

GRANT PRODUCT

Grant file # TA-R-01-013

TOWN OF BONANZA

COMPREHENSIVE PLAN Ordinance A-432



Adopted by the Common Council of the Town of Bonanza December 6, 1999
Effective: January 6, 2000

GENERAL BACKGROUND & DESCRIPTION:

INTRODUCTION: The Town of Bonanza is located in the rich agricultural Lost River Valley 25 miles east of Klamath Falls on State Highway 70. The Lost River flows through the easterly portion of Bonanza and serves as one of the sources of water for irrigation of agricultural lands in and surrounding the Town. The elevation of the Town is approximately 4,125 feet above sea level.

HISTORY: The Town of Bonanza was developed at an old Modoc Indian site, situated along the Lost River where the Langell, Poe and Yonna Valleys converge. The area's Indian name of "Nushaltkaga" refers to the many springs which characterize the area.

There are many meanings for the word Bonanza. As the story goes, the Indians came from the direction of Lakeview and spotted the Big Springs. They were so happy to find water that they called the site Bonanza, meaning "water plenty." Another possibility is that the white settlers, who arrived in the late 1800's named the area Bonanza, a Spanish word meaning prosperity.

Prosperity is what this land has offered its residents throughout the years, furnishing them with abundant and pure water, excellent farm and range land, wood for their homes and businesses and an excellent climate. The Town was founded by J. P. Roberts in 1876, and platted by Benjamin Price in 1878, and the Town was incorporated in 1901.

Today, Bonanza is a stable farming and ranching community of approximately 385 people. Although the Town has been repeatedly plagued by disastrous fires, it has been rebuilt and now has several fine churches, businesses, a school, and a beautiful park situated along the Lost River. The Town's growth has stabilized in past years, but with the addition of new community services, and better transportation to the area, Bonanza has the potential to become a growing community.

THE PLANNING FRAMEWORK:

DESCRIPTION: A planning process aids in the shaping of a community's growth and the extent and direction of that growth, according to the goals established by its citizens and leaders. It addresses population, land development, transportation, energy, recreation and many other factors which pertain to an area's growth. These considerations are identified in the 19 State Planning Goals.

The Plan is comprised of a Plan map and associated classification descriptions, policy statements, and recommended implementation measures. It provides the general framework and guidelines for the Town to follow in making planning decisions. For the Plan to function as a meaningful and useful tool, it should be used by all those who are concerned with the Town's development.

PURPOSE: The Plan is a broad, long-range guide to community development and serves a variety of important purposes:

It provides a source of information and a statement of policy for citizens and all levels of government to use in coordinating their efforts for the future well-being of the Town.

It creates a framework upon which to build detailed plans, e.g., street or utility plans.

It provides some assurance that residential, commercial and other investments won't be undermined or otherwise limited by encroaching incompatible uses that may have adverse affects on livability, uses, taxes, resale values, or other aspects of property ownership.

It establishes a guide to the Town Council in its evaluation of various proposals for physical changes and scheduling of capital improvements.

It establishes a tool for the Town Planning Committees, and departments, and other agencies to use in making recommendations for land use.

It provides investors and developers a directional guide as to how and where various types of development are anticipated and encouraged, and permits them to avoid time and cost delays resulting from opposition, confusion and other reasons that may be overcome once a Plan has been adopted.

It can be used to encourage desirable growth.

It can be used to accommodate anticipated development; and

It can be used to make provisions for those uses which may be needed by a community, but which may have such undesirable characteristics as noise, smoke, or odor.

CHANGING THE PLAN: The Plan must be kept up-to-date by being reviewed periodically. As conditions and policies change, so must the Plan change to reflect these conditions. Only after careful consideration by Town officials and citizens participation, should changes be made. The Bonanza Plan can receive support in the future only if it carries out the citizen's desires for their community.

CONCEPTS: This Plan is long-range and considers the Town as an entity. Planning problems are interrelated and cannot be considered on an individual basis. The Plan is intended to provide a guideline of what Bonanza's citizens desire as the future relationship between the people and their Town. This Comprehensive Plan is a public document prepared by the Town, assisted by the Planning Commission and community residents. It provides long-range guidelines for decision making with regard to land use suitability, development proposal evaluation, public utility, facility and street improvement planning and other considerations related to community growth.

The Plan should be used by all public bodies as the basis upon which to make community development decisions, and by businesses or private individuals to make investment or construction decisions wherein it is desirable to have some assurance that community growth will take place as projected.

The Plan can be used to encourage desirable growth in that it identifies those uses which are wanted, and provides areas for their development. Anticipated development, as projected in the Plan can be accommodated by constructing those road and utility improvements which will be needed in order for development to be realized. The Plan has also attempted to provide for the location of those uses which may have undesirable characteristics, but are needed to maintain or improve the economy and employment opportunities of the area.

FLEXIBILITY: This Plan is flexible in that provisions are made for reviewing and changing or updating it as conditions in the area change. Such conditions may be economical, physical, social, legal, or environmental.

EXISTING USES AND AGGREGATE LOTS: Any legal use existing at the time this Plan is adopted can be continued and allowed to expand according to Zoning Ordinance provisions, providing the use is not determined to be a nuisance. If a lot, or the aggregate of contiguous lots held in a single ownership at the time of passage of the Plan, has an area or dimension which does not meet minimum requirements of the Plan classification in which the property is located, the holdings may be occupied by any use permitted in that classification, provided that if there is an area deficiency, residential uses shall be limited to a single unit or the minimum standards of the particular classification.

LEGALITY: The State enabling legislation stipulates that all cities and counties must have plans which:

1. assures coordination and consistency (factual basis), in community development decisions; and
2. provide the basis for regulations, (e.g. zoning and subdivision ordinances), which express public policy.

Comprehensive Plan for the Town of Bonanza

Introduction & Framework

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The term coordination above refers:

1. to planning interaction with other agencies at various levels of government; and
2. to transportation improvements, which are among the most important means of plan implementation.

The law also requires plan review and revision as changing needs and desires arise. In December, 1974, the State Land Conservation and Development Commission (LCDC) adopted fourteen land use planning goals. Additional Goals have been added since then, however, they apply to the coast and the Willamette River. The State goals do not actually have a direct affect on local standards, but do spell out what must be taken into account in preparing a plan. Cities and counties are still responsible for preparation of their own respective plans. Counties are required to coordinate all of the plans prepared within their boundaries. Since the Plan was acknowledged in 1980, Bonanza has adopted and updated a Zoning Ordinance and a Subdivision Ordinance. The Town completed Periodic Review in 1987 and will complete the second Periodic Review in 1999 or 2000.

ZONING: In addition to public utility, facility and transportation improvements, zoning is among the most important means of plan implementation. Zoning maps and land use plans are somewhat similar in that both delineate areas suitable for various uses, and attempt to assure use compatibility. Plans are general and flexible, and provide long-range guidelines for orderly development. Zoning is more specific, short-range and regulatory.

Since the Baker vs. Milwaukie (Oregon Supreme) Court case determined that the Comprehensive Plan has precedence over zoning, any conflicts that exist between this Plan and the Zoning Ordinance will have to be resolved at a minimum when the Town updates it's Plan and implementing Ordinances during Periodic Review.

FORMAT: This document is separated by the Statewide Planning Goals with the goals and policies first, findings next and technical data last. The Plan Map for the Town is consistent with the plan descriptions. The Plan is implemented through the Zoning and Subdivision Ordinances.

GOALS AND POLICIES: The Goals & Policies are organized to follow the Statewide Planning Goals as set by the Oregon Legislature and LCDC.

GOAL 12 - TRANSPORTATION:

GOALS & POLICIES:

GOAL: To develop and maintain a safe, convenient and economic transportation system.

POLICIES:

1. That a street network to meet the needs of existing and anticipated movement of people will be provided.
2. That street improvements will be made as funds are available and specific needs are identified.
3. That provisions will be made to increase the convenience and safety of pedestrian and bicycle transportation.
4. That the Town will continue to address items 1-9 of State Planning Goal 12 requirements as the provisions are applicable to planning decisions.
5. The Town will coordinate with the Oregon Department of Transportation in implementing it's improvement program.
6. That the Town will notify the Oregon Department of Transportation and cooperate with the Department when a proposed land use or land division decision will effect their facilities.
7. The Town will continue to cooperate with the County and the appropriate State, Federal and regional agencies in planning to address Goal 12 and the development and updating of a comprehensive transportation plan.

FINDINGS:

1. Bonanza's street system presently needs improvements.
2. There is not presently a large enough population in Bonanza to support a public transportation system.
3. State Planning Goal 12 requirements were taken into account in development of transportation related Plan provisions.

TECHNICAL DATA:

INTRODUCTION: The transportation system is one of the most important structural elements of a Town, and is a major determinant of the physical shape of the community. The existing road network evolved from the need for access to and movement within urban

and rural areas. Development activities generally locate next to, or within close proximity of access routes.

Streets may occupy as much as one-third of the developed land within a Town. The street system should be developed as a complete and continuous network throughout a community to assure safe and convenient movements of goods and people within the Town. Street rights-of-way also provide a corridor for water, sewerage, gas, phone, TV and similar services, in addition to storm water runoff and natural drainage. Thus it is essential to consider the street system in the comprehensive planning process so that street systems will be coordinated with the growth and development of the community.

JURISDICTIONAL CLASSIFICATIONS: The existing roads were developed and are maintained by several different government agencies (Table 12-1). In Bonanza, State Highway 70 (North Street) is maintained by the State, while Harpold Road, East Langell Valley Road, the Bly-Bonanza Cutoff, and Casebeer Road are maintained by the County.

TABLE 12-1 STATE & COUNTY ROADS SERVING BONANZA		
NAME	JURISDICTION	NUMBER
Dairy - Bonanza Highway (North Street)	State	FAS 166
Harpold Road (Carroll Avenue)	County	FAS B308
East Langell Valley Road (North Street)	County	FAS B310
Bly - Bonanza Cutoff (Market Street)	County	FAS B309
Casebeer Road	County	--

FUNCTIONAL CLASSIFICATIONS:

STATE: The State has established a functional classification system which groups highways into classes according to the character of service they are intended to provide. For example, low usage roads which provide access to higher usage roads may be designated as minor collectors, while the latter may be categorized as a minor arterials.

The functional classification system groups roads into five categories. They are as follows:

- A. Principal Arterial: Roadways of national, interstate, and statewide significance.
- B. Minor Arterial: Roadways of statewide and inter-regional significance.
- C. Major Collector: Roadways of intra-regional and intra-county significance.

D. Minor Collector: Roadways of local and intra-county significance serving areas not already served by a higher order roadway.

E. Local Road: Roadways of local significance that provide access to adjacent properties.

The Functional Highway Classification Map (Map 3-1) identifies those roads in the Bonanza area which are included in this system. Highway 70 (North Street) is a Major Collector, as is Harpold Road and the Bly-Bonanza Cutoff Road. Casebeer Road is a local road.

LOCAL: Similarly, local streets may be classified according to function. These local functional classifications correspond roughly to the state functional classifications (see Table 12-2). For example, the state classification for a minor arterial is generally considered an arterial at the local level. The four functional classes of streets defined here are: arterials, collectors, secondary and local.

A. Arterial Streets: Arterial streets are the main "arteries" that accommodate both through and local traffic such as Highway 70. Arterials generally have high traffic counts and speeds, are through routes, and sometimes require limiting access in order to accommodate high volumes of traffic rapidly, safely and efficiently. Although access is generally limited along arterials, existing development will preclude limiting access in the main part of Bonanza.

B. Collector Streets: Collector streets are generally the primary streets that tie into or between arterials. They are the funnels that feed most of the traffic from local and secondary streets into the arterial system. Although speeds are generally not as high on collectors as on arterials, high traffic counts may necessitate signing those routes as through streets. Collector streets will generally have a high priority for maintenance and snow removal. Harpold Road and Market Street serve as collectors in Bonanza.

C. Secondary Streets: Secondary streets are primarily the north-south and east-west stop streets, designed for slower speeds and to provide safe access to residential development. Since secondary streets often carry pedestrian traffic from local street networks to collectors and arterials, it is desirable to provide sidewalks on at least one side of the street.

D. Local Streets: Local streets should be designed to accommodate only local traffic by utilizing loop, cul-de-sac or curvilinear designs. Sidewalks are not as essential on local streets as on other levels of road improvement; however, they are desirable on at least one side of streets when relatively high traffic counts can be expected.

TABLE 12-2 FUNCTIONAL CLASSIFICATIONS	
STATE FUNCTIONAL CLASSIFICATIONS	LOCAL FUNCTIONAL CLASSIFICATIONS
Principal Arterial	--
Minor Arterial	Arterial
Major Collector	Collector
Minor Collector	Secondary
Local Roads	Local
--	Private

STREET STANDARDS: Since streets and thoroughfares in a community are the major transportation facilities, the development of an adequate street system is important. Street standards follow from the functional classification system discussed above. Standards for streets in new subdivisions are set forth in the Subdivision Ordinance as follows (see Table 12-3):

Arterial Streets: The Subdivision Ordinance requires a minimum right-of-way width of 80 feet, and a surface width of 52 feet. Sidewalks and/or bike paths should be provided along arterials to separate pedestrian and bicycle use from fast-moving vehicular traffic. Crosswalks should be painted at desired crossings.

Collector Streets: The Subdivision Ordinance requires a minimum right-of-way width of 60 feet and a surface width of 48 feet. A sidewalk on one or both sides of the street is desirable.

Secondary Streets: The Subdivision Ordinance requires a minimum right-of-way width of 60 feet, and a minimum surface width of 28 feet. This provides safe widths for two driving and two parking lanes and allows the degree of visibility and maneuverability desired to lessen chances of accidents from children entering the street without warning.

Local Streets: The Subdivision Ordinance requires a minimum right-of-way width of 50 feet and a minimum surface width of 28 feet. These streets should be just wide enough to accommodate local traffic.

TABLE 12-3 STREET STANDARDS		
TYPE OF STREET	MINIMUM ROW WIDTH (feet)	MINIMUM ROADWAY WIDTH (feet)
Arterial	80	52
Collector	60	48
Secondary	60	28
Local	50	28
Private	30 - 50	50% of ROW width

STREET IMPROVEMENT INVENTORY:

INTRODUCTION: The following table (Table 12-4) is a compilation of the street, curb, and sidewalk improvements for the Town of Bonanza. In this table, streets are categorized as paved, graveled, or unimproved, while sidewalks and curbs are categorized as improved or unimproved. Streets are categorized as unimproved when dedicated rights-of-way are not presently maintained for travel. Gravel streets include all unpaved streets which are maintained for travel. The gravel category is somewhat broad. Sidewalks and curbs are categorized as unimproved when there are no curbs or walks in a given location (including streets which are presently unimproved.) There may be some differences in the mileage as ODOT does not count unimproved miles in their total.

STREETS: Bonanza has 8.6 miles of streets. Half of these streets are paved (4.4 miles); however, some of this paving is in need of improvement. Only 0.4 mile is gravel, while 3.7 miles are unimproved. Bonanza has no curbs or walks.

CURBS & SIDEWALKS: Bonanza has 14 miles which could be curbed and walked. However, there are no curbs or walks in Bonanza.

TABLE 12-4 STREET IMPROVEMENT INVENTORY						
STATUS	STREETS		SIDEWALKS		CURBS	
	MILES	%	MILES	%	MILES	%
PAVED	4.4	51.0%				
GRAVEL	.4	5.0%				

TABLE 12-4 STREET IMPROVEMENT INVENTORY						
STATUS	STREETS		SIDEWALKS		CURBS	
	MILES	%	MILES	%	MILES	%
IMPROVED			0.0	0.0	0.0	0.0
UNIMPROVED	3.7	44.0%	14.0	100%	0.0	0.0
TOTAL	8.6	100%	14.0	100%	0.0	0.0
SOURCE: The data included in this table was gathered through field observation in November, 1978 & updated in 1999.						

TRANSPORTATION ALTERNATIVES:

MASS TRANSIT: Automobiles are the dominant mode of transportation in Bonanza. In the section on Energy (Goal 13 Section of the Plan) it is shown that auto transportation consumes over one-third of the energy used in Oregon each year. Auto transportation is extremely inefficient, however, it is the most convenient. There is not presently a large enough population in Bonanza to support a public transportation system. There may be a need however, to provide transportation for senior citizens and the handicapped. This might best be done on a County-wide basis, utilizing State and Federal funding. There may eventually be enough demand to support a "commuter - shopper" route between Bonanza and Klamath Falls.

BICYCLE: The bicycle is a viable alternative to the automobile, primarily for short-range trips within the Town. The Town might make this a more attractive alternative by making it more safe and convenient to ride. A bicycle lane on the more heavily traveled streets would help to increase safety. This might be done with the State Highway Funds, as State Law requires 1% of these funds be used for bike paths.

PEDESTRIAN: Walking consumes the least energy of any form of transportation, as well as improving individual health. Again, there is little incentive because of lack of pedestrian facilities (sidewalks, benches, etc.). This might be improved by providing sidewalks along major thoroughfares.