices. Also, a private consultant is determining the feasibility of cleaning runoff waters prior to entering natural drainage systems. This "passive treatment" investigation is in conjunction with the Bear Creek Greenway effort.

Initial water quality improvement efforts will be concentrated in areas to the south and west of Central Point, along Jackson and Griffin Creeks. Central Point will, therefore, benefit as the water quality improves in these creeks, both of which flow through the western part of the UGB area.

Federal funding for the 208 Water Quality program is not planned to continue beyond 1983 and efforts are already underway to assume these duties through inter-agency coordination at the local level.

Waste Water Planning Policies

Substantial increases in waste water quality problems could result as Central Point continues to grow, particularly in regard to industrial development. In order to reduce this potential to a minimum, Central Point has established the following policies:

1. Support the Bear Creek Valley Sanitary Authority's efforts to expand sanitary sewer lines to areas of greatest need and in coordination with Central Point's Plan.

2. Support expansion of the Medford Regional Treatment Plant's capacity as necessary to meet increasing flows from increased population and industrial growth throughout the valley.

3. Discourage industrial development having unusually toxic effluent generation, unless the proposed industry, in cooperation with the Regional Treatment Plant, provides all required pretreatment prior to discharge into sewer lines.

4. Begin a program of sewer reconstruction to replace old deteriorated pipe and joints with new lines of appropriate size and capacity to serve existing needs and future demands.

5. Support the Rogue Valley Council of Governments in its efforts to reduce non-point water pollution sources, including efforts in conjunction with the Bear Creek Greenway.

6. Since urbanization is not to occur prior to annexation to the City, new septic systems will be permitted within the urbanizable area only for agricultural and rural residential type uses that are located on lands suitable for such systems, with the understanding that the owner must convert to the City's sewer system when urban growth reaches the property and the facilities are available.

7. Support Jackson County and the State Department of Geology and Mineral Industries in their efforts to control pollution from mining, quarry operations and aggregate removal activities.

8. Complete the already initiated project of separating storm sewers from the sanitary system within the City and continue this separation in all new development.

LAND RESOURCES

This section of the Environmental Management Element will most directly pertain to the "land" provisions of statewide planning Goal #6 (Air, Water and Land Resources Quality) and also to Goal #3 (Agricultural Lands). Following discussions within this section will include agricultural resources, vegetation and wildlife, mineral resources, open space and scenic resources. Since these discussions are basically within the context of "environmental management", additional discussion and more detailed provisions (in some cases) will be contained in other appropriate elements of the Comprehensive Plan.

AGRICULTURAL LAND RESOURCES

Setting

Central Point, like many valley communities, originated in the heart of agriculturally suitable lands. At first it was primarily a farming community, surrounded by farms and orchards. As growth occurred in the community, conflicts between urban and agricultural land uses increased. Today, the continual expansion of the city limits extends these urban/agricultural conflicts to previously unaffected lands.

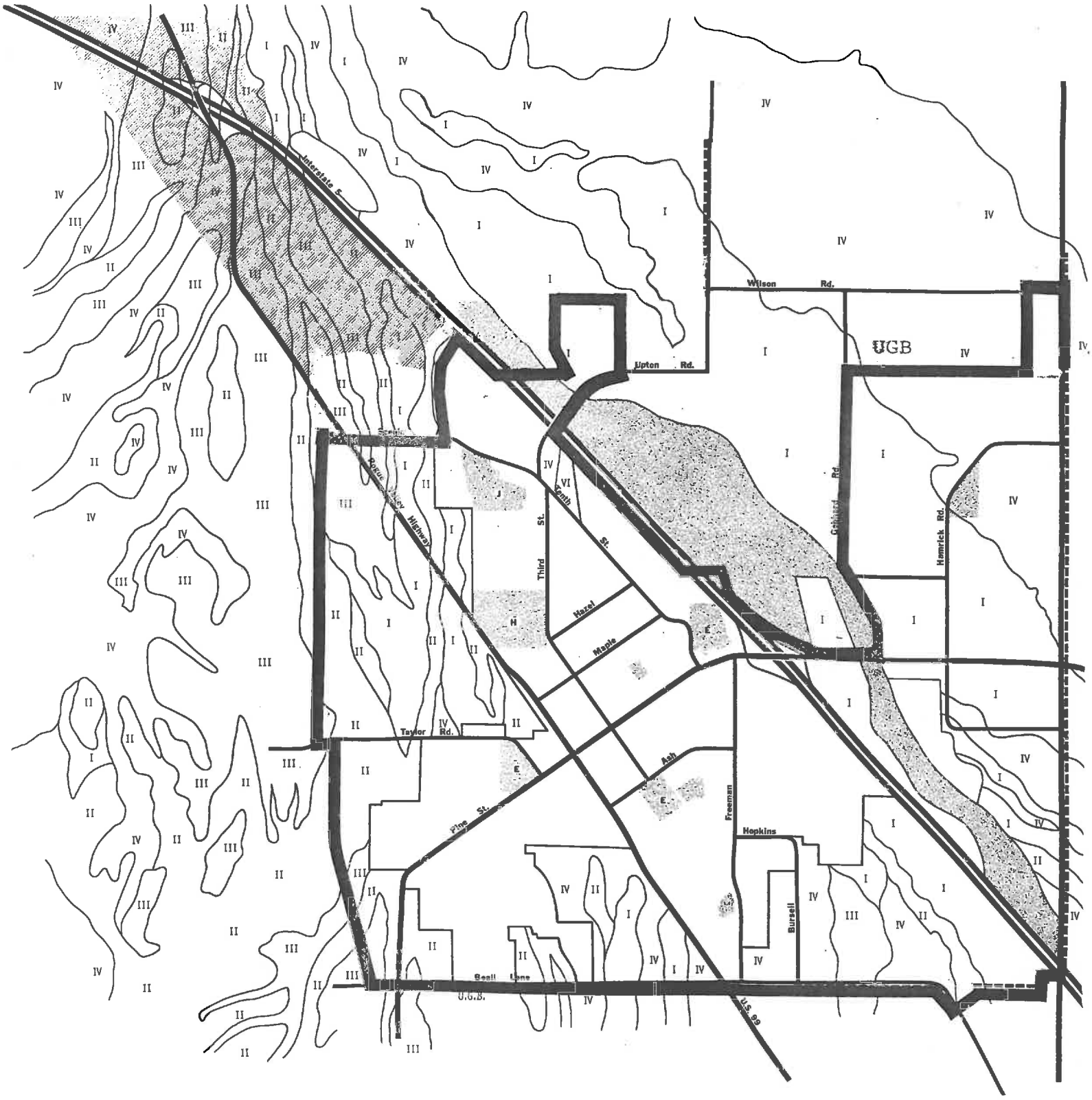
The basic factors to consider in dealing with this problem include:

1. The physical characteristics of soils, as presented in the Jackson County Soil Survey report, as updated in 1977 by the Soil Conservation District. This document and related maps should be kept for reference in the Planning Department of Central Point. Map VI-4 on the following page shows the soil classifications for lands surrounding the City limits, as provided by the Soil Conservation Service.

2. The actual soil productivity which, in addition to soil quality, includes parcel size, shape, farmer expertise, improvements and crop compatibility.

3. The degree of existing urban/agriculture conflict, including such adverse impacts on farming as:

   -- Vandalism (motorcycles, etc.)
   -- Theft
   -- Dust from traffic
   -- Competition for water
   -- Urban water runoff



Urban Growth Boundary

VI-4

SOIL CLASSIFICATIONS

Central Point Area

Source: Soil Conservation Service

and such adverse agricultural impacts on urban land uses as:

- Odors from fertilizers and chemicals
- Farming noise (tractors and crop-dusting aircraft
- Agricultural runoff
- Mud tracked onto streets
- Dust
- Traffic hazards caused by slow-moving agricultural equipment on public roads.

4. The effect of past urban growth trends which complicates productivity evaluation as artificial increases in land value occur in the path of anticipated urban growth.

5. The establishment of an Urban Growth Boundary for Central Point which includes consideration of many of the above points, creates a situation where two distinct policy goals are required, one ofr lands within the UGB and the other for lands outside the UGB.

Approximately 2,737 acres are included within the Urban Growth Boundary. Of this total, about 1,987 acres are included in the City limits, I-5 Freeway right-of-way, County's Bear Creek Greenway corridor, and already urbanized areas outside the City limits, including those lands found to be "partially developed" in the Available Lands Inventory. The remaining 750 acres are presently in agricultural use, or are of Soil Classifications I-IV and would have agricultural potential if irrigated. The Jackson County Comprehensive Plan states that there are 95,320 acres of land in Jackson County with soils in the I to IV range. By minimizing the inclusion of viable agricultural lands in the UGB, Central Point proposes the conversion of 0.8 percent of the County's agricultural lands to urban uses. Also, this Comprehensive Plan will accommodate about 16.5 percent of all anticipated population growth in the County to the year 2000. Accommodating this rate of growth without sacrificing any farmland would be impossible. However, the fact that it can be done while losing less than one percent of the County's I-IV soils shows the City's concern for the preservation of viable agricultural lands and the Plan's inclusion of many areas that are already developed to some extent or are not suitable for continued farm use.

The quality of agricultural lands around Central Point vary considerably in quality, parcel size and shape, and productivity. Generally speaking, lands capable of productive uses have been improved to achieve their highest potential, with the exception of those without a water source. The Soil Classification Map on p. VI-18 shows the highest potential of lands in this vicinity (assuming irrigation), but does not indicate the many additional factors that must be assessed to determine overall quality and productivity. In actuality, very few of these lands are capable of producing economically viable crops, as documented in the Land Use Characteristics (Section II) of this Plan.

Lands west of Central Point to the foothills generally appear to be the most valuable for continued agricultural use with the combination of good soil quality, large parcel sizes, irrigation and other farming improvements resulting in high productivity. The major conflict in this area is the presence of a narrow band of incompatible residential land uses along Pine Street, Beall Lane, and Grant Road. The combination of agricultural irrigation and septic tank use in the relatively impermeable soils that exist in this area result in rapid soil saturation and, therefore, high surface water tables (often intercepting the surface in drainage ditches), particularly during the summer irrigation season and during periods of heavy rainfall.

Lands to the southwest of Central Point are already heavily developed in "rural-residential" uses and will continue to experience strong development pressures. Lands to the north of the City are not as productive within the Urban Growth Boundary. An area just north of Scenic Avenue was originally included in the UGB. However, it was later removed to ensure continued farm uses, due to the high quality and productivity of the soils in that area. This area is between Central Point and the Seven Oaks Interchange and will be subject to considerable development pressures in the coming decades.

A very significant factor in overall productivity is "farmer expertise". A knowledgeable, experienced "Class A" farmer can (and has) taken Class V land and, with appropriate improvements such as tile draining, improved it to Class I productivity. However, this is rare and many farmers, especially smaller "hobby farmers" do not have the expertise nor the time to accomplish these types of improvements, which can also be very costly and beyond their financial means.

Agricultural Land Use Policies

A. General:

1. Central Point will continue its existing policy of supporting agricultural land use as long as practicable, in accordance with the urbanization policies of this Plan.

2. Every effort will be made to reduce urban/agricultural conflicts by:

   -- Discouraging "leap-frog" development that is inconsistent with urbanization policies dealing with the phasing of development.

   -- Providing appropriate buffers between urban land uses and intensive agricultural uses, with emphasis on the periphery of the Urban Growth Boundary.

   -- Supporting efforts by the Agricultural Stabilization and Conservation Service (ASCS) and the Jackson Soil and Water Conservation District (JSWCD) to promote Best Management

Practices (BMP's) reducing soil erosion and excessive irrigation runoff.

3. Because of the nature and intent of the Urban Growth Boundary decisions, agricultural policies will necessarily differ for lands inside and outside the established boundary.

B. Lands Within Established UGB:

While it is the intent of the UGB to designate the areas where future growth will occur, the lands presently in agricultural use within the UGB area require careful consideration in order to promote continued agricultural productivity as long as possible. It is, therefore, the policy of Central Point, in cooperation with Jackson County, that:

1. Urban growth should first occur on vacant lands within the City limits. Annexations to Central Point should occur only after it can be demonstrated that the proposed land use is valuable to the City, consistent with the Comprehensive Plan, and will be properly serviced. In addition:

   -- Annexations should be contiguous to the City.

   -- Annexations should round out existing City limits irregularities that are presently causing some agricultural lands to be impacted from more than one direction.

   -- Annexations should reduce boundaries irregularities, and should not be allowed to extend "urban arms" which could dramatically increase urban/agricultural conflicts.

2. The policies pertaining to the phasing of growth and development within the UGB should be publicized and should indicate which areas should be developed first, etc. This will allow growers to plan their field improvements and ultimate conversions in a timely manner, according to the phasing plans of the City. This will also help to keep land speculation to a minimum.

3. No new roads will be constructed within the UGB which bisect existing agricultural lands, unless it can serve as a buffer between existing agricultural use and new urban development.

4. As Central Point grows to near total urbanization of lands within the UGB, consideration will be given to the establishment of a "permanent" buffer between urban and agricultural uses

such as:

-- Agriculture-related industry along portions of the boundary that are not planned for further urban expansion.

-- Permanent open space or conservation areas, possibly designed for certain recreational activities, such as trails.

-- Residential rear yard setbacks of a distance determined to be adequate to minimize urban/agricultural conflicts, where residential development backs up to agricultural lands. In some cases, a peripheral road may be appropriate to define portions of the UGB and provide access to both urban and farm areas.

5. Agricultural uses will be strongly encouraged to remain in certain airport impact areas that are not suitable for urban development, particularly along runway approach corridors and safety or noise impact areas. Special consideration should be allowed in all areas east of Hamrick Road.

6. Agriculture-related industry will be encouraged in locations having easy access to farmlands and with good transportation access to the freeway and railroad.

7. Recognized farming organizations such as the Farm Bureau, Farm Business Club, Fruit Growers League, Stockman's Association and others will be notified when major development activities and growth policy decisions are being considered that could significantly affect continued agricultural productivity.

C. Lands Outside the UGB:

With the establishment of the Urban Growth Boundary, Central Point and Jackson County agree that there shall be no urban development outside the boundary until such time that all lands available for development within the UGB have been converted to urban uses.

VEGETATION AND WILDLIFE

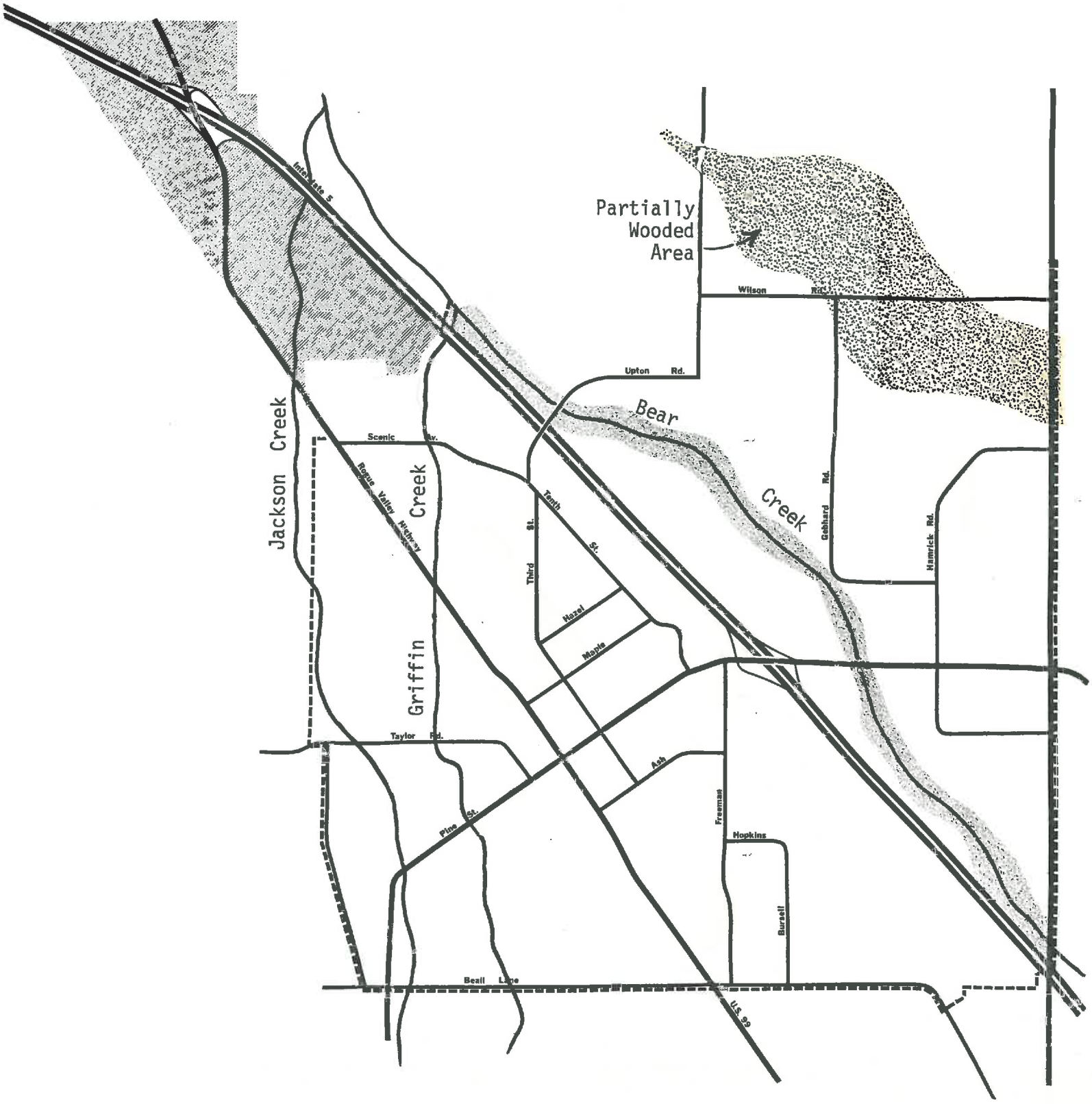
The influence of human habitation in and around Central Point has altered the natural environment significantly over the years. Probably the two greatest impacts have been agriculture and urban development. These have effectively altered the natural environment throughout a very large portion of the Central Point urbanizable area. Much of the original vegetation has been replaced with agricultural crops, imported grasses and fruit trees, and the many and varied species of urban shrubs, trees, and decorative plants that now thrive throughout the community. Changes in the natural vegetation have also affected the wildlife habitats and species that inhabit the area. Urban development and agricultural operations have radically altered the basic character of the land, eliminating many species of wildlife and probably attracting other forms that are better able to survive amedst human activities, noise, pesticides, herbicides and other elements introduced by man.

Of major concern to the City of Central Point in this element of the Comprehensive Plan are the few areas that have remained relatively intact through the years. Such areas are found within the Bear Creek Greenway which passes through the central portion of the urbanizable area, paralleling the freeway. Although the natural environment of Bear Creek has experienced the impacts of development and human activities to some extent, the greenway offers the last remaining opportunity to preserve a portion of a significant natural environment that extends approximately 30 miles from Emmigrant Lake south of Ashland to the Rogue River. Through the careful treatment and utilization of these areas, the City can play a large part in ensuring the greenway's long-term value as a natural area and wildlife habitat.

Vegetation Characteristics

The Bear Creek Corridor, which lies to the east of and parallels the I-5 Freeway, is the area with the most extensive and varied vegetation in the Central Point area. And, because of its central location and surrounding land uses, it is probably the most critical area in terms of potential development impact on the environment.

The vegetation along Bear Creek consists of species that are typical of riparian habitats, floodplains, and areas subject to poor drainage and periodic flooding. The area is dominated by hardwoods with the understory consisting of a variety of grasses, berry bushes, and other herbaceous and woody shrubs. The dominant tree species include Black Cottonwood, Willow, Oregon Ash, Oregon White Oak, California Black Oak and White Alder, with some Big Leaf Maple and Ponderosa Pine.



VI-5

MAJOR AREAS OF
NATURAL VEGETATION
& WILDLIFE HABITATS

Riparian vegetation is unique to the Bear Creek floodplains. Although such vegetation was also associated with Griffin and Jackson Creeks in the past, these environments have been significantly altered by agriculture and other development and are no longer considered to be significant resource sites for environmental protection. The network of fine and large roots along Bear Creek anchor the substrata and stabilize the banks, thus reducing erosion. The aboveground portions of the plants help to slow the speed of the water, trapping waterborne debris and particulate matter, and enabling settling to occur. The plant community provides food and shelter for birds, game and other small animals and fish. The vegetation along Bear Creek, as well as that remaining along other smaller creeks and tributaries, is an essential element of the passive treatment system for non-point runoff.

Wildlife Characteristics

The Bear Creek environment contains the greatest variety and numbers of fish and wildlife to be found in the Central Point area. Studies and inventories of fish and wildlife in Bear Creek and its riparian habitats have been documented by Jackson County Parks Department for the Bear Creek Greenway project. These inventories found seventeen species of non-game fish, eighteen species of reptiles, seventy species of mammals, and 168 species of birds that make their homes in and along Bear Creek and its tributaries. Not all of these species will be found in the Central Point area, but the list of fish and wildlife species points out the great importance of the overall ecological system of Bear Creek and the Greenway area through which it flows.

Impact of Urbanization

The continuing development pressures in the Central Point area have resulted in increasing threats to the natural vegetation and wildlife habitat areas. Many of the small tributaries of Bear Creek have been severely impacted by urban development and agricultural practices that have stripped off the natural vegetation and reduced or eliminated their potential for wildlife habitats. The intent of this Plan is to prevent similar impacts from occurring along the Bear Creek corridor.

Lands along Bear Creek have consistently attracted the greatest numbers of people and intensities of development, including the communities of Ashland, Talent, Phoenix, Medford and Central Point. Fortunately, development has not encroached into the corridor in the Central Point area, at least to the extent that it has in other cities. However, there have been other types of encroachments that have caused physical damage to the environment, or that

have the potential for such damage. These include the development of the County's Exposition (Expo) Park, bridge crossings, utility crossings, adjacent agricultural operations, aggregate removal activities in several areas, and to some extent, indiscriminate recreational activities and littering. To a lesser extent, transient camps in the more remote portions of the greenway may be fire hazards, are certainly a litter problem, and may also be adding to the polution levels of Bear Creek due to the lack of sanitary facilities.

Although it has experienced considerable environmental damage in the past, the Bear Creek corridor remains one of the most attractive natural areas and is an aesthetic focal point of the community. The west bank is effectively protected from future development by the freeway and Expo Park. However, the east side could be affected by development pressures for waterfront homes or other development that might have adverse impacts on the environment. It is, in part, the responsibility of the City to ensure that the future development that is proposed within the City's jurisdiction is compatible with the Bear Creek corridor, the Bear Creek Greenway Plan, and that future recreational activities do not disturb the natural vegetation and wildlife habitats that exist.

In an effort to minimize the potential for adverse impacts of the Bear Creek Greenway, Central Point has developed a zoning district that is specifically aimed at the protection of the Greenway areas, while also allowing a variety of uses with the corridor that are compatible with the area and with the adopted Bear Creek Greenway Plan.

Conclusions & Recommendations

The focus of this section has been on the natural environment of the Bear Creek Greenway, which will become increasingly important to Central Point for aesthetic, recreational and ecological reasons. The Bear Creek Greenway zoning district will help ensure that future development is compatible with the area and consistent with the Greenway Plan.

Vegetative buffers, such as along creeks, help to filter particulates from the air, and also take in carbon dioxide while emitting oxygen. Therefore, the Bear Creek corridor will provide positive air quality benefits.

Jackson County's Bear Creek Greenway project is aimed at the acquisition of lands along the creek to preserve the natural environment and to protect the recreational, scenic and historic aspects of the creek. Central Point can expect to benefit greatly from this project over the long term and, therefore, should support the project and assist the effort through local controls and policies. (Also see Section VII).

MINERAL RESOURCES

Setting

According to the State Department of Geology and Mineral Industries, the only mineral resource within the Urban Growth Boundary area of Central Point is the potential for continued sand and gravel removal along Bear Creek. Coarse sands and gravels deposited during past high water flows are utilized for road base, structure backfill, foundations and concrete, if of sufficient quality.

The extent of these deposits vary. The only currently active extraction operation is near the Seven Oaks Interchange, a location outside the UGB, but within an area that could be added to the UGB at a later date. The material is not of high quality and is only used for structure backfill at this time. Other sites along Bear Creek have been mined in the past but have been abandoned, leaving low floodprone basins that are probably only suitable for open space or recreational uses.

Policies

Although the existing mineral extraction activities are not extensive, Central Point should be aware of the potential expansion of known sites or the development of new mineral resources, probably along Bear Creek or conceivably elsewhere in the UGB area. The potential of the latter is relatively low, given the thin alluvium under Central Point. The following policy will help to ensure the most appropriate management of mineral resources:

> In consideration of the existing and potential mineral resources within the Central Point UGB, the City's intent to support viable mineral resource management is as follows:
>
> -- For lands within the City limits, Central Point will consider applicable land use control through zoning and use permit conditions to protect the viability of good mineral resource management in proportion to the anticipated long term productivity of the site.
>
> -- For lands within the UGB but outside the City limits, Central Point will cooperate with the County in the administration of its Aggregate Removal Ordinance (anticipated adoption in the fall of 1980) and appropriate sections of the Jackson County Comprehensive Plan.

OPEN SPACE AND SCENIC RESOURCES

Statewide Planning Goal #5 (Open Spaces, Scenic and Historic Areas, and Natural Resources) contains the provision that programs shall be provided that will insure open space, protect scenic and historic areas and natural resources, and promote healthy and visually attractive environments in harmony with the natural landscape. Natural resources have been covered earlier in this element and historic resources will be discussed in a following section.

Central Point's location in the Bear Creek Valley provides interesting and attractive views in all directions of the surrounding mountains, Mt. McLoughlin, Roxy Ann Butte, and the Table Rocks. Closer to the community is the Bear Creek Greenway, which passes through the center of the urbanizable area. The Greenway will become increasingly important as a major scenic and open space corridor as growth continues in surrounding areas. The corridor will become the central focal point of the community, as well as the primary recreational and natural resource area.

The City's park and recreation system, school playgrounds and athletic fields, and other public facilities will also be considered open space resources. The City's plan for public parks and open space areas is based on the projected population and future needs of the community. These will be presented in greater detail in the Parks and Recreation Element of this Plan.

Open space opportunities will be considered in the design of new residential developments. Policies encouraging the clustering of residential dwellings were contained in the Housing Element of this Plan. Clustered and planned unit development (PUDs) will provide for both passive and active recreational open space in addition to community and neighborhood parks, and will enhance the visual attractiveness of these developments as well.

Policies and recommendations contained in other elements of this Plan call for a greater awareness of visual and open space needs throughout the community with considerable attention paid to design and landscaping of new developments, buffers where necessary or desirable, and municipal street trees and landscaping.

It is the policy of Central Point:

> "To preserve its existing scenic qualities and amenities and to ensure that future growth and development results in an increasingly attractive community, in harmony with the natural environment."

NATURAL HAZARDS

Central Point is fortunate that it is not subjected to severe natural hazards that are often faced by communities elsewhere in the Country, such as the severe storms of the mid-west, difficult winters of the Great Lakes region, hurricanes and tornados of the southern and Gulf states, or earthquakes of California. However, Central Point should recognize that there are potential hazards from floods, draught, and even the possibility of an earthquake. The following discussion will point out the hazards in and around Central Point and show how they will affect future growth and development of the community.

Flooding

A. Setting

Central Point and the land area within the Urban Growth Boundary faces potential flooding from Bear Creek, Griffin Creek and Jackson Creek. Both Central Point and Jackson County participate in the Federal Flood Insurance Protection Act Program (FFIPAP) which has already provided initial maps delineating the 100 year, 500 year and "sheet flow" flood inundation areas.

"100 year floods" are the major floods which are "statistically" expected to occur every 100 years. As a practical matter, several such events could occur in consecutive wet years or nothing serious could occur for a period of several hundred years. In any case, the potential exists and Central Point has taken steps to reduce the hazard by adopting Central Point Resolutions No.176 and No.186 (1974) in compliance with the FFIPAP.

Specific data on inundation areas are shown on maps provided by the FFIPAP and are available at City Hall.

B. Flood Hazard Reduction Policies

By adopting this portion of the Comprehensive Plan, Central Point reaffirms its intent to reduce existing flood hazards and establishes the following policies related to flooding:

-- Central Point will continue to support and fully comply with all applicable provisions of the FFIPAP, including:

1. establishing elevations for 100 year and 500 year flooding,

2. prohibiting new construction within 100 year flood areas unless the first occupiable floor

is above the 100 year flood elevation, or flood control structures (dikes, etc.) are built to provide adequate protection to the development, and

3. prohibiting activities within the 100 year flood zone which in any way aggravates flood hazards by either filling available flood retention areas (thus displacing flood water on to other areas) or inhibiting the flow of natural drainage areas.

-- Central Point will continue to cooperate with Jackson County to provide the same degree of flood hazard reduction planning and implementation outside the City limits but within the UGB.

Geologic Hazards

A. Geologic Setting

The geologic setting and resultant geologic hazards of Central Point and surrounding lands are completely described in Bulletin 94, Land Use Geology of Central Jackson County, Oregon, a 1977 publication of the Oregon Department of Geology and Mineral Industries. This document is available for reference at Central Point City Hall. The major hazards covered include slope stability, high ground water (ponding), stream erosion and earthquakes.

-- Slope stability problems within the UGB of Central Point are relatively minor except near the stream channels of Jackson, Griffin and Bear Creeks where banks oversteepened by erosion can fail through slumping or landsliding.

-- High ground water, characteristic of lands west of Central Point, provide problems for septic tanks. Under such conditions, septic tanks often fail with contaminated water able to intersect the ground surface at exposed storm drain channels, creating a serious health hazard.

-- Stream erosion, characteristic of the outer portion of channels, occurs primarily during high water periods. This process, combined with deposition on the inside of channel turns (meanders) tends to widen the meander.

-- Earthquakes do not occur very often in Jackson County, but have occurred in the past (see table VI-6 on following page). Although this history is relatively short, it indicates that similar events can be expected in the future. Complicating ground shaking intensity is the potential for ground failure resulting from the loose sands, readjusting during the earthquake. The 100 inch think alluvium soils could amplify or possibly extend ground shaking or cause settlement and shallow surface cracking of the sediments. Finally, the combination of shallow water tables and even-grained sands could result in liquefaction, a condition of the sediment reducing its capability of supporting structures.

-- Volcanic activity is conceivable in western Oregon, though not likely to affect Central Point.

B. Geologic Hazard Policies

Central Point recognizes the potential geologic hazards within the Urban Growth Boundary area and will reduce any potential problems through the following policies:

-- In conjunction with flood hazard reduction and established Greenway policies, Central Point will encourage all new construction to set back a minimum of 100 feet from the primary floodway of Bear Creek and 50 feet back from the edge of banks along Jackson and Griffin Creeks, to ensure protection from slope stability problems in the UGB area.*

-- Central Point will encourage and support the expansion of the Bear Creek Valley Sanitary Authority sewer lines wherever septic tank failures are evident.

-- The City will require that a registered geologist review all projects proposed in areas subject to potential slope stability or stream bank erosion problems.

-- The City will continue to utilize the Uniform Building Codes to govern the quality of construction of structures within the City limits, particularly in regard to Chapter 23 earthquake standards.

* See Central Point Municipal Code, Chapter 8.24 (Flood Damage Prevention).

Figure VI-6

JACKSON COUNTY
EARTHQUAKE HISTORY

EARTHQUAKES FELT IN JACKSON COUNTY, OREGON

DATE	LOCATION	MERCALLI INTENSITY*	COMMENTS
1873 Nov. 22	Off northern California coast	---	Chimney damage in Jacksonville.
1891 Nov. 9	Ashland	IV	A light shock.
1906 Apr. 3	Ashland	IV	
1906 Apr. 13	Ashland	---	
1906 Apr. 23	Ferndale, Calif.	VII	Felt with intensity VI at Grants Pass where furniture moved and windows cracked.
1913 Mar. 15	Medford	III	
1931 Aug. 17	Talent	V	Lamp shaken from ceiling, man thrown from chair; felt at Phoenix & Ashland.
1931 Sept. 4	Central Point	II	A slight tremor
1941 July 7	Medford	II	Felt by fire lookouts.
1949 Apr. 3	Grants Pass	III	

Information from Couch and Baker (1958)
" " Byerly (1952)
" " Eppley (1965)

SOURCE: Land Use Geology of Central Jackson County

*INTENSITY:
I -- Not felt, except by a very few under especially favorable circumstances.
II -- Felt only by a few persons at rest, esp. on upper floors of buildings. Delicately suspended objects may swing.
III -- Noticeable indoors, esp. on upper floors; cars may rock slightly. Vibration like a passing truck.
IV -- Felt best indoors. May awaken some. Dishes, doors disturbed, walls make cracking sound. Like truck striking building.
V -- Felt by most. Some dishes & windows broken, plaster cracked.
VII -- Notices by persons driving cars. Considerable damage to poorly built structures, slight damage to standard bldgs. Some broken chimneys.

Soil and Engineering Limitations

A. Setting

Soil and engineering limitations in and around Central Point vary with the type of soil, water content, water table and slope. The engineering properties of the various soil types are thoroughly described in The Jackson County Soil Survey (see Agricultural Lands section of this element), recently updated by the Stabilization and Conservation Service in 1980. The SCS also provides an interpretation of soil capability for septic tank drain fields and structure foundations in a report entitled Soils Interpretations for Oregon, based upon the limitations of each soil property for various uses.

In addition, Central Point had a thorough soils engineering map prepared which notes a diversity of soil types around the City. Each soil type can behave differently under given circumstances, and Central Point therefore requires double reinforceing for major structures by City ordinance.

In most cases, soils which do not meet engineering specifications in their natural state can be worked through compaction and changes in moisture content to meet Uniform Building Code minimum standards for structures. A registered soils engineer can evaluate surface and subsurface materials and determine whether the site is suitable for a given use or what needs to be done to make it suitable.

B. Soil and Engineering Policies

Central Point recognizes the potential problems relating to inadequate soil capabilities and intends to reduce soil related engineering problems through implementation of the following policies:

-- Central Point will continue to utilize the most recent soils data available in evaluation of the feasibility of new development.

-- For major projects (greater than two-stories, with the exception of single-family homes), a soils report prepared by a registered soils engineer will be required.

NOISE IMPACT

INTRODUCTION

Continuing growth, new development, increasing numbers of motor vehicles and other day-to-day activities of a growing community are all contributing to increasing levels of noise in Central Point. Today, noise ranks as one of our major pollution problems and, if not controlled, can jeopardize the health and well-being of those affected. Often defined as "undesirable sound", noise has become an important factor in decision-making, especially at the local level in decisions concerning land uses, development, and comprehensive planning.

Although it is not specifically provided for in the statewide planning goals, the issue of noise must be considered in the Central Point Comprehensive Plan for a number of reasons. There are a number of major noise generators in and around the City that should be brought to the attention of the Community and its decision-makers so that potential noise conflicts or the development of incompatible land uses can be avoided before the problems occur. Although some noise standards and general policies will be offered in this section, the basic intent is to provide an informational discussion of noise and its impacts so that future land use and development decisions can be made in an appropriate and knowledgeable manner.

NOISE CHARACTERISTICS & MEASUREMENT

Noise is often a matter of taste or preference, making regulation difficult in some cases. For example, a loudly-amplified music concert that is entertaining for one person, may be very annoying for a resident living across the street. In recent years, many standards and methods of monitoring noise have been developed by various agencies for use in local codes and regulations.

Noise is measured with meters that come in various scales. The most often used scale is the Community Noise Equivalent Level (CNEL) which is based on the noise measurement (decibel) as designated by the symbol "dB", and adjusted to account for noise as perceived by the human ear. This is known as the "A-weighting" process (dBA), through which the acoustical signal is detected by the microphone and then filtered to heavily weight those portions of the noise which are most annoying to the human ear.

Typical noise levels in Central Point can be expected to range from a low of about 30 dBA (very low) to 100 dBA (very high) and sometimes higher. The "Table of Sound Levels" on the following page lists the decibel ranges and examples of the types of noise sources that could create each noise situation in a typical urban environment.

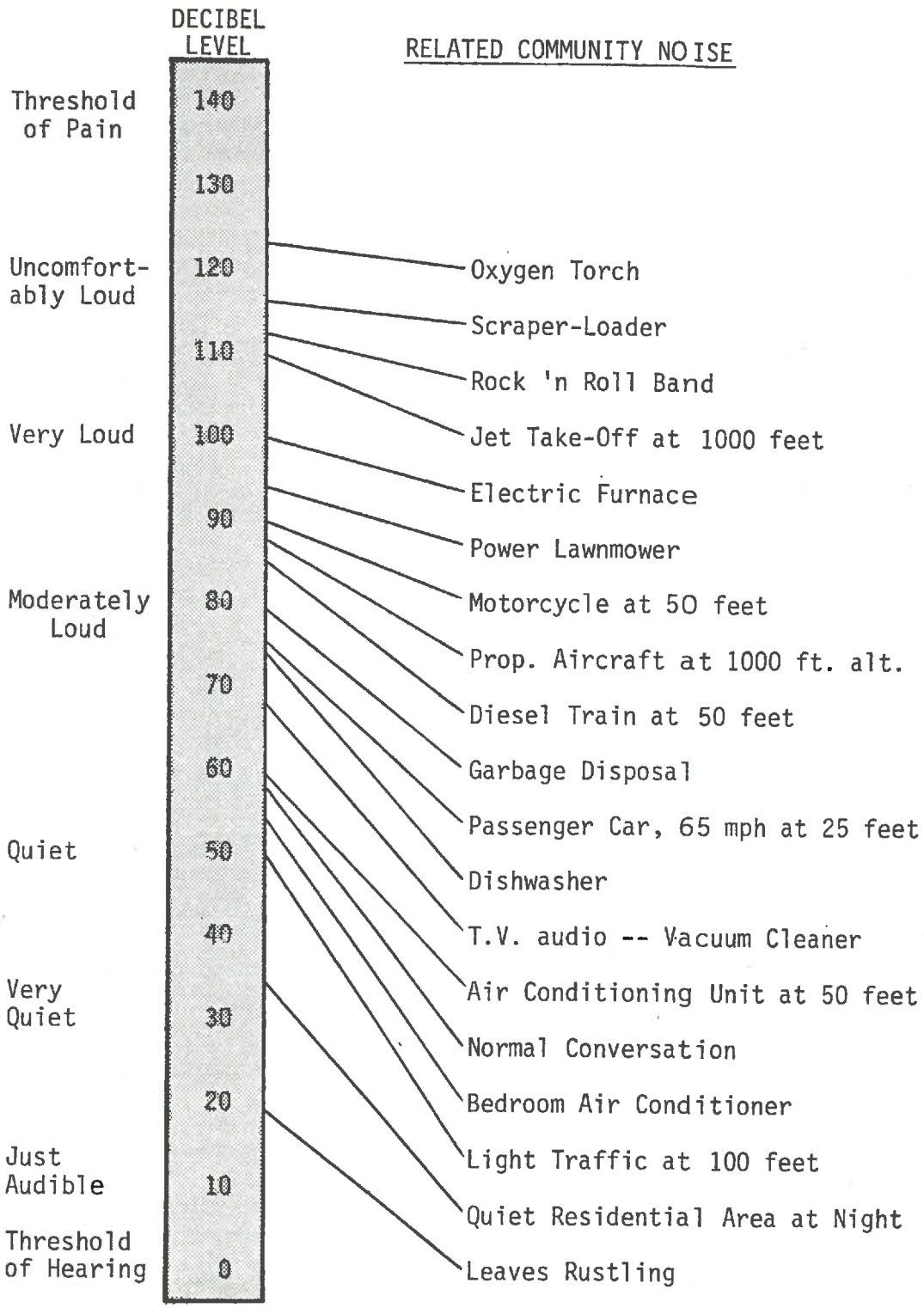


TABLE OF SOUND LEVELS

Source:
U.S. Environmental Protection Agency

In contrast to the obvious sounds and noises with known sources, there is a huge class of intermediate sounds, usually referred to as "ambient" or "background" noise. These are ever-present in urban areas and often go unnoticed. Ambient noise is very difficult to control since it consists of a mixture of sounds with many sources and directions. Since any attempt to control these noises would have to be aimed at a large number of different sources, it is usually preferable to utilize standards and regulations aimed at preventing new noise sources that would tend to raise the ambient level, and at curtailing excessive noise produced by major noise sources.

Sounds that exceed the ambient background noise levels are called "intrusive" sounds. These are usually easy to identify since they intrude through the ambient noise, especially in the evening and nighttime hours. Examples of intrusive noises in the Central Point area would include automobile horns, squealing tires, loudspeakers, construction equipment, and trains. Many intrusive noises are vehicle law enforcement problems and others may already be prohibited by City codes. However, because of their often temporary nature, existing laws may be difficult to enforce. In other cases, the sounds may be legal or necessary, such as trains, horns, etc.

IMPACT OF NOISE

Man is capable of adapting to various types of noise with few ill effects. However, noise can cause detrimental physical and psychological effects and discomfort. Noise levels which exceed 85 dBA are generally considered to contribute to hearing loss when experienced for long durations. In 1972, Congress enacted the Noise Control Act which authorized the Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish levels of noise "requisite to protect the public health and welfare with an adequate margin of safety." These "annoyance levels" are as follows:

MAXIMUM NOISE LEVELS
FOR PROTECTION OF HEALTH AND WELFARE

EFFECT	LEVEL
Hearing Loss (health).....	70 dB*
Outdoor Activity Interference and Annoyance.....	55 dB**
Indoor Activity Interference and Annoyance.....	45 dB**

* Averaged over a 24-hour period.

** Averaged over a 24-hour period with a nighttime weighting of 10 dB (10 PM to 7 AM).

The EPA has stated that more than 80 million people are significantly impacted by noise, half of whom are exposed to levels that can damage their hearing or otherwise affect their health. Noise has also been proven costly. The World Health Organization has estimated that more than $4 billion is spent by United States industry each year for noise-related absenteeism, reduced efficiency, workman's compensation claims, and mental illness.

Studies have also found that sound has a significant effect on body muscles and other organs. It has been found that sounds of a short duration over 70 dB may cause changes in the muscles and glands which can affect the rate of heartbeat, constrict the peripheral blood vessels, alter breathing, and affect digestion. Exceptionally intense noise levels (130 dB and over), have been known to cause vertigo and cardiovascular disorders and may also produce changes in the function of the brain, adrenal glands, and reproductive organs. Although these levels of sound are rarely reached in Central Point, these examples are provided to enlighten the reader to the potential dangers of excessive noise.

More relevant to the Central Point environment are the problems related to sleep or speech interference, especially as they affect the young. Constant noise often adversely affects the development of speech patterns in children and may seriously hamper school programs. Therefore, it is especially important to ensure a noise-free environment around public schools, libraries, and other public facilities where people meet and communicate.

NOISE STANDARDS

Standards and guidelines for the control of noise have been developed by several State and Federal agencies, including the Federal Highway Administration (FHWA) and the Department of Housing and Urban Development (HUD). In many cases, counties and individual communities have adopted noise ordinances that are more closely related to their specific environment and problems. To aid in the evaluation of issues involving noise, the CNEL ranges shown in the following table are considered to be the maximum acceptable for each of the various land uses. Although these are HUD standards, the City may determine that more restrictive levels be placed on certain types of land uses.

LAND USE SUITABILITY LEVELS

	HUD POLICY	DESCRIPTION
NORMALLY ACCEPTABLE	Does not exceed 65 dBA more than 8 hours per every 24 hours.	Indoor environments are pleasant with normal building construction and outdoor environments reasonably acceptable for recreation and play, but with some noise.
NORMALLY UNACCEPTABLE	Exceeds 65 dBA 8 hours per 24 hours.	More severe noise exposure making it necessary to use unusual and costly building construction and outdoor barriers to make the environment tolerable.
CLEARLY UNACCEPTABLE	Exceeds 80 dBA 60 min. per 24 hours. Exceeds 75 dBA 8 hours per 24 hours.	Noise exposure is so severe that the construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would still remain intolerable.

LAND USE	ACCEPTABLE MAXIMUM CNEL RANGE
Auditoriums, Concert Halls	60 dBA
Single- and Multi-family Residential Schools, Libraries, Churches Hospitals, Nursing Homes Sports Arenas Playgrounds, Parks	65 dBA
Golf Courses, Stables, Cemeteries Transient Lodging (motels)	70 dBA
Restaurants, Movie Theaters Office Buildings Retail Commercial	75 dBA
Wholesale Commercial Manufacturing Utilities	80 dBA

Source:
U.S. Dept. of Housing and Urban Development

NOISE SOURCES IN AND AROUND CENTRAL POINT

In order to get a better overall understanding of community noise in the Central Point vicinity, the following discussion will include such sources as the major transportation facilities, recreational noise, commercial/industrial noise, and residential noise.

I-5 Freeway Noise

The Interstate 5 Freeway passes through the center of Central Point's Urban Growth Boundary area from the southeast corner to the northwest corner. This major transportation facility is an important asset to the community but also generates noise, with a potential for increasing noise levels as traffic volumes increase.

The Federal Highway Administration (FHWA) has established "design noise levels" as a basis for determining noise impact along freeways. The FHWA design noise level for residences, motels, schools, parks, churches, hospitals and recreation areas, is an hourly noise level of L_{eq} 67 dBA. Because traffic noise varies in magnitude over periods of time, an "average" sound level measurement is used. The average level most commonly used in traffic measurement is called the "equivalent continuous level" or L_{eq}. These measurements are averaged over a period of an hour, and the noisiest hour of the day is used to determine the noise level.

The FHWA produced a Highway Traffic Noise Prediction Model to determine the distances from the freeway to the L_{eq} 67 dBA noise level contour. Field measurements were made to compare against the prediction model and ensure its accuracy.

After plotting the 67 dBA contour on aerial photographs, it was found that more than 4,000 residential dwelling units along Oregon's freeways are subjected to noise above the FHWA design levels. In addition there are 12 public schools, 11 parks, 1 church, 1 hospital, and 1 private camp that are similarly affected. Of the 4,000 affected dwellings, about 3,500 could have noise levels mitigated by construction of a wall or berm, at a total estimated cost of $140 million.

Obviously, proper planning in the past could have prevented many of these noise conflicts that could now cost taxpayers millions of dollars. It will be to the benefit of Central Point (and the State) to ensure that land use planning takes into consideration the impacts of noise and to ensure that all new development in noise impact areas is properly noise insulated

According to the Interstate Freeway Noise Inventory, prepared by the Oregon Department of Transportation in March, 1979, the Central Point area could expect the L_{eq} 67 dBA noise contour to reach as far as 450 feet into the community from the freeway. This would be the maximum distance, based on a "hard" site made up of pavement, structures, etc. In an area characterized as a "soft" site (grass, trees, etc.), the contour could be expected to reach about 190 feet from the freeway. This information was plotted on an aerial photograph of Central Point to determine the approximate number of dwellings that would be affected. It was found that at least 90 single family homes and 30 mobile homes presently lie within the 67 dBA contour line and one elementary school is just outside the line. The Meadows mobile home development, when completed, will add additional structures within the contour, as will other development that is located within 450 feet of the freeway. The 450 feet "hard" site distance was used in this survey because it represents the maximum potential impact. In some cases, structures within the impact area will already be buffered by other structures or by existing landforms that effectively reduce the noise impact.

Since the transmission of noise is greatly affected by the characteristics of the environment, the City should take care in preventing poorly designed developments that could effectively alter the environment from a "soft" to a "hard" situation, thereby worsening the problem rather than mitigating it.

Jackson County Airport Noise

In the past, airport owners have been overly concerned with the extent and types of facilities that could be developed around their airports and the related financial benefits. The overall compatibility of airports in terms of noise impact and land use planning were often overlooked. The result has been severe noise impacts, law suits and other problems around many urban airports, some of which have had to cease operations. Today, the relationships between airports and surrounding land uses are taken seriously and much more thought and care goes into airport-related land use planning.

Airports are often a magnet for a variety of land uses, not all of which are compatible with airport operations. in general, compatible land uses near airports have one or more of the following characteristics: (1) land uses involving few people, such as natural or open space uses; (2) uses which are noisy, such as industrial uses; (3) indoor uses, especially commercial and industrial uses which can be protected from noise by sound reduction con-

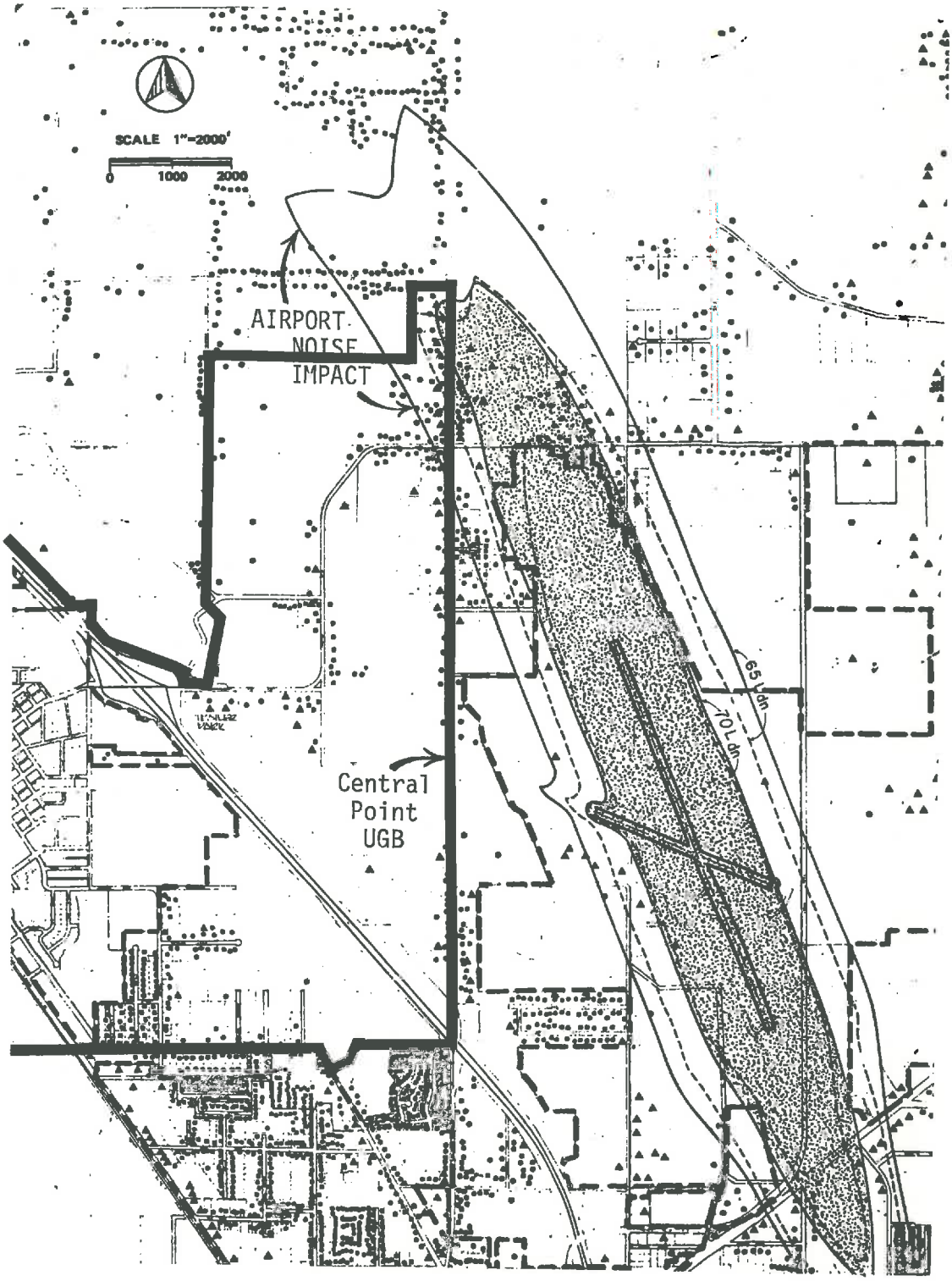
struction, and (4) airport-related uses.

Noise is the primary conflict between Jackson County Airport and future development within Central Point's urbanizable area. The technique used to describe aviation noise is the Average Day-Night Sound Level (Ldn) contour method, which describes the average noise levels over a 24-hour period. An aviation noise environment exceeding 70 Ldn during the course of an average day would normally have a serious impact on most human activities. This level, which is shown by the shaded area on the Airport Noise Contours map, is generally considered incompatible for land uses such as nursing homes, sports arenas, outdoor sports, playgrounds, and neighborhood parks. As can be seen on the map, the 70 Ldn contour line does not seriously impact the Central Point UGB area, with the exception of a very small area on the west side of Table Rock Road, south of Wilson Road.

Of greater concern to Central Point is the area within the 65 Ldn contour line. Noise at the 65 to 70 Ldn levels are generally not as significant to residents as in the higher ranges. Within the 65 to 70 Ldn range, programs aimed at retrofitting existing homes for noise insulation are often initiated, with similar insulation or noise attenuation requirements imposed on new housing construction. The City and County, when appropriate, should investigate ways to protect and maintain affected neighborhoods by finding ways to reduce the effects of noise in the future. Remodeling ordinances, tax incentives and grant-funded programs are a few techniques that have worked in other communities and could be considered in the Central Point area, if needed.

Noise environments which represent an average daily exposure of less than 65 Ldn are normally considered as having low to moderate impact on most human activities. Normal construction practices are usually adequate. Any additional energy conservation insulation requirements will also help reduce noise levels and further reduce the noise impact.

As stated in the Jackson County Airport Master Plan (1978), the most important action to minimize airport noise would be to reduce the number of people subject to that noise. This means a joint effort on the part of the airport operator and local decision-makers to restrict development in all areas of 65 Ldn or greater to land uses that are compatible with airport noise impacts, or are effectively insulated to avoid such impacts. Development in areas of 70 Ldn or above should be limited to airport-related uses or other uses that do not involve prolonged human activities. At the request of Jackson County and the airport manager, Central Point recently removed approximately 7.5 acres of medium density residential proposed land uses from within the 65 Ldn contour and replaced it with light industrial on the Comp. Plan north of Vilas Road.



AIRPORT NOISE CONTOURS
(Jackson County Airport)

Source:
Jackson County Airport
Master Plan - 1978

The newest development in airport-related noise has come from the Department of Environmental Quality. New Noise Control Regulations for Airports were adopted by the DEQ in November of 1979. An Airport Noise Criterion has been established at an Average Day-Night Airport Noise Level of 55 dBA. This contour line will define the airport's Noise Impact Boundary for further planning purposes, including the development of an Airport Noise Abatement Program aimed at the mitigation of noise impacts on surrounding areas. This will help to ensure that land use planning and development are carried out in a manner that will result in minimum noise impact on noise-sensitive land uses and that future development will be compatible with current and projected noise levels. Among the actions that may be carried out within the Noise Impact Boundary are a greater degree of public improvement project programming, soundproofing programs, possible purchase of land for non-sensitive public uses, noise impact disclosure to purchasers within the boundary, and possible modifications to the Uniform Building Code.

It will be to the City's advantage to work and cooperate with the Jackson County Airport in the development of the Noise Abatement Program, as well as other airport-related plans. This will help to ensure that future development in Central Point is not adversely impacted by airport noise.

Railroad Noise

The Southern Pacific rail line passes through Central Point paralleling U.S. 99, and serving various industrial uses in and around the City. The impact of railroad noise has not been determined. Noise levels and resulting contour lines depend on a number of factors, including the number of trains per day, their average lengths and speeds, the gradient of the tracks, etc. The Jackson County Planning Department is currently working to produce railroad noise contours and has already requested the necessary information from the Southern Pacific Railway Company. Therefore, rather than duplicating the County's effort, the City of Central Point should include the County's railroad noise information in the Comprehensive Plan when it becomes available.

In previous reports, the Southern Pacific Railway Company has expressed a deficiency of suitable industrial sites that could utilize rail facilities. Central Point is proposing industrial development in the vicinity of the S.P. line to provide for a part of this deficiency and to bolster the City's economic base. Increased industrial activity could result in increased rail service to the area. Also, the planned improvements to railroad tunnels through the mountains to the south could also result in increased rail activity and possibly the addition of passenger trains.

Central Point should remain aware of Southern Pacific's plans and schedules and ensure that future land use planning does not result in unnecessary noise impacts on noise-sensitive land uses.

Recreational Noise

Another source of community noise, especially during the daytime hours, eminates from recreational sources, including ballfields, school playgrounds, active parks and other facilities throughout the community.

Fortunately, the activities that take place in these areas are usually confined to daylight hours and do not often cause major problems. Recreational noise is generally less irritating to most people, with the exception of noisey off-road vehicles, gas-powered model airplanes, and other more intrusive noise producers.

Commercial & Industrial Noise

Noise is often a part of the day-to-day operation of many commercial and industrial businesses and any restrictions on noise should take into consideration the characteristics of each particular use and be related to appropriate standards for that use.

During the early planning and design stages of new commercial and industrial developments, appropriate noise attenuation devices should be considered as an integral part of the design, especially if the facility could have a noise impact on residential or other noise-sensitive land uses. The addition of an earthen berm, wall, or other attenuator could result in greatly reduced noise levels as well as a more attractive development.

Residential Noise

Typical residential noises include power lawnmowers and other small power tools, air-conditioning units, excessively loud human voices, barking dogs, and amplified music equipment. Walls or other large barriers are generally not appropriate in residential neighborhoods and would be detrimental to neighborhood unity. Probably the most effective way to deal with the residential noise problem is through the residents' own cooperation and consideration for the privacy and well-being of their neighbors. When this fails, a "noise regulation ordinance" or other appropriate codes should be available and enforced for the protection of the residents.

CONCLUSIONS & RECOMMENDATIONS

The previous pages have provided an overview of the many and varied sources of noise in and around Central Point. Although Central Point does not have a major noise problem at this time, there is considerable potential for increased noise levels from the airport, the I-5 Freeway, the Southern Pacific railroad, U.S. 99, residential streets, the central business district, industrial areas and recreational areas. As the City grows, the noises generated from these types of facilities can be expected to increase as their use intensifies.

It is now the responsibility of the City to solicit or generate additional noise data pertaining to new proposed development and to ensure through appropriate land use planning that the location of noise-sensitive land uses are based on noise impact considerations.

Continual updating of noise information and noise standards and guidelines must be implemented through day-to-day application if the City is to have a significant influence on the overall quality of the community. The Department of Environmental Quality is available to assist in the development of local ordinances and can provide models, review draft ordinances and assist in other ways.

The primary intent of this section of the Plan has been to inform the community and its decision-makers of the basic characteristics of noise and potential noise-related problems that could occur within Central Point in the future. Since the original adoption of this Comprehensive Plan in 1980, the City has revised its Zoning Ordinance to include many of the recommendations of the Plan. In some cases, references to noise were made, although generally. Primarily, the revised Zoning Ordinance paid greater indirect attention to noise as an adverse impact on various types of land uses and additional requirements were added to ensure land use compatibility and, in some cases, require a buffer between incompatible land uses to reduce the impact of noise. Light industrial land uses, for example, are required to conduct their operations within the structure to minimize noise (and other effects) and to make this zone more compatible with commercial and residential areas of the community.

Central Point has begun to incorporate noise considerations and restrictions into its codes. This is not a fast or easy process and it will take additional time to develop additional regulations and a more specific noise ordinance. This section of the Plan is the basis for this future work and will provide a basis of understanding for dealing with future ordinances and project proposals.

POLICIES FOR NOISE REDUCTION

Based on the foregoing discussion of noise, the City of Central Point has established the following noise-related policies:

1. The City shall continue to collect and update noise information on all major noise sources affecting the community, including the I-5 Freeway, Highway 99, Expo Park, Southern Pacific Railway, commercial and industrial operations, and others.

2. The City shall work with the Department of Environmental Quality on noise-related issues and take advantage of that agency's expertise and information on matters pertaining to new or revised noise ordinances for Central Point.

3. The City shall rely heavily on land use and design of new developments to control and minimize noise through such requirements as site orientation, buffering, distance separation, insulation, or other design features.

4. The City shall remain aware of airport expansion plans, changes in airport noise contours, and shall ensure that adequate land use safeguards and noise attenuation measures are in place prior to City expansion or development in areas that may be impacted by airport noise.

HISTORY OF CENTRAL POINT

GROWTH AND DEVELOPMENT

The modern history of Central Point dates back to the 1850s. At that time it was the location of the intersection of two important pioneer wagon roads. Because of its central location within the Bear Creek valley, it became known as Central Point. During the 1850s, the area consisted of chapparal, manzanita, a few pine and oak trees, and a wagon road from Jacksonville, winding its way through the brush in the general direction of Eagle Point and on toward Prospect to the northeast.

OLD CENTRAL POINT

The original business district, "old Central Point", was located east of what is now the main business district, in the vicinity of Bigham Drive, generally between Pine and Oak Streets. The life span of this settlement was fairly short, extending from about 1868 to 1884 when the railroad came through the area and attracted new development closer to the rail line and away from the established settlement. By 1889 the City of Central Point had incorporated.

According to historical records and documentation on file at the Jacksonville Museum, the original "old Central Point" consisted of seven homes, a general store with post office, a saloon, a blacksmith shop, a wagon shop, a feed barn, a livery stable, and a hotel with restaurant. A map of old Central Point was drawn by Frank Ross, with the assistance of the Freeman family, and has been donated to the Central Point Library.

The first business was the general store which was constructed in 1868 and operated by Constantine and Toss Magruder until 1971. Mr. Magruder later became Central Point's first mayor. People traveled from as far away as Prospect to shop at the store. The Magruder home was located just south of the store. The large two-story home was built in 1878 and, although it has been remodeled considerably over the years, it is one of the oldest homes in Central Point and the only remaining structure of what was the original business district.

AGRICULTURE

The areas around Central Point were in agricultural production before the community developed. Farmers went to Jacksonville to shop and for other activities. The fertile soils and favorable farming conditions attracted additional farmers and eventually orchardists.

One of the first orchardists to locate in Central Point was Isaac Constant. He and his wife arrived in 1852 and eventually owned about 800 acres on both sides of Bear Creek. They brought fruit trees by wagon across the plains to this area. The Constant home was located south of Pine Street and on the east side of what is now Freeman Road. They originally constructed a log cabin which was later replaced by their home and barn, built of sugar pine brought in from the Prospect area. Because of his influence on the area's development, the Pine Street bridge over Bear Creek was named the Isaac Constant Bridge.

THE RAILROAD

When the railroad pushed through this area in 1884, the railroad superintendent intended to locate the main station for the valley in the Central Point area. However, local farmers objected to giving up any land for railroad related purposes or for development. So, as a second choice, the depot was located in Medford instead. A smaller depot was later constructed in Central Point and torn down in the 1920s. In 1975 Central Point had plans to reconstruct the original depot as a bicentennial project with the building to be used as a local museum. Unfortunately, that project never materialized.

The impact of the railroad on the community has been significant. It was primarily responsible for the short life of Old Central Point and the new direction of community growth and development since the 1880s. Upon completion of the line through Central Point, the residents began laying out a new street pattern that was parallel to the tracks and began moving closer. The railroad is still very important to the wood products industry and other industries located along it, and will continue to be. The original Oregon & California Railroad has since been replaced by the Southern Pacific, which now operates trains for freight only. The nearest passenger connection is in Klamath Falls.

EARLY SCHOOLS

The first school to serve Central Point residents was a one-room log structure in the Manzanita School District. It was not actually in the City, but was about two miles away in the vicinity of what is now Gilman's Dairy. Because of the distance and bad winter weather conditions, school was held only during the months of June, July and August.

In 1887, a two-story school was built on what is now the site of Central Point Elementary School. The original school had only four rooms and by 1906 the population had outgrown the facility. In that year, a new two-story brick structure was built on the same site. This building was gutted by fire on January 10, 1908.

Fortunately, the brick shell stood, which allowed the school to be completely rebuilt in time for school the following September. Today, Central Point Elementary still stands and is considered an important historical landmark within the community and the only structure in Central Point that is on the National Register of Historical Places. However, it is showing signs of age and the Fire Marshall has ruled that the second floor cannot be used for children in the second grade or below. With continuing age and deterioration, rising costs of fuel for heating, and the decreasing cost effectiveness of maintaining the school, the possibility of razing the structure and replacing it with a modern facility was discussed.

Fortunately, the school district and City saw the opportunity to preserve the City's most significant feature. The school district's superintendent made the statement (about 1980) that when buildings outlive their usefulness, "you don't destroy them, you instead find other uses for them." The school district took the necessary steps to get the building nominated to the National Register of Historic Places and when the building is no longer suitable for school purposes it may become the district's administrative office building, archives, and possibly a museum.

HISTORIC INVENTORY

The City of Central Point has undertaken an inventory of historic places, based on information currently available. The Oregon State Parks Division provided site and structure descriptions for all sites in the Central Point area that are on the State's Inventory of Historic Properties. These were supplemented by information from the Southern Oregon Historical Society, Jacksonville Museum, and field work. However, at this time, most of the historic sites and buildings are outside the City limits and many are outside the urban growth boundary. However, all significant sites were mapped and a summary of each was included with a photograph on the pages that follow.

Although supporting information has not been gathered, it is suspected that there are other buildings of historic significance within the community that are worthy of preservation, recognition, and perhaps rehabilitation. The City has not had the resources to undertake a community-wide historical analysis, but such an effort is proposed as a future activity and the local Historical Society (SOHS) has been contacted about the possibility of available funds or assistance in such an effort. The City is also working on ordinance revisions that will better recognize and provide for the protection of historical sites and structures.

SITE #1

MON DESIR DINING INN

WOODLAWN ACRES: Conroe Fiero House

LOCATION: 4615 Hamrick Road, Central Point

DATE OF CONSTRUCTION: 1910

PROPERTY DESCRIPTION:

The Conroe Fiero House (Mon Desir) is one of the few remaining examples of orchard mansions in the Rogue Valley. This structure was built in 1910 by Portland architects Whitehouse and Fouilhoux. Mr. Fouilhoux later designed the famous Radio City in New York.

The structure is a bungalow Tudor Revival Style. It is one and one-half stories in a "U" shape with steep gable roofs. The exterior is shiplap siding, except for the applied half-timbering and stucco in the upper half story of the double projecting gables on the East (front) elevation. A partially recessed veranda reaches across the front. Although the front and much of the interior has remained virtually unchanged, the entrance has been moved and banquet facilities and a kitchen wing have been added to accommodate the dining function.

Interior walls are wooden and/or a combination of wood and stucco. A focal point is the floor to ceiling brick fireplace with copper trim. Many of the details, such as hinges, light fixtures, and other pieces were hand forged by Honeyman Hardware of Portland.

HISTORICAL BACKGROUND:

Mr. A. Conroe Fiero, son of A.W. Fiero, a wealthy Chicago businessman, came to the Rogue Valley around the turn of the century during the local boom in orchards. His orchard mansion was constructed on 140 acres of orchard land for his bride Grace Andrews. The home became the center for lavish entertaining with an Eastern flair, which was new and exciting to the local community. Many famous people have visited the home over the years. Conroe was active in the Medford business community, social affairs, and the development of the Rogue Valley fruit industry. Unfortunately, the Fieros had lost their orchards to the cold weather (freezes) by 1917.

Grace Andrews was a stage actress in New York. She made her broadway debut in 1908 in "Beverly of Grastark", produced by David Belasco, one of the foremost producers and stage directors of that time. Grace was a member of the Andrews Opera Company family of Minnesota. The family moved to the Rogue Valley around 1903, when the company was desolved. Although they pursued agricultural interests, their greatest contributions to the valley were in the cultural areas of music and theater.

Grace met Conroe Fiero in 1909 and continued her New York career following their marriage, residing in the valley during the off season. In 1914 she starred in the local film "Grace's Visit to the Rogue River Valley", which was used as a promotional film for the Rogue Valley at the 1915 Panama-Pacific International Exposition in San Francisco.

The 140 acre orchard remained as one property under three different owners until purchased by the Ehrhearts in 1943. They bought the six acres on which the house sits and converted the home into a Southern Chicken Dinner restaurant, which failed after six months. J.M. Alexander and Julia Jemma Tummers then bought the house, turned it into a dining inn and named it Mon Desir. Julia Tummers specialized in American and European cuisine and was primarily responsible for making Mon Desir one of the most famous dinner houses along the west coast. In 1957 Mon Desir was listed in Life Magazine as one of the forty-nine best American roadside inns.

Due to ill health in 1966, Julia Tummers sold Mon Desir to Stanley D. and Thomasine E. Smith. They maintained the inn for thirteen years. The inn is now under the ownership of the Carver and Jackson families of Ashland.

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SITE #2

MAPLE TREE FARM

Beebe (or Adelphia) House

LOCATION: 718 Beebe Road, Central Point

DATE OF CONSTRUCTION: Ca. 1880s

PROPERTY DESCRIPTION:

The Beebe House is a rural Gothic Revival style one and one-half story wood frame residence with board and batten siding, two-over-two double hung windows and a gable roof. A shed roofed veranda with ornamental sawn wood posts is located on the front (south) elevation. Two low square towers are attached to the west facade and may have been used as water towers at one time.

Adelphia W. and Mary Skipton Beebe, and their son Kenneth, came to the Rogue Valley in 1889. Kenneth W. Beebe was born in Polk County, Nebraska in 1888. He was an early orchardist and produce farmer in the Central Point area, operating Beebe Farms and Orchard from the late 1910s until his death on March 28, 1978. He was one of the first orchardists to use orchard heating to protect the crops from spring frost. Prior to establishing his orchard, Beebe was foreman on Conroe Fiero's Woodland Acres, location of the Mon Desir Dining Inn. He served on the Central Point School Board during the 1920s.

Kenneth's sisters, Fern Beebe Dow and Sadie Beebe Koehler continue to live in this residence and, reportedly, the family has an oak plank with a carved floor plan and elevation of this house.

+ + +

SITE #3

CENTRAL POINT CEMETERY

(IOOF Cemetery)

LOCATION: East side of Hamrick Road, three-fourths of a mile northeast of Central Point.

ESTABLISHED: Ca. 1870

DESCRIPTION:

The Central Point, or IOOF, Cemetery was established in the 19th century. This burial ground is located on about seven hillside acres along Hamrick Road, northeast of Central Point. The knoll is covered with oak and pine and has several fine examples of 19th century marble monuments and ornate iron fences.

The cemetery has not been well maintained over the years and has been the target of vandalism. The oldest marked graves date from 1876. There is an excellent view of Mt. McLoughlin to the east and the cemetery itself could be a very attractive site with the proper care and maintenance.

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SITE #4

BRAY WATER TOWER

LOCATION: 5263 Gebhard Road, Central Point

DATE OF CONSTRUCTION: Ca. 1900-1920

DESCRIPTION:

This water tower is a tall wood frame structure with an unusually steep flat-hipped roof. The building is square in plan and has one-over-one, double sash windows. A single story wing is attached to the north elevation. The name refers to the owner, William Bray, although the property has since been sold.

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SITE #5

MARTIN CRANK HOUSE

LOCATION: 5220 Upton Road, Central Point

DATE OF CONSTRUCTION: Ca. 1880-1910

DESCRIPTION:

The Martin Crank House is a two-story "T" shaped building, standing on the east side of Upton Road, three-quarters of a mile northeast of Central Point. The house is fairly typical of rural residential construction of the 1880-1910 period. It has a gable roof, double hung sash windows, and a single-story rear wing. The original siding has been covered with asbestos shingle siding. The shape and mass of the building do not appear to have been modified from the original design.

+ + +

SITE #6

WILLOW SPRINGS SCHOOL

(Harmony Point School)

LOCATION: Willow Springs Road — northwest of Central Point

DATE OF CONSTRUCTION: Prior to 1910

DESCRIPTION:

Willow Springs School is a one-story, wood frame building in the Mission Revival style, located on the north side of Willow Springs Road near Tolo Road. This two-room schoolhouse has bevel siding and a shingled bell tower above the entry on the south (front) elevation. The main entry is recessed and has double entry doors. A small shed roof projects above the entry and is supported by two sets of grouped wooden brackets. The building has a hipped roof with exposed rafters. The tower also has a hipped roof and a flagstaff. The shingle siding has been damaged by woodpeckers. The building is now vacant, but reported to be in good physical condition. Unsuccessful efforts have been made in the past to move the school and rehabilitate it for various purposes, including a museum for Central Point.

The school is similar in architectural style and construction to the Table Rock School. The original Willow Springs School was destroyed by fire around the turn of the century. The Harmony Point School on Tolo Road was moved to this site in 1910 and was in use from 1910 to 1944 when the area was consolidated with Central Point School District #6. One of the former teachers was Mae Nealon (Richardson), for whom Central Point's Richardson Elementary School was named.

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SITE #7

SEVEN OAKS FLAG STOP

LOCATION: Intersection of Seven Oaks Road and the Southern Pacific Railway tracks, north of Central Point.

ESTABLISHED: Ca. 1900

DESCRIPTION:

The Seven Oaks Flag Stop was established about 1900 to provide railroad service to the farming area in the general vicinity of Willow Springs School. According to a local resident, the site had a small building at one time that served as a waiting room. The original "Seven Oaks" sign (photo above) still remains in the front yard of a residence across Seven Oaks Road from the original site of the flag stop. All traces of the actual flag stop or building have disappeared over the years.

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SITE #8

ULLOM (Claude) HOUSE

LOCATION: 2811 Scenic Avenue, Central Point.

DATE OF CONSTRUCTION: Ca. 1900

DESCRIPTION:

The Ullom House is a one and one-half story, wood frame residence located on the south side of Scenic Avenue, three-quarters of a mile northwest of the City of Central Point and outside the City's urban growth boundary. This building has a gable roof, beveled clapboard siding and a small side entrance porch.

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SITE #9

PAYNE (Allen) HOUSE

LOCATION: 6389 Blackwell Road, Central Point (about two miles north of the City of Central Point).

DATE OF CONSTRUCTION: Ca. 1910

DESCRIPTION:

The Payne House is a one and one-half story, wood frame house, located along the west side of Blackwell Road, just north of the Interstate 5 Freeway interchange. The structure has a gable roof, shed dormer, and clapboard siding. A tall, shingle-covered water tower is also on the site and appears to be in good physical condition.

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SITE #10

OAK MANOR MOTEL

LOCATION: 6355 Blackwell Road, Central Point (about two miles north of the City of Central Point).

DATE OF CONSTRUCTION: Ca. 1920s

DESCRIPTION:

The Oak Manor Motel is a group of ten small units with open garages and designed in the Mission-Spanish Colonial style. It is located along the west side of Blackwell Road, north of the Interstate 5 interchange.

An historic assessment of this site in 1979 reported that the building appeared to be in good condition. The building is no longer used as a motel, but appears to be used as very low-income rental apartments. A more recent observation of this site in 1984 found the units to be in very poor physical condition with broken windows and doors, and the general vicinity in a littered and poorly maintained condition. It still appears that these units are being occupied.

This site does not appear to be of historic significance to the City of Central Point, nor to the County or State. However, it is being included because it is within the City's area of mutual concern and is listed on the State of Oregon Inventory of Historic Properties.

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SITE #11

PINE HAVEN

(SNOW HOUSE)

LOCATION: 3817 Grant Road, Central Point

DATE OF CONSTRUCTION: Ca. 1930

DESCRIPTION:

Pine Haven, owned and occupied by Dr. Milton Snow, is a large, two-story Colonial Revival residence, set in a beautifully maintained landscape of trees and pastures in an agricultural area immediately west of the Central Point urban growth boundary.

This house has wide clapboard siding, low gable roof, and a formal portico with grouped columns. The windows are six-over six, double-hung sash. A large, gable-roofed barn is also located on the property.

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SITE #12

STUART (Bruce) HOUSE

(Williamson House)

LOCATION: 2650 Beall Lane, Central Point (southwest of the City and urban growth boundary).

DATE OF CONSTRUCTION: Ca. 1912

DESCRIPTION:

The Williamson House is a well-detailed example of the rustic Craftsman Bungalow. It is a one and one-half story, wood frame residence on the north side of Beall Lane, one-half mile southwest of Central Point. This large house derives its individuality from the overscaled dormer on the prominent expanse of the gable roof; the rustic riverstone work of the porch piers and foundation; and the dark stained shingle siding. The front porch is recessed under the slope of the gable roof. A single-story gable roofed wing projects on the east elevation. This building is presently owned by Bruce Stuart and is reported to be in excellent condition.

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SITE #13

BURSELL (Victor) HOUSE

LOCATION: 3075 Hanley Road, Central Point

DATE OF CONSTRUCTION: Ca. 1920

DESCRIPTION:

The Bursell house is a large, two-story Colonial Revival country residence on the west side of Hanley Road, south of Central Point. The wood frame building has a low hipped roof, clapboard siding, and an entrance portico using appliqued columns and a false projecting balcony. The structure is situated in a grove of native oaks.

Victor Bursell served several terms as a Jackson County Commissioner during the 1920s. He was also an orchardist and his father-in-law, J.W. Corum, is given credit for planting the first yellow transparent apple trees in the valley.

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SITE #14

MORRIS (David) HOUSE

(Beall House Site)

LOCATION: 1497 Beall Lane, Central Point

DATE OF CONSTRUCTION: 1870s & 1930

DESCRIPTION:

This site is a combination of two developments. The Morris House is a one and one-half story, wood frame Bungalow that was built in 1930 on the site of the original Thomas F. Beall house.

Thomas Fletcher Beall was born in Montgomery County, Maryland on August 27, 1827. He emigrated to Oregon with his brother Robert in July 1852 and they filed two neighboring Donation Land Claims. He operated a freight-packing company between Jacksonville and Scottsburg until 1856 when he engaged in farming and stock raising. In 1884, the Beall brothers jointly owned 2,548 acres. Thomas was elected to the Oregon Assembly in 1864. He married Ann Hall from Champaigne County, Ohio, in 1864 and they had eight children.

Located to the rear of the present Morris House are several buildings constructed for the former Beall residence, including a brick cellar house, wood frame water tower, and woodshed. Most of the present plant material that surrounds this farm group dates from the Beall house built in 1872.

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SITE #15

BEALL (R.V.) HOUSE

LOCATION: 1253 Beall Lane, Central Point

DATE OF CONSTRUCTION: 1865

DESCRIPTION:

The Robert Vinton Beall (pronounced Bell) house is a on and one-half story wood frame building in the Gothic Revival Style. It has a steep gable roof, clapboard siding, and six-over-six houble hung sash windows with label mouldings. The veranda on the front (north) elevation has a hip roof, boxed columns, and lacy Gothic tracery between the columns. This building also has ornate jig-sawn barge boards in the gable ends on the north and west sides. A lath-turned finial is placed at the peak of each gable. The house has a stone foundation. Behind the house are two hewn frame barns and a brick springhouse. This is an excellent surviving example of the Rural Gothic Revival style in Jackson County.

Robert Vinton Beall was born on June 15, 1831 in Montgomery County, Maryland and was educated in Illinois before coming to Oregon with his brother in 1852. He married Ann Maria Riddle in 1864 and they had two children. Mr. Beall was engaged primarily in farming and stock raising. The Beall House was built by David O. Linn, an early Jacksonville carpenter, in 1865. The house was nominated to the National Register of Historic Places in May, 1979.

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SITE #16

CENTRAL POINT ELEMENTARY

LOCATION: South of Ash and between Second & Fourth Streets, Central Point.

DATE OF CONSTRUCTION: 1908

DESCRIPTION & HISTORICAL BACKGROUND:

School District #6 was established in 1854, thirty years before the railroad came through the area and 35 years before Central Point was incorporated. The school site was set aside when the town's plat was laid out in 1887 and a wooden four-room school was constructed the following year. In 1906, the building was moved to the side to make room for a new school. The increasing population of the area, healthy economy, and interest in education made a new building both practical and possible.

On January 7, 1906, a contract was let to C.H. Veghte of Ashland who bid $13,500. He agreed to complete the building by November 1906. The completed structure was accepted by the school board on January 10, 1907.

Exactly one year later, on January 10, 1908, the school burned. A defective flue was blamed for the fire that destroyed the pride of the town. By March 5, the school board had received bids for a new school and had awarded the contract to Snook and Traver of Salem for $15,200, with a separate contract to William Aitken for the steam heating system. The new school was completed by September, 1908, and has been in use ever since.

There have been very few alterations over the years. The exterior is almost exactly as it was built. Some changes have been made to the

interior to make it more functional, such as carpeting, better lighting, etc., but the basic character and appearance is original.

The dimensions of the structure are approximately 90 feet wide by 60 feet deep. Its eclectic style has arched entries and a prominent wooden bell tower. The overall condition is considered "good".

The school contains three stories. The base is concrete, rising nine feet from ground level. The second and third levels are finished in brick, as is the projecting bay which is topped by a bell tower. The roof is hipped on the main building, and pyramidal on the bell tower. Both are covered with original slate shingles in a diamond pattern. There is one exterior brick chimney and one interior masonry chimney with a metal cap.

The brick on the north facade is placed in a common bond pattern with header bricks spaced by six stretcher courses. This pattern is continued on all elevations. A semi-circular arch with brick corbelling leads to the recessed entry, the interior of which is finished with wood beading. There are two double-door units as entrance to the school, with a four-light transom above each. The doors each have seven panels and four lights. Concrete facing above holds the name and date of the school, and a concrete cornice finishes the top of the entryway.

The bell tower is finished in a metal shingling at the bottom and a wooden cornice and dentil-like trim approximately half-way up. A small opening with louvered panels provides circulation. The top section of the tower is surfaced with narrow lap siding. Window openings are square and have lattice work railings and top ornament. There are wide eave overhangs on all sides of the tower with beaded, closed soffits and sloping roofs. Four small panelled turret-like projections topped with metal rise at each corner of the tower and a finial tops the bell tower roof. The attic contains the walkway to the bell tower. A catwalk leads across exposed timbers to a ladder to the tower. Inside the tower is the bell with wheel and pull rope, and a metal and wood flag pole.

The school contains four classrooms on each floor. The basement was originally used for student exercise and eating, but is now storage space. Grades 5 and 6 currently use the building. The interior is characterized by 13-foot high ceilings in the main hallway, six-panel doors, beaded mouldings with medallions, cornice mouldings, open stairways, and wainscotting. From the second floor landing, the ceiling rises 20 feet. The original wood floors are now covered by carpeting and linoleum. Cloak rooms remain for each classroom. Many of the original fixtures are still in use, including double porcelain bowled drinking fountains and exposed pipes in bathrooms. Classroom lighting has been upgraded for greater efficiency.

This structure is Central Point's most significant historical structure and is the only structure on the National Register of Historic Places to be found in Central Point. Several possibilities have been proposed for the building's future. It may become the location for the school district's administrative offices, perhaps with a model classroom arranged as a museum with original desks, books, etc. It may also be used for district storage or as a center for other instructional functions, or perhaps a library.

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SITE #17

BAILEY HOUSE

LOCATION: 1872 Taylor Road, Central Point

DATE OF CONSTRUCTION: Ca. 1895

DESCRIPTION:

The Bailey House is a one and one-half story, wood frame residence in the Stick Style, located along the north side of Taylor Road in Central Point. The structure has shiplap siding, gable roof, four-over-four double hung sash windows, and decorative wood facia located in the peak of the gable on the front (south) elevation.

This structure appears to be of questionable historic significance to the City and there are other better examples of this style. The structure is in deteriorated condition and has been modified over the years. It is located in a non-residential area that is planned for future development that would conflict with it. This structure is on the Oregon Inventory of Historic Properties but has not known significance other than the age and structural type. It is not a priority for preservation.

UNDOCUMENTED BUILDINGS IN CENTRAL POINT

A policy has been included in the Comprehensive Plan to continue to update its inventories of historical sites and buildings and to complete an inventory within the City, which has not been done.

The following photographs are of buildings within the City of Central Point that may be of historical interest, if not significance. These and others will be inventoried in greater detail as the City continues to expand and implement its Plan.

+ + +

IOOF HALL — SW corner
Pine & S. Sixth Streets

COWLEY BUILDING (1910)
Corner Pine & S. Second.

ROSTEL BUILDING (1909)
Corner & N. Third Street.

FIRST BAPTIST CHURCH
Corner Oak & So. First Streets.

50 S. AMY STREET

415 HAZEL STREET (Residence)

RESIDENCE
NW Corner Maple & Third St.

RESIDENCE
445 Manzanita Street

RESIDENCE (Brick)
162 N. Second Street

RESIDENCE
650 S. Fourth Street

RESIDENCE
SE Corner Oak & S. Third

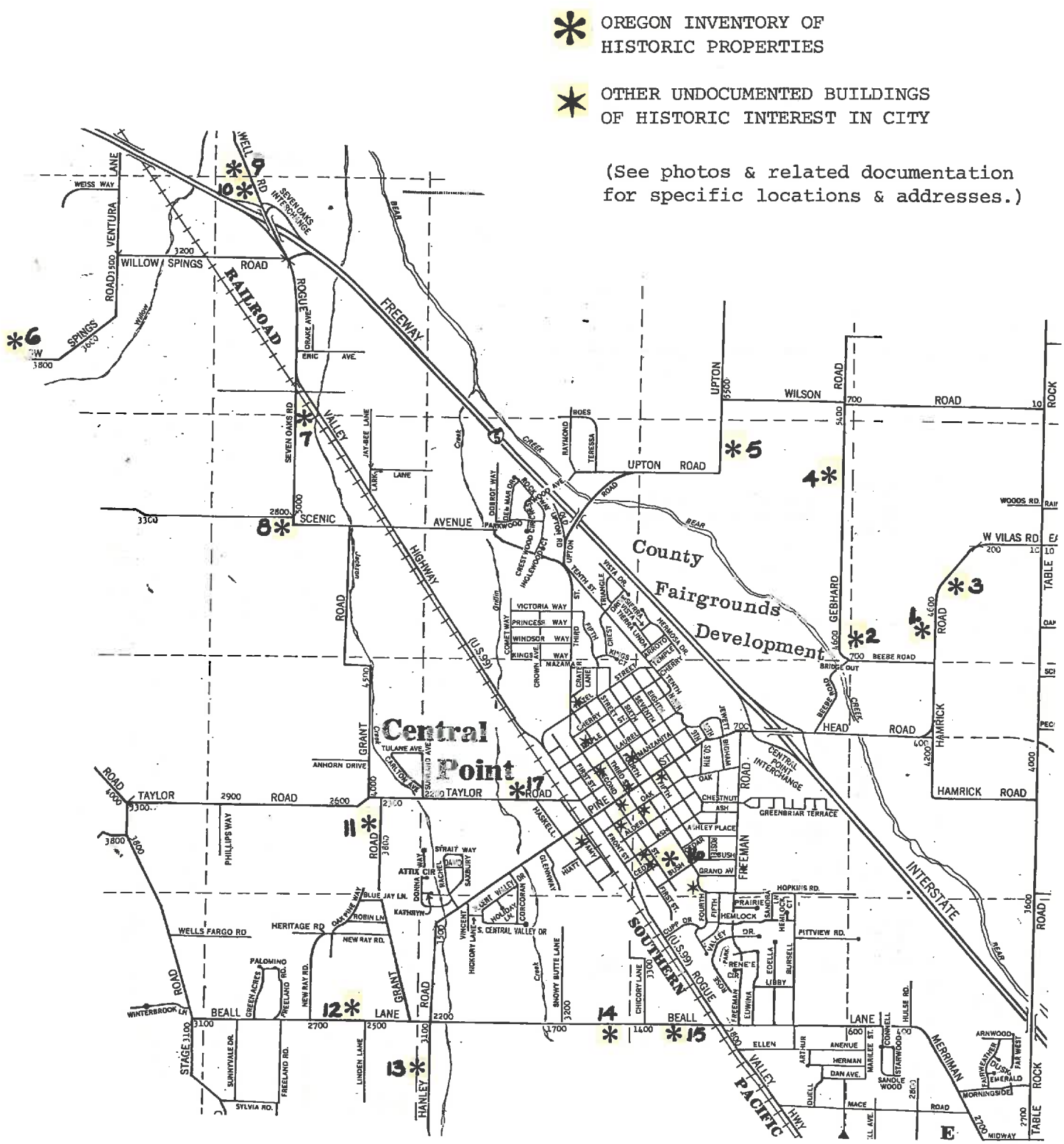
RESIDENCE
318 S. Second Street

RESIDENCE
360 S. Second Street

Fig. VI-10

Central Point

INVENTORY OF HISTORICAL BUILDINGS & SITES



CONCLUSIONS & POLICIES

Since its beginnings in the 1850s, Central Point has enjoyed an interesting and colorful history. Unfortunately, most of the original structures, including those in Old Central Point, have disappeared as the City grew and modernized. Remaining records of historical significance are contained in the Central Point Library and the Jacksonville Museum.

At the present time, there is no local historical society or similar organization in Central Point that is active in the areas of historical documentation or preservation efforts. It is hoped that such an organization can be formed and that local volunteers will become actively involved in further research and historical activities.

The following policies are intended to assist the City in dealing with historical preservation efforts and to ensure that preservation opportunities are not needlessly lost:

POLICY #1 — The City of Central Point shall continue to expand and update its lists of historically significant sites and buildings and will consider the preparation of a historical brochure that can be used for educational or informational purposes.

POLICY #2 — The City shall continue to work toward Zoning Ordinance amendments that include specific procedures and guidelines for historical assessment and preservation, to ensure that significant sites or structures will be adequately addressed in terms of their value to the community and state whenever they are threatened by demolition, reconstruction, major remodeling or adjacent development.

POLICY #3 — The City shall remain in contact with the Southern Oregon Historical Society and seek its assistance in the preparation of applications for grant assistance or other projects that are related to historical inventories, placement of historical identification markers, documentation, procedures, etc.

POLICY #4 — The City shall complete an inventory of historical sites and structures for all areas within the City limits, to supplement data provided by the State and SOHS, and within the limits of the City's budget and staff.

POLICY #5 — The City will encourage the formation of a local historical society or similar organization that can generate the needed interest and volunteers to assist in local preservation efforts.

ENVIRONMENTAL MANAGEMENT PROGRAM

This Environmental Management Element of the Central Point Comprehensive Plan will function as both a resource for descriptive and informational data pertaining to the natural resources of Central Point and as a program of policies and recommendations that will guide planning activities and decision-making. The major topics covered in this Element are interrelated and together they represent an overview of the natural and man-made environment of Central Point and its urbanizable area.

Major emphasis throughout this element was placed on addressing the requirements and guidelines of statewide planning goals #3, #5, #6 and #7. The City feels that all appropriate provisions of these goals have been adequately addressed at this time. It is also realized that there is room for expansion in some areas. An example is the historical section which needs additional research and development of a plan or program. As this work is completed, it will be incorporated into the Plan as future amendments. It should also be noted that, although the above four goals were emphasized in this element of the Plan, in some cases portions of these goals are also addressed in other elements, wherever most appropriate. Refer to the matrix on page I-3 for a more specific overview of which elements address each of the planning goals.

Implementation of this Environmental Management Element and its policies and recommendations will have beneficial effects on decision-making related to environmental issues. Together they represent the City's program for environmental management which is aimed at optimum utilization and conservation of environmental resources while ensuring the continued safety and well-being of Central Point residents.