

Community Planning Office Looking To The Future

Where in Klamath County go? How is it going to get there?

The answers to these two questions are being sought by a unique governmental agency—the Community Planning Office. Planning consultant Brian Mattson is in the unique situation of working for four governments as he studies Klamath County and attempts to plot its future course.

Funds for Mattson's office in city hall come from both the city and county governments, but Mattson technically works for the Bureau of Municipal Research and Service—a state agency at the University of Oregon.

And Mattson's fourth "boss" is the federal government, which supplies funds for many of the Planning office's special projects.

One such project, using two-thirds federal funds, one-third local funds and a \$500 grant from the Klamath Merchants Association, is nearing completion.

This is the Klamath Falls Commercial Study, known as "P-38" for its file number.

This study, one of several conducted with federal funds during the past several years, is nearing completion and is expected to be made public within a few weeks.

The study has four goals:

- Analysis of the Klamath Falls trade area;
- Analysis of the present commercial structure;
- Study of the physical characteristics of the central commercial area; and
- Recommendations for future commercial development.

The commercial area study is

the fifth in a series of studies established seven years ago on the Klamath Falls urban area. Past studies have included Planning for Public Buildings, summary Urban Area Development Plan, final Urban



PLANNING CONSULTANT—Brian Mattson, shown at his drawing board in city hall, is the city-county planning consultant. Mattson came to Klamath Falls last year from Manitowish, Wis., replacing Kenneth Blackman, who became the Eureka, Calif., planning director.

Area Development Plan, and Urban Area Service Needs. Included in the study have been questionnaires from shopkeepers and other devices. Mario Martin, a former plan-

ning assistant now studying in Lima, Peru, constructed a model of the downtown area for use in the study. This model, of balsam wood, features removable buildings.

Although a final report on the study will be completed shortly, results of the project are not limited to this report.

For example, a shopper questionnaire last year determined that parking is the major complaint of patrons of downtown merchants.

Reacting to this, the CORE Committee, an entity of the Merchants Association, took steps to provide more parking in the downtown area. These steps involved the construction of several off-street parking lots. However, the proposal fell through for lack of general support.

The final report on the study is expected to contain a number of proposals for improving the commercial area. In fact, this facet of the report will be expanded into a separate report later.

The proposals are expected to include traffic rearrangement and beautifying measures. Although the planning office is concerned greatly with specific studies such as P-38, it also has the responsibility for day-to-day planning duties.

Mattson is the professional adviser to both the city and county planning commissions, and as such must supply information and opinions on a number of proposals before the commissions.

In this regard, much of Mattson's work involves subdivisions, a major concern of the planning commissions. Mattson and his predecessors in the planning office also

worked with the county planning commission and county commissioners in formulating a county zoning ordinance which went before voters last spring.

The measure failed.

Once the commercial area study is completed, a new major field of study will be sought. Mattson has suggested a num-

ber of future lines of study he might pursue to the city and county governments.

They include:

- A detailed study of subdivisions in Klamath County and the current and future impact of the recreational type subdivisions in Klamath County;

Land Management with classification of ELM lands in the county, representing the local government view on their future use;

—Drawing of an "official map" of the south suburban laws;

—Study and revision of the city capital improvements program; and

—A joint city-county study of the transportation features of the area, concentrating on street and highway development.

PAGE—4B HERALD AND NEWS, Klamath Falls, Ore.

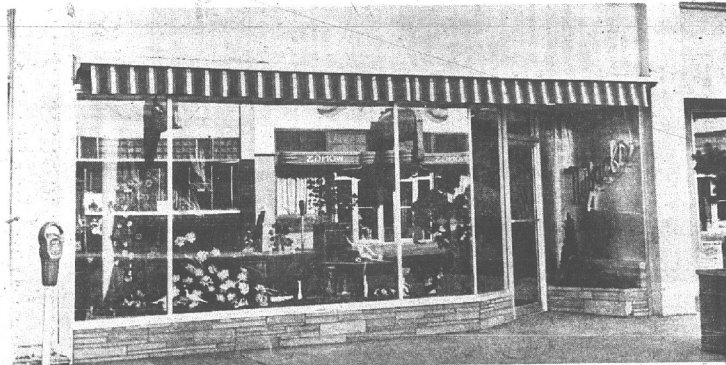
Friday, February 26, 1965

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Highly Accelerated Program Of Street Improving Reached New High During 1964

By DAN WALTERS

A highly accelerated program of street paving in Klamath Falls reached new high during 1964, and shows no signs of abating.

New paving reached the record total of \$272,801 during 1964—almost double that of 1963 which had been the highest year since 1930.

The sections of street were paved during 1964. They included the Van Ness - Tiffany, Austin - Pershing Way, Pleasant - Newcastle, Division, Adams - Arlington - Park Row, Herbert, Orchard and Birch Street projects.

In all, about 12,000 lineal feet of pavement was laid.

The 1964 total is the high point in a 36-year-old program of street improvements.

The city council first began this program in 1927. Sixteen improvement projects were undertaken in that first year, and the program remained at a

high level until the depression took hold in 1931.

From 1931 to 1946, there was practically no new pavement laid in Klamath Falls.

And then, new paving was begun again. It continued through the 1950s and has been accelerated in the past few years.

The program shows no signs of letting up.

City Manager Bob G. Kyle last month proposed a massive \$1.5 million program of new paving, street widening and storm sewers for the next few years.

This program includes 26 new paving and sewer projects and 16 widening projects.

Why pave? There are several reasons for the city undertaking paving programs.

Paved streets are believed to be a drawing card for industry, and also to be a spur

to new home and business construction.

Furthermore, paved streets are easier and less expensive to maintain.

The city's investment in the paving projects is relatively small, as they are financed by the shutting property owners.

Paving projects may be initiated by either the property owners themselves through petition, or by the council. Most of them are initiated by the property owners.

As the city engineer's office draws plans for each project, a public hearing is held. And if owners of two-thirds of the property involved don't object to the project, it is generally passed and let for bids.

Further public hearings are held on assessments for the projects. Generally, assessments run \$11 - \$12 per front foot, but there are exceptions. Property owners may pay plus a mile of Alameda Ave-

lue, and cost about \$4,000.

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