

See Outside the
Book.

ORDINANCE NO. 200

An ordinance adopting the comprehensive plan for the City of Lakeside.

The City of Lakeside ordains as follows:

Section 1. Comprehensive Plan volume I and volume II.

COMPREHENSIVE PLAN

FOR THE

CITY OF LAKESIDE

ADOPTED 08-19-78
REVISED 06-19-80
REVISED 11-20-80
ACKNOWLEDGE 01-29-81
PERIODIC REVIEW UPDATE 03-19-87

LAKESIDE 1995 COMPREHENSIVE PLAN

The preparation of this report was financed in part through a Comprehensive Planning Grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended.

* * *

The preparation of this draft Lakeside 1995 Comprehensive Plan was financed in part through a PROGRAM DEVELOPMENT GRANT, under the Coastal Zone Management Act of 1972, administered by the Office of Coastal Zone Management of the National Oceanic and Atmospheric Administration.

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RESOLUTION NO. 78-20

CITY OF LAKESIDE
A RESOLUTION ADOPTING THE
LAKESIDE 1995 COMPREHENSIVE PLAN

WHEREAS, the Lakeside City Council finds that in pursuant to applicable State Statutes and the Statewide and Coastal planning goals, the proposed Lakeside 1995 Comprehensive Plan was developed in accordance with the City of Lakeside's adopted Citizen Involvement Program and Agency Coordination Mechanism, and

WHEREAS, a public hearing was duly advertised and held on the Proposed Lakeside 1995 Comprehensive Plan by the Lakeside Planning Commission on September 20, 1978, and the Planning Commission has recommended to the City Council the adoption of such plan, and

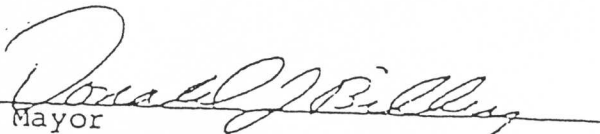
WHEREAS, the Lakeside City Council duly advertised and held on October 18, 1978, a public hearing to consider the Proposed Lakeside 1995 Comprehensive Plan, and

WHEREAS, the Lakeside City Council finds that public comment and suggestions were solicited throughout the entire planning process, and

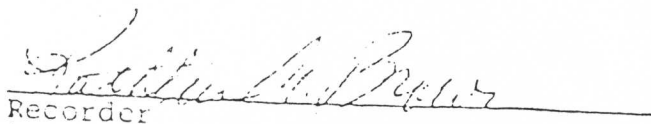
WHEREAS, the Lakeside City Council also finds that the Proposed Lakeside 1995 Comprehensive Plan is in the interest of the public welfare, economy, safety and convenience,

NOW, THEREFORE, BE IT RESOLVED THAT the Lakeside City Council hereby adopts the Lakeside 1995 Comprehensive Plan and that it be in full force and effect upon adoption.

Approved and Adopted by the
Lakeside City Council on this
19 day of Oct., 1978.


Mayor

ATTEST:


Recorder

INTRODUCTION

Creation of a comprehensive plan for Lakeside began in 1974. The Lakeside City Council, Planning Commission, and Plan Advisory Committee have actively contributed to the development of this plan. The Coos-Curry Council of Governments' staff provided professional, technical, and secretarial assistance.

This document contains two basic parts. The first segment consists of the inventory material in which the physical, economic, and cultural aspects of Lakeside are examined. The second section is the actual plan with identified problems and planning issues, goals, objectives and policies. The inventory material is the foundation of the plan.

The purpose of this plan is to provide rational but flexible guidelines which will influence the direction the city will take in terms of future growth and development.

ACKNOWLEDGEMENTS

The development of this draft Comprehensive Plan has been a community effort. Members of the Lakeside Planning Commission, the Lakeside City Council, the Lakeside Plan Advisory Committee, and the recently formed Lakeside Citizen Involvement Committee have provided considerable time and effort in the development of this plan. Special thanks go to J. Robert Friend and to Jack Bibbey for their contributions. The assistance of King Phelps, who lent his engineering expertise to the planning process, is also acknowledged and appreciated.

Appreciation is given to the many agencies which provided assistance. In particular, thanks go to the Coos-Curry-Douglas Economic Improvement Association for providing considerable economic material; to the Soil Conservation Service for providing the soil information for Lakeside; and to the Port of Coos Bay, the Coos County Planning Department, the Lakeside Water and Rural Fire Protection Districts, School District No. 13, the United States Forest Service, and the Department of Geology and Mineral Industries for contributing valuable information in which they have expertise. Also due acknowledgement for their individual assistance are Bill Brown of the State Highway Department, and John Phillips of the State Parks Department.

Appreciation also goes to the many other state and federal agencies who helped in the development of this draft plan. In addition, the Lakeside Post Office, the Lakeside Dairy Queen and The North Bend and Southwestern Oregon Community College libraries were helpful in allowing informational announcements to be posted or plan material to be kept for public review. Finally, we are grateful to many Lakeside residents who attended meetings, reviewed material, and provided invaluable comment for the planning process.

Following are past and present members of various Lakeside city groups and committees who were active in the development of this plan:

Jack Baker, Eldon Bibbey, Donald Bibbey, Annette Chappell, Elmer Cuthbert, Don and Judy Falls, J. Robert Friend, Larry Frischman, Lois Garwood, Carol Hannah, Steve Herman, Anthony Horn, Erik and Joann Hille, Carl Jacobson, Jr.,

Joe C. Jankiewicz, Dee Jordan, Wesley Murto, Orville Nelson, King Phelps,
Bill Royer, Linda Scherych, Bernard Tracy, Werner Van Schoyk, Deloris and
Stan Warthen, Margaret White, Terry Woodward, Eugene Ziegler, Lois Zindell
and Peter Zyta, Everett Powell, June V. Perry, Steve Macduff, Elvira Zanni,
Alan J. Koebrick, Roy P. Greene, E.E. Young, William E. Connor, Bill Perl.

LAKESIDE--AN OVERVIEW

The Setting

The City of Lakeside has a population of 1,536 people. It is located on the south Oregon coast approximately thirteen miles north of the Coos Bay-North Bend urban area. Lakeside is about two miles east of the ocean beaches. The western edge of the city is essentially bordered by the Oregon Dunes National Recreation Area. The northern and northwestern portions of the city are contiguous with William M. Tugman State Park. Two large lakes, North and South Tenmile Lake, form much of the southern and Southwestern boundaries of the city. Lakeside is heavily oriented toward recreation and tourist activities. In addition, the city is dependent on the timber industry for basic employment opportunities.

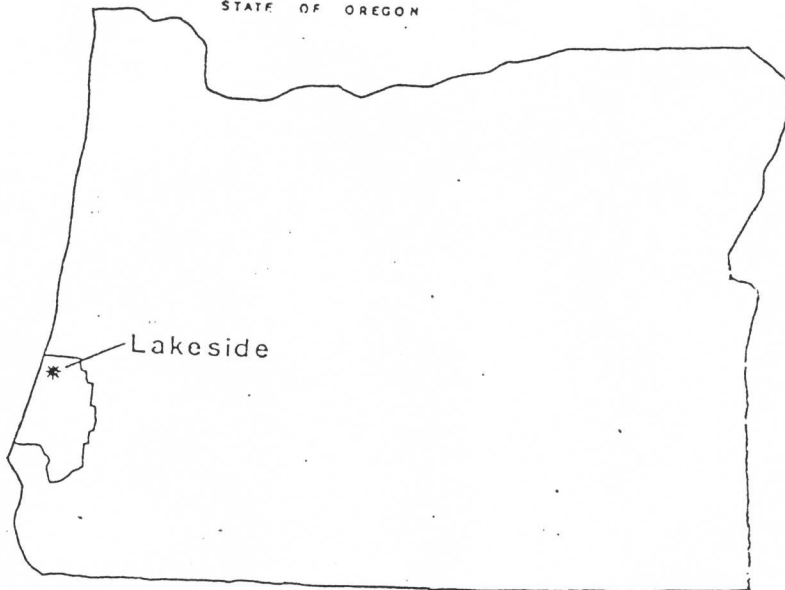
In Lakeside the winters are mild and the summers are cool. The average temperature in January is 45 degrees Fahrenheit, and the average temperature in August is 60 degrees Fahrenheit.¹ The rainfall along the Oregon coast may vary between 50 and 60 inches. The average annual rainfall, as measured in North Bend, is slightly over 60 inches.

North and South Tenmile Lakes may be considered the geographical hub of the Lakeside area. These two large lakes are separated by the Millicoma Divide. A 2,000-foot canal allows North Tenmile Lake to drain into South Tenmile Lake. Both lakes are drained by Tenmile Creek which winds four miles to the sea.

¹Bureau of Land Management, Environmental Analysis Board for proposed oil and gas leasing. Coos Bay District, Oregon, May, 1976.

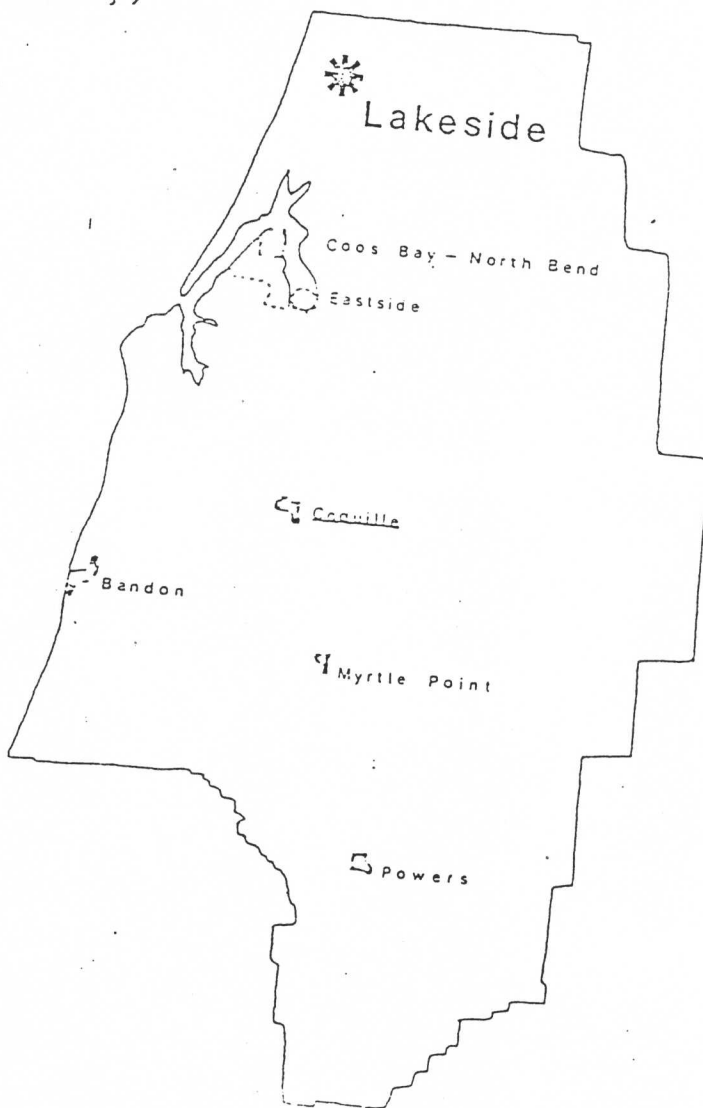
MAP 1

STATE OF OREGON



Coos County,

Oregon



History of Lakeside

Lakeside's history is inextricably bound to the Tenmile Lakes. The two lakes have served as the means of trade and communication, have aided in the development of farms and homes, as well as assisting in the utilization of the forest resources.

Yet the lakes were more than a mere avenue of transportation; they were once life itself. Water was involved in every facet of life. Doctors and midwives traveled the lakes in their missions of life and death. Newlyweds went to their new homes in gaily decorated boats. Children went to school by boats. Creamboats carried farm products and general freight. Logs were rafted to the mills or reload stations. Mail boats served to lessen the isolation of life around the lakes, as they still do. For many, in the end, the lakes served as a reflective avenue for their funeral cortege.

The origin of the name Tenmile Lakes cannot be definitely established. However, one account attributes the name to an Indian who built, in the 1850's the first permanent cabin in what is now Lakeside. His name, Ten Mile Tom, came from his habit of replying whenever he was asked how far it was to anyplace, "Oh, ten miles." In time, his name was transferred to the lakes.

The Indians apparently did not live year round on the lakes. Instead, they often camped in the area to fish for salmon, trout and eels, as well as collect the wild berries and other foodstuffs. One Indian camp was located near the mouth of Tenmile Lake and another was near the confluence of Tenmile Creek and Eel Creek.

It is not known who were the first Caucasians to explore the Lakeside country. It is possible that Hudson Bay trappers passed through since beads from Fort Vancouver have been found locally.

One of the first known figures in the area was Peter Jordan (for whom Jordan's Cove is named). The former Kentuckian had a hunting and trapping line

through the area. In the late 1850's or early 1860's he erected at least one hunting cabin at the head of Black Creek arm.

Among the early settlers in the region were Nels Monson, Ben Roberts, Steve M. Johnson, Angus McDonald, William Bowron, Charles Siestream, and William Noble. Life for these early pioneers was hard, although nature's bounty of deer, elk, salmon, trout, ducks, and berries meant little actual starvation. While the forests provided the settlers with large amounts of fuel and building materials, they also caused the settlers to work long and hard clearing the land to make it productive.

By 1893 enough settlers were established around the lake to organize the cooperative creamery. It was located on the bank of Tenmile Creek a few feet from the mouth of the lake. Cream was brought to the creamery by boat. The creamery boats operated on the lake until the 1950's.

The settlement of Lakeside developed, to a large extent, around this and other creameries in later years. When the local creameries closed around 1916 the cream was then shipped out by rail and later by trucks.

The first post office in the area, known as Lake, was established in 1892. The post office was located at Fox's Landing, at the present site of the North Lake Resort. This post office operated for several years until operations were suspended. The Lakeside post office was established in 1908. The mail boat routes were established in the 1920's and still continue today.

Education came early to Lakeside. The first schoolhouse was built near the present city cemetery. While the opening date for the school has not been definitely established, it is believed that 1881 would be close. Schools were also established at Big Creek on the North Lake and at Templeton on the South Lake around the same time. The North Lake school was closed in 1937 and the one at Templeton closed in the 1940's.

Until 1913 students had to provide their own transportation to school, which meant rowing for those students living around the lakes. After that time school boats were provided. Adolf Lindros operated one of these routes for over thirty years.

The first known commercial transportation system in the area was a stage line founded in the 1880's by a man named Hibbard. This line ran down along

Tenmile Creek to the ocean and then along the beach to Coos Bay. Later the stages operated over the hills to Hauser. The old wagon road is still a favorite spot for recreational vehicles.

Rail service was established in 1916 by Southern Pacific Railroad. The railroad provided a boost to Lakeside's economy as it made it easier to ship and receive goods. The Southern Pacific also constructed an elaborate station house, side tracks switching facilities, and right-of-way maintenance facilities.

The first lumber mill of consequence was Otto Metzter's mill located north of the present North Lake Resort.

World War I brought a large number of Spruce Corps troops to Lakeside. The cantonment stood where Tugman State Park is now located. The role of the Spruce Corps was to produce spruce to be used in airplane frames for the Army Air Corps and the Allies. After the armistice the camp was abandoned.

The 1920's were marked by extensive logging around the Tenmile Lakes. This provided employment for many of the town's people. On the weekends, when loggers came into town, Lakeside became a lusty, brawling town.

Although Lakeside was plotted in 1908 by Lewis V. Simpson and Associates, it did not become an incorporated city until 1924. It was during this period that Lakeside began to develop as a resort area. Many summer homes were built around the lake and the Tenmile Lakes became a favorite area for salmon fishing. Fred and Ida Lewis were the first licensed guides on the Tenmile Lakes. They began serving the area in the early 1920's.

In the early 1930's, Roy Currier constructed Currier's Village Resort, an elaborate vacation resort in its day. The resort included 36 steam-heated cabins, a lodge, skeet range, a luxurious restaurant and nightclub built on piling over the lake, riding stables, and a marina with various facilities including a diving tower built to competition standards.

Mr. Currier had connections in Hollywood and many movie stars vacationed in Lakeside. The sight of a Rolls Royce was not uncommon during this span of time.

With the outbreak of World War II, many people left the area to seek employment in the defense industries. In 1943 the City voted to disincorporate.

During the post war years, Lakeside grew slowly. Yet as the population increased, so did the demand for services. In 1959 the Lakeside Rural Fire Department was organized. Then, in 1964, the water district was established.

By 1973 the need for services became pressing and the people again voted to incorporate the City of Lakeside.

Lakeside is still inextricably bound to the Tenmile Lakes. Due in a large part to the recreational setting and the boost provided by the lumber industry, Lakeside is once again a thriving and growing city.

A large part of this information in this section was derived from E. R. Peterson and A. Powers, A Century of Coos and Curry, Portland, Oregon, 1952, p. 55-60.

Also contributing to this account was Mrs. James D. Brown, Mrs. Bess Bowron and Pete Menegat of Lakeside; Mrs. D. Slyter, Coos Bay; and Mrs. C. W. Hamilton, North Bend.

Information compiled by James D. Brown, Lakeside.

PHYSICAL CHARACTERISTICS OF LAKESIDE

Geologic Characteristics

This report identifies the geologic characteristics of the Lakeside area. Geologic formations and topographic features will be described. Discussion of these characteristics is vital to planning in that it aids decision makers in assessing development potential. Much of the information utilized to prepare this report was developed by the State Department of Geology and Mineral Industries.

Geologic Formations - Several types of geologic formations are found in the Lakeside area. In the extreme northern and western portions of the city are principally quaternary marine terrace deposits, unconsolidated or semi-consolidated deposits of sand, silt and clay. Potential natural hazards frequently occurring in this type of formation include erosion and poor drainage.

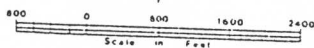
Small deposits of Coaledo Formation soils are located in and near the city. Some varieties of the Coaledo Formation are coal-bearing or cross-bedded with tuffaceous sandstone. Other varieties are composed of siltstone and sandstone. These soils possess low permeability and have an erosion potential.

Small deposits of quaternary alluvium soils lie external but adjacent to the city. These are considered unconsolidated deposits of sand, silt, clay and mud. Potential hazards occurring in these soil types include stream-bank erosion, flooding, high ground water, ponding, siltation and compressible soils.

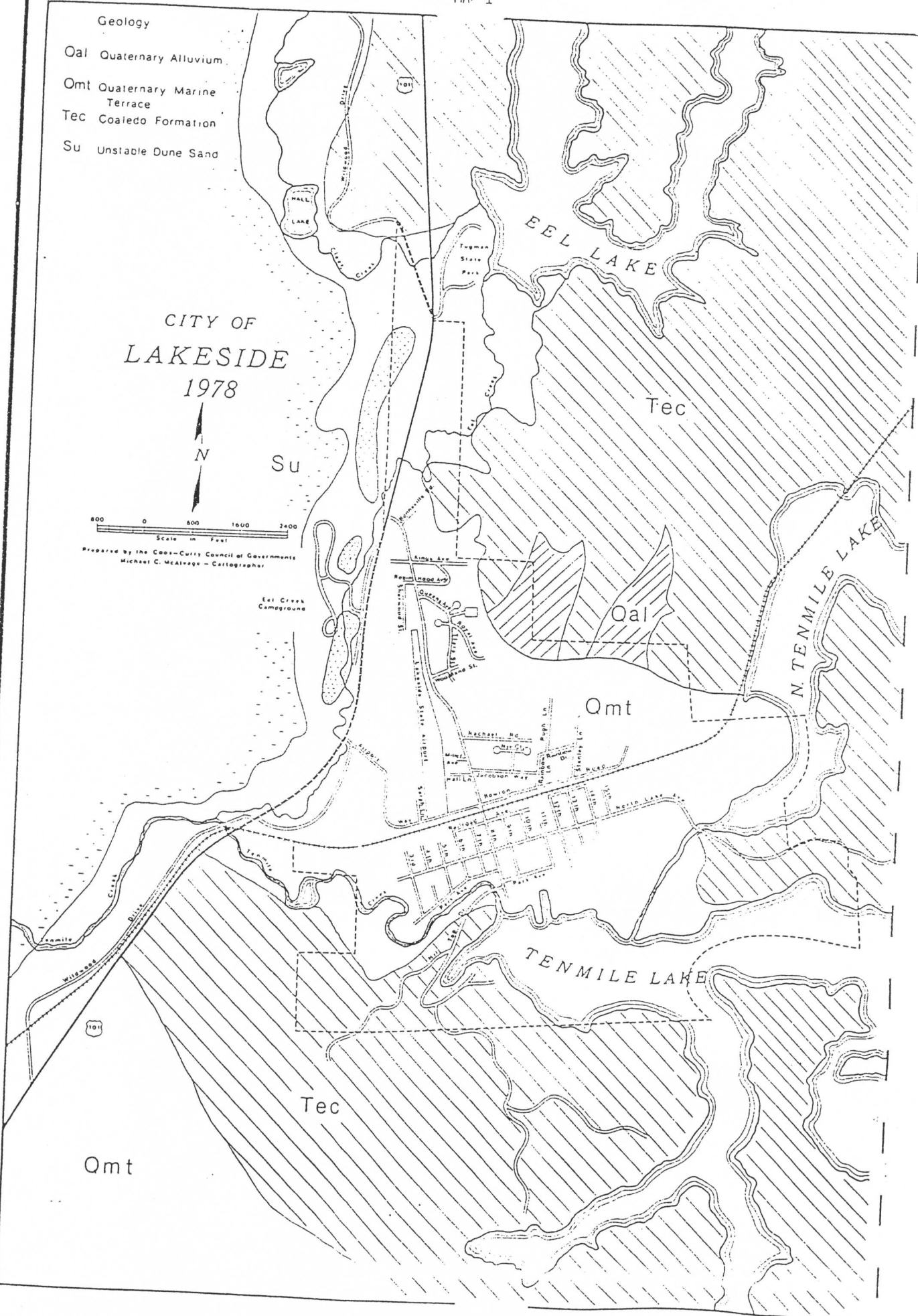
There is one unstabilized sand dune within the city limits. It is in the northern portion of the city lying west of Highway 101. In addition, two small sand dunes outside the city limits have been identified as active by the State Department of Geology.

- Geology
- Qal Quaternary Alluvium
 - Omt Quaternary Marine Terrace
 - Tec Coaledo Formation
 - Su Unstable Dune Sand

CITY OF
LAKESIDE
1978



Prepared by the Coos-Curry Council of Governments
Michael C. McAlvage - Cartographer



Topographic Features - Although central sections of the City are located on relatively level terrain, most of the contiguous areas are characterized by slopes of varying degrees.

Lake front properties are generally characterized by slopes ranging from five to fifty percent. Many homeowners have utilized this natural characteristic to construct hillside homes overlooking the lake.

GEOGRAPHY

Open Space

Open space occupies a major portion of Lakeside's total area, and also exists in abundance beyond the city limits. This report identifies the location and types of open space which exist in and around Lakeside.

Land Areas - There are large amounts of open space within the city limits of Lakeside. Urban development tends to be compact in the central portions of the city, focusing along North Eighth Street and the area between the railroad and the north shore of South Tenmile Lake. Forested areas lie immediately beyond the existing residential development east of North Eighth Street and north of Bowron Road. The forested areas continue past the city limits to the shores of Eel Lake on the north and North Tenmile Lake on the east. A sizeable forested area lies directly west of the Lakeside Airport between the runway and U.S. 101. Much of the area west of Fifth Street between the railroad and Tenmile Creek is also predominantly forest land.

Open space is the predominant use of land beyond the city limits of Lakeside. Forest lands surround Eel Lake to the north of the city and continue north into Douglas County and east to North Tenmile Lake and beyond. Forest lands also predominate south of the city. Development of these forested areas is relatively sparse and is limited chiefly to land located along the lakes, highways and other roads.

The area west of Lakeside and U.S. 101 lies within the Oregon Dunes National Recreation area and consists primarily of open sand dune areas together with some wet interdunes and deflation plains. The area immediately west of the highway contains some forest lands interspersed with dunes. The National Recreation Area extends north into Douglas County and south to the vicinity of Horsfall Lake across the Coos Bay channel from North Bend.

Most of the open space discussed above exists in its natural state. However, some areas of open space have been specifically developed for recreational use. Tenmile Lake County Park is located on the north shore of South Tenmile Lake just east of downtown Lakeside. William Tugman State Park lies east of U.S. 101 on the shores of Eel Lake. Eel Lake Campground is situated west of U.S. 101 near the North Eighth Street intersection. South Eel Creel Campground is located inside the city limits between Wildwood Drive and U.S. 101 just north of the railroad.

Water Areas - Much of the open space in and around Lakeside consists of water. North and South Tenmile Lakes both lie partially inside the city limits. These lakes, together with nearby Eel Lake, comprise one of the largest concentrations of lakes on the coast. Hall Lake is located at the northern tip of the city west of Wildwood Drive. Eel Lake is the source of supply for Lakeside's water system. All of these lakes are used heavily for fishing, boating and other water recreation.

Mineral Resources - There are no known mineral or aggregate resources of economically minerable quantity in Lakeside.¹ The northern half of the county, which includes Lakeside, appears to be a good prospect for petroleum reserves. However, this possibility is speculation at this point.² There is also considerable potential for gas and oil reserves in the Loon Lake area northeast of Lakeside, as well as potential for coal production south of Lakeside.

¹ State of Oregon Department of Geology and Mineral Industries, Geology and Minerals Resources of Coos County, Oregon, June 1973, 81 pp.

² Bureau of Land Management, Environmental Analysis Record for Proposed Oil and Gas Leasing, Coos Bay District Oregon, 1976, p. 1.

Air, Land and Water Quality

Air Quality - Air quality in the Lakeside area is generally good. The primary sources of air pollution are automobile and motorboat use, dust blown from unpaved streets, and backyard burning. There is one sawmill in the area, Bohemia, Inc. (it conforms to Oregon Department of Environmental Quality guidelines for pollution control, and wastes are disposed of in a non-polluting manner). The Lakeside area is characterized by fairly constant winds: from the south and southeast in the winter, averaging 15 m.p.h.; and from the north and northwest in the summer, averaging 17 m.p.h. These fairly consistent winds, combined with the fact that there are few instances of air inversions in the area, usually result in a quick dispersion of air pollutants.

Land Quality - Probably the most significant source of adverse impacts on land quality in and around Lakeside is the frequency of septic tank failure associated with a high water table. This problem is being solved by the construction of a municipal sewer system.

There are no State approved solid waste disposal sites in the Lakeside vicinity. Solid waste disposal in the City is franchised to the Horning Brothers who use a disposal site in the Reedsport area in Douglas County. There are alternative sites available in Coos County. The first site is located in the Beaver Hill area south of Coos Bay. This is a County operated site which uses a consumat burner disposal system. There is another proposed private disposal site associated with the planned industrial expansion on the North Spit of Coos Bay. If developed, consumat burners would be used to burn the solid waste and this in turn would generate steam that would be used by the proposed fish processing plants.

Water Quality - North and South Tenmiles Lakes, and Tenmile Creek all have characteristic water quality problems.¹ High water temperature, which affects all of the above water bodies, is detrimental to many fish species and aquatic life. High temperatures in Tenmile Lakes are a natural

¹Coos-Curry Council of Governments, Coos-Curry Environmental Protection Program, Volume I, Water Resource Management Plan, 1974.

phenomenon resulting from shallow depths. There is also a sediment problem in both North and South Tenmile Lakes. A high sediment level, another natural phenomenon influenced by the wind, rain, vegetation and other forces of erosion, is detrimental to fish and aquatic life.

Excessive algae growth, a problem affecting Tenmile Creek, reduces oxygen within the water which, in turn, slows the natural bacterial decomposition rate of organic material. Excessive algae growth in Tenmile Creek is caused by livestock waste deposited into the stream by irrigation return flows and storm runoff, pollution by septic tanks, and other pollutants.

Eel Lake, the lake from which Lakeside derives its water supply, also has temperature, sediment, and nutrient problems which adversely affect the water quality. These problems, however, are naturally occurring. The overall quality of water in Eel Lake, although presently adequate, may be jeopardized by future changes in land use around the lake.² William M. Tugman State Park is currently the only significant use of land surrounding the lake. However, the State of Oregon has suggested that it may sell much of its lakeshore land. If this were to happen, subsequent land use could jeopardize water quality.

The ground water in the Lakeside area is very susceptible to pollution from septic tank run-off. The characteristic high water table, impermeability of the soil, and relatively high population density are all factors which decrease the quality of the ground water resources. Studies indicate this pollution problem presents a health hazard to people living in Lakeside, as well as having an overall detrimental affect on the ecology of the area.³ Present plans to install a new sanitary sewerage system in Lakeside should greatly decrease this problem.

²H.G.E., Inc., Engineers and Planners, Comprehensive Water System Development Plan, April 1976, p. 10.

³H.G.E., Inc., Comprehensive Sewerage Development Plan, City of Lakeside, Coos County, Oregon, January 1976, p. 9.

Solid Waste - The City presently has a long term contract with Horning Brothers Sanitary Service to collect and dispose of its solid waste. The sanitary land fill that is used for the City is located in Douglas County, 2 miles east of Reedsport. Lakeside plans to work with Douglas County, as well as within Coos County's Solid Waste Plan. If future needs cannot be met by the present site, a new site can be arranged elsewhere with Coos County acting as the lead agency.

Two industrial land fills are located within the City Limits. These are both owned and operated by the Elkside Lumber Company, and are located within the confines of their complex. The sites are used to dispose of industrial wood waste that accumulates as a part of normal operations. There are no land quality problems expected from the continued use of these sites.

Noise Pollution - Although no specific data exists, there appears to be no problem regarding noise pollution in Lakeside and its environs. An increase in residential use around the airport will not appear to cause conflicts, as the airport operates on a limited basis, and planes passing overhead are intermittent and infrequent within the City Limits.

The only industrial facility that generates noise above general background levels is the Elkside Lumber Company. There are presently no conflicts regarding noise from this source, and none are expected in the future. Vacant land surrounding the facility is zoned for industrial uses, so there is no prospect for additional housing being influenced by noise emanating from this mill.

Beaches and Dunes

There are no beaches, as such, in Lakeside proper. However, there are a number of small sand dunes in the city. Moreover, Lakeside's location near the Oregon Coast puts the city within close proximity to a number of beaches and a variety of types of sand dunes.

Beaches - Lakeside is located only two miles from the coast. However, the nearest beaches with highway access are at Winchester Bay, approximately seven miles north of the city. Horsfall Beach is eleven miles south of Lakeside with access from U.S. 101 north of McCullough Bridge. Other beaches within less than an hour's drive from Lakeside include Bastendorff, Merchants, Whiskey Run, Bullards, and Bandon, all south of Coos Bay.

Dunes - There is one unstabilized small sand dune area within the City Limits of Lakeside (see map on page 18). It is located just west of U.S. 101 in the northern portion of Lakeside. This dune is classified by the U.S. Soil Conservation Service as an open sand dune. Open dune areas are defined as wind-drifted sand in the form of dunes and ridges which are essentially devoid of vegetation.¹ The Oregon Dunes National Recreation Area (NRA) is immediately adjacent to the west boundary of Lakeside along U.S. 101. The bulk of the NRA, which extends north into Douglas County and south almost to North Bend, consists of wet interdunes and wet deflation plains.

Lands within the NRA are subject to federal management guidelines with respect to existing and future development. However, it should be noted that the open dune areas inside the city may pose dangers to potential urban development which might someday occur near them. Such danger would be the result of the tendency for open dunes to advance onto nearby land.² Accordingly, any development proposals would need to provide for such dune stabilization measures as might prove necessary.

¹ Oregon Coastal Conservation and Development Commission and U.S. Soil Conservation Service, Beaches and Dunes of the Oregon Coast, (1975) p. 27.

² Ibid.

Stabilized Dunes - A map showing younger stabilized dunes (YSD) areas is on page 18. These areas are vegetated, with a mat of mosses, litter, and roots stabilizing the sand. Older stabilized dunes (OSD) are actually interdune areas, comprised basically of swales and depressions between dunes. OSD areas are also heavily vegetated (see map, page 29 -- Soils 214A and 216A are older stabilized dunes). These areas are often wet, with the sand layers below or at the groundwater table.

Capabilities and Limitations Analysis - The capability of dune areas to support development activity depend on a number of variables. Physical and biological constraints pose limits to the type and intensities of development that can occur. The following is a description of those constraints, with an analysis of potential development that responds to the limitations.

Physical constraints to development can be broken down into two major categories; one dealing with erosion considerations, and another dealing with groundwater considerations.

Erosion

Most of the dune areas within the City Limits are relatively flat (0-3% slopes) reducing the danger of down-slope movement considerably. Slope instability from road cuts, and other construction would be minimal because of the flat topography. The possibility for Aeolian erosion is the major constraint. In the YSD areas, wind blown sand could become a problem if vegetation is removed for development. In OSD areas, groundwater drawdown could cause moisture loss and root damage to plants in the immediate area, thereby inducing aeolian erosion.

Groundwater

The level and types of development are further constrained by groundwater conditions in the dune areas. Maintenance of appropriate groundwater conditions is important to protect against contamination and drawdown, the effects of which were discussed earlier.

The characteristic high water table generally found in interdune areas could ostensibly cause ponding, but this has not been a problem in Lakeside due to the porosity of the soil.

These constraints limit the type and intensity of land use that should occur in dune areas. Without special policies and implementing procedures, densities would, by necessity, be very low. But, with policies and ordinances, implemented through the dunes overlay zone and sewer and water systems in place, the densities and uses allowed in the zone districts would not exceed the limitations imposed by the constraints.

Vegetation removal in the YSD areas would occur only under temporary conditions (with use of the overlay zone). Aeolian erosion would not be an expected problem at the residential and commercial uses and densities that the zoned districts allow. In addition, groundwater drawdown or contamination will not occur at the zoned uses or densities, with the proper use of the sewer and water systems that are available.

Appropriate Uses Within Zoned Designations - There are, of course, a wide variety of uses that are permitted and conditionally permitted within the zone designations. With a site review process that controls vegetation removal and excavation processes, the overlay zone could be managed in such a way as to deal with the variation within the permitted uses. For example, if the lack of skirting on a mobile home was determined to cause blowing sand under the foundation, the site review could require correction before approval.




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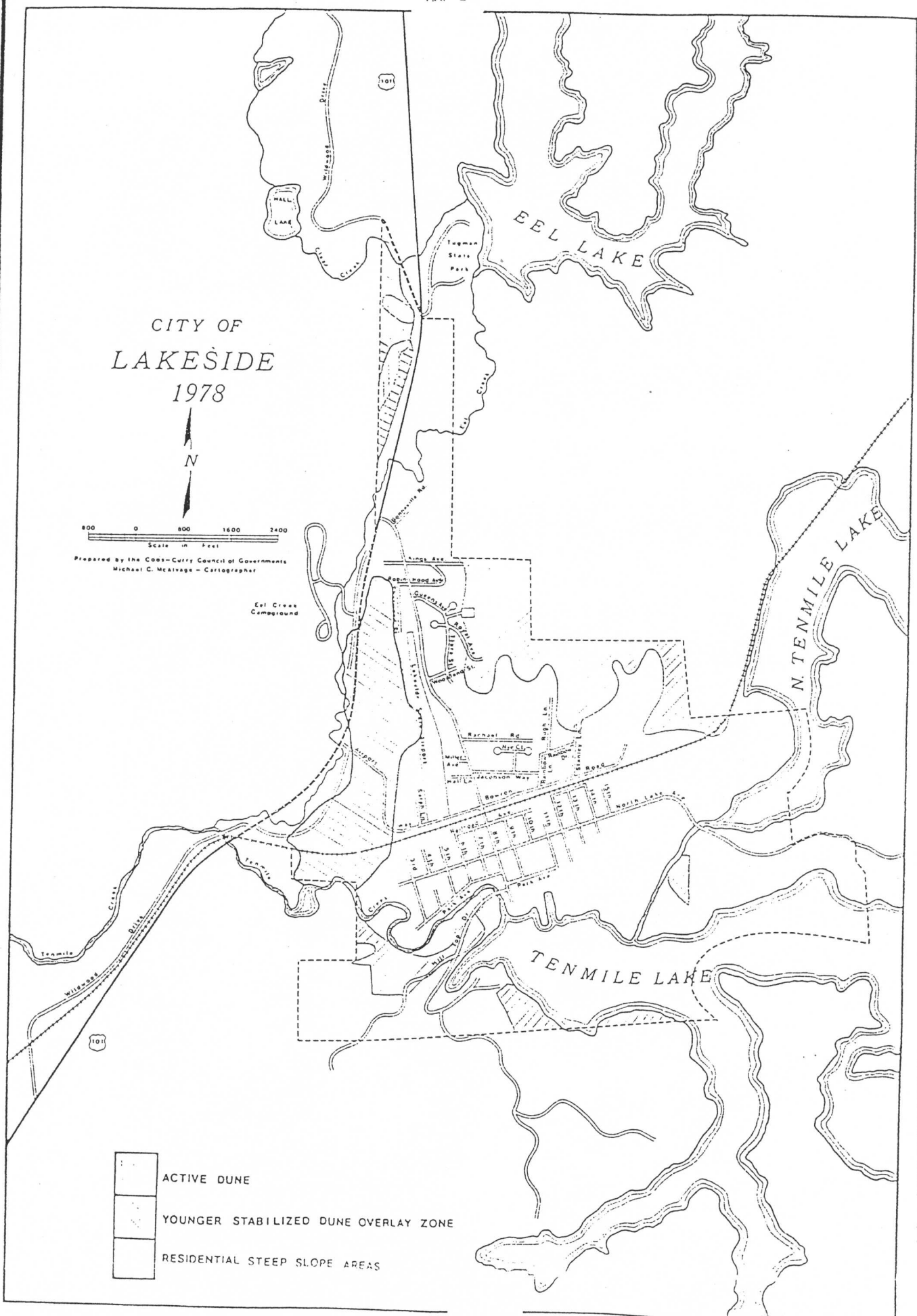


Scale in Feet
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Prepared by the Coos-Curry Council of Governments
Michael C. McAvoy - Cartographer

Eel Creek
Camaground

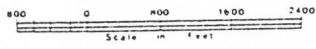
-  ACTIVE DUNE
-  YOUNGER STABILIZED DUNE OVERLAY ZONE
-  RESIDENTIAL STEEP SLOPE AREAS



Shorelands

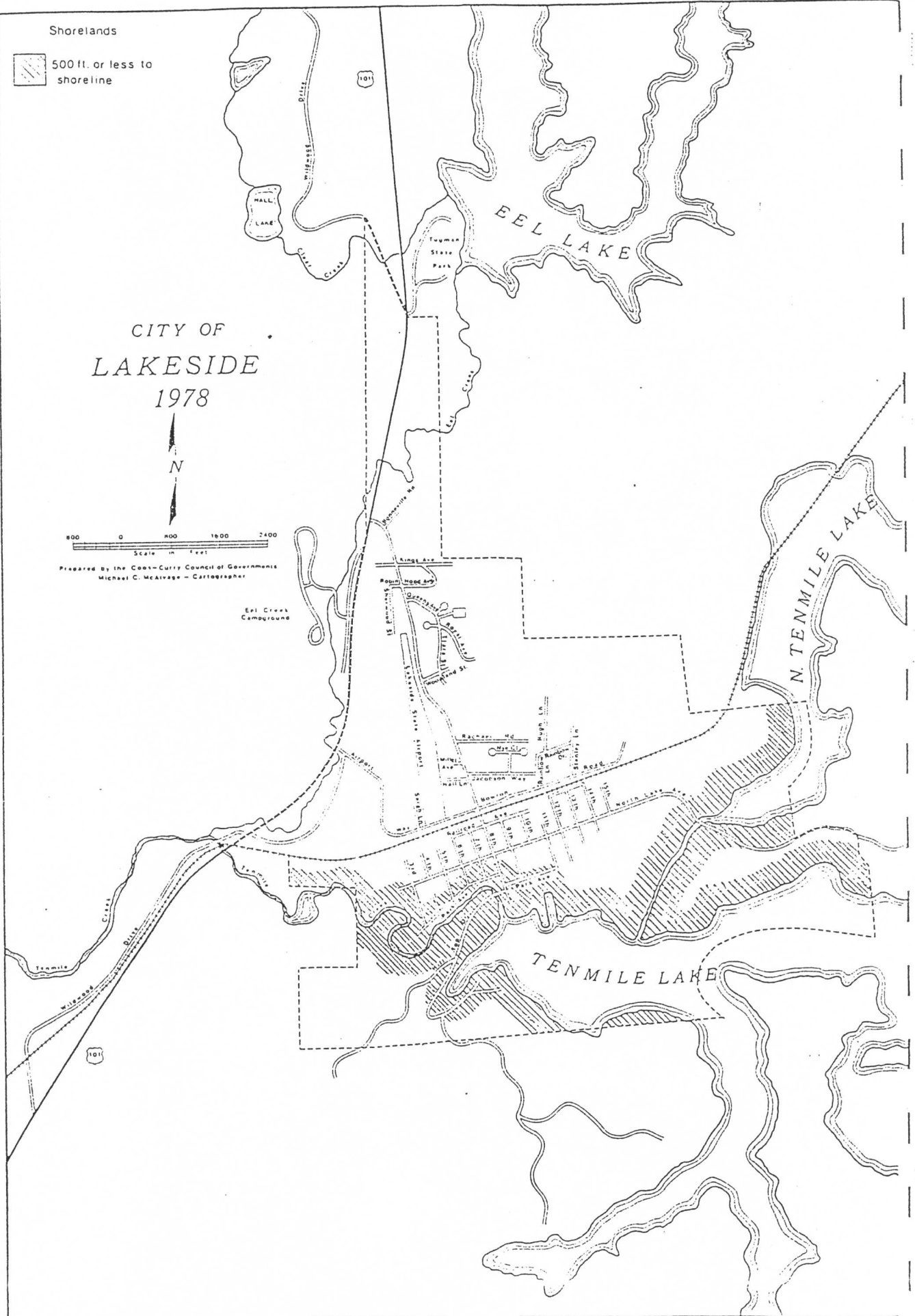
500 ft. or less to shoreline

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Prepared by the Coon-Curry Council of Government
Michael C. McAlvage - Cartographer

Eel Creek Campground



Shorelands

By virtue of Lakeside's location on the Tenmile Lakes and Tenmile Creek, shorelands comprise a significant part of the city's geographic setting. Within the city limits lie the westernmost portion of South Tenmile Lake and the southwestern tip of North Tenmile Lake. Portions of Tenmile Creek are also located in the city. The accompanying map outlines the shoreland study area as defined by Coastal Goal #17 Shorelands goal. However, due to the fact that Lakeside is located within one of the largest concentrations of freshwater lakes along the Oregon Coast the entire city is defined as a shoreland study area.

Urban development in Lakeside extends to the shores of the lakes and creek in some areas. The north shore of Tenmile Creek is developed relatively solidly from the Hill Top Drive bridge to the west end of Park Avenue. Homes on the south side of Park Avenue sit on lots bordering the creek. Urban development in the north shore of South Tenmile Lake includes a boat marina, a motel, a county park, and a large lumber mill. A privately owned resort area is situated on the southwest tip of North Tenmile Lake, and a number of homes are located on lakefront lots on both North and South Tenmile Lakes at the eastern edge of the city. The south shores of the portion of South Tenmile Lake inside the city are characterized by forest lands which slope to the water's edge, with the exception of a relatively limited number of lakefront homes.

Shore areas outside the Lakeside city limits are characterized for the most part by forest lands which extend to the shore. Such is the case with the bulk of shorelines of Eel Lake, as well as the Tenmile Lakes. Development along these shores is limited to scattered lakefront homes.

Riparian Vegetation - Important areas of riparian vegetation exists around both North Tenmile Lake and Tenmile Lake, as well as along Tenmile Creek and Eel Creek. Riparian vegetation is important to protect soil along the margins of waterways and waterbodies. In addition, the vegetation provides habitat for various faunal species, and keeps water temperatures low along stream and lake banks, providing habitat for fishes. There are no specific areas within the Lakeside City Limits where riparian vegetation is particularly sensitive or threatened. Protection of the vegetation is equally important along the entire bank.

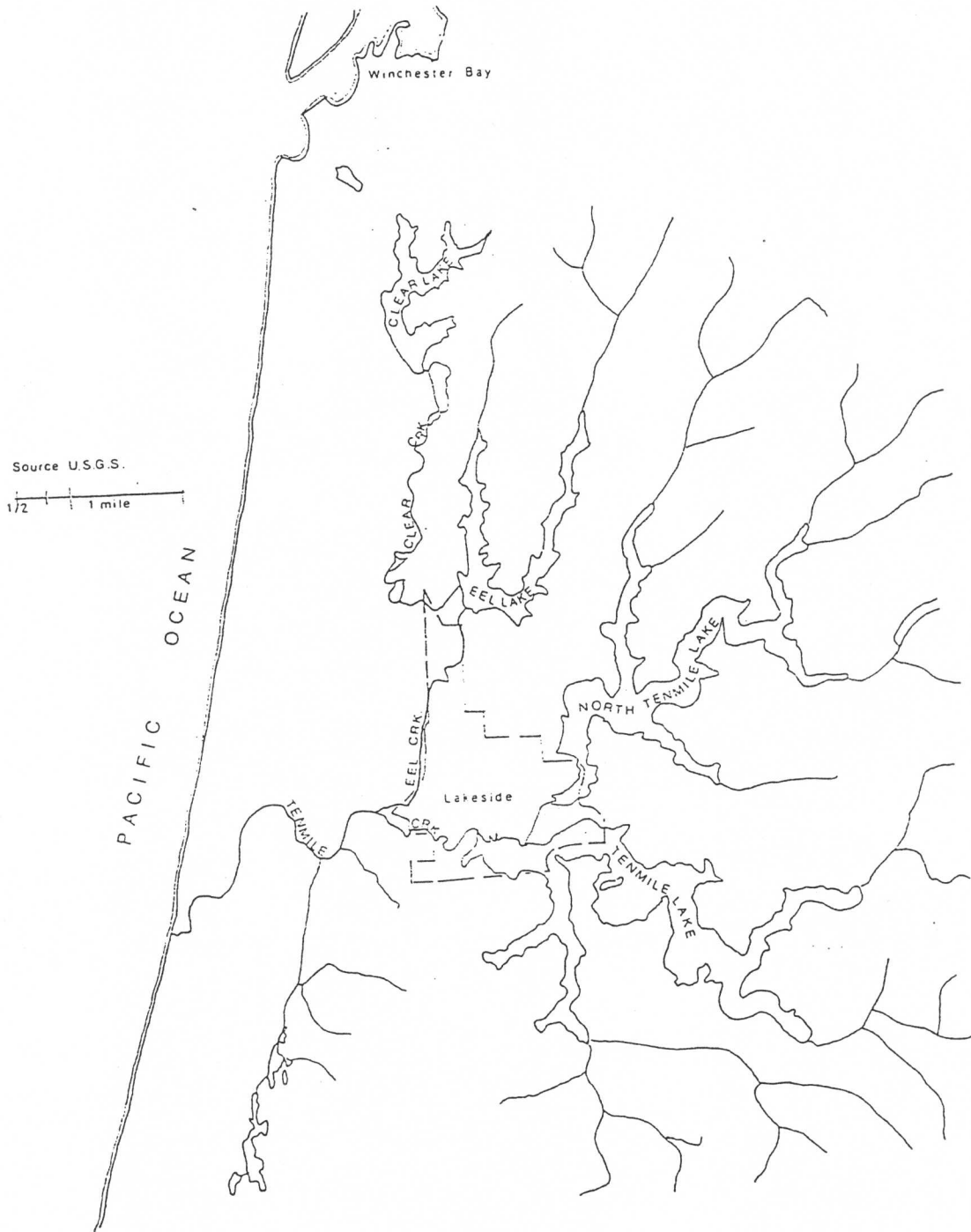
Wetlands - Two areas of wetlands, other than open water, are shown in the National Wetlands Inventory (U.S. Department of Interior). These are identified as palustrine, scrub-shrub, broad-leaf deciduous, seasonal saturated areas. They are basically seasonally wet, marshy flats characterized by willow trees and other shrubs. The map on page 22 shows the extent of these areas.

Platted Submerged Lands - Some submerged areas on the south shore of Tenmile Lake have at one time been platted. At that time, the Lake was not considered navigable by the Division of State Lands. People who owned property along the Lake paid taxes on that part of their land which was platted and submerged. In 1978, the property adjacent to the Lake was reassessed and that part of the property which was submerged was removed from the tax rolls. A conflict then arose between property owners and the Division of State Lands on the question of ownership that has yet to be resolved. This discrepancy makes it problematical to identify the extent of the platted submerged lands, or to even determine whether or not they exist.

As a result, it becomes impossible to inventory any specific conflicts between land uses in the platted submerged area. However, the problem would be rendered hypothetical by implemented provisions in the water-use zone--that is, any possible configuration of platted submerged lands (if they exist at all) are wholly contained in the WU zone, and provisions could preclude use of the land under the water surface (except pilings) and could allow for use of the water surface only.

As far as can be determined, no land use conflicts exist at the present time. But, if any such land use conflicts between development and resource values in the aquatic areas do exist or could arise, the City could implement provisions to resolve them.

Freshwater Areas



Freshwater Areas

The Tenmile Lakes and Eel Lake represent one of the largest concentrations of freshwater lakes on the Oregon Coast. These lakes are drained by Eel, and Tenmile Creeks. A number of smaller lakes are located in the Oregon Dunes National Recreation area west of U.S. 101. Of these lakes, Hall Lake, at the northernwest tip of the city, is the closest to Lakeside. To the south are Clear, Saunders, Sandpoint and Horsfall Lakes.

Eel Lake is the source of supply for the Lakeside Water District system which serves the city. This lake also serves as habitat for a variety of game fish and is heavily used for recreational boating. Predominant water uses in the other lakes mentioned include recreation, irrigation, and fish and wildlife habitats. At the present time there appears to be relatively little demand for water to serve industry in the Lakeside area.

Visual Resources

Identification of Lakeside's visual resources¹ will hopefully facilitate planning decisions which will encourage orderly urban growth. At the same time, preserving these visual resources to the maximum extent possible can enhance their esthetic benefits to the area's residents and visitors.

Probably the most readily identifiable visual resources in the Lakeside area are the Tenmile Lakes which lie partially within the city limits. These lakes, together with the sloping, heavily forested shores provide a source of visual enjoyment for those living near the lakes as well as for people who engage in recreational activities in the form of swimming, fishing, boating, and so on. Tenmile Creek provides the same type of visual resource on a smaller scale. To the north, Eel Lake and the surrounding forest lands are additional sources of scenic attraction, and campgrounds at Tugman State Park allow people to experience the forest by temporarily living within a portion of it.

To the west of the city lies the Pacific Ocean together with the sand dunes, beaches, headlands, and other visual resources of the coast. Driftwood, shells of various types, and a variety of relatively unique forms of vegetation all provide additional contributions to the visual experience offered by the coast.

¹Visual resources might best be defined as elements which lend scenic appeal to the landscape of an area. Visual resources most generally consist of natural features or occurrences such as landforms (beaches, mountains, dunes, etc.), vegetation and bodies of water.

Scientific and Natural Resource Areas

Since 1927, federal agencies have been involved in setting aside certain tracts of land for scientific and educational purposes. Tracts of land are set aside in order:

- (1) To provide baseline areas against which the effects of human activities in similar environments can be measured;
- (2) To provide sites for study of natural processes in undisturbed ecosystems; and
- (3) To provide for gene pool preserves for plant and animal species, particularly of rare and endangered types.¹

The setting aside of selected natural areas usually occurs only if the area has an entire unique ecosystem or habitat, or if it contains unique or important organisms; if it is in as natural and undisturbed a state as possible; and if the land is free of human disturbance.² Once natural areas are selected, natural processes are allowed to proceed and man-caused disturbances, even recreational activities, are discouraged.

There are no designated natural areas in Lakeside. The undeveloped areas of Lakeside cannot be considered "undisturbed ecosystems" nor can they be considered unique because the Lakeside area is comprised of the Coastal Shore Pine-Spruce habitat type, of which there are 160,000 acres along the coastal zone, and the Douglas Fir-Trailing Blackberry habitat type, of which there are 4,100,000 acres along the coastal zone.³ The above reasons, as well as the obvious presence of the Lakeside urban environment, precludes "natural area" designation for any tract of land within the Lakeside city limits.

¹ Franklin and Dyrness, Federal Research Natural Areas in Oregon and Washington, A Guidebook for Scientists and Educators, 1972, p. 2.

² Franklin and Dyrness, et. al., Research Natural Area Needs in the Pacific Northwest, 1975, pp. 1-2.

³ OCCDC, Fish and Wildlife Resources, Oregon Coastal Zone, 1974, pp. 10-11.

Natural Hazards

There are a variety of natural hazards which affect, or have the potential to affect, Lakeside and its surrounding environs. This section provides a general discussion of those hazards.

Hazards Relating Directly to Soils - Erosion, flooding, ponding, and shrink-swell potential (which indicates weak foundation soils) are problems which affect some types of soil in Lakeside (Map 6).¹ Table 1 delineates the extent that these are hazards for each soil type. Soil erodibility measures - - in terms of low, moderate, and high - - the susceptibility of soil to rainfall runoff and wind transport (Table 1). Wind erosion and deposit hazards are particularly significant in the sand dunes area west of the city. Blowing sands can result in drifts against structures and across yards and roads. Structures which rest on eroding sand can suffer foundation damage, among other problems. Dune stabilization by vegetation can help minimize the effects of this hazard.

The flood potential of soil types is defined as none, rare or frequent for each Lakeside soil type (Table 1). Similar to the flooding hazard is the problem of ponding which results when the water table raises above the ground level. Soil types are listed as "yes" or "no" as to whether or not ponding is likely at some time during the year (Table 1).

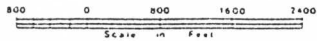
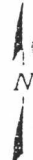
Shrink-swell potential refers to the change in soil volume caused by a change in soil moisture. The degree to which soils can support building foundations to a large degree is dependent on the shrink-swell potential (Table 1). The shrink-swell potential is listed as low, medium or high. Foundation and structural damage can result in areas of high shrink-swell potential.

¹Based on Soil Conservation Service, Soil Conservation Sheets.

Soils

- 13A Nestucca -Willanch Complex
- 17A Brallier pear 0-1%
- 123F Millicoma-Temp silt/loam 50-75%
- 125C Salander silt/loam 0-12%
- 127 Salander-Temp silt/loam 12-30%
- 127 30-50%
- 200 Westport fine sand 12-30%
- 200 loamy sand 0-12%
- 201 Active Dune
- 212 Westport-Heceta Comp 0-30%
- 214 Yaquina lmy./ln./sd 0-3%
- 216 Heceta ln./sd 0-3%
- 220C silt/ln. 0-12%
- 220C silt/ln. 12-30%
- 220C silt/ln. 30-50%
- 238C -Temp silt/ln. 12-30%
- 238C silt/ln. 30-50%

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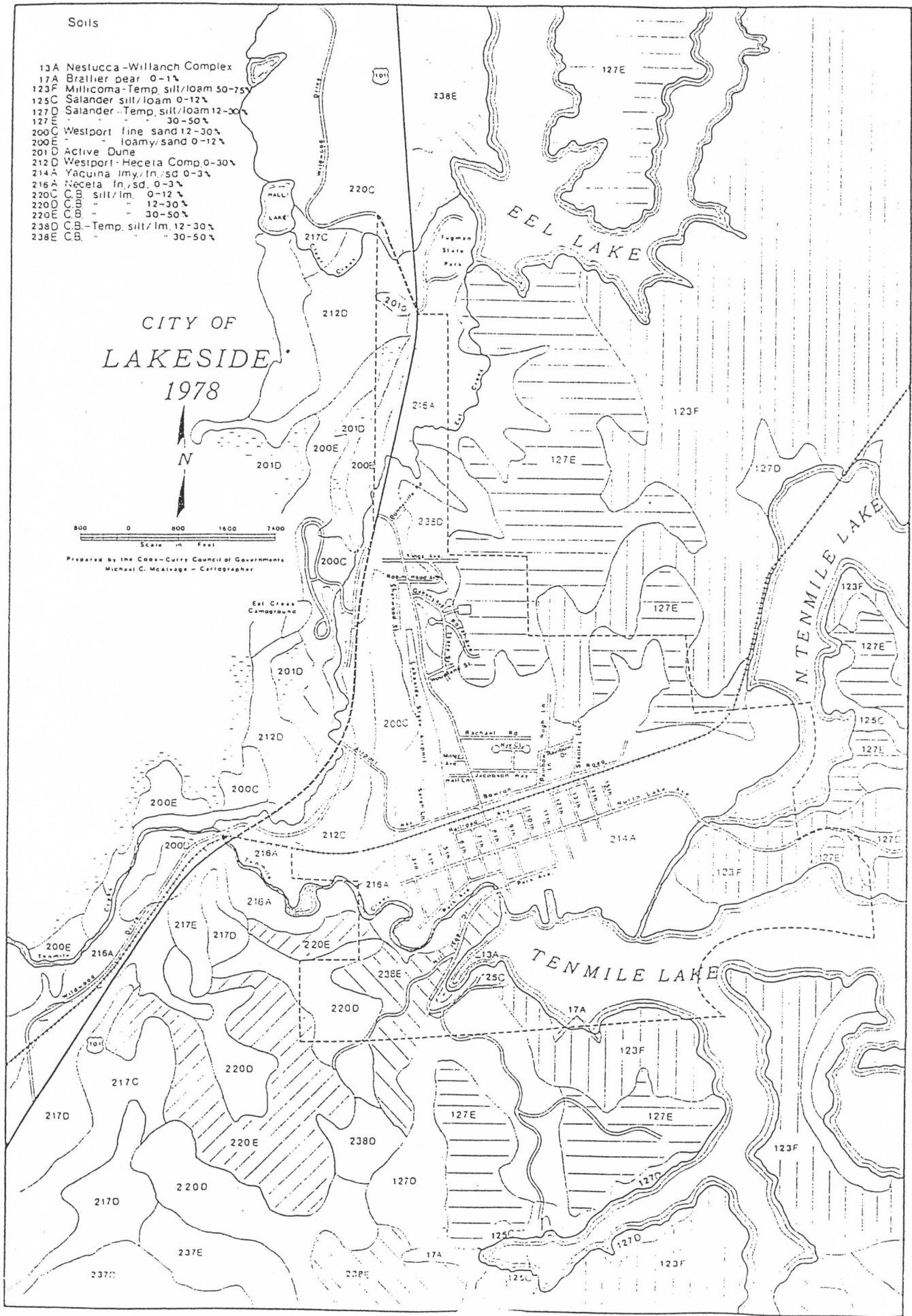


TABLE 1

Natural Hazards Relating to Soils

Symbol*	Erodibility		Flooding Frequency**	Ponding	Shrink-swell Potential**
	Soil	Wind			
13A			Frequent	Yes	Moderate
17A	Low	Moderate	Frequent	Yes	Low
123F	Moderate	Moderate	None	None	High 0-8"
125C	Moderate	Moderate	None	None	Low
127D	Moderate	Moderate	None	None	Low
127E	Moderate	Moderate	None	None	Low
200C			None	None	Low
200E			None	None	Low
201D		High	None	None	Low
212D	Low	High	Rare	Yes	Low
214A		Low	None	Yes	Low
216A	Low	Moderate	Rare	Yes	Low
220C	Moderate	Moderate	None		Low
220D	Moderate	Moderate	None		Low
220E	Moderate	Moderate	None		Low
238D					
238E					

* See map for location of soil.

** Based on Soil Conservation Service, Soil Interpretation Sheets.

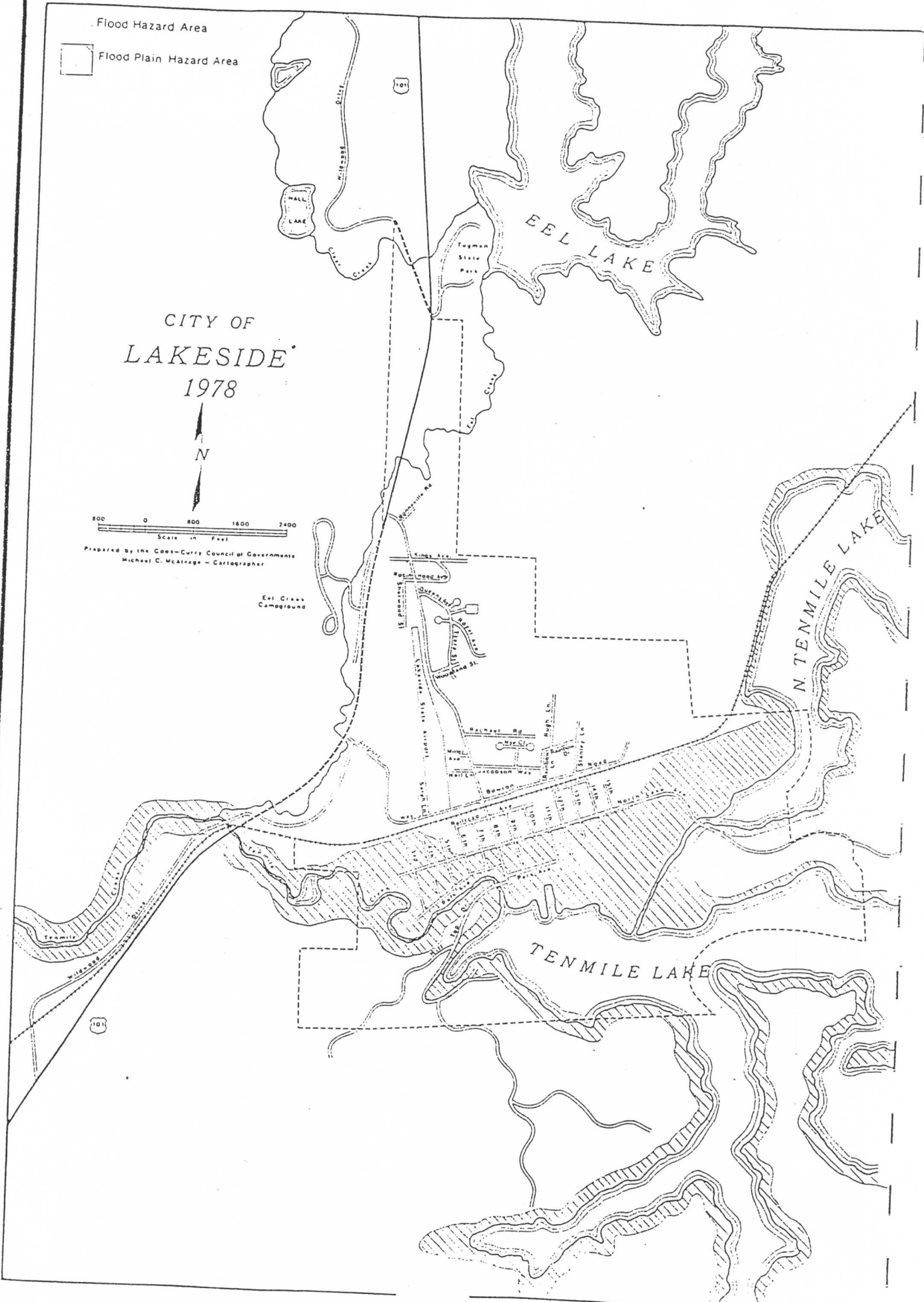
** Frequency: None (no reasonable possibility of flooding)

Rare (Flooding unlikely but possible under abnormal conditions)

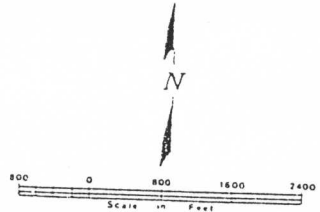
Common (Flooding likely under normal conditions)

Occasional (Less often than once in two years)

Frequent (More often than once in two years)



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East Creek
Campground

Earthquakes - No earthquakes have originated in Coos County in over 100 years.¹ However, some earthquakes have been felt in Coos County during this period. Most of these earthquakes originated a good distance from the Coos County area and caused little, if any, damage in Lakeside. Based on incomplete earthquake records and modern geological information, earthquake potential in the Lakeside area could be termed as minor. The hazard of an earthquake affecting Lakeside might be increased because of the particular type of underlying rock and soil conditions. These conditions could amplify earthquake vibrations. Building structures designed to withstand potential earthquakes will minimize the adverse effects of such occurrences.



Landslides - Except for the very northern and northwestern fringes of Lakeside, the City has little susceptibility to landslides. Map 8 shows areas with a regional slope of 30% and over. According to the Geologic Hazard Map². On a regional basis, these slopes could include moderate to rapid erosion, earth-flow, and debris slides. However, there are no specific areas within Lakeside that have a history of mass movement, nor are any specific areas identified on the Hazards Map as earthflow and slump topography or rockfall and debris flow terrain. With retention of the vegetation, these areas are not unstable. Implementation of an overlay zone that requires a site review for any development and prevents loss of vegetation, would preclude the necessity to classify the steep slope areas as geologically unstable.

Flooding - Portions of the City have been identified as prone to flooding. (See Flood Hazard Boundary Map). This map refers to those areas subject to a one percent chance flooding in any given year as identified by the Housing and Urban Development Flood Insurance Administration. The elevation of this 100 year flood hazard area has been determined as 18 feet above mean sea level. Lands within this 100 year flood hazard area are usually best suited for those types uses which do not require considerable structural development, or those structures which are flood proofed. In the case of Lakeside, much of the

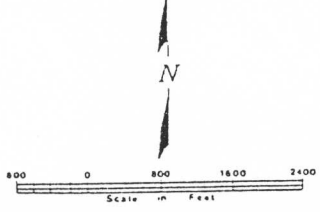
¹Department of Geology and Mineral Industries, Environmental Geology of Western Coos and Douglas Counties, Oregon, 1975, 148 pp.

²Oregon Department of Geology and Mineral Industries

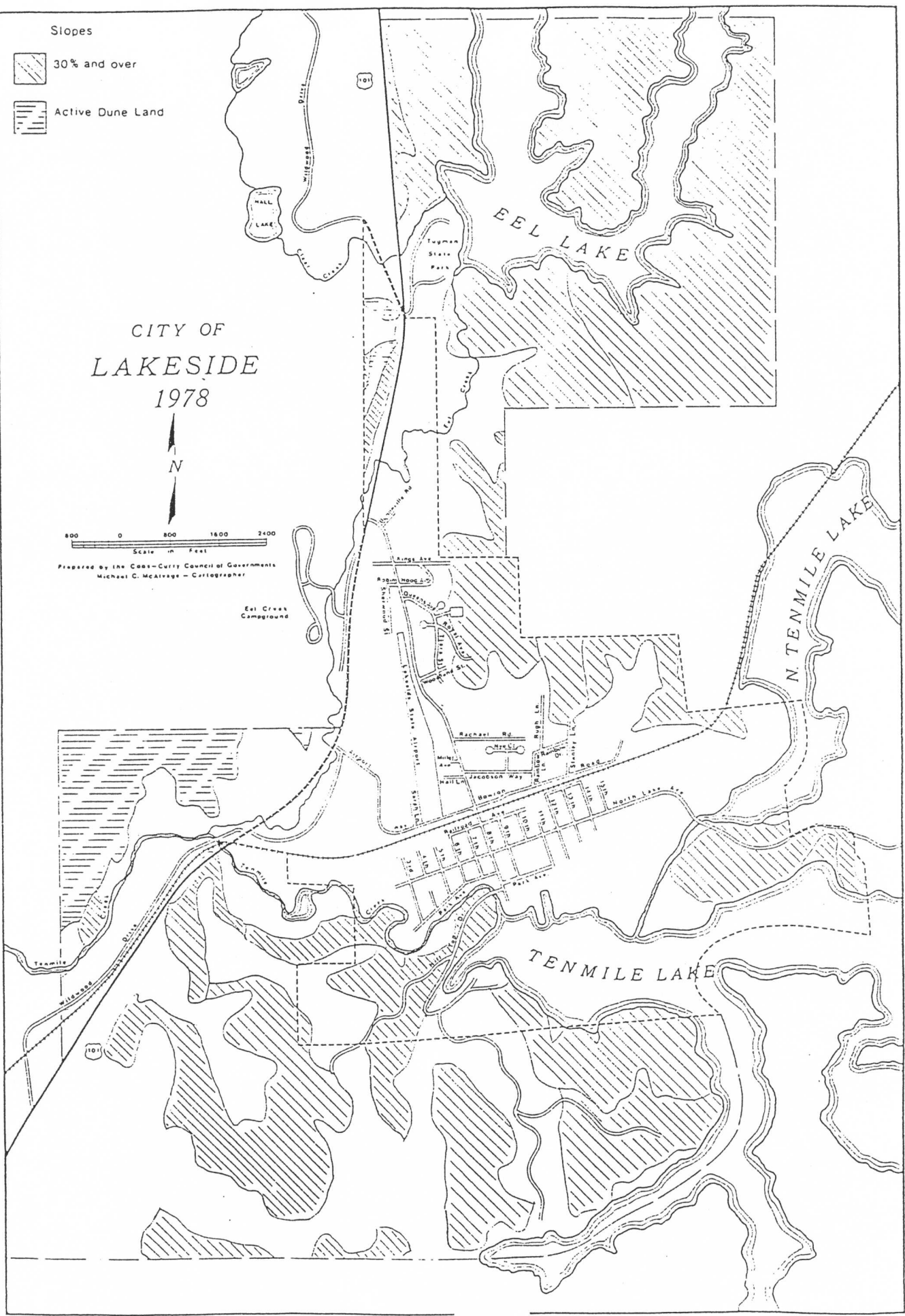
existing downtown urbanized area is in the flood hazard area. The City of Lakeside has been certified as eligible to participate in the National Flood Insurance Program which is administered through the Department of Housing and Urban Development. New development in this area must be in accordance with minimum standards of the Flood Insurance Act.

Slopes
 30% and over
 Active Dune Land

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Soils

Classification of soils for agricultural purposes has been practiced in this country for many years. Relationships between soils and crops, cultivation, grazing and forestry have been extensively studied. More recently, the study of the relationships between soils and urban development has been undertaken. Physical qualities of various soil types in a community have been recognized to be of paramount importance not only to farmers, but also to civil engineers, urban planners, sanitarians, architects, and land developers. Mismatching of soil types and urban developments can be a costly error which can endanger the health, safety and welfare of the public. Foresight in using qualified soils interpretations, as well as individualized inspections of land parcels, can help to avoid misuse of certain soils for urban developments. Soil inspection may also ensure that urban developments are planned for locations and areas where the soils are capable of accepting the demands which planned uses would place upon them.

Some limitations of the soil maps which are discussed in this section should be noted. First, the map is not of intense detail and is not a substitute for an actual investigation of the soils in a specific parcel of land. Soil mapping is accurate only on a relatively large scale and within any given plotted soil area there can be important variations--that is, small bodies of contrasting soil within the mapping unit. Therefore, special note should be made that these soil maps do not replace on-site inspections and testing by qualified personnel. Second, the soil interpretations assess the limitations of the soil in its natural or undisturbed state. Inherent problems and limitations can often be overcome by man-made improvements. The soil map indicates the probable seriousness of the soil problem and thus the probable scale of investment required to correct the problem.

The land use ratings used in the soil legend are Slight, Moderate, and Severe and were developed by the Soil Conservation Service (SCS) of the U.S. Department of Agriculture. If the rating is Slight, little or no adjustments are needed in use and no limitations are shown. A Moderate rating means that some adjustments are needed in use. If the rating is Severe, then extensive adjustments are needed before the soil is suitable for a specific purpose.

Soil Limitations Map - The soils map shows soil limitations in the Lakeside area for particular types of development and development-related activities. This map is based on surveys conducted by the U.S. Soil Conservation Service. See attached for local streets and roads, septic tanks, and drain fields.

Dwellings - By far the bulk of the Lakeside area contains soil which has severe limitations for construction of dwellings. However, due to the high water table and dampness, concrete slabs are more suitable than full basements. Wooden pier construction is not desirable due to the high incidence of termite colonies. Steep slopes, low bearing strength and flooding hazards are some of the primary limitations found to exist in much of the soil. Although there are no areas of soil which have slight limitations for dwellings, there are some areas in and near Lakeside with moderate limitations. One such area lies within the city limits and extends northward from Tenmile Creek between U.S. 101 and contains a residential subdivision. Some additional areas with moderate limitations are located west of U.S. 101 in the vicinity of the Eel Creek Campgrounds. A small area of land with moderate limitations is situated on the east shore of North Tenmile Lake east of the city.

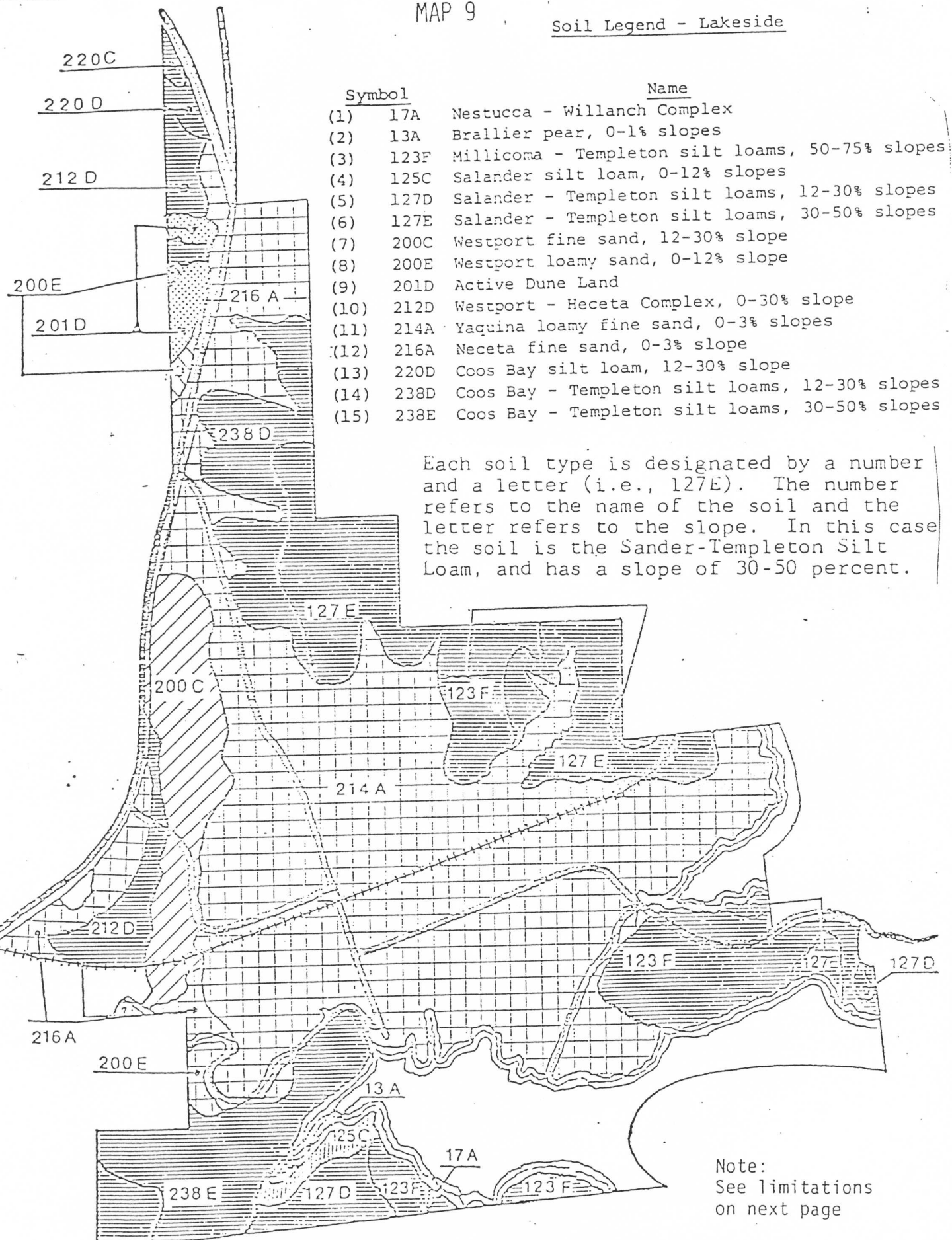
Local Streets and Roads - Many of the areas identified as having moderate limitations for dwellings have slight limitations for local streets and roads. These include the area west of the airport and the areas west of U.S. 101 near Eel Creek Campgrounds. While slope was identified by the Soil Conservation Service as a limiting factor for these areas with respect to dwellings, slope does pose a limitation with respect to roads.

Soil within virtually all of the presently developed portion of Lakeside, as well as substantial areas which have no development, has moderate limitations for local streets and roads. This situation should prove helpful in terms of future street construction and improvement projects.

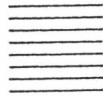
Septic Tank Drainfields - Virtually all of the areas in and around Lakeside identified as having severe limitations for dwellings also have severe limitations for septic tank drainfields. The poor soil conditions with respect to septic tank operation have imposed serious limitations on development of Lakeside. Although a limited number of septic tank permits have been

issued in the area by the Oregon Department of Environmental Quality since the start of 1974, development is essentially at a standstill. However, no official moratorium has been imposed on septic tank permits in Lakeside and vicinity. Primarily this is because the city is moving toward correction of the problem with construction of a sanitary sewerage system to serve the city and selected unincorporated areas.¹ When completed, this system should serve to negate the development limitations currently posed by soils not suited for septic tank installation and operation.

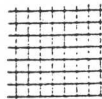
¹Information obtained from Tim Davidson, Oregon Department of Environmental Quality, North Bend.



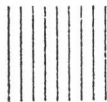
Limitations



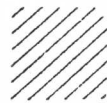
SEVERE for Septic Tanks
SEVERE for local Roads and Streets
Severe for Dwellings



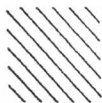
SEVERE for Septic Tanks
MODERATE for Local Roads and Streets
SEVERE for Dwellings



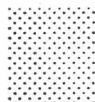
SLIGHT for Septic Tanks
MODERATE for Local Roads and Streets
MODERATE for Dwellings



SEVERE for Septic Tanks
MODERATE for Local Roads and Streets
MODERATE for Dwellings



MODERATE for Septic Tanks
SLIGHT for Local Roads and Streets
MODERATE for Dwellings



SEVERE for Septic Tanks
SEVERE for Local Roads and Streets
MODERATE for Dwellings

Agricultural Lands

Agriculture may be defined as the cultivation of the soil for the purpose of harvesting crops, raising livestock or producing any other useful commodity.¹ By identifying agricultural lands in and near Lakeside, the planning process may encourage development which will preserve these lands for use to which they are uniquely suited.

The nonurbanized areas of Lakeside consist largely of coniferous forests, and broad leafed trees. There are a few scattered locations where land is being used for agricultural purposes. However, this agricultural land is reclaimed forest land. There are approximately 70 acres of land in Lakeside in agricultural use which may immediately be utilized for agricultural purposes. However, much of this acreage is in relatively small and scattered parcels. In addition, most of this land is in SCS Class III and IV, which means it is marginal in terms of productivity and economics.

Lands outside the Lakeside area suited for agriculture are located between two and five miles from the city. These areas extend inland from Shutter, Templeton, and Coleman Arms of South Tenmile Lake, Lindross Arm and Black Creek Arm, and Carlson Arm of North Tenmile Lake. These lands are predominantly Class III, using the Soil Capability Classification System established by the U.S. Soil Conservation Service. The dominant limitation of these lands is wetness or frequent inundation from overflow.² At present these lands are used primarily for hay production and cattle grazing.

Class III agricultural lands such as those discussed above have been generally described as having moderate potential and suitability as agricultural land. Their value as an agricultural resource should be considered as opposed to other potential and impending uses. While these lands have a limited preservation priority, they have a fair production potential if soil or water conditions are improved and competitive uses are controlled.³

¹Oregon Coastal Conservation and Development Commission, (OCC & DC) Resource Analysis of Oregon's Coastal Uplands, (1975) p. 29.

²U.S. Department of Agriculture, Report of Water and Related Land Resources South Coast Drainage Basin, Oregon, (1972) p. 4.

³Oregon Coastal Conservation and Development Commission, (OCC & DC) Resource Analyses of Oregon's Coastal Uplands, (1975) p. 39.

Forest Lands

The Oregon Forest Practices Act defines forest land as land for which a primary use is the growing and harvesting of forest tree species.¹ In addition to providing the natural resource base for Coos County's leading industry, forest lands are also valuable from the standpoint of soil stabilization and watershed protection, preservation of fish and wildlife habitats, creation of outdoor recreational opportunities, provision of livestock grazing areas, rock and gravel production, maintenance of air and water quality, and general enhancement of the quality of life. In the process of planning for the Lakeside area, it is essential that nearby forest lands be identified in order that future urban growth and development may occur with minimum adverse impact on this important natural resource.

Forest land and woods are abundant in the Lakeside area.² Indeed, the southwestern portion of the city lies within the boundaries of the Siuslaw National Forest. In addition, forest land is predominant in an area of the city immediately east of Highway 101 and north of the Southern Pacific Railroad. The latter area contains limited development.

There are approximately 20 acres of Class 3 Forest Land and 152 acres of Class 4 Forest Land in Lakeside. The inventory was based on land in which timber harvest was commercially feasible.

In addition to the National Forest area described above, there is also a large amount of privately owned forest area inside the city limits. A heavily forested area is located south of Tenmile Creek, along the shores of South Tenmile Lake. Development in this area consists mostly of homes fronting on the creek, the lake and Hill top Drive. In general, forest lands

¹ Oregon Coastal Conservation and Development Commission, Resource Analysis of Oregon's Coastal Uplands, (1975) p. 9.

² Predominant tree species in the Lakeside area are Cedar, Douglas Fir, Sitka Spruce, Western Hemlock and Red Alder. Common understory "brush" species include Red and Black Huckleberry, Salal, Rhododendron, Blackberry, Salmonberry, and Thimbleberry. Inventory of forest site classes was based on a map provided by the Oregon Department of Revenue; scale was one-inch to 1,000 feet.

occupy the bulk of the undeveloped areas within the city limits east of U.S. 101 and North Eighth Street and north of the railroad. The same situation holds true south of the railroad and east of Fifteenth Street; here, forest lands occupy nearly all undeveloped areas inside the city from these points to the shores of North and South Tenmile Lakes.

There are extensive public and private forest lands extending in practically all directions beyond Lakeside. As discussed above, the Siuslaw National Forest lies west of the city, with some areas of the city actually lying within the boundaries. South and west of the city are large areas of private forest which extend to the shores of the Tenmile Lakes. Forest areas north of the city surround Eel Lake and extend northward into Douglas County. Portions of the Elliott State Forest are located within five miles east of Lakeside.

In terms of the total area, forest lands play a major role in shaping the natural resource characteristics of the Lakeside area. It can generally be said that where urban development stops, forest lands begin. Because of the preponderance of private forest lands adjacent to presently developed areas, it seems that future development of any significance will entail the conversion of existing forest lands to other uses. Care should be taken to ensure that such future development minimizes wholesale clearance of trees where possible.

Fish and Wildlife

Fish - The Tenmile Lakes System currently contains the following species of fish:

Bluegill	Resident Rainbow Trout
Brown Bullhead Catfish	Searun Cutthroat Trout
Largemouth Bass	Coho Salmon
Winter Steelhead	Sculpins
Threespine Stickleback	Pacific Lamprey

Of these species, the Coho, Cutthroat, Steelhead, and Lamprey are anadromous. The Salmonid species all spawn in the upper reaches of the streams that flow into the Upper and Lower Tenmile Lakes, and Eel Lake. The Lakes provide feeding habitat for these species. The other species listed above feed in the Lake year-round. Areas near the shore provide the best feeding habitats. Bass require shoreline areas to spawn.

The following table shows Coho spawning escapement into Tenmile Lakes by season:

TABLE 2
COHO ESCAPEMENT

1949	28,000	1959	12,500	1969	23,500
1950	25,500	1960	32,500	1970	71,800
1951	61,500	1961	35,500	1971	38,500
1952	57,000	1962	39,000	1972	11,500
1953	30,000	1963	41,500	1973	21,000
1954	39,500	1964	44,000	1974	7,500
1955	77,500	1965	24,500	1975	6,000
1956	82,000	1966	27,500	1976	5,500
1957	60,500	1967	32,500	1977	6,000
1958	28,500	1968	12,500	1978	4,500
				1979	4,500

The Lakes are popular for trout fishing in the spring and early summer. A high percentage of the trout catch comes from planted catchable trout. Bass fishing is popular from April through September with 5 or more bass tournaments held each year. Other warmwater species such as bluegill and catfish are caught throughout the year.

Source: Al McGie, Oregon Department of Fish and Wildlife.

Wildlife - The following is a selective list of mammals found in Tenmile Lake and its environs:

Roosevelt Elk	Black Tail Deer	Black Bear
River Otter	Beaver	Raccoon
Mink	Weasel	Skunk
Porcupine		

In terms of waterfowl, Tenmile Lake is not as productive as many other areas in the South Coast. The Lake provides habitat for wintering waterfowl. Most of these waterfowl fall under the category of puddle ducks; not many ducks are found. These include mallards, coots, teal, widgeons and other species. Other types of birds found in the vicinity include Osprey and the Great Blue Heron. The shoreland area surrounding the lakes provide an important habitat for the Osprey, which nest in living conifers close to the water. The Osprey have been shown to be fairly compatible with man's activities in the area.

Source: Bill Hines, Oregon Department of Fish and Wildlife

ENERGY

Very little of the energy utilized by Lakeside residents is actually derived from the Lakeside area. Rather, natural gas, oil and other energy supplies are imported. Indeed, over 80 percent of all energy used in Oregon is imported into the state. While Lakeside citizens may have little power to effect energy resource supply, they can be effective in lessening the impact an energy shortage may have on their standard of living by personally conserving and efficiently utilizing energy.

SUPPLY AND DEMAND

The problem facing this country is that energy demand has been going up while energy supplies are dwindling. This country utilizes eight times more energy today than it did in 1900. Most of this energy has been derived from fossil fuel resources which are declining in this country. Today, in order for the United States to utilize the energy it desires, it must increasingly rely on imports. In 1960, 40 percent of all oil consumed in the United States was domestically produced; today less than 25 percent of consumed oil is domestically produced.

PRESENT ENERGY SOURCES

Electricity - The Pacific Northwest can depend on hydroelectric dams to provide electricity. However, reduced volumes are anticipated. The production of hydroelectric power has essentially peaked; future significant power increases will probably come primarily from the construction of new thermal power plants. For the next ten years the supply of electricity in the Pacific Northwest should meet the demand if the region receives at least average precipitation and if new thermal power plants come on line as scheduled.

Natural Gas - Oregon receives most of its natural gas supplies through the Northwest Pipeline. About two-thirds of Pacific Northwest gas supplies originate in Canada, and the rest originates in the Rocky Mountain states. Since 1967 the location of new natural gas reserves has not kept pace with demand. Based on 1975 use, proven reserves will last 20.4 years. However,

the supply of natural gas delivered to the Pacific Northwest may periodically fall short of demand between 1978 and 1985. The extent of gas shortages, if any, will depend primarily on the degree to which new gas reserves may be found and utilized.

Oil - The Pacific Northwest uses about 300,000 barrels of crude oil each day. Approximately four percent of this is domestic and comes largely from Alaska and California. Most of the currently imported oil comes from Canada. However, Canada is phasing out its export of crude oil, and by 1980 no more Canadian oil will be imported by the United States. Alaskan oil is expected to begin flowing in 1978. This will probably provide the Pacific Northwest with a surplus of oil extending at least through 1985.

ALTERNATIVE ENERGY SOURCES

Although there are numerous alternative energy sources being studied, there are presently technological and economic limitations to their use. Increasing technological sophistication and a changing economic environment may soon make feasible the use of alternative energy sources not currently employed. Among alternative energy sources which may be significant to the Lakeside area are:

Solar Power - The potential of solar power is tremendous. If two-tenths of one percent of U.S. land area was equipped with conversion devices, all energy needs in the U.S. could be met. Widespread use of solar power is not presently economical, but solar power is currently being used on a less extensive basis. The commercial availability of solar energy is probably ten to fifteen years away. By 1990 only about one percent of the Pacific Northwest's energy will be derived from this source. By the year 2000 approximately five percent of our energy will be derived from solar power.

Coal - Coal is not presently used extensively in the Northwest. It is utilized for some electrical production in Washington and by a number of industries in both Oregon and Washington.

The primary advantage of coal as an energy source is that it is relatively low in cost and adequate in supply. Coal is cheaper than natural gas, electricity, or oil.

There are some coal deposits in the local area. Between the mid-1800's and mid-1900's, approximately 3 million tons of coal were mined in Coos County. Increasing production of gas and oil in California around the turn of the century coincided with decreased coal production in Coos County. Economic factors are again making coal a valuable energy resource. The Pacific Power and Light Company owns leases to large coal deposits in the area, and in the past has discussed plans to utilize coal for a fossil fuel-fired steam plant.

Large coal supplies exist in Washington, Arizona, Colorado, Montana, New Mexico, Utah and Wisconsin. Coal reserves in these states are adequate to meet the needs of the Pacific Northwest for many years to come.

Wind Power - Since the turn of the century, windmills have been used to generate electrical power. The economic advantages of using fossil fuel resources were, in part, responsible for lessening interest in the use of windpower. Currently, interest in the use of windpower has been revived. Dr. Wendell E. Hewson, Chairman of the Department of Atmospheric Sciences at Oregon State University, is studying the feasibility of tapping wind energy along the Oregon Coast. The Coos Bay area is a suggested location for aerogenerators. There is a reasonable possibility that wind power may contribute to this area's energy supplies in the future, but the extent of that contribution is not presently known.

There are numerous additional possible alternative energy sources which may affect Lakeside in the future. It has been suggested that energy may be derived from warm ocean currents, wave energy, sewage waste, and wood alcohol, among other sources. Some energy experts state that for the immediate future, conservation of known energy sources is wise until the limitations of alternative energy sources are removed. Experts state that without any capital investment this country could immediately make a 15 to 20 percent reduction in energy consumption. Researchers contend that if capital were available, this country could cut its energy use in half without lowering out standard of living.¹

¹The preceding report on Energy was taken from the following sources:

- a. Proceedings from All Fuels Symposium, Energy for Industry: The Next Ten Years, March 25, 1976, Portland State University. The proceedings of the energy conference have been published, and are available at Portland State University.
- b. U.S. Department of Commerce, Energy: Critical Choices Ahead, May 1975, 16 pp.
- c. Wolf, "Solar Energy Utilization by Physical Methods" in Science, Vol. 184, No. 4134, April 18, 1974, pg. 384
- d. State of Oregon Department of Geology and Mineral Industries, Geology and Mineral Resources of Coos County, Oregon 1973, pg. 73
- e. National Science Foundation, "General Wind Energy Program", on Energy Research and Development Administration, May 1, 1975, pg. 2
- f. E. W. Hewson, Wind Power, August, 1974, pg. 84
- g. National Wildlife Federation, "New Energy Role seen for Garbage", in Conservation News, August 1974, pg. 6-7

POPULATION: PAST, PRESENT, FUTURE

This section analyzes characteristics of the population of Lakeside and vicinity from several perspectives. The study presents information on population growth trends over the past forty years. It also examines various population characteristics including age, income, employment, educational levels, and mobility. This information is useful in helping to forecast future population growth and potential characteristics of that growth. Planning decisions reflecting the needs of Lakeside people are made easier by such analysis.

The Population Study contains two sections. The first discusses population trends and characteristics for Lakeside and vicinity. The second section contains the first of a set of population projections to be computed for Lakeside.

It should be noted that the amount of detailed population information for Lakeside is extremely limited for two reasons. First, because the city was incorporated in 1974, little census data is available to accurately show the city's population in previous years. The second factor limiting the amount of specific data for the city involves the procedures by which the U.S. Census Bureau reports data for various geographic areas. The Census Bureau has established Census County Divisions (CCD's) as a means of presenting census data for specific areas. Lakeside lies within the North Bayside CCD, which includes all the area from the Coos County line to the north shores of Coos Bay, and extends inland from the Pacific Ocean as much as ten miles or more at some points. Many types of census information, including income, mobility and educational characteristics, are presently available from the Census Bureau only at the CCD level. Consequently, data for the North Bayside CCD provides only a general indication of characteristics in Lakeside itself.

POPULATION TRENDS AND CHARACTERISTICS

Trends:

Table 1 shows population figures and ten-year percentage changes in population for the City of Lakeside, the North Bayside CCD and Coos County, between 1930 and 1985.

Table 1

POPULATION 1930 - 1985
Lakeside, North Bayside CCD, and Coos County

Year	City	Percent Change	CCD	Percent County	Coos Change	Percent
1930	921	--	6953	--	28,373	--
1940	1241	34.7	9663	39.0	32,466	14.4
1950	6831	450.8	1,714	77.4	42,265	30.2
1960	--	--	2,823	64.7	54,955	30.0
1970	--	--	4,511	59.8	56,515	2.8
1974	1,422	--	--	--	58,100	2.8
1980	1,453	2.2	6,055	34.2	64,047	10.2
1985	1,4202	.3	--	--	60,150	(6.1)

Source: U.S. Census of Population (1930-1970)

- [1] U.S. Census of Population, 1950 (Data furnished by Southwestern Oregon Community College).
- [2] Census conducted by Center for Population Research and Census, Portland State University (PSU-CPRC).
- [3] These figures are interpolations which appear in Table 411, page 12 of the "Employment and Population Staff Report, 1971" compiled by Coos-Curry council of Governments.

As shown, the data for the city of Lakeside is very limited and not available for 1960 and 1970. The figure of 1,422 listed for 1974 is the official population of Lakeside as determined by a census taken by the Center for Population Research and Census at Portland State University (PSU). This census was taken in May, 1974, following incorporation of the city through an election held February 5, 1974. "The 1980 current U.S. Census" reported the population of Lakeside was 1453. The 1985 PSU estimates of population show Lakeside at 1420. Notwithstanding the lack of data for 1960 and 1970, it is evident that Lakeside's population increased substantially between 1930 and 1940.

Population figures for the North Bayside CCD indicate a steady and substantial increase between 1930 and 1980, especially in comparison to figures for Coos County. While the county's population almost doubled between 1930 and 1970, population of the CCD increased more than five times during the same period.

Between 1970 and 1980 the CCD population increased 34% to 6055. CCD estimates aren't available for years between the official census. It is likely that the North Bayside CCD has also lost population.

Characteristics

AGE. Table 2 shows Lakeside's 1980 population distribution by age and sex. Table 3 shows the percentage of total population by age groups for North Bayside CCD, Coos County and the State of Oregon for 1980. Twenty-eight and nine-tenths percent (28.9%) of Lakeside's population in 1980 was concentrated in the age class "55 and OVER". Unlike 1974, this figure is more nearly identical to the CCD figure of 25.9% and the county's figure of 21.5%.

TABLE 2
AGE AND SEX OF POPULATION 1980

City of Lakeside

<u>Age</u>	<u>Male</u>		<u>Female</u>		<u>Total</u>	
	No.	%	No.	%	No.	%
under 5	53	6.9	41	6.0	94	6.5
5 to 14	102	13.2	89	13.1	191	13.1
15 - 24	117	15.1	76	11.2	193	13.3
25 - 34	90	11.6	106	15.6	196	13.5
35 - 44	89	11.5	95	14.0	184	12.7
45 - 54	91	11.8	83	12.2	174	12.0
55 - 64	97	12.6	88	12.9	185	12.7
Over 64	134	17.3	102	15.0	236	16.2
TOTAL	773	100.0	680	100.0	1,453	100.0

SOURCE: U.S. Census of Population (1980) with staff Computations.

TABLE 3
 PERCENTAGE DISTRIBUTION
 OF
 POPULATION BY AGE GROUP
 NORTH BAYSIDE, COOS COUNTY, OREGON
 1980

Age	North Bayside CCD		Coos County		Oregon	
	No.	%	No.	%	No.	%
Under 5	388	6.4	4,871	7.6	197,951	7.5
5 - 14	878	14.5	9,940	15.5	391,839	14.9
15 - 24	916	15.1	11,263	17.6	463,602	17.6
25 - 34	837	13.8	10,300	16.1	481,037	18.3
35 - 44	803	13.3	7,478	11.7	303,795	11.5
45 - 54	665	11.0	6,473	10.1	243,593	9.3
55 - 64	735	12.1	6,007	9.4	247,562	9.4
Over 64	833	13.8	7,715	12.0	303,284	11.6
TOTAL:	6,055	100.0	64,047	100.0	2,632,663	100.0

SOURCE: U.S. Census of Population 1980 with staff computations.

Table 4 compares the percentage changes in population by age for the North Bayside CCD, Coos County and Oregon between 1960 and 1970.

TABLE 4
POPULATION GROWTH BY AGE 1960-1970
North Bayside CCD, Coos County, and Oregon

<u>Age</u>	<u>Percent Change 1960-1970</u>		
	<u>North Bay- side CCD</u>	<u>Coos County</u>	<u>Oregon</u>
Under 5	13.3	(28.3)	(11.5)
5-14	56.4	.2	12.7
15-24	90.3	23.5	61.5
25-34	54.3	(2.4)	25.1
35-44	59.0	(13.0)	(4.1)
45-54	69.5	3.1	13.8
55-64	71.3	35.6	27.9
Over 64	<u>82.1</u>	<u>27.2</u>	<u>23.5</u>
TOTAL	59.8	2.8	18.2

Source: U.S. Census of Population (1960 and 1970) with staff computations.

() = Decrease

As shown, the total population of the North Bayside CCD grew at a rate more than twenty times that of Coos County and over three times that of Oregon. As for growth rates in individual age groups, the North Bayside CCD experienced percentage gains in excess of those for Coos County and Oregon for each and every age group. It should be noted that the large growth rates in the 55-and-above age groups in the North Bayside CCD substantiate the fact that Lakeside contains a large concentration of persons at or near retirement age.

POPULATION PROJECTIONS

Any population projection is based on a set of assumptions regarding future occurrences which affect population. Because different assumptions will produce different projections, a number of projections will be made in order to provide a full picture of future population levels.

The first population projection to be computed is a "natural increase" projection of population for the North Bayside CCD for the year 1995. It is computed by estimating the birth rate (per number of females age 15-45) and discounting deaths per age group as determined by time-life tables provided by the Center for Population Research and Census. This projection ignores migration and economic trends but demonstrates the actual population growth potential of the North Bayside CCD for those people now residing there. Other projections are based on historical trends and updated forecasts involving people who relocate to this area.

TABLE 5
POPULATION PROJECTION BY NATURAL INCREASE
North Bayside Census County Division

<u>Age</u>	1970		1995	
	<u>Males</u>	<u>Females</u>	<u>Males</u>	<u>Females</u>
Under 5	211	190	254	254
5-14	538	463	532	533
15-24	311	336	421	405
25-34	271	269	468	520
35-44	281	282	315	322
45-54	290	288	258	285
55-64	215	220	215	220
Over 64	<u>212</u>	<u>134</u>	<u>268</u>	<u>324</u>
TOTAL	2,329	2,182	2,731	2,863

Table 6 illustrates the population trends between 1960 and 1970 by city and county census division. As shown, the northern part of Coos County is growing substantially, while southern Coos lost 12.7 percent of its population between 1960 and 1970, and Curry County lost 7 percent. The only specific locales which are growing, in addition to northern Coos County, are the City of Bandon and the Brookings-Harbor area. These trends indicate a very stable overall population with a significant shift in population concentrations to the northern and southern extremities.

TABLE 6
POPULATION TRENDS 1960-1970
BY CITY AND COUNTY CENSUS DIVISION

<u>Northern Coos County</u>	<u>1960</u>	<u>1970</u>	<u>% Change</u>
North Bayside	2,823	4,511	59.8
North Bend (City)	7,512	8,553	13.9
Coos Bay (City)	10,865	13,466	23.9
Bunker Hill	4,823	3,052	-36.7
Charleston	3,740	3,296	-11.9
Eastside	4,442	4,985	12.2
Eastside City)	(1,380)	(1,331)	3.6
TOTAL	34,205	37,863	10.7
<u>Southern Coos County</u>			
Coquille	8,430	8,262	- 2.0
(Coquille City)	(4,730)	(4,437)	- 6.2
Bandon	4,336	4,072	- 6.1
(Bandon City)	(1,653)	(1,832)	10.8
Myrtle Point East	5,326	4,490	-15.7
(Myrtle Point City)	(2,886)	(2,511)	-13.0
Myrtle Point West	870	764	-12.1
Powers	1,788	1,064	-40.5
(Powers City)	(1,366)	(842)	-38.4
TOTAL	20,750	18,652	-10.1
COOS COUNTY TOTAL	54,955	56,515	2.8

Table 6 (Cont.)
 POPULATION TRENDS 1960-1970
 BY CITY AND COUNTY CENSUS DIVISION

<u>Curry County</u>	<u>1960</u>	<u>1970</u>	<u>% Change</u>
Port Orford	3,527	2,607	-26.1
(Port Orford City)	(1,171)	(1,037)	-11.4
Gold Beach	4,725	4,016	-15.0
(Gold Beach City)	(1,765)	(1,554)	-12.0
Brookings	3,769	4,119	9.3
(Brookings City)	(2,637)	(2,720)	3.1
Harbor	1,804	2,135	18.3
Agness	158	129	18.4
Curry County Total	13,983	13,006	- 7.0
REGIONAL TOTAL	68,938	69,521	0.8

Source: U.S. Census of Population with Staff Computation.

		0 - 5		5-14		15-24		25-34		35-44		45-54		55-65		Over 65		TOTAL		Percent Change 1970-1990												
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	24%	25%	26%	25%	22%	18%	14%	22%	19%	16%	24%	22.5%			
North Bayside		254	254	484	484	777	777	282	282	167	167	167	167	204	204	442	442	38	38	232	232	61	61	3108	3108	39.1	25.4			% Change From 1970		
North Bend		484	484	777	777	282	282	167	167	167	167	204	204	442	442	38	38	232	232	61	61	3108	3108	39.1	25.4							
Coos Bay		777	777	282	282	167	167	167	167	204	204	442	442	38	38	232	232	61	61	3108	3108	39.1	25.4									
Eastside		282	282	167	167	167	167	204	204	442	442	38	38	232	232	61	61	3108	3108	39.1	25.4											
Bunker Hill		167	167	167	167	204	204	442	442	38	38	232	232	61	61	3108	3108	39.1	25.4													
Charleston Barview		167	167	167	167	204	204	442	442	38	38	232	232	61	61	3108	3108	39.1	25.4													
Bandon		204	204	442	442	38	38	232	232	61	61	3108	3108	39.1	25.4																	
Coquille		442	442	38	38	232	232	61	61	3108	3108	39.1	25.4																			
Myrtle Point West		38	38	232	232	61	61	3108	3108	39.1	25.4																					
Myrtle Point East		232	232	61	61	3108	3108	39.1	25.4																							
Powers		61	61	3108	3108	39.1	25.4																									
Coos County		3108	3108	39.1	25.4																											

TABLE 7
POPULATION PROJECTION BY COHORT NATURAL INCREASE, COOS COUNTY, 1990 BY COUNTY CENSUS DIVISION

TABLE 7

TABLE 3
POPULATION PROJECTION BASED ON EMPLOYMENT

COOS COUNTY	1970	1980	1990	% Change 1970-90
Agriculture	975	850	725	- 22.9
Self Employed	3050	2975	2850	- 6.6
Mining	25	25	25	0.0
Construction	450	425	375	- 16.6
Manufacturing	6550	5825	5025	- 23.3
Transportation and Public Utilities	1550	1500	1400	- 9.7
Wholesale-Retail Trade	2900	3200	3425	+ 18.1
Finance, Real Estate, Etc.	575	650	725	+ 26.1
Services	2200	2550	2825	+ 28.4
Government	3025	3610	4125	+ 36.4
Total	21,300	21,600	21,500	+ .9
Population	56,515	54,100	54,700	- 3.2
Housing Units	19,337	20,400	21,100	+ 9.1
Total Cumulative Net Out Migration*				-25.7%
CURRY COUNTY				
Agriculture	300	275	250	- 16.7
Self Employed	675	600	500	- 25.9
Mining	---	---	---	---
Construction	125	125	100	- 20.0
Manufacturing	1500	1250	1075	- 28.3
Transportation and Public Utilities	200	175	150	- 25.0
Trade	600	650	700	+ 16.7
Finance, Real Estate, Etc.	100	100	75	- 25.0
Services	325	375	425	+ 30.8
Government	850	950	1025	+ 20.6
Total	4,675	4,500	4,300	- 8.0
Population	13,006	12,100	12,000	- 7.7
Housing Units	4,641	4,700	4,750	+ 2.3
Total Cumulative Net Out Migration*				-23.5%

*Based on CCCOG Natural Increase Projection

Source: Population, Housing and Employment Trends BPA, 1973

TABLE 9

ANALYSIS OF MIGRATION TRENDS BY COHORT AGE GROUPS

Age Group	1960	1970	%Change	%Attributable to Death	% of Net Migration
COOS COUNTY					
0		4713	Affected by births		
1	6572	11911	Affected by births		
2	11891	8897	-25.2	- .8.	-24.4
3	7205	6904	- 4.2	- 1.2	- 3.0
4	7071	6431	- 9.1	- 1.8	- 7.3
5	7383	6715	- 9.1	- 4.3	- 7.3
6	6510	3829	-10.5	- 9.7	- .8
7	4298	5115	-38.5	-37.8	- .7
8	4024				

CURRY COUNTY

0		996			
1	1657	2653			
2	2984	1823	-61.1	- .8	-60.3
3	1870	1460	-21.9	- 1.2	-20.7
4	1710	1367	-20.1	- 1.8	-18.3
5	1937	1671	-13.7	- 4.3	- 9.4
6	1797	1641	- 8.6	- 9.4	+ 1.1
7	1172	1395	-31.2	-37.8	+ 6.6
8	856				

Age Groups are as follows:

Group	1960	1970
0	--	0- 4
1	0- 4	5-14
2	5-14	15-24
3	15-24	25-34
4	25-34	35-44
5	35-44	45-54
6	45-54	55-64
7	55-64	65- +
8	65- +	

Source: U.S. Census of Population with Staff Computations

TABLE 10
GENERAL POPULATION PROJECTION BY RIVER BASINS

Area	Estimated 1970	1990	Percentage Change	1990 Urban*	1990 Rural
Tenmile Lakes	2,450	3,250	32.7	2,200	1,050
Coos Bay/North Bend	36,000	37,800	5.0	31,700	6,100
Bandon/Coquille	17,650	18,150	2.8	10,000	8,150
Floras Lake	1,050	1,550	47.6	500	1,050
Sixes/Elk River	480	500	4.2	0	600
Port Orford	1,730	1,700	- .4	1,450	250
Gold Beach/Wedderburn	2,910	3,200	9.9	2,800	400
Illinois	30	50	66.6	0	50
Agness	80	100	25.0	0	100
Chetco/Winchuck	6,060	7,600	25.4	7,000	600
Pistol River	<u>1,080</u>	<u>1,100</u>	<u>1.9</u>	<u>700</u>	<u>400</u>
TOTAL	69,520	75,000	7.8	56,350	18,650
Percent of Total 1990				75.1%	24.9%
Coos County	56,515	60,000	6.1		
Curry County	13,006	15,000	15.3		

*Refers to area developed to urban state, not census division.

The following population projection is based on the HGE, Inc. estimate of population increase in Lakeside through the year 1995. This projection was published in the Comprehensive Sewage Development Plan, City of Lakeside, January 1976. The total rate increase for Lakeside is 124 percent from 1974 through 1995. This represents a 2-1/2 percent annual increase for the years 1974-1979, a rate of 4 percent during 1980-85 and a 5 percent annual increase thereafter.

This population projection, however, takes into account the unique growth potential which tends to follow development of a public sewer system.

TABLE 11
Resident Population Projection
City of Lakeside, Oregon

<u>Year</u>	<u>Population</u>	<u>% Change from 1974</u>
1974	1420	
1980	1606	13.0
1985	1954	37.6
1990	2494	75.6
1995	3182	124.0

Because Lakeside was not incorporated until 1974, population projections must be based on the North Bayside County Census Division (CCD) which is an area somewhat larger than the City of Lakeside. The North Bayside CCD had a 1970 population of 4,511. A "natural increase" projection, which is an estimate of the probable birth and death rates, would result in a 24 percent increase in population by the year 1990. Another projection, based on Cohort Natural Increase, would also result in a 24 percent increase in the North Bayside CCD population by the year 1990.

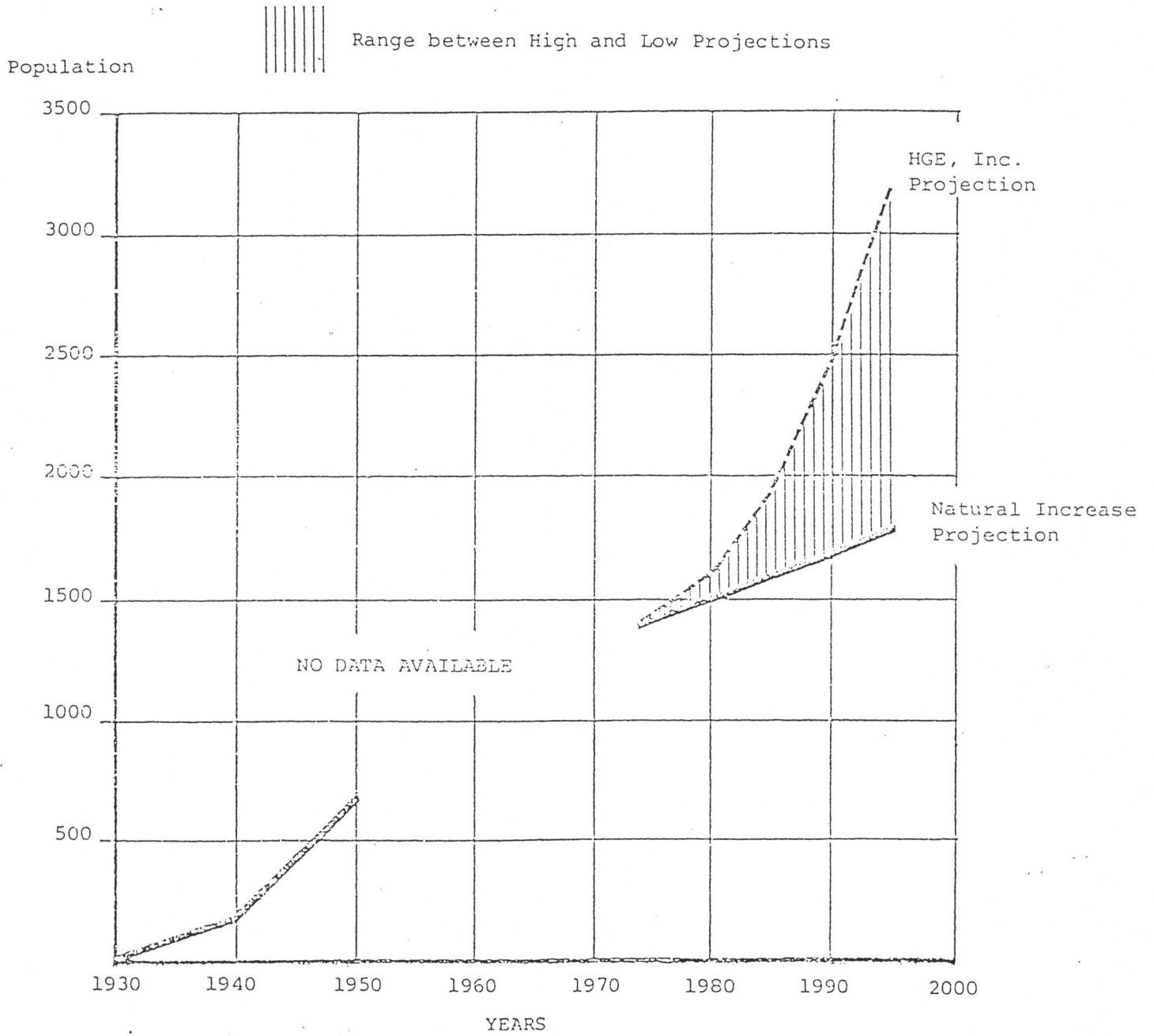
A special Portland State University Census of Lakeside population indicated that there was 1,422 people residing in Lakeside in 1974. If this population were to increase 24 percent by 1990, the population would number 1,763.

Population projections based on Cohort Natural Increase have been made for all incorporated cities in Coos County. The maximum projected population for any city is 26 percent. The average Cohort Natural Increase for all of Coos County is 22.5 percent. Therefore, it seems reasonable to assume, based on these projections and those explained above, that Lakeside's population will increase approximately 24 percent by 1990.

However, this does not take into consideration the factor of increased growth in Lakeside due to the development of a public sewerage system, as does the HGE, Inc. population projection. Using the HGE, Inc. projection as the high limit and the Natural Cohort increase for the North Bayside CCD as the low limit, the actual population increase should fall somewhere between the two population increases. If the City of Lakeside increases in population at the same rate as Coos County's overall projected population growth rate, the City will have a population of 2300 by 2000. This figure falls between the City's high and low projection.

GRAPH 1

LAKESIDE POPULATION PROJECTIONS



REGIONAL ECONOMIC CHARACTERISTICS

Introduction

As a result of the high degree of economic interdependence of Lakeside and surrounding areas, an analysis of the regional economic structure is essential to better understand the economics of Lakeside. The material contained in this report consists of an overall economic assessment of Coos, Curry, and Douglas Counties.

METHOD OF ASSESSMENT: Several outstanding economic analyses of the area have been performed recently. Notably, the Coos-Curry Douglas Economic Improvement Association's Phase I and Phase II reports contain intensive analyses of the area's economy. These two reports and their Overall 1976 Economic Development Plan (1976) have been used as the basis for this report.

Additionally, other studies and reports concerning the area's economy prepared by the U.S. Forest Service, the State of Oregon Employment Division's Research and Statistics Department, and the U.S. Bureau of Labor were used to supplement the CCDEIA reports. Also, U.S. 1970 Census material was utilized as contained in the General Social and Economic Characteristics of Oregon.

Essentially, the economic assessment has been prepared by selecting and compiling previously published studies and reports on the economy of the area with appropriate census data additions and with note of very recent economic trends as applicable to the economy of the area.

ECONOMIC ASSESSMENT: STRUCTURE OF THE ECONOMY

The primary method of examining the economic structure of an area, thereby its economic characteristics, is by analysis of the area's employment structure (Table 1). This table shows not only that the region's employment is heavily concentrated in the timber products industry but also that there is a strong dependency on the timber products industry in the region.

TABLE 1

TABLE 1
ECONOMIC STRUCTURE BY EMPLOYMENT, 1975

	Coos		Curry		Douglas		CCD District		Oregon	
	Number	%	Number	%	Number	%	Number	%	Number	%
Employment	28,800	100.0	4,990	100.0	30,440	100.0	56,230	100.0	930,000	100.0
Wage and Salary	18,200	87.5	3,890	77.9	27,040	88.8	49,130	87.4	830,800	89.3
Manufacturing	5,180	24.9	1,270	25.5	9,950	32.7	16,400	29.2	182,300	19.6
Lumber & Wood Products	4,330	20.8	1,110	22.2	8,280	27.2	13,720	24.4	67,000	7.2
Food Products	320	1.5	90	1.8	200	0.7	612	1.1	22,600	2.4
Other Manufacturing	530	2.5	70	1.4	1,470	4.8	2,070	3.7	92,700	10.0
Non-Manufacturing	13,020	62.6	2,620	52.5	17,090	56.1	32,730	58.2	648,500	69.7
Construction	500	2.4	80	1.6	1,060	3.5	1,640	2.9	34,800	3.7
Transportation & Communications	1,620	7.8	130	2.6	1,260	4.1	3,010	5.4	49,500	5.3
Trade	3,280	15.8	710	14.2	4,520	14.9	8,510	15.1	196,500	21.1
Finance, Etc.	690	3.3	140	2.8	740	2.4	1,570	2.8	44,700	4.8
Service & Misc.	2,580	12.4	480	9.6	3,340	10.9	6,400	11.4	145,000	15.6
Government	4,350	20.9	1,080	21.6	6,170	20.3	11,600	20.7	176,500	19.0

Source: Prepared from data supplied by the Oregon State Employment Division, as printed in the CCDEIA, Overall Economic Development Plan, Revised 1976 Action Program.

Economic Structure: Basic Sectors

The economy of an area may be divided into two classes: basic and non-basic. Any regional economy depends on the economic system's ability to earn capital which then can be used to purchase goods and services. Those sectors of the economy which earn the capital for the regional economic system are called the basic sectors. Other sectors which provide goods and services to those sectors or to the workers and their families of those sectors are described as the non-basic sectors. The non-basic sectors depend on the basic sectors for the flow of earned capital.

The basic sectors of the area's economy will be classified as the following: Forest Products (lumber and wood; paper and pulp), Agriculture, Fisheries and Food Processing, and Tourism.¹

FOREST PRODUCTS

The Forest Products sector is the most vital to the District. It has been estimated by the OEDP that 62 percent of all economic activity in the region is based on the forest products industry. Approximately 62 percent of the region's forests are located in Douglas County, and the remaining 38 percent of commercial forests are located in Coos and Curry Counties. Consequently, there are more numerous and smaller independent mill operations in Douglas County.

It has been in this basic sector that the overwhelming majority of basic employment has taken place. The area itself has developed around forest products for the basic flow of earned capital. Employment in this basic sector is in several different categories. Logging, sawmills, plywood and veneer processing, and plywood are the forest products principal sub-sectors (Table 2).

¹ CCD Economic Improvement Association, Phase II, Overall Economic Development Plan, September, 1973, pp. 117-123.

TABLE 2

PROJECTED DISTRICT EMPLOYMENT LEVELS
IN LUMBER AND WOOD PRODUCTS AS A RESULT OF
INCREASING PRODUCTIVITY (CONSTANT 1972 HARVEST)

	<u>Number of Employees</u>			
	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
Logging	3,708	3,385	3,062	2,738
Sawmills	4,384	2,988	2,023	1,384
Veneer and Plywood	6,746	4,610	3,154	2,155
Total	14,838	10,983	8,239	6,277

Source: A Technique and Relationships for Projections of Employment in the Pacific Coast Forest Products Industries, Wall, 1975 with CCD Staff computations, as printed in the Overall Economic Development Plan, Revised 1976 Action Plan.

Note: Figures do not add to total lumber and wood products industry within the district due to omission of pulp and paper, and particle board plants.

Besides the sub-sector's distribution of employment, the occupational structure of the forest products sector also reveals characteristics of employment. Approximately three-quarters of all jobs in the lumber and wood products industry are unskilled or semi-skilled.

Seasonal aspects cause the district's employment in the forest products industry to fluctuate considerably. Winter weather often restricts access to timber by loggers. Curtailed log production results in curtailed production throughout the industry. This typical winter slack is increased by the decreased demand for construction materials during the winter months. Since the construction trades are the major consumer of forest products materials, this decreased demand in the winter increases the seasonal factor of forest products employment.

Not only does employment in this industry vary considerably throughout the year but there has also been a significantly steady decline in employment in this industry since the mid-1960's. The U.S. Forest Service has predicted that employment in forest products industry may decline by 38 percent from 1970 levels by the year 2020. The anticipated declines are related to

automation (increased productivity per worker), decreased available raw material, and increased competition from other areas.¹

The rate of automation in forest products has reduced the need for workers as production yield per employee is higher. This is illustrated by the fact that only 4 of every 5 employees needed in 1960 were needed in 1970.

Increased automation usually implies increased skill level. This, in turn, implies higher wages per employee. This factor may offset a decline in basic sector generated capital but the increased unemployment is significant. Also, the amount of available resources has declined. As privately owned lands have been divested of harvestable timber, the dependence of the forest products sector on public resources has increased. It now appears that the allowable level of annual public land harvest has been reached.

There are several conflicting studies which deal with the amount of timber on public and private lands which will be harvestable in coming years. State-mandated re-planting of cut-over timberlands and industry's adjustment to the smaller diameter timber by modifying facilities to so-called "small log" mills, however, allow the possibility of on-going timber harvest. Automation, when combined with reduced harvest, results in decreased employment levels.

There are several possibilities, however, which could lessen the impact of the decline. As identified in the CCD OEDP Revised 1976 Action Program (pp. 71-73), increased processing of logs within the area, increased harvesting and processing of hardwoods, and increased use and processing of wood waste within the region could produce additional employment.

Bohemia, Inc., owner of Lakeside's major forest products mill, Elkside Lumber, is an integral part of Lakeside's economy. Elkside is Bohemia's only coastal receiving and processing point for logs and is vital to the firm's future program, according to Bohemia officials. Contrary to the industry trend, Elkside's employment levels have risen since 1970. In that year the firm employed an average of 70 people per month in the sawmill and an average of 88 per month in the woods. Averages for 1977, as provided by the company, show 75 people in the mill and 110 in logging, an increase over seven years

¹ CCD Economic Improvement Association, Phase II, Overall Economic Development Plan, September, 1973, pp. 117-123.

of 17 percent. Elkside is also in the process of expanding its log storage facilities while also converting from water storage to dry land storage.

Agriculture

The extensive concentration and scope of the forest products sector has made the agricultural sector less economically important. Generally, there has been a trend of declining employment in agriculture. This is expected to continue chiefly because farmers are turning away from labor intensive agriculture (agricultural production requiring high employment).²

The main agricultural activity in the district is livestock raising. Since most of the livestock raised is exported for consumption outside the district, agriculture is classified as a basic industry. Most livestock raised in the district is also processed outside the district which lessens the impact of the industry on the district's economy.³ Lakeside's livestock production is extremely limited, however.

This general tendency for agricultural products to be processed outside the district is also apparent in the production of other crops such as cranberries. The exception is dairy processing which takes place in the district, although a national market is served.

Table 3 details the agricultural production of the district. Almost any crop found in production in Western Oregon and Washington can be found in the area. A crop of particular regional significance is cranberries in the Bandon area. If the processing of agricultural products could be increased within the district, much additional income would be derived from this basic sector.⁴

²Oregon State Employment Division, Oregon's Labor Force Trends, August, 1973, VIZ., Phase II, OEPD, op. cit., p. 125.

³Phase I, OEPD, op. cit., p. 69.

⁴Ibid., pp. 50-62.

There are four major problems concerning agriculture in the district. The first is the location of the district between two major national agricultural areas, the Sacramento Valley and the Mid-Willamette Valley, thereby making the district's competition for major markets difficult. Second, the predator problem limits the economic viability of livestock production. The third problem, the increased growth of Tansey Ragwort, a weed poisonous to cattle, is related to the predator problem. In the past, sheep have been used to control Tansey Ragwort because they are not affected by it. However, predators make it difficult to use sheep to control the weed. The fourth problem is that individual farmers are required to make larger investments in farm assets to continue to be competitive. Rising mortgage costs and credit needs place increasing financial management problems on the individual farmer.⁵

Two favorable factors relate to the potential of this basic sector: the great amount of under-utilized agricultural land and the possibility of developing foreign markets through the Port of Coos Bay.⁶

TABLE 3
 AGRICULTURAL STRUCTURE BY VALUE IN THE STATE AND DISTRICT
 1975 PRELIMINARY ESTIMATE
 (000's)

	Coos		Curry		Douglas		District	
	\$	%	\$	%	\$	%	\$	%
TOTAL	15,174	100.0	3,819	100.0	15,746	100.0	1,026,700	100.0
All Crops	3,113	20.5	1,690	44.3	6,564	41.7	692,400	67.4
Grains	---	---	---	---	525	3.3	235,014	22.9
Hay	1,841	12.1	263	6.9	4,653	30.0	142,681	13.9
Fruits & Nuts	---	---	---	---	1,213	7.7	60,250	5.9
Berries	1,112	7.3	112	2.9	223	1.4	19,102	1.9
Specialty Products	300	2.0	980	25.7	700	4.5	50,000	4.9
Farm Forestry	1,600	10.5	530	13.9	2,000	12.7	---	---
Livestock & Livestock Products	11,848	78.1	2,050	53.7	7,530	47.8	343,300	33.4
Cattle	3,234	21.3	716	18.8	3,748	23.8	154,329	15.0
Sheep	314	2.1	323	8.5	1,723	10.9	9,510	0.9
Hogs	127	0.8	10	2.6	311	2.0	15,356	1.5
Dairy Products	7,875	59.9	911	23.9	990	6.3	88,633	8.6

⁵Phase II, OEPA, op. cit., p. 126.

⁶Ibid., p. 126.

Source: Commodity Data Sheets, Oregon State University Agricultural Extension Service, as printed in the CCDEIA, Overall Economic Development Plan, Revised 1976 Action Program.

Note: Information from the Extension Service is frequently updated at different intervals so that the figures may not add to the totals.

Fishing and Food Processing

The CCDEIA estimates that there were between 312 and 449 commercial fishermen in the district in 1975. The District Commercial Fishermen, who represent 30 percent of the state's full-time commercial fishermen, caught somewhat over 30 percent of all the fish taken commercially within the state. Of all the people in the state employed in fish processing, approximately 21 percent are employed in the district.

The coastline of the district provides access to seafood resources. While there are many varieties of seafoods harvested commercially, the primary harvest consists of shrimp, salmon, albacore, and bottomfish.⁷ In terms of total weight, more bottomfish and shrimp are caught in the district than any other species (Table 4).

TABLE 4

CCD DISTRICT COMMERCIAL CATCH BY SPECIES (POUNDS)

	1971	1972	1973	1974	1975*
Bottomfish	8,993,900	9,414,336	8,683,561	9,228,172	8,065,000
Shrimp	2,779,805	9,126,307	13,984,924	6,866,247	11,198,900
Crabs	4,270,722	1,055,413	642,192	1,307,938	1,894,000
Tuna	632,271	2,911,128	2,439,499	3,741,213	3,816,500
Chinook	818,032	1,094,237	2,667,296	1,820,474	1,937,500
Coho	5,265,171	2,693,278	2,888,543	3,849,504	2,106,200

Source: Data supplied by State Department of Fish and Wildlife.

*1975 figures are preliminary estimates, as printed in the CCDEIA, Overall Economic Development Plan, Revised 1976 Action Program.

Because of the greater price received per pound, salmon provide the CCD fishermen with more income than any other species (Table 5).

⁷Phase I, OEPD, op. cit., pp. 63-64.

In terms of the future expansion of the commercial fisheries basic sector, there are several problems facing the industry. These are competition with foreign nations for resources and markets, a shortage of dock and service facilities in the district, a lack of venture capital, a lack of adequate handling and storage facilities, and pressure from the Department of Environmental Quality to improve waste disposal methods.⁸

However, there are possibilities which may allow for the increase of this industry. Possible foreign market expansion, possible production of fish meal from waste products as well as other by-product production, expansion of territorial boundaries from 12 to 200 miles off shore, aggressive industry leadership, possible development of the Federal Ship Financing Act of 1972 to construct, reconstruct, or recondition commercial fishing vessels, all may be important factors in the future expansion of this basic sector.⁹

TABLE 5
ESTIMATED AVERAGE VALUE PER POUND BY SPECIES
(Ex-Vessel)* 1975

Species	Price
Bottomfish	\$0.16
Shrimp	0.14
Crabs	0.65
Chinook Salmon	1.30
Coho Salmon	0.95
Albacore Tuna	0.325

Source: Data supplied by State Department of Fish and Wildlife.

* Ex-Vessel refers to price paid by local processors to fishermen for their catch, as printed in the CCDEIA, Overall Economic Development Plan, Revised 1976 Action Program.

Tourism

Tourism has become one of the major industries in the area. The natural scenic value of the coast is the primary tourist attraction. This basic industry may be at a crossroads because of uncertain energy (including gasoline) supplies. To date, economic impact has been minimal. Assessing future impact is virtually impossible at this time.

⁸Phase II, OEPD, op. cit., pp. 135-137

⁹Ibid., p. 137

It is equally difficult to assess the employment structure as it is affected by tourism. Table 6 details the level of expenditures in 1961.

TABLE 6

	Out-of-state Tourist in Oregon more Than 1 day.	Out-of-state Non-tourist Visitors-busi- ness & others.	In-state Inter-county Expenditures.	In-state Intra-county Expenditures.	Total
Coos	\$7,502,611	\$ 800,307	\$ 9,267,002	\$ 4,136,998	\$21,706,910
Curry	4,278,348	183,774	5,882,967	980,415	11,325,500
Douglas	8,391,350	1,016,686	10,865,295	6,238,556	26,511,880

Source: Department of Economics, Oregon State University, An Economic Analysis of Resource Allocation in Oregon State Highway Division, VIZ., CCD Economic Improvement Association, Phase II, Overall Economic Development Plan, September, 1973, p. 128.

Expenditures are not a completely accurate indicator of the impact of tourist dollars on the economy. The multiplier effect of initial expenditures must also be considered. The multiplier for tourist dollars in the state is estimated by Battelle Corporation to be 3.2. This means that every tourist dollar spent causes another \$2.20 to be spent on other goods and services. However, this multiplier affect may be diminished in the district because many of the area's goods and services are imported into the area from other parts of the state.¹⁰

Since it is difficult to accurately assess the economic impact of tourism on the district, it is also difficult to assess the employment impact of tourism. Much tourist-related employment is in business areas such as motels, hotels, restaurants, gas stations, specialty shops, tourist attractions, and various kinds of stores, all of which are difficult to identify as necessarily tourist-related.

It is true nevertheless, that tourism has become increasingly more important in employment production. The State Highway Department estimates that 4.46 percent of jobs held in Coos County are directly supported by the tourist industry.¹¹

¹⁰Ibid., pp. 128-129

¹¹Ibid., p. 129

Although there are expenses incurred by tourism (public facility needs such as water, sewage, and roads), several factors appear to indicate the long-range potential of tourism -- if the gasoline shortage doesn't have a widespread effect on this industry. The rising per capita income in the U.S., the increasing recreational time per capita, and overall increasing population are positive indicators for the potential growth of this sector.¹² While gas shortages could have an impact on "transient" tourism, the development of and promotion of tour packages could lessen the impact of the fuel shortage.

Seasons also play a role. Tourism peaks in the district in the summer and is substantially reduced in the winter. Occupancy rates of hotels and motels illustrate this situation.

TABLE 7

Quarterly Occupancy rate of Hotels/Motels in the Coast Region of Oregon, 1967 (by percent of units occupied)

	Summer June-Aug	Fall Sept-Nov	Winter Dec-Feb	Spring March-May	Annual
Coast Region	82.7	51.0	26.5	37.6	56.2
State	77.9	63.7	46.9	56.3	61.3

Source: Survey of Business Trends in the Logging Industry in Oregon 1967, Report by the Travel Advisory Committee to the Oregon State Highway Commission, VIZ., CCD Economic Improvement Association, Phase I, Overall Economic Development Plan, May, 1972, p. 76.

The seasonal aspect of tourism employment corresponds to the other basic industries of the district. This tends to compound the overall seasonal employment problems. According to the OEDP, Revised 1976, the tourist industry represents "a significant portion of the coastal economy" and is increasing in significance.

¹²Phase I, OEPD, op. cit., pp. 75-78

Summary Basic Sectors

The district's economy is characterized by dependence on the forest products sector, the slow rate of diversification of other basic sectors, the seasonal aspects of employment in basic sectors, and a slower economic growth rate than the economy of the state or the nation.

Based on studies conducted by the CCD Economic Improvement Association, the U.S. Forest Service, and the State of Oregon Employment Division, employment in the forest products sector is predicted to continue to decline.¹³

Trends indicate that more jobs are being lost in the basic industries which are declining, than new jobs becoming available by expansion of other basic sectors and general economic diversification.

Employment activity in all of the primary basic sectors tends to be seasonal, as evidenced by the widely varying unemployment rates throughout the year. This problem is compounded by the basic sectors having coincidental peaks and lows in productivity, i.e., high employment activity in the summer and early fall with low activity in the winter.

On the basis of a detailed analysis performed by the CCD Economic Improvement Association, the district's economy is not growing as fast as it is in the state or the nation.¹⁴ This lower growth rate is probably related to the overall decline in forest products and slow rate of economic diversification.

Economic Structure: Non-Basic Sectors

In addition to the basic sectors of the economy which derive income from sources outside the area, the non-basic sectors are also important to the overall economic structure and the total employment of the area.

The principle non-basic sectors include: Trade and Service; Construction; Transportation, Communications, and Utilities; Finance, Real Estate, and Insurance; and Government.

¹³Phase II, OEPD, op. cit., pp. 117-124.

¹⁴Ibid., pp. 114-115, 181.

Trade and Services - As the demand for goods and services increases with the rise of the standard of living, employment in the trade and services sector is also increasing in overall importance.

This sector experienced a rapid increase in the district from 1960 to 1970. However, the increase was not as great as it was for the state overall. The lower rate of expansion of the trade and service sector in comparison to the state as a whole during this time period is probably related to the decline in the forest products sector. Since the basic sectors (forest products is the overwhelmingly largest basic sector) produce the flow of capital to support the non-basic sectors, such as trade and service, this relationship is logical.

There is an apparent trade drain of dollars out of the district because the number of trade and services workers (per thousand general population) is lower for the district than for the state. Consumers probably spend a substantial part of their disposable income on goods and services outside the area. This would result in fewer trade and service workers in the general population than might be expected for the amount of basic income available within the district.

There was an increase in employment in trades and services between 1970 and 1975 (Table 8).

TABLE 8
ANNUAL AVERAGE EMPLOYMENT IN TRADE AND SERVICES, 1970-1975

	TRADE			SERVICES		
	1970	1975	% Increase	1970	1975	% Increase
Coos	2,890	3,280	13.5	2,190	2,580	17.8
Curry	550	710	29.1	280	480	41.4
Douglas	3,440	4,520	31.4	2,400	3,340	39.2
District	6,880	8,510	23.7	4,870	6,400	31.4
Oregon	161,900	196,500	21.3	113,900	145,000	27.3

Source: Oregon State Employment Services Division as printed in the CCDEIA, Overall Economic Development Plan, Revised 1976 Action Program.

However, the per capita employment in the trades and services in the CCD is much less than the state per capita employment. This may indicate considerable potential for employment in this sector.

Expansion of the labor pool in the trade and services sector may be enhanced by the large percentage of retired and semi-retired people in the Lakeside area.

These citizens generally receive a fixed income, do not find employment necessary, and provide a stabilizing aspect in their financial requirements of goods and services in the community.

Construction - Employment in this sector is strongly influenced by other economic trends. Construction starts rely on the availability of long-term loans. During economic booms, this sector rapidly expands in activity. The converse situation is also true: when the economy slumps, construction declines rapidly.

Construction of homes in Oregon in 1976 was increasing very rapidly. The health of the national economy, interest rates, and other factors will determine whether or not this construction will be sustained.

Transportation, Communications, and Utilities - Employment in this sector is predicted to rise slightly. Although there has been considerable automation taking place in this sector, the strong labor unions and increasing demands for these services should offset the automation.¹⁵

Finance, Insurance, and Real Estate - The trends in this sector are very similar to those in the services and trades sector. The finance, insurance and real estate sector in this area essentially provides these services to the district's population.

Government - Employment in this sector will probably continue to increase throughout the remainder of the decade. This sector has been one of the fastest growing sectors. One factor involved in this growth in the district is the amount of public-owned forest land. Increased management emphasis of public lands for recreational, environmental, and timber resource (sustained yield) purposes will probably increase forestry employment.¹⁶

¹⁵Phase I, OEPD, op. cit., p. 87.

¹⁶Ibid., p. 87.

Summary Non-Basic Sectors

Overall, employment in non-basic sectors is expected to increase in Coos and Curry Counties. One constraint on this growth is related to the predicted decline in the forest products sector. Overall non-basic growth in Douglas County is expected to decrease due to a decline in the forest products industry employment.

Since basic employment is so heavily concentrated in the forest products sector, this dependency may affect the non-basic sector because of the "multiplier effect". It is estimated that for every one job in the basic sector, an additional 1.52 jobs in the non-basic sector are generated.¹⁷ The non-basic employment may not grow at the state or national rate. Due to the forest products dependency, the predicted decline in forest products basic employment, and the slow rate of expansion in other sectors and economic diversification.

¹⁷Ibid., p. 88.

ECONOMIC ASSESSMENT SUMMARY AND CONCLUSIONS

As a result of the assessment of the economy, the following significant conclusions which relate to the economic structure can be made:

1. The basic sectors of the economy are agriculture, fisheries, food processing, lumber and wood, paper and pulp, and tourism. Of these, the primary concentration has been in the forest products sector.

There has been a gradual decline in forest products employment. A notable gradual rise in food processing and tourism has also taken place. This growth has not offset the basic employment loss in the forest products sector. This shift in basic sector employment may mean that there will be an increasing number of displaced workers needing new employment opportunities.

2. The dependency of the area's economy on forest products has been assessed to be 62 percent. As the timber products sector of the economy declines (as most projections indicate), other basic sectors will have to greatly expand in order to maintain present employment levels.
3. The economy of the area is distressed: chronic high unemployment and low per capita income. These two factors tend to limit the flow of available capital for economic expansion and the support of the trade and service sectors of the economy. As such, these two factors also place constraints on the job opportunities available.
4. While there has been a general increase of employment in services and in government, there tends to be a service and trade drain of dollars from the area (i.e., people frequently go outside the area to obtain goods and services). This limits the growth of trade and service employment in the area.

5. Seasonal aspects of the basic sector of the economy are evident in the forest products and tourism industries. Unemployment tends to be considerably higher in the winter than in the summer. There is a need to increase employment opportunities in basic sectors to provide year-round employment.
6. Two factors which have become important to the economic trends of the area are the slowdown in new housing starts (both locally and nation-wide) and the energy crisis. As well as having a lower demand for forest related materials to be produced for the building trades, there is also a lower demand for entry positions into (once high demand) occupations in the building trades.
7. The impact of a gasoline shortage could be substantial. Not only could tourism be effected, but so could the transportation of the area's forest products. In brief, gasoline literally fuels the area's basic economy.

Income Characteristics

Information on income characteristics in Coos County is valuable in making planning decisions regarding the particular types of housing needed in a community as well as the ability of the population to support public services and facilities. Knowledge and consideration of income characteristics facilitates planning, for example, for housing which not only meets the needs of the people and what they can afford.

Table 9 shows the mean (average) income levels in 1970 for families within each Census County Division in Coos County, as well as the mean family income level for the county itself.

TABLE 9

MEAN INCOME FOR FAMILIES 1970
Census County Divisions of Coos County

Coos Bay CCD	\$11,318
Eastside CCD	10,651
North Bend CCD	10,164
Coquille CCD	10,029
Bunker Hill CCD	9,841
North Bayside CCD	9,749
Myrtle Point East CCD	9,571
Charleston CCD	9,199
Bandon CCD	8,753
Powers CCD	8,557
Myrtle Point West CCD	7,257
COOS COUNTY	\$10,157

Source: Coos-Curry Council of Governments, Manpower Development Needs and Programs for Coos and Curry Counties, Oregon (1974), viz. 1970 U.S. Census of Population.

As shown, five CCD's had mean income levels greater than that of the North Bayside CCD, and five had lower levels. It should be noted that all of the CCD's having higher income levels are much more urban than the North Bayside CCD. The relatively heavy concentration of economic activity in these urban CCD's tends to account for their higher mean family income levels. At the same time, the relatively close proximity of the North Bayside CCD to the Coos Bay-North Bend area to the south and the Reedsport-Gardiner area to the north may tend to account for the fact that the mean family income level in the North Bayside CCD is higher than those for the Charleston, Bandon, Powers and Myrtle Point CCD's.

Table 10 compares the percentage distributions of family income within given ranges for Oregon, Coos County, and all Census County Divisions within Coos County. In terms of families with very low incomes (under \$4,000 per year), the North Bayside CCD is in a relatively favorable position, with only three CCD's having smaller percentages of their total families in this income range. On the other hand, the percentage of families in the North Bayside CCD with incomes between \$4,000 and \$5,999 annually is greater than the

similar percentages in all but three other CCD's. In terms of the percentage of total families in the middle income range (\$6,000 to \$11,000 annually) the North Bayside CCD has more families in this range than do all but four other CCD's in the county. As for families with relatively high incomes (over \$12,000 annually), there are five CCD's with percentages of their total families in this range which exceed the percentage in the North Bayside CCD, and five CCD's with lower percentages. In general, the North Bayside CCD has a lower percentage of its total families in the middle and upper income ranges than do the urban CCD's (including Coquille) but has a greater percentage of families in these ranges than do the smaller, more rural CCD's.

Data on the number of families whose incomes are below poverty level furnishes another indicator of the potential need for particular types of housing. The amount of income which a family may receive and still be considered as "below poverty" level depends on circumstances defined by federal guidelines. These circumstances include such considerations as family size and type of household (that is, farm or non-farm). Table 10 shows the percentage total families with incomes below poverty level in 1970. This figure is lower than all jurisdictions tabulated except for the Eastside and Coos Bay CCD's.

TABLE 10

FAMILY INCOME AND POVERTY CHARACTERISTICS 1970
Coos County CCD's, Coos County and Oregon

Percent of Families by Income Level

<u>CCD</u>	<u>Under \$3,999</u>	<u>\$4,000 to 5,999</u>	<u>\$ 6,000 to 11,999</u>	<u>\$12,000 & Over</u>	<u>All Levels</u>	<u>% Below Poverty Level</u>
Bandon	22.9	16.0	40.4	20.7	100.0	13.5
Bunker Hill	13.9	8.5	47.5	30.1	100.0	6.2
Charleston	17.7	11.4	52.0	18.9	100.0	9.6
Coos Bay	8.9	11.5	45.6	34.0	100.0	5.4
Coquille	13.6	7.8	52.2	26.4	100.0	7.7
Eastside	8.5	11.2	49.1	31.2	100.0	5.6
Myrtle Point East	19.9	13.5	42.3	24.3	100.0	11.6
Myrtle Point West	29.2	19.7	45.5	5.6	100.0	20.8
North Bayside	12.9	12.0	48.9	26.2	100.0	8.9
Powers	18.0	7.9	56.1	17.0	100.0	13.5
Coos County	13.5	10.9	47.1	28.5	100.0	8.1
Oregon	14.1	10.6	43.2	32.1	100.0	8.6

Source: Coos-Curry Council of Governments, Manpower Development Needs and Programs in Coos and Curry Counties, Oregon (1974) viz. 1970
 U.S. Census of Population

Employment: Table 11 summarizes Coos County employment for the 1972-73 fiscal year by major industrial classifications. As shown, the lumber and wood products industry is the County's largest source of jobs, accounting for nearly 85 percent of all manufacturing employment, and nearly one fourth of total employment. Other major sources of employment include wholesale and retail trade, government, and the service industries.

TABLE 11
 LABOR FORCE FOR 1972-73 FISCAL YEAR
 Coos County

	<u>Number</u>	<u>Percent of Labor Force</u>
Agricultural	900	3.8
Self-Employed, Unpaid Family Workers, and Domestic	2,690	11.2
Lumber and Wood Products	5,330	22.3
Other Manufacturing	970	4.1
Construction	600	2.5
Transportation & Utilities	1,770	7.4
Trade (Wholesale & Retail)	3,440	14.4
Finance, Insurance & Real Estate	800	3.3
Service & Miscellaneous	2,500	10.5
Government	<u>3,270</u>	<u>13.7</u>
Total Employed	22,270	93.2
Unemployed	<u>1,620</u>	<u>6.8</u>
Total Labor Force	23,890	100.0

Source: Annual Manpower Planning Report, (1974) Oregon State Employment Division

Detailed employment data is not available for Lakeside or for the North Bayside CCD, but Table 11 provides a countywide view of employment which is generally considered applicable to Lakeside. Within Lakeside the percentage of persons employed in agriculture is probably well below the countywide percentage, due to the urban character of the city's population. Also, the percentage of Lakeside's labor force employed in lumber and wood products is even greater than the county wide percentage due to the

presence of a lumber mill in the city, plus the city's proximity to areas containing logging operations. In general, it must be assumed that a sizeable portion of Lakeside's labor force is employed in the Coos Bay-North Bend area or the Reedsport-Gardiner area.

Education: Table 12 compares the number of years of school completed by persons age 25 and older in the North Bayside, Coos Bay, and North Bend CCD's and Coos County and Oregon as of 1970.

TABLE 12
YEARS OF SCHOOL COMPLETED BY PERSONS AGE 25 AND OLDER
Selected CCD's, Coos County, and Oregon

<u>Years Completed</u>	<u>North Bayside Percent</u>	<u>North Bend Percent</u>	<u>Coos Bay Percent</u>	<u>Coos County Percent</u>	<u>Oregon Percent</u>
No School Completed	.4	.7	.7	.7	.7
Elementary:					
1-4 years	1.6	1.7	1.8	2.2	1.6
5-7 years	8.9	8.2	6.9	8.6	5.9
8 years	12.2	13.1	15.0	15.8	13.2
High School:					
1-3 years	26.2	20.0	20.5	22.8	18.5
4 years	35.6	35.6	33.1	33.4	35.0
College:					
1-3 years	9.1	10.6	11.8	9.3	13.3
4 or more years	6.0	10.1	10.2	7.2	11.8
	100.0	100.0	100.0	100.0	100.0
Percent Grade School Completed:	89.1	89.4	90.6	88.5	91.8
Percent High School Completed:	50.7	56.3	55.1	49.9	60.1
Percent College Attended:	15.1	20.7	22.0	16.5	25.1

Source: U.S. Census of Population (1970) Fourth County Summary Tapes
with staff computations

The percentage of persons 25 years of age and older in the North Bayside CCD who had completed grade school or high school was lower than the percentages for the Coos Bay and North Bend CCD's and Oregon, but was above those for Coos County. The percentages of persons 25 and older in the North Bayside

CCD who had attended college (including graduates) were slightly lower than that for Coos County but considerably below the percentages for the Coos Bay and North Bend CCD's and Oregon.

LAKESIDE ECONOMIC CHARACTERISTICS

The economic structure of the City of Lakeside is unique in many respects. Its proximity to many of the State and County parks and recreational areas greatly influences the orientation of economic development. Also of major significance to Lakeside's economics is the high degree of economic interdependence with other areas, especially the Coos Bay-North Bend and Reedsport areas. The number of new retirement homes also continues to grow.

Impact of Parks and Recreational Areas

The large number of public parks and recreational areas in the Lakeside vicinity produces a direct impact upon the Lakeside economic structure. An economic burden is placed on the city to provide the public facilities to support the parks and recreation areas. Of the approximately thirty-three commercial establishments in Lakeside, at least fifteen of these, or 46 percent, primarily service the needs of the large numbers of tourists which frequent the area. Another 21 percent of the local businesses are geared to serve both tourist and residential patrons, while only one-third of the businesses serve primarily local clientele.

An identification of local commercial types shows the operation of several trailer courts and camp facilities and seasonal cabins, besides two motels, two marinas, boat storage facilities, tackle shops, and craft or gift shops catering mainly to tourist appeal. The spectrum of everyday needs for resident and tourist alike are supplied by the other types of businesses in Lakeside such as, markets, cafes, gas stations, etc.

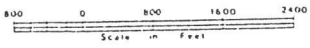
Because of the high volume of tourist trade, the economics of Lakeside revolves around, to a great extent, these special types of needs and businesses.

Regional Interdependence

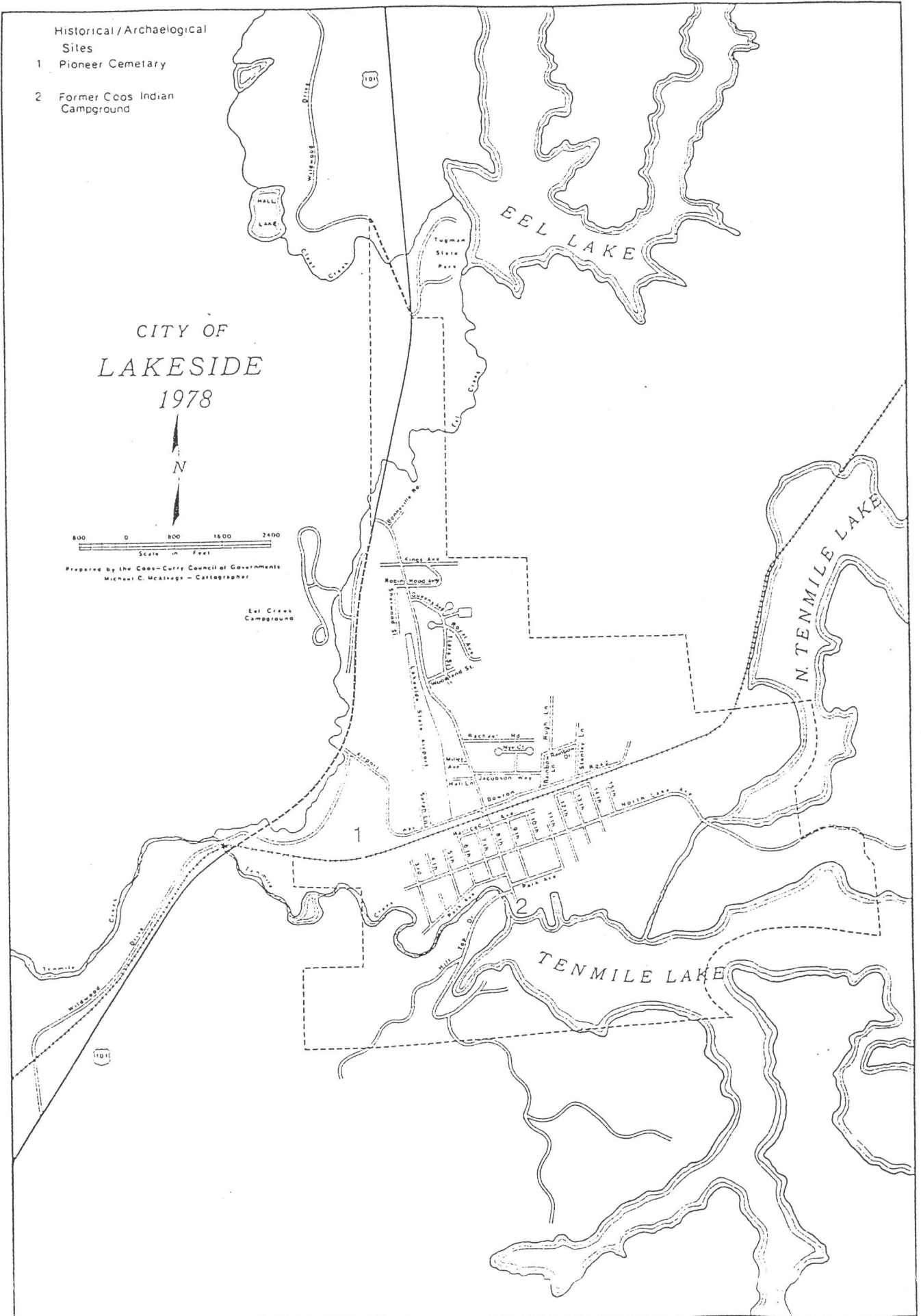
Another vital element in the economic structure of the Lakeside area is the high level of regional interdependence. Bohemia, Inc., the local mill, is the single largest employer of the area, employing 180 at peak season; many of these employees are from other areas. Small, independent businesses are the only other employment sources in the city. Both of these sources together employ only a small percentage of the Lakeside work force. Many residents seek employment in the nearby areas of Reedsport and Coos Bay/ North Bend, thus building a relationship of economic interdependence.

- Historical/Archaeological Sites
- 1 Pioneer Cemetary
 - 2 Former Coos Indian Campground

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Prepared by the Coos-Curry Council of Governments
Michael C. McAlvage - Cartographer



CULTURAL CHARACTERISTICS

HISTORICAL AND ARCHAEOLOGICAL CHARACTERISTICS

Historical resources may be defined as districts, sites, buildings, structures and objects which have a relationship to events or conditions of the human past. Archaeological resources are those districts, structures; and objects which possess natural evidence of human life and culture of the prehistoric and historic past, and which may be recovered and studied.

Lakeside has a limited number of buildings of historical significance and a few significant historical sites. A campground of the Coos Indian Tribe once occupied a site near the present Lakeshore Lodge. (Map 1, Number 2) The Coos Indians used this campground while fishing for salmon which were abundant in this lake. Many members of the tribe are buried in the cemetery located near Wildwood Drive in the western portion of the city. This cemetery is also the resting place of many early settlers of the area.

No archaeological sites have been discovered in or near Lakeside. However, within northern Coos County, an old Coos Indian Village was partially excavated on the South Slough of Coos Bay in 1972. Other archaeological sites have been discovered in Coos County near Cape Arago, the middle fork of the Coquille River, and Bullards Beach near Bandon.¹

¹ Oregon Coastal Conservation and Development Commission, Historical and Archaeological Resources of the Oregon Coast. (1975). p. 28-29

LAND USE

The land use pattern of the City of Lakeside shows considerable diversity in both the variety of uses found in different areas and the intensity of use. The variety of uses ranges from exclusively residential in some areas to mixtures of residential, commercial, industrial, and recreational in others. Intensity of uses varies from practically no development in some parts of the city to extremely concentrated development in others.

This report summarizes the general location of various types of land use, including residential, commercial, industrial, public and semi-public buildings, and recreational areas. Information was obtained through a field survey conducted by automobile and from aerial photographs of the Lakeside area.

Residential Development - Lakeside is a predominantly residential city characterized by a mixture of housing types and densities. Over 55 percent of all units are single family dwellings. More than one-third are mobile homes. Densities range from very low in the outer portions of the city to extremely high in the oldest part of town.

Mobile homes account for a substantial portion of Lakeside's housing stock. This situation appears to be consistent with the large concentration of people aged 55 and older. The most significant feature of mobile home development in the city is that most units are on individually owned lots rather than in mobile home parks. Mobile homes are located in all portions of the city, but are concentrated most heavily in the area immediately north of the Southern Pacific Railroad and east of North 8th Street. Here, some of the newer subdivisions are almost exclusively mobile homes. Most of the mobile homes in the city are fairly large in size and appear to have been placed in their locations on a permanent basis. The majority of these units appear to be less than ten years old.

Residential densities in Lakeside vary greatly from one area of town to another. Development is heaviest in the area south of the railroad between 6th and 1st Streets. Residential density exceeds five units per acre between 10th and 15th Streets, and exceeds ten units per acre between 6th

and 10th Streets. These densities are as great or greater than those found in many large cities. This area is the original townsite of Lakeside, where streets were plotted in a grid pattern. The high residential density is due in part to the relatively small seasonal cabins in the area. The area immediately north of the railroad is characterized by medium residential densities of between two and four units per acre. Many homes occupy relatively large lots, and there are many vacant lots interspersed among the developed areas. Homes in this area are located along Bowron and North 8th Street and in subdivisions and side streets which are reached from these roads. Medium density residential development continues north along North 8th Street to Kings Avenue. Development gradually thins out north of Kings Avenue.

Scattered, low density residential development (less than two units per acre) is prevalent in outlying portions of Lakeside. Limited numbers of homes are located along Hill Top Drive, south of Tenmile Creek, along North Lake Road east of 15th Street, along Wildwood Drive south of Airport Way, and along U.S. 101 from the junction of North 8th Street north to the city limits. Most homes in these areas are on relatively large lots and subdivision activity is minimal.

Multi-family residential development is relatively limited in Lakeside. Half of the 31 multi-family units are duplexes in the central portion of the city. An eight-unit building is on the north shore of South Tenmile Lake at the east city limits.

Commercial Development - Most of Lakeside's commercial development is oriented toward serving the needs of local residents as well as tourists and other attracted by the lakes and other nearby recreational areas and facilities. Commercial development is focused primarily along the portion of 8th Street south of Airport Way. Businesses here include a large motel-restaurant complex, two marinas, a supermarket, a drive-in restaurant, hardware and fishing tackle stores and various other small businesses. A motel and several other commercial firms are along U.S. 101 between the junction of Eel Lake Road and Tugman State Park. Other single-firm commercial areas are on Airport Way near U.S. 101 and North Lake Road on the shore of North Tenmile Lake.

Industrial Development - Wood products and tourism are the two types of industry present in Lakeside. Bohemia Lumber Company operates a sawmill at the foot of 12th Street, with storage and loading facilities near the railroad between 10th and 12th Streets.

Development oriented to the tourist-recreation industry includes many types of commercial enterprises discussed above. Much of the commercial development in Lakeside is heavily patronized by tourists and other vacationers. Marinas on the downtown waterfront provide sales, service and rental of boats, motors and related supplies and equipment. These firms also provide boat moorage facilities. There are several bait and tackle shops in the area, including the marinas. Two motels in the city provide a total of 34 modern units which are used heavily by tourists.

PUBLIC FACILITIES

This report presents an overview of the public facilities which provide essential services to Lakeside. Included are fire and police protection, water system, sewerage system, governmental offices, schools, churches, the Lakeside Airport, and public parks and recreational facilities.

Fire Protection - The Lakeside Rural Fire Protection District provides fire protection for the city and serves an unincorporated area along U.S. 101, southwest of the city limits. The district's headquarters are in a modern building on Ninth Street near North Lake Avenue. The district presently has four pieces of modern fire-fighting apparatus. At present, the district's fire insurance rating is Class Seven in areas which have fire hydrants, and Class Nine in areas without hydrants. In terms of fire insurance ratings and condition of equipment, the district is considered to be one of the best of its size in Oregon.

Police Protection - The Lakeside Police Department has headquarters in offices in the fire station. The department has three full-time officers, including a chief and two patrolmen. There are also between ten and twelve reserve officers who are on call in case of emergencies. Some of the reserve officers serve as dispatchers and matrons. Equipment includes a patrol car and a back-up car.

The Police Department provides regular patrol of the city, and is also available for back-up assistance to the Coos County Sheriff's Office and the Oregon State Police when needed. Since the city has no jail facilities, prisoners are housed in North Bend under terms of a joint agreement between the two cities. Under a similar type of joint agreement, the Coos County District Court in North Bend serves as the municipal court for Lakeside.

Water System - The Lakeside Water District serves most of the developed areas of the city as well as a large area extending north to the Douglas County line.

The district surrounds much of Eel Lake, the source of municipal water for Lakeside.

The formation of the Water District occurred in 1959 as a result of the need for a reliable water source for those people living in Lakeside. The construction of the water system in 1962 eliminated a number of private wells and provided quality water free from pollution created by high groundwater conditions and inefficient septic tanks.

The present water system pumps water from the lake and then is treated by a system of slow pressure filtration. Storage facilities consist of a 150,000-gallon steel reservoir constructed in 1962 and a 500,000-gallon reservoir completed in 1976. Distribution lines serve all of the developed streets running off North Lake Avenue and extends along North 8th Street and adjacent roads.

In May of 1977 the voters passed a \$332,000 bond issue for construction of a new intake and filtration system, renovation of the 150,000-gallon reservoir, and extension of water lines. This was done to provide facilities which adequately meet domestic water supply demands as well as fire protection requirements.

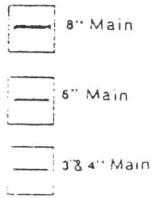
Sewerage System - At present, the City of Lakeside has no sanitary sewer system. Septic tanks and outdoor toilets are the primary means of sewage disposal. Additional development is currently inhibited by the inability of the soils in the area to accommodate any increase in subsurface sewage disposal.

However, in 1976 the voters of Lakeside approved a \$1,470,000 bond issue for the planning and construction of a sanitary sewer system which would serve Lakeside and some unincorporated areas where the population is sufficient to justify construction (Map 1).

The construction of the sewage system is scheduled to begin in the spring of 1978 and take an estimated 18 months to complete. The project is financed in part by an Environmental Protection Agency grant of \$1,094,655. The remaining portion is financed by the local bond issue.

The treatment facilities will utilize a Modified Activated Treatment Process with holding lagoon storage during late summer and direct discharge into Tenmile Creek during the remainder of the year.

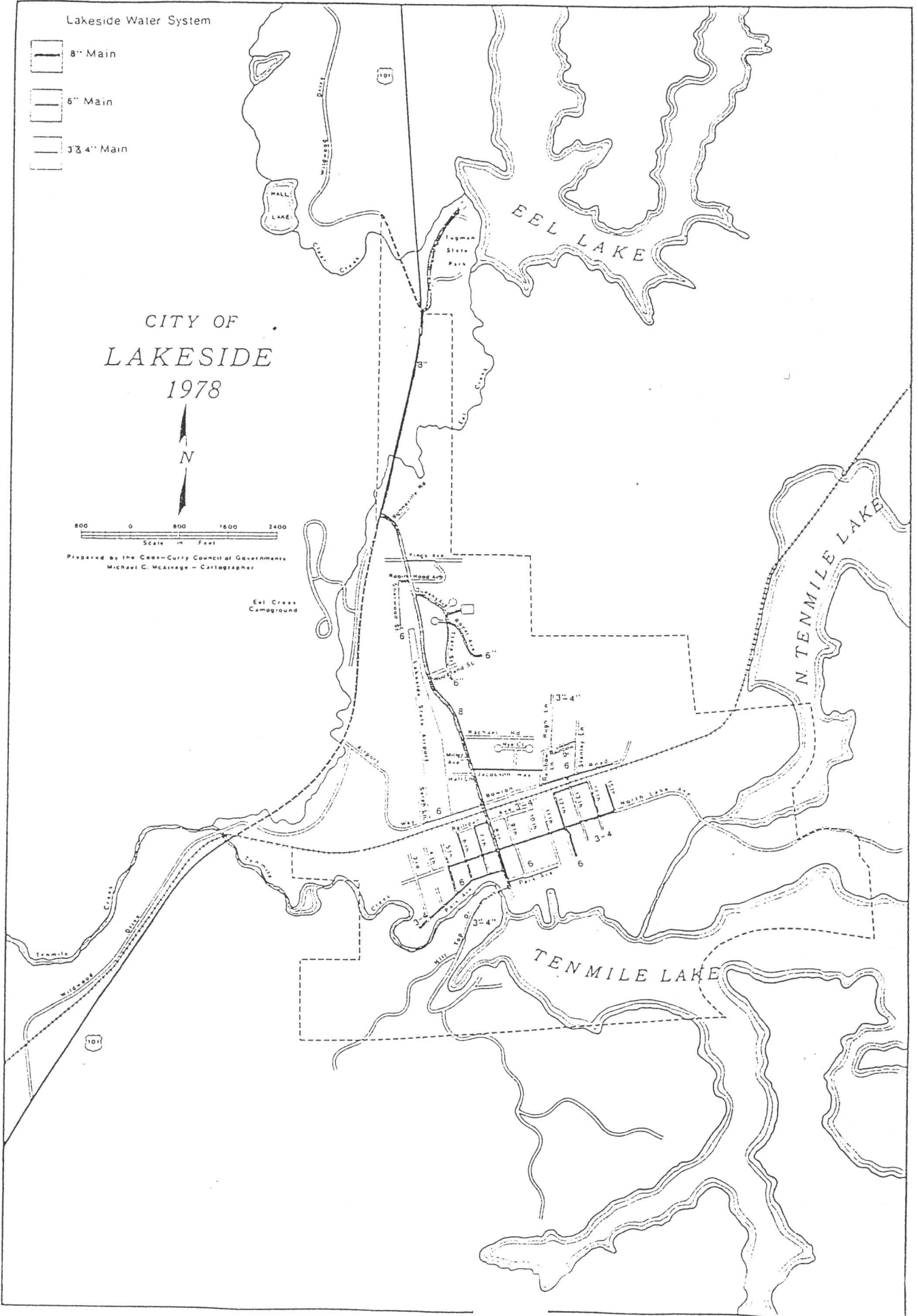
Lakeside Water System



CITY OF LAKESIDE 1978



Prepared by the Cook-Curry Council of Governments
Michael C. McAvoy - Cartographer



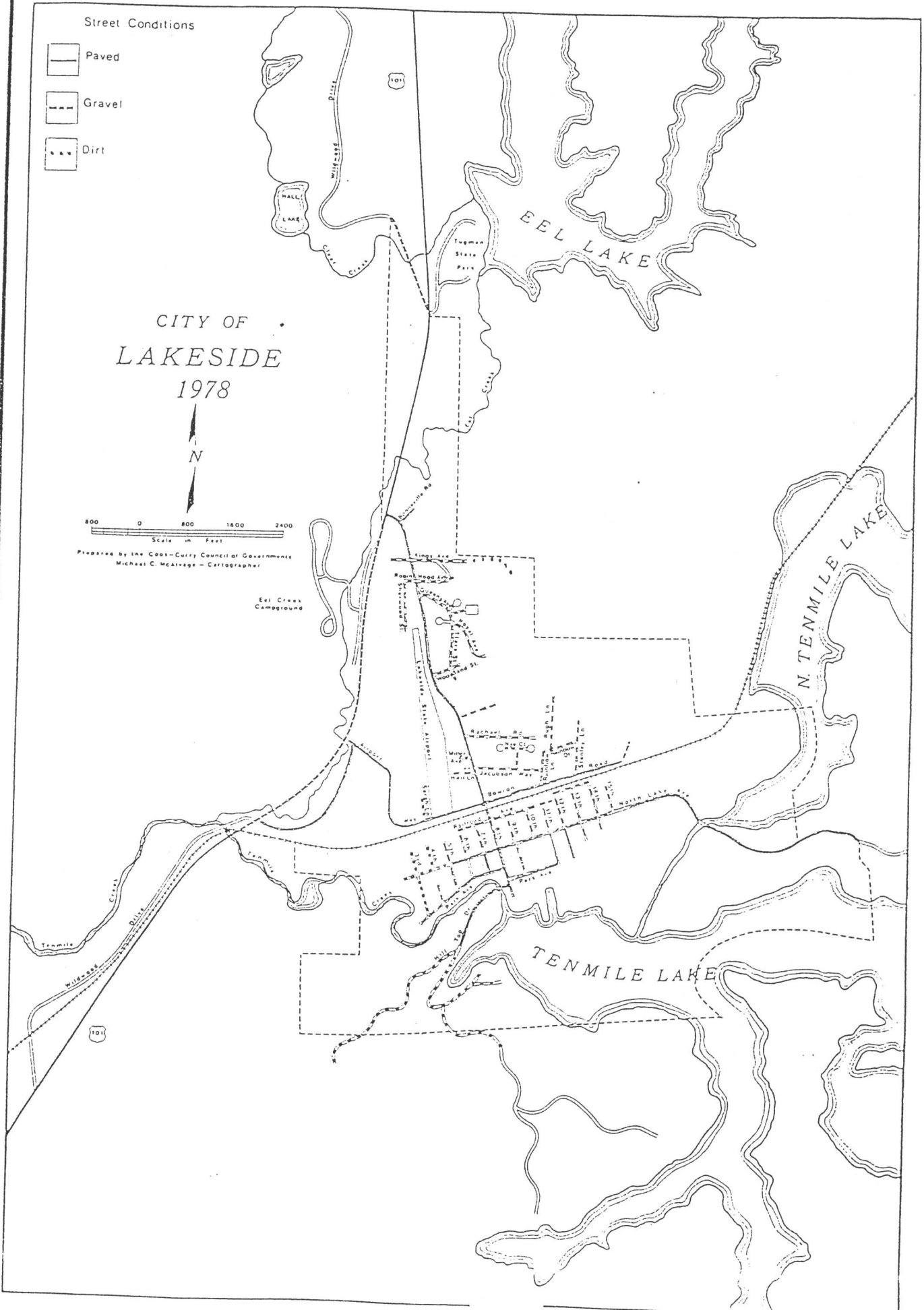
Governmental Offices - Being slightly over two years old, Lakeside has no City Hall at present. However, the city maintains its administrative offices and police headquarters in a modern building owned by the Lakeside Rural Fire Protection District which rents office space to the city. The building is on 9th Street near North Lake Avenue and houses the Fire District's offices and fire fighting equipment.




The Lakeside Water District has offices in a building at the corner of 10th Street and North Lake Avenue. This building is used by the city for Council and Planning Commission meetings and other public meetings. The U.S. Post Office is housed in a modern building on 8th Street and Park Avenue.

Schools - Public school facilities in the Lakeside area are operated by School District 13 of North Bend. The only school in the city is the Lakeside Elementary School on the south side of North Lake Avenue opposite 10th Street. The school has a present enrollment of 126 pupils in grades kindergarten through three. Students in grades four through six attend the North Bend Elementary School, approximately five miles south of the city at Hauser. Seventh and eighth graders attend North Bend Junior High School. Students in grades nine through twelve attend North Bend High School.

Churches - There are two churches in Lakeside. One is on the northeast corner of 8th Street and North Lake Avenue, and the other is on North 8th Street north of Bowron Road. There is a small cemetery east of Wildwood Drive in the western portion of the city.

Parks and Recreational Facilities - A number of publicly owned parks and recreational facilities are in and near Lakeside. Tenmile Lake County Park is east of the downtown area on the north shore of South Tenmile Lake. This park has parking and picnic facilities, restrooms and a boat ramp. South Eel Creek Campground is between Wildwood Drive and U.S. 101 in the westernmost portion of the city. It is operated under the supervision of the U.S. Forest Service. In addition to the boat ramp at the Tenmile Lake County Park, there are three other public boat ramps within the city. One is on Tenmile Creek at the foot of 6th Street, and the other two are on 8th Street on the north and south sides of the Hill Top Drive bridge over Tenmile Creek.



- Street Conditions
-  Paved
 -  Gravel
 -  Dirt

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N

800 0 800 1600 2400
Scale in Feet

Prepared by the Coos-Curry Council of Governments
Michael C. McAtrege - Cartographer

TRANSPORTATION

Arranging for a safe, convenient and economical transportation system is an essential consideration in planning the orderly growth and development of a city. This report analyzes the type, extent, and condition of transportation facilities which serve Lakeside and the surrounding areas.

Lakeside Street System

Transportation facilities in Lakeside are oriented primarily toward the private automobile, as is true in other coastal cities and towns. Accordingly, Lakeside's transportation system is focused on the street network shown on the map entitled Existing Street System.

Traffic Circulation: The State Highway Division in late 1975 designated major and minor collector streets in the City of Lakeside based on existing and future useage (5 to 10 years). As shown on the map entitled Functional Highway Classification, Highway 101 is classified as a principal arterial. The route comprised of Airport Way-North Eight Street-North Lake Avenue is classified as a major collector. The remainder of North Eighth Street, South Eighth Street, Hill Top Drive, Bowron Road and Wildwood Drive are classified as minor collector streets.

Traffic circulation between the northern and southern portions of Lakeside is restricted because there is only one existing railroad crossing. This crossing is located on North Eighth Street. If this crossing becomes blocked, emergency vehicles cannot provide services in the other portion of town.

Street Types: The street system map shows the location and type of surface of major streets and roadways in Lakeside. There are a total of 13.9 miles of roadways in Lakeside. This total includes approximately 1.8 miles of U.S. Highway 101 which runs adjacent to the west city limits and 5.7 miles of county roads. The remaining 12.1 miles includes all other streets and roads in the city which have been improved in any manner. Excluded are those streets which have been platted but are not open.

As seen on the map, streets in the older portion of Lakeside were laid out in a linear series of blocks oriented in alignment with the railroad right-of-way. Streets north of the railroad on the other hand, tend to be laid out in a more individualized manner common with newer subdivisions. Many of these new streets are part of recent subdivisions established near North 8th Street and Bowron Road.

Street Surfaces: Slightly less than half of the total street mileage in Lakeside is paved with either asphalt or concrete. This includes 5.7 miles of streets and 1.8 miles of highway. Of the remaining streets, 4.6 miles are surfaced with gravel and 1.8 miles are unimproved. (It should be noted that unimproved street mileage excludes streets which have been dedicated or platted but which have never actually been built.)

The lack of paving on a substantial portion of Lakeside's streets poses problems for users of the streets and also for the city. Unpaved roads are generally rough and susceptible to ruts and potholes. As a result, such streets tend to increase wear on automobiles. Unsurfaced roads pose problems of dust in hot weather and mud in wet weather, resulting in inconvenience to motorists and adjoining residents. Pedestrian safety is greatly hindered along unpaved streets since these streets tend to be relatively narrow and often lack shoulders suitable for foot traffic. Finally, maintenance costs for the city are greater for unpaved streets which require periodic grading, replacement of gravel, and filling of potholes. These maintenance costs vary from one street to another, depending on traffic volumes and average vehicle weight.

Street Paving Policy: The City of Lakeside has not yet formally initiated a street construction or maintenance program. Most of the paved streets in Lakeside were originally paved by Coos County and are part of the county road system. These streets are maintained by the county. Twelfth Street was paved by the Elkside Lumber Company primarily due to the street's heavy use by the company's vehicles. The city plans a street improvement program after sewers are installed, thus avoiding repaving.

Pedestrian Access: Due to the relatively limited number of sidewalks, pedestrian access within Lakeside is confined primarily to footpaths and shoulders of streets and roads. This situation creates serious conflicts between pedestrian and vehicular traffic and endangers the safety of pedestrians. This problem is greatest for school children who must walk along North 8th Street, North Lake Avenue and Hill Top Drive.

Bicycle Access: All bicycle access within Lakeside is by way of existing streets. Conditions for bicycle use are generally poor due to the large number of unpaved streets which reduce rider safety and comfort. Unsafe conditions tend to limit bicycle use. The only designated bicycle path in the City is the Oregon Coastal Bike Route. This bicycle route follows along Highway 101.

Public Transportation: There is no mass transportation system serving Lakeside or nearby cities due to lack of population sufficient to make such a system economically feasible.

Water Transportation: With parts of both North and South Tenmile Lakes within Lakeside's city limits, water transportation facilities are relatively well established. Recreational boating activity is heavy on both lakes, particularly during the summer months when fishing and water-skiing are at their peaks. Over 300 boats are permanently moored at various commercial moorages and private docks on the two lakes and Tenmile Creek. There are also four public boat ramps in the city, including two at the east end of the bridge over Tenmile Creek, one on the creek at the foot of 6th Street, and one on South Tenmile Lake at the County Park.

In addition to being centers for recreational boating, the lakes provide the sole means of access to some homes located outside the city limits.

The U.S. Postal Service operates a mail boat route which serves approximately 40 homes three times weekly, including about eight homes inside the city limits. Although some of the homes served by the mail boat can be reached by roads, the Postal Service finds mail boat service less costly and more direct in most cases.

Intercity Transportation

Again, the transportation system linking Lakeside with other cities and areas is primarily oriented toward the private automobile. U.S. Highway 101 runs north and south along the Oregon Coast and passes beside the west boundary of the city. Access between Lakeside and U.S. 101 is by way of Airport Way and North 8th Street.

Highway Access: Access to and from U.S. 101 at Lakeside has become increasingly difficult in recent years. The at grade design of the present intersections of the highway with Airport Way and North 8th Street, plus a steady increase in highway traffic have been the basic causes of difficult access. The only traffic control devices at these intersections are left and right turn refuge lanes on the highway for motorists approaching from the north and south. Motorists entering Lakeside from the north must cross one lane of oncoming highway traffic, and motorists wishing to turn left onto the highway from either intersection must deal with highway traffic from both directions. There are no traffic signals at either intersection, and there is no reduced speed limit on the highway as it passes these intersections. As traffic volumes increase on the highway, Airport Way, and North 8th Street, the highway access to and from Lakeside may be expected to become more difficult.

Bus Service: Greyhound Bus Lines provides intercity bus service to Lakeside with four northbound and four southbound schedules daily. The nearest Greyhound routes to the state's interior are via Reedsport and Coquille. Service to Lakeside is limited at present by the fact that buses do not stop in the downtown area; instead they stop at a service station on U.S. 101 north of the 8th Street junction.

Rail Service: The Southern Pacific Railroad provides freight service to Lakeside. The company's Coos Bay Branch passes through the city and connects to the main line at Eugene by way of Reedsport and Florence. Passenger service over the line was discontinued in 1953.

Air Transportation: The closest scheduled airline service for Lakeside residents is at North Bend, where Hughes Airwest offers daily flights to Portland and Eugene. The Lakeside Airport is operated by the State of Oregon and is available for general aviation. This airport has a grass runway but has no navigation aids.

United Parcel Service: Lakeside is served by United Parcel Service. While there is no scheduled pick-up services, packages can be picked up by phoning the Coos Bay office of UPS one day in advance. There is a two dollar pick-up charge as well as size and weight charges. Parcels may be delivered to the Coos Bay office to save charges.

Packages may be delivered to Lakeside on a daily basis Mondays through Fridays.




RECREATION

Specific recreation areas have been developed throughout the city and surrounding area. This report identifies these areas and generally describes the recreational facilities in Lakeside.

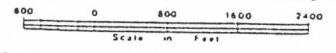
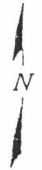
The Oregon Dunes National Recreation Area (NRA), under Federal ownership and management, lies immediately adjacent to the western city boundary. This area, stretching from just north of North Bend and continuing north to the Siuslaw River and Florence in Lane County, has been designated as a public recreation area for the preservation of open space.

Several campground and park facilities are located in the Lakeside vicinity. (Table 1) North Eel Creek Campground with seventy-nine accommodations and under U.S. Forest Service Management, is within the NRA. William Tugman State Park, east of U.S. Highway 101 on the shores of Eel Lake, provides facilities for a variety of activities. Picnic tables, fireplaces, play equipment, a swimming area, a boat ramp, and a dock area are some of the recreational facilities provided. In addition, there are 115 overnight camping spaces with water, electricity, and restroom services in the park. The Oregon State Parks Systems Plan plans to spend \$46,800 over the next six years toward the provision or extension of facilities including: a picnic shelter, utilities, playground, program area, landscaping and trails. Inside the city are also various park and recreational facilities. South Eel Creek Campground, managed by the U.S. Forest Service, is located in the western edge of the city between Wildwood Drive and U.S. 101. This campground has thirteen accommodations for campsites. Just east of the downtown area on the north shore of South Tenmile Lake is Tenmile Lake County Park. Parking, picnic, restrooms, and boat ramp facilities are available. Several other boat ramps in the city allow access to Tenmile Lakes and Creek. Ramps are located on both the north and south sides of the Hill Top Drive bridge over Tenmile Creek and on Tenmile Creek at the end of 6th Street. Table 1 details recreational facilities in the areas and the visitor traffic generated.

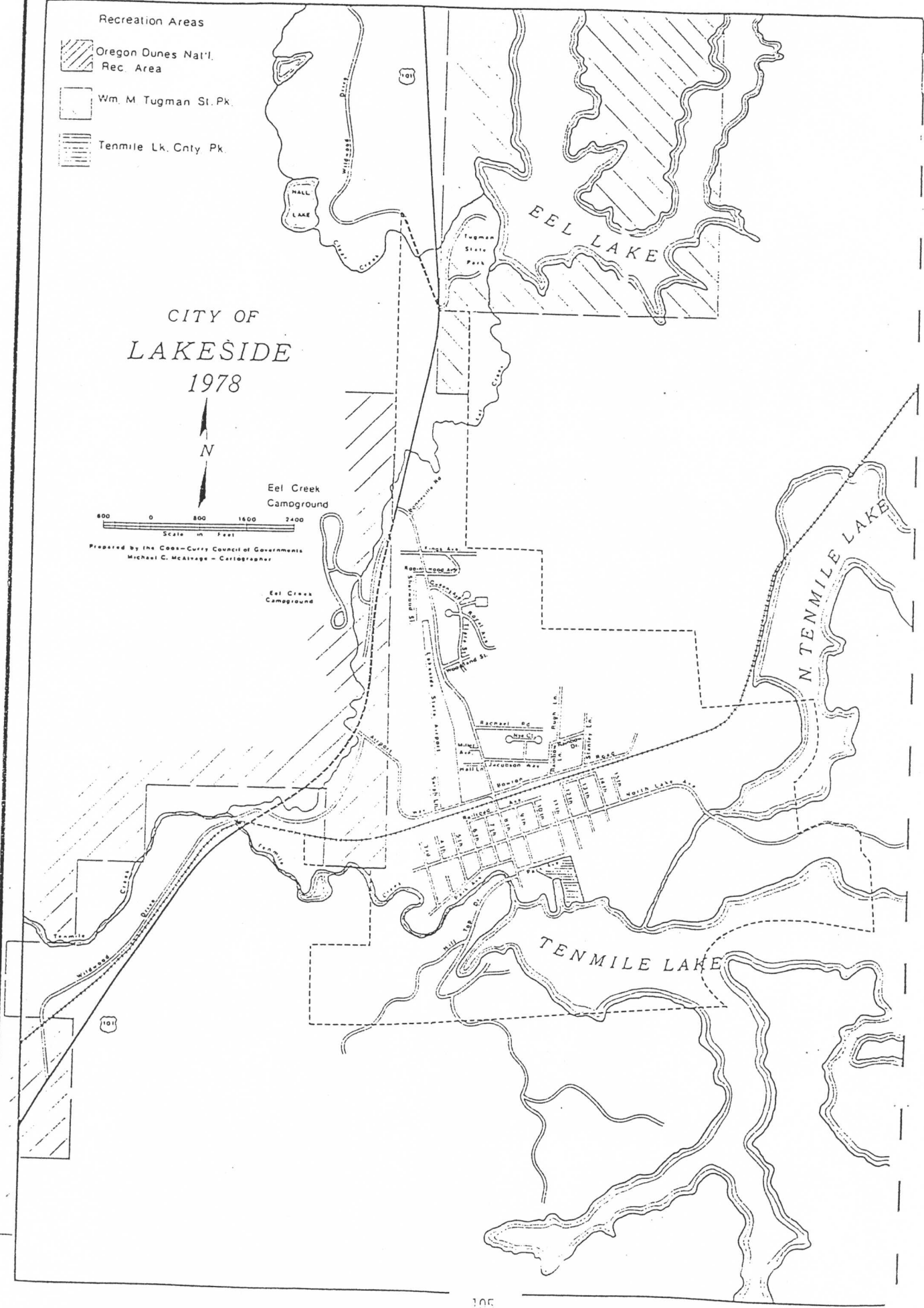
Tenmile Lakes also provide a wide spectrum of recreational activity. Fishing, boating, water skiing, swimming, sun bathing, etc., are all popular, water-related entertainment forms available at the lakes.

- Recreation Areas
-  Oregon Dunes Nat'l. Rec. Area
 -  Wm. M Tugman St. Pk.
 -  Tenmile Lk. Cnty. Pk.

CITY OF
LAKE SIDE
1978



Prepared by the Cook-Curry Council of Governments
Michael C. McAlivage - Cartographer



The lake shores are the site of approximately four hundred summer and year-round homes. The owners were attracted by the full scale of recreational activities available. It is estimated by local residents that approximately ten percent are occupied year 'round. There are numerous private accommodations for camping and recreational activities.

Recreation Trails - A 370 mile hiking trail has been proposed along the coast between the Columbia River and the California Border. Portions of the trail have been completed and more sections are under construction. When completed, the trail will run along the beach west of Lakeside.

The coast bicycle route is designated along Highway 101 which travels north-south just to the west of Lakeside. There are no other maintained bicycle or hiking trails in the area. No conflicting uses with these trails will result from planned growth and development in Lakeside.

Source: Department of Transportation, Trails for Oregon: A Plan for a Recreation Trails System

LAKESIDE AREA RECREATIONAL FACILITIES

	<u># Accommodations</u>	<u># Visitors</u>	<u>Other Use Facilities</u>
South Eel Creek Campground (1972 data) ²	13	2,000 visitors days ¹ 5,000 visits	Not identified
North Eel Creek Campground (1972 data) ²	79	14,400 visitor days ¹ 48,200 visits	Not identified
Oregon Dunes NRA-Coos County (includes estimated off-road vehicle traffic) (1972 data) ²	Parking and beach access facilities provided	117,300 visitor days ¹ 211,400 visits	General back country use, trails, etc.
William M. Tugman State Park (FY 75 figures)	115 sites	<u>Day Use</u> 172,066	
		<u>Overnight</u> 8,027 camper units 33,700 total overnight visitors	Boat ramp-parking for maximum 25 vehicles with boat trailers; playground, etc.
Tenmile Lake County Park (day use only)	200 vehicle capacity	30,000 per year (estimate)	2 boat ramps, 2 docks restrooms, picnic area with cooking facilities

¹Visitor day: 12 hr/pers or 12 people per hr.

²These figures are expected to increase.

Source: Oregon State Parks Division, Oregon Dunes National Recreation Area, and Coos County Parks Department.

TABLE 2

Camper Units Accommodated*
Oregon State Parks in Coos County

	FY 1974		FY 1975	
	#	% of Total Coos % of State	#	% of Total Coos % of State
BULLARDS BEACH	18,262	43.6	18,641	44.7
SUNSET BAY	14,974	35.7	15,021	36.0
WILLIAM M. TUGMAN	8,671	20.7	8,027	19.3
TOTAL COOS	41,907	100.0	41,689	100.0
				8.5

*One camper unit is estimated to be 4.2 persons

Source: Oregon State Parks Division

TABLE 3

Day Visitor Attendance
Oregon State Parks in Coos County

<u>State Park</u>	<u>Day Visitor Attendance</u>	<u>% of Total State Day Attendance</u>
Agate Beach	215,574	.79
Bandon	201,332	.74
Bandon Ocean	174,182	.64
Bullard Beach	317,858	1.17
Cape Arago	236,396	.87
Seven Devils	52,882	.20
Shore Acres	202,716	.75
Simpson	95,760	.35
Sunset Bay	751,660	2.77
William Tugman	172,066	.63
Total	<u>2,420,426</u>	<u>8.91</u>

Source: Oregon State Parks Division

HOUSING

The purpose of the Housing Study is to analyze Lakeside's housing supply in terms of density, types of housing units, and housing conditions. The study identified housing problems and obstacles to the solution of those problems.

Housing and Condition Survey - A "windshield survey" of housing conditions was conducted within the city simultaneously with the land use inventory. The purpose of the study was to determine the general condition of the city's housing units and identify areas where substantial rehabilitation or replacement of units might be needed. The city was divided into twelve zones (as shown on the map entitled 1975 Housing Conditions) in order to more conveniently identify the character of individual neighborhoods in terms of housing conditions and densities.

Rating Criteria: Housing units were rated as Standard, Marginal or Sub-standard based on guidelines furnished by the Oregon State Housing Division.

Guidelines used are shown below:

1. Standard Units are those judged to have no visual defects or only slight defects that could be repaired by the average homeowner in the course of regular maintenance. Slight defects include the following:
 - a. Lack of paint.
 - b. Slight crumbling of mortar between bricks.
 - c. One or more broken windows.
 - d. Broken gutters or downspouts.
 - e. Missing roofing material over a small area.
2. Marginal Units are those judged to have no more than one or two major defects which would indicate a lack of regular maintenance and which could not usually be repaired by the average homeowner. Major defects include the following:
 - a. Holes, open cracks and rotten, loose or missing material in the foundation, walls, or roof over a substantial but not overly large area.
 - b. Several broken windows and cracked or broken frames.
 - c. Broken or missing doors.
 - d. Broken or otherwise unsafe porches, stairs, etc.

3. Substandard Units are those judged to have several major defects, see 2 above, or one or more critical defects which would prevent the structure from providing safe and adequate shelter. Critical defects include the following:
- Holes, cracks, etc., as described in 2-a above over a large area.
 - Substantial sagging of the floor, walls, or roof.
 - Extensive and unrepaired damage by storms, i.e., floods, winds, wind-driven rains, etc.
 - Damaged and unsafe chimney.
 - Inadequate original construction--tents, huts with dirt floors, or no foundations, barns or converted garages.

It should be noted that in addition to the criteria outlined above, the Housing Division guidelines define Standard and Marginal units as those with a central heating system and a plumbing system including hot water and indoor toilet facilities reserved for the exclusive use of a single household. Similarly, a Substandard unit is defined as lacking a central heating system, or having a plumbing system not reserved for the exclusive use of a single household, or lacking hot water or indoor toilet facilities. The field survey conducted in Lakeside did not attempt to determine these conditions but focused on the visual characteristics of dwelling units as seen from an automobile.

Housing Condition by Structure Type: Table 4 summarizes the condition of housing units in Lakeside according to type of structure.

TABLE 4
HOUSING CONDITION BY STRUCTURE TYPE
1975
CITY OF LAKESIDE

Type of Structure	All Units		Standard		Marginal		Substandard	
	No.	% of Total	No.	% of Type	No.	% of Type	No.	% of Type
Single Family	357	55.7	169	47.3	109	30.6	79	22.1
Multi-Family	31	4.8	6	19.3	2	6.5	23	74.2
Mobile Homes	223	34.8	165	74.0	49	22.0	9	4.0
Seasonal Cabins	30	4.7	---	---	4	13.3	26	86.7
TOTAL UNITS	641	100.0	340	53.0	166	26.0	135	21.0

Source: Coos-Curry Council of Governments Field Survey, March 1975.

As shown, the majority of housing units in Lakeside are single-family structures. More significant, however, is the fact that over one-third of the units are mobile homes. This relatively high percentage of mobile homes provides another indication that a large number of people appear to be moving to the Lakeside area who are either of retirement age or are approaching that age. Multi-family units also include some structures which could be considered motels but appear to be occupied on a more permanent basis. "Seasonal Cabins" include units which are generally small in size and are occupied mostly primarily summer months.

Overall condition of single-family housing is relatively low: slightly less than half of such units were rated as Standard. This situation may be explained because a substantial number of units seem relatively old. The predominance of Marginal and Substandard units in the multi-family and seasonal cabin categories may also be attributed to the relatively old age of most of these units, as well as to the fact that these units were generally quite small in size.

Mobile homes in Lakeside appear by far to be in the best overall condition of any type of housing. This situation is most likely due in large part to the fact that many of the mobile homes are relatively new--probably less than five years old. Another contributing factor to the high percentage of mobile homes with Standard ratings is that most of the newer units are probably owned by people who intend to live in them permanently. These home represent long-term investments and it appears most of them will be well maintained.

NEIGHBORHOOD HOUSING CHARACTERISTICS

In order to identify housing characteristics in Lakeside on a neighborhood basis, the city was divided into twelve zones (Map 5 , Page 121). This section presents an overview of housing characteristics in each of these zones. As part of this overview, Tables 5 and 6 (Pages 119-120) summarize types and conditions, respectively, of housing in each zone.

Based in part on the information contained in these two tables, as well as other information obtained in the field survey, the type, condition and density of housing in each zone are discussed below, along with development potential

in terms of vacant land, and other relevant considerations.

Zone 1: This zone includes the portion of the city which lies north of Kings Avenue. Overall housing density in Zone 1 is very low (less than two dwelling units per acre). Most homes in the zone are located on the east side of Highway 101 and on both sides of Eel Lake Road (North 8th Street), between its intersection with the highway and Kings Avenue.

Single-family dwellings and mobile homes are the predominant types of housing in Zone 1 although there are some multi-family units and seasonal cabins. Overall housing quality in Zone 1 is relatively low, with Standard housing units accounting for slightly less than half of all housing in the zone.

Although the present housing density in Zone 1 is quite low, the development potential, in terms of vacant land available for new construction, appears to be limited by several factors. First, access to all but a small portion of the zone is from a major highway (U.S. 101) and additional housing construction along the route would increase conflicts between local and through traffic. Second, highway traffic noise would tend to lessen the desirability of homes situated along the highway. Third, the zone is bordered on the west by the Oregon Dunes National Recreation Area and by Tugman State Park on the east. (A small portion of Tugman Park is actually inside the city). While some additional development along the highway might be possible, it would appear that higher residential densities would be better suited to other areas of the city more removed from the highway noise and traffic.

Zone 2: This zone is bordered by Kings Avenue on the north and is bisected by Eel Lake Road. The northern end of the Lakeside Airport extends partially into the zone. Overall housing density in the zone is about 1.5 dwelling units per acre, which is relatively low. Nearly 80 percent of the homes in the zone are single-family dwellings and the rest are mobile homes. Housing is located primarily in subdivisions whose streets with access from Eel Lake Road.

Housing quality is very high in Zone 2, with over 87 percent of the units rated Standard. The fact that most homes in the area do appear to be of fairly recent construction has contributed greatly to the high percentage of Standard units.

While building permit data is not available for the area for years prior to 1974, it appears that Zone 2 has been the focus of considerable new construction in Lakeside. The area has good potential for additional housing development in terms of vacant land. There appear to be approximately 20 platted, vacant lots in the zone's various subdivisions. Given the high level of quality in the existing homes, future development of these lots could be expected. The proximity of the Lakeside Airport to homes in Zone 2 would appear to be an undesirable factor for those considering building west of Eel Lake Road, but several mobile homes have been located along the west side of Sherwood Avenue adjoining the airport property.

Zone 3: This zone lies directly south of Zone 2 and extends from the city limits on the west to a line even with the end of Royal Avenue on the east. The zone is bisected by the Lakeside Airport and all development in the area lies east of the airport. Housing density in Zone 3 is slightly over two dwelling units per acre, generally considered to be medium density. Most of the homes in the zone are on Tiara Street and Eel Lake Road, which run generally north and south through the area. Mobile homes are the predominant type of housing in Zone 3, accounting for three-fourths of all units. The remaining homes are all single-family units.

Zone 3 has the highest percentage of housing units rated Standard in Lakeside. There are no substandard units in the area. Again, as in Zone 2, good housing conditions appear to be the result of a concentration of new units in a relatively new subdivision.

Similar to Zone 2 to the north, Zone 3 contains about 20 vacant lots at present. Residential development of these lots can be expected to occur within the planning period, considering the influx of new homes in the area during recent years.

Zone 4: Zone 4 includes the westernmost portion of the city. Part of the old right-of-way of U.S. Highway 101 traverses the zone and is known as Wildwood Drive (a name for all such portions of the old highway in northern Coos County). The South Eel Creek Campground is operated by the U.S. Forest Service and lies between U.S. 101 and Wildwood Drive. A small cemetery is east of Wildwood Drive. The main highway entrance to the city from U.S. 101 at Airport Way is in the northern tip of Zone 4.

Development in Zone 4 is sparse, entirely along Wildwood Drive. Residential density is very low, with only six single-family dwellings and three mobile homes. Overall housing conditions in the zone are relatively poor, with three-fourths of all units in marginal or substandard condition.

Extensive residential development in Zone 4 does not appear to be a likely occurrence within the planning period. Most of the land in the zone is currently under federal ownership; this situation discourages additional housing construction in the area.

Zone 5: This zone is west of Eel Lake Road and north of the railroad. The Lakeside Airport property passes through the middle of the zone. Most of Zone 5 west of the airport is undeveloped; 27 of the zone's 34 housing units are located between the airport and Eel Lake Road.

Residential density in Zone 5 is approximately 2 dwelling units per acre. Single family units account for nearly three-fourths of total housing, and the remaining units are all mobile homes. General housing quality is low, with 61 percent of all units in the zone rated Marginal or Substandard. Additional development in Zone 5 between the airport and Eel Lake Road may occur upon completion of the sewer system.

Zone 6: Zone 6 includes the area north of Bowron Road between Eel Lake Road on the west and Rainbow and Rugh Lanes on the east. Housing density in the area is relatively low (less than two units per acre). Mobile homes are the predominant type of housing in the zone; one 28-lot subdivision contains mobile homes almost exclusively. Housing conditions in the zone are fairly good, with two-thirds of all units rated Standard. Of the 31 standard units, 20 are mobile homes.

There appears to be potential for additional residential development in Zone 6. In the previously-mentioned subdivision containing mostly mobile homes, thirteen lots are vacant. A relatively large parcel of land in the northeast portion of the zone might be suitable for development as a subdivision larger than the existing one to the south.

Zone 7: This zone is immediately east of Zone 6 and includes most of the remaining developed area in the city north of the railroad. Overall residential density is slightly more than two units per acre. There are more mobile homes in Zone 7 than in any other zone in the city; this type of housing accounts for nearly two-thirds of all housing in the zone. The eastern portion of Zone 7 contains mobile homes almost exclusively.

Housing conditions in Zone 7 are relatively good. Over 70 percent of all units in the zone were rated Standard and less than 10 percent of all units were rated Substandard. As in many other zones, the large concentration of relatively new mobile homes accounts heavily for the high percentage of standard units in the zone. There are several vacant lots through Zone 7 which could accommodate additional housing development. These lots are mostly in the eastern portion of the zone, along the northern and eastern boundaries.

Zone 8: Zone 8 includes all of the platted portion of Lakeside west of 6th Street. The area is bordered on the north by the railroad and on the west and south by Tenmile Creek. Single-family units account for three-fourths of the area's housing. Mobile homes comprise the remaining units. Development is concentrated primarily along Park Avenue (where lots on the south side of the street are bordered by the creek) and north of North Lake Avenue. Except for Park Avenue, almost all development in the zone is concentrated east of 4th Street.

Slightly under half of the housing units in Zone 8 were rated Standard. Housing quality tends to be highest along Park Avenue, with most of the marginal and substandard units located to the north and east. At present there are a substantial number of undeveloped lots along 3rd Street and along the western portions of Park and North Lake Avenues, as well as on the west side of 4th Street. Portions of almost all of the platted streets in

the zone have never been built. In the event further street construction is undertaken, some heavily wooded areas could produce attractive homesites.

Zone 9: This zone covers the central business district of Lakeside, the most solidly developed area of the city. Residential density is over ten units per acre--a figure comparable to densities found in many large cities. Overall density in the zone is swelled by the presence of a large number of small cabins which appear to have been intended for seasonal occupancy. Housing conditions in Zone 9 are generally poor with almost equal numbers of standard and substandard units. There are more substandard units in Zone 9 than in any other portion of the city. There is relatively little vacant land available and it would appear that most of this land would probably be developed commercially instead of residentially in the future.

Zone 10: Zone 10 covers the remainder of the built-up portion of Lakeside south of the railroad tracks. Land uses in the zone are widely mixed, including a lumber mill, a county park, the elementary school, small businesses, and residences.

Housing density in Zone 10 exceeds 5 units per acre; only Zone 9 to the west has a higher density. Nearly 80 percent of residential development in Zone 10 consists of mobile homes. Housing conditions are relatively poor, with marginal and substandard units amounting to over 70 percent of total housing in the zone. At present there are several vacant parcels in the area which could accommodate additional housing development. Some of the vacant areas are adjacent to the mill property conceivably diminishing their attractiveness as homesites. However, other lots are surrounded by existing residential development, and a few are adjacent to the school.

Zone 11: The zone includes the area of the city south of Tenmile Creek and along the western shores of Tenmile Lake. Overall housing density is very low (less than two dwelling units per acre). Most of the area is heavily wooded. Nearly all homes in the area are on Hill Top Drive (the old Coos Bay Wagon Road), and the remaining homes are on the lake's edge. Single-family units account for over 80 percent of all housing in the area; the remainder are mobile homes. Housing conditions in Zone 11 are generally quite good; standard housing units account for nearly three-fourths of all units. No units were rated Substandard.

Zone 11 appears to have considerable development potential, especially for persons seeking homes in a semi-rural atmosphere. Proximity to the lake and the abundance of trees contribute to the attractiveness of the area. Continued development of quality housing may be expected to occur during the planning period.

Zone 12: This zone is bordered by Zones 2, 3, 6, 7, 10, and 11, and the city limits. Much of Zone 12 is almost totally undeveloped; existing development is fairly sparse. Housing consists of almost equal numbers of single family and multi-family units (there is one apartment complex) and some mobile homes. Housing conditions are relatively poor in Zone 12, yet there appears to be a trend toward increased new construction in this area. If this trend continues, housing quality will improve. As with Zone 11, there appears to be ample potential for development of lakefront properties along the shores of both North and South Tenmile Lakes. Much of the area is heavily forested and this situation will necessitate prudent development so as to minimize the loss of timber resources.

Summary of Housing Characteristics: Housing in Lakeside is characterized by a marked diversity between various areas of the city. Housing densities range from less than one unit per acre in outlying areas to over ten units per acre in some of the older platted areas of the town. Housing conditions tend to be better in the outlying portions of the city and poorer in the older central areas. While there are vacant lots in every zone, the areas appearing to have the greatest potential for new housing development are those which have been recently subdivided and areas adjoining the lakes.

TABLE 5
HOUSING TYPE BY ZONE
1975
CITY OF LAKESIDE

<u>Zone</u>	<u>Total</u>	<u>Single Family</u>		<u>Multi-Family</u>		<u>Mobile Home</u>		<u>Seasonal Cabins</u>	
		<u>No.</u>	<u>% of Zone</u>	<u>No.</u>	<u>% of Zone</u>	<u>No.</u>	<u>% of Zone</u>	<u>No.</u>	<u>% of Zone</u>
1	34	12	35.3	7	20.6	11	32.4	4	11.7
2	64	50	78.1	--	--	14	21.9	--	--
3	40	10	25.0	--	--	30	75.0	--	--
4	9	6	67.0	--	--	3	33.0	--	--
5	34	24	70.6	--	--	10	29.4	--	--
6	47	17	36.2	2	4.2	28	59.6	--	--
7	70	25	35.7	--	--	45	64.3	--	--
8	56	42	75.0	--	--	14	25.0	--	--
9	135	59	43.7	11	8.1	39	28.9	26	19.3
10	105	83	79.1	2	1.9	20	19.0	--	--
11	23	19	82.6	--	--	4	17.4	--	--
12	<u>24</u>	<u>10</u>	<u>41.7</u>	<u>9</u>	<u>37.5</u>	<u>5</u>	<u>20.8</u>	<u>--</u>	<u>--</u>
TOTALS	641	357	55.7	31	4.8	223	34.8	30	4.7

Source: Coos-Curry Council of Governments Field Survey, March 1975

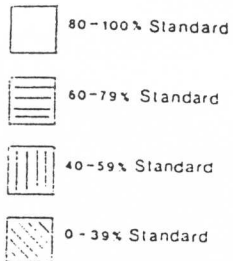
TABLE 6
HOUSING CONDITION BY ZONE

1975
CITY OF LAKESIDE

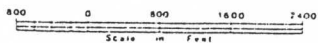
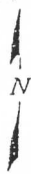
Zone	Units In Zone	Standard		Marginal		Substandard	
		No.	% of Zone	No.	% of Zone	No.	% of Zone
1	34	16	47.1	11	32.4	7	20.5
2	64	56	87.5	6	9.4	2	3.1
3	40	37	92.5	3	7.5	--	---
4	9	2	22.2	4	44.5	3	33.3
5	34	13	38.2	16	47.1	5	14.7
6	47	31	66.0	13	27.7	3	6.3
7	70	51	72.8	14	20.0	5	7.2
8	56	27	48.2	17	30.4	12	21.4
9	135	49	36.3	35	25.9	51	37.8
10	105	31	29.5	40	38.1	34	32.4
11	23	17	73.9	6	26.1	--	---
12	<u>24</u>	<u>10</u>	<u>41.7</u>	<u>1</u>	<u>4.1</u>	<u>13</u>	<u>54.2</u>
TOTALS	641	340	53.0	166	25.9	135	21.1

Source: Coos-Curry Council of Governments Field Survey, March 1975

1975 Housing Conditions

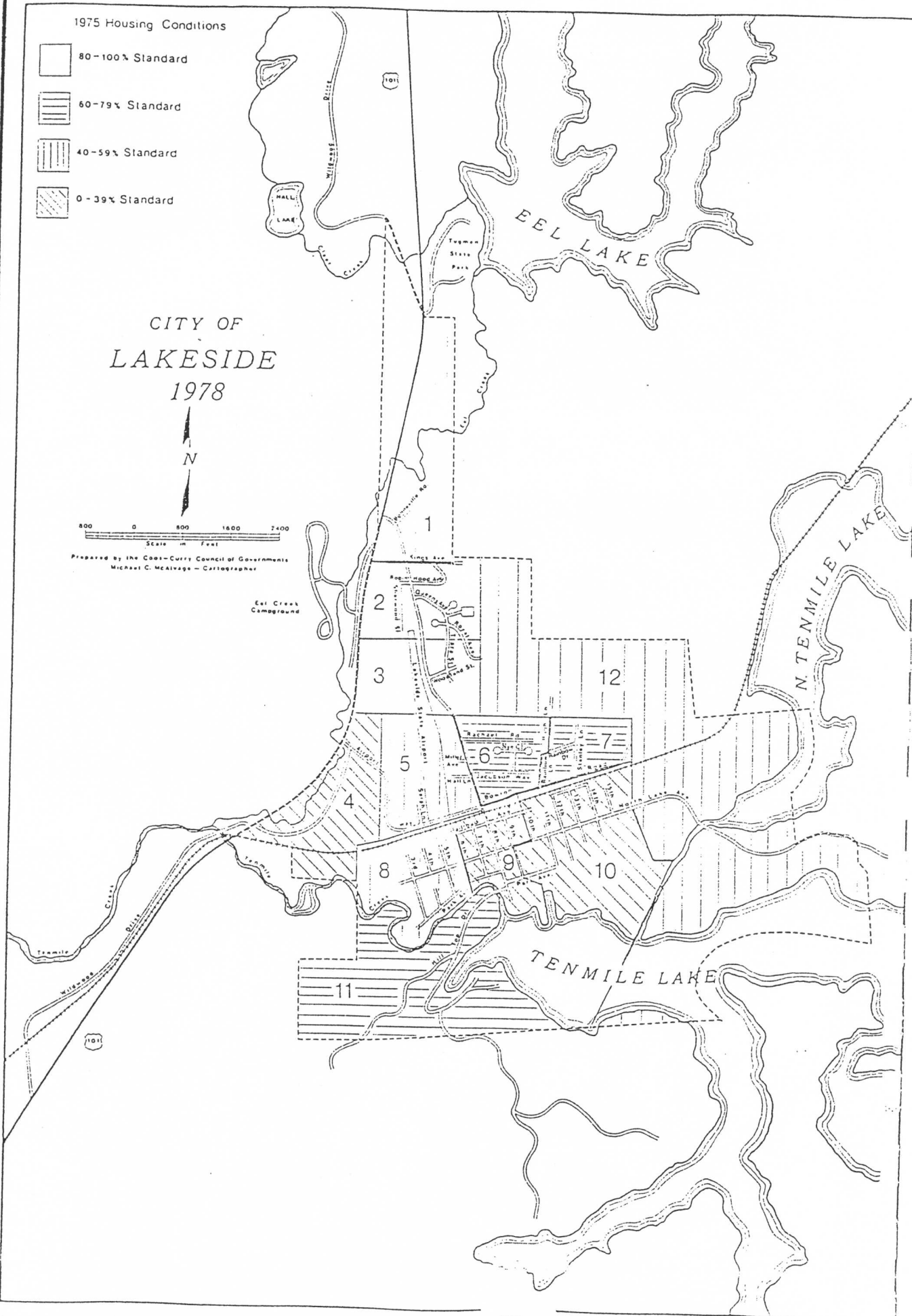


CITY OF LAKESIDE 1978



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Est. Creek
Campground



URBANIZATION

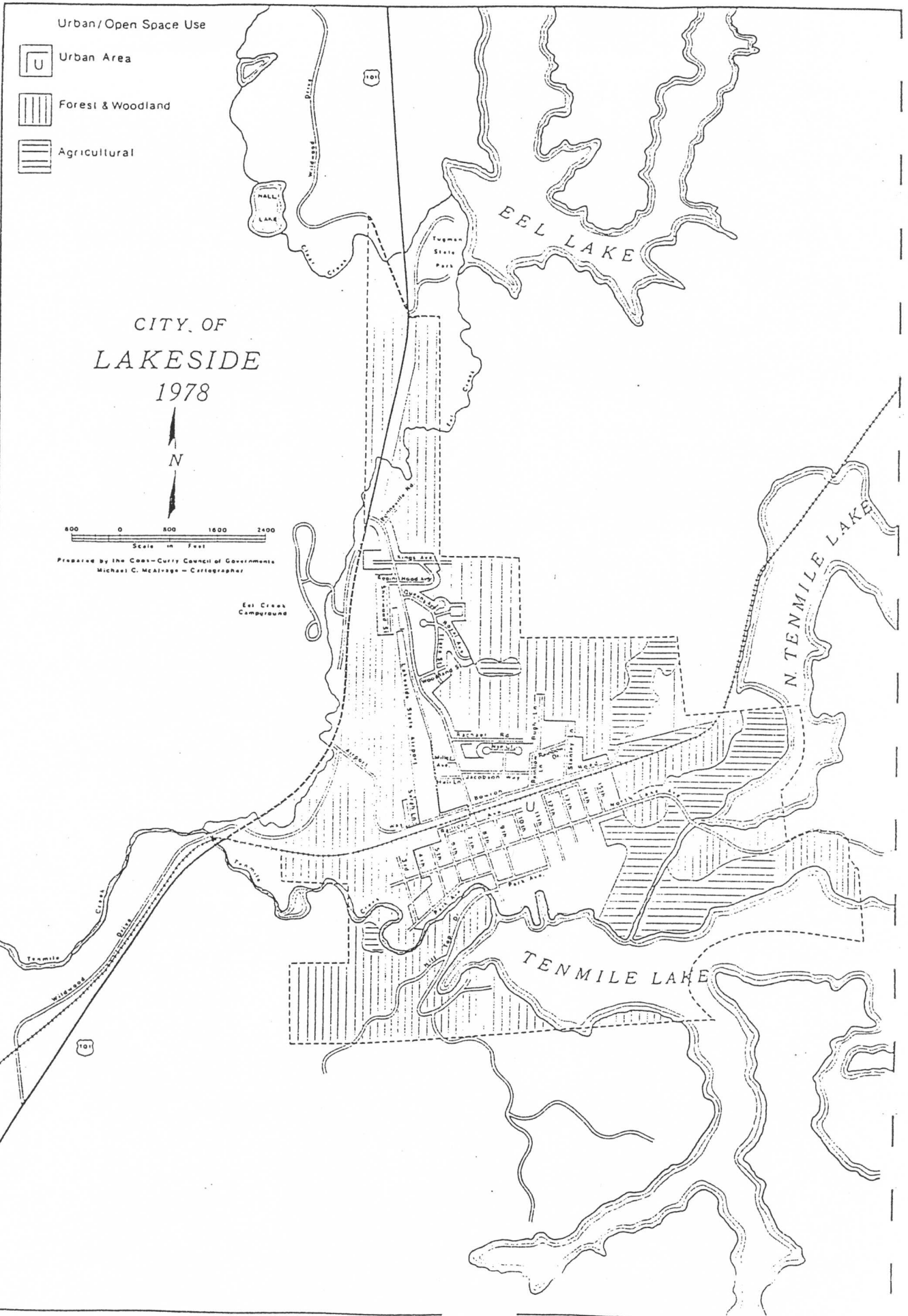
Lakeside was first incorporated in 1924, but in 1942 the residents voted to dissolve the city. Despite the loss of its city status, the area experienced heavy growth in the postwar years, largely as a result of the area's increasing popularity as a recreational center because of the many nearby freshwater lakes and streams and the sand dunes and the Pacific Ocean to the west. This growth led to re-incorporation of the City of Lakeside in 1974.

Urbanization of Lakeside and the surrounding area has occurred in varying degrees from one area to another. Urbanization has been encouraged by some natural and man-made features, and discouraged or limited by others. The center of urban development in Lakeside is the original townsite which was platted in alignment with the railroad. This area covers about twenty-five blocks and contains most of the city's commercial and industrial development as well as governmental and other public buildings, much of the older residential development is also in this area.

Urban growth in Lakeside has occurred in recent years along Eel Lake Road (North 8th Street) north of the railroad, and along Bowron Road which runs parallel to the railroad. There has been considerable subdivision activity near these two roads. Most of the newer homes in the city are located in this general area.

Perhaps the most critical limitation on urban expansion both inside and outside the city limits is the lack of sanitary sewers. The characteristics of the soils in the Lakeside area are such that present subsurface sewage disposal systems (septic tanks) are in danger of not functioning properly. Additional septic tank systems would pose increased dangers to public health, especially in areas outside of the water district. Consequently, sanitary sewers become available. Completion of the Sewerage System will then open new areas to development.

Limited urbanization has occurred along major roads leading to and from Lakeside. Most of this urbanization has consisted of relatively sparse residential development along Hill Top Drive, North Lake Road, and U.S. 101 between Eel Lake Road and Tugman State Park. Some commercial development has also



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1978



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Scale in Feet

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occurred along the above-mentioned portions of U.S. 101 and North Lake Road. In general, urbanization along these roads does not appear to be occurring rapidly, although there are some relatively new homes along Hill Top Drive. Some new homes have been built recently along the shores of South Tenmile Lake, but this construction activity does not appear to constitute urbanization in the traditional sense.

Several physical features of the Lakeside area appear to limit urbanization in certain directions. North and South Tenmile Lakes themselves form natural boundaries beyond which development does not seem to occur. Much of the west city limits border on both the Oregon Dunes National Recreation area and U.S. 101. Similarly the north city limits border on William Tugman Park. These recreational areas represent definite curbs on urbanization in these directions. The highway appears to pose a logical limit on urbanization because of the heavy traffic using the route and the accompanying noise and safety considerations.

Urbanization in the areas beyond the city limits of Lakeside is relatively sparse with the exception of the area along Wildwood Drive which parallels the west side of U.S. 101 south of the railroad underpass. This particular area includes several homes and a large mobile home park. Additional urbanization in other unincorporated areas to be limited by the same factors which appear to be limiting urban expansion inside the city limits, namely lack of public water supply, large forested areas and public recreation areas.

LAKESIDE URBANIZATION ELEMENT AND BUILDABLE LAND SURVEY

In order to encourage development in those areas already urbanized, and to minimize inefficient and expensive "leap-frog" or strip development, a statewide goal exists which requires that the Comprehensive Plan contain an Urban Growth Boundary (UGB). The UGB is designed to separate land needed for development from land which is to remain rural. (1)

Land outside the City Limits, but within the UGB, would be considered for eventual development. However, the presence of an UGB does not specifically require the City to provide public services, annex the area, or anything else. The goal does require that any future development or unurbanized land within the UGB be based on: (2)

1. Orderly, economic provision for public facilities and services;
2. Availability of sufficient land for the various uses to insure choices in the marketplace;
3. LCDC goals; and,
4. Encouragement of development within urban areas before conversion of urbanized areas.

In August of 1976, the Planning Commission designated the combined Lakeside City Limits, water and fire districts as the study area (pg. 127). In October, a preliminary evaluation of the study area was made in order to determine if there was enough land within the study area to accommodate growth and development through the year 1995. In early 1977, the Planning Commission decided to increase the size of the Southwestern study area to include lands directly south of the City of Lakeside (pg. 123). By 1979, after consideration of land needs and land supply, they Planning Commission proposed an UGB that is contiguous with the City Limits.

Population

Population forecasts for a particular area are based on such variables as birth and death rates, migration trends, the distribution and availability of sewers, roads, and water systems and prior census data, etc. The fact that the population forecasts for Lakeside vary between 30 percent and 124 percent growth through the year 1995 (3), illustrate the difficulty of making population forecasts.

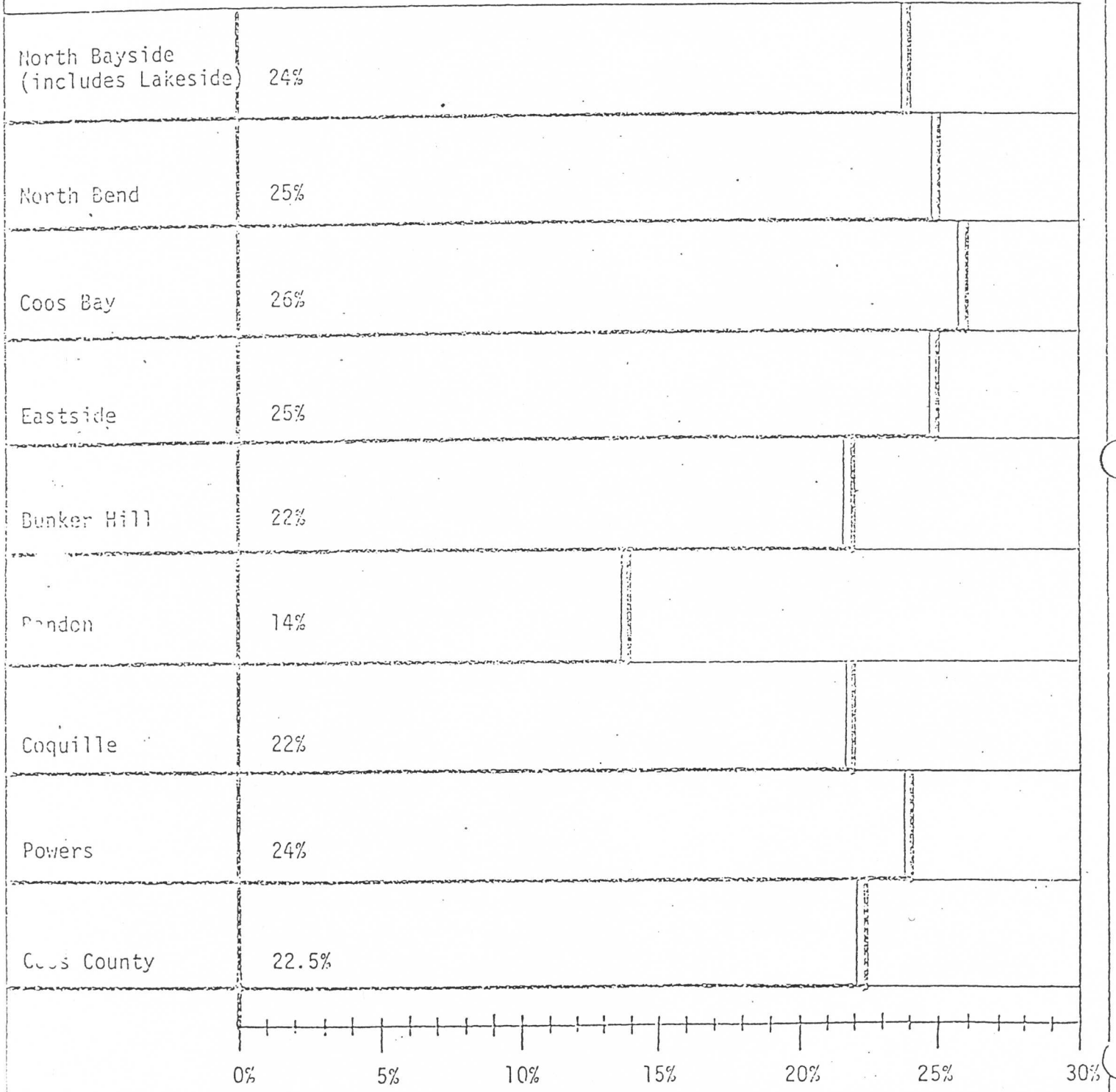
(1) LCDC Statewide Planning, Goals & Guidelines, p. 39

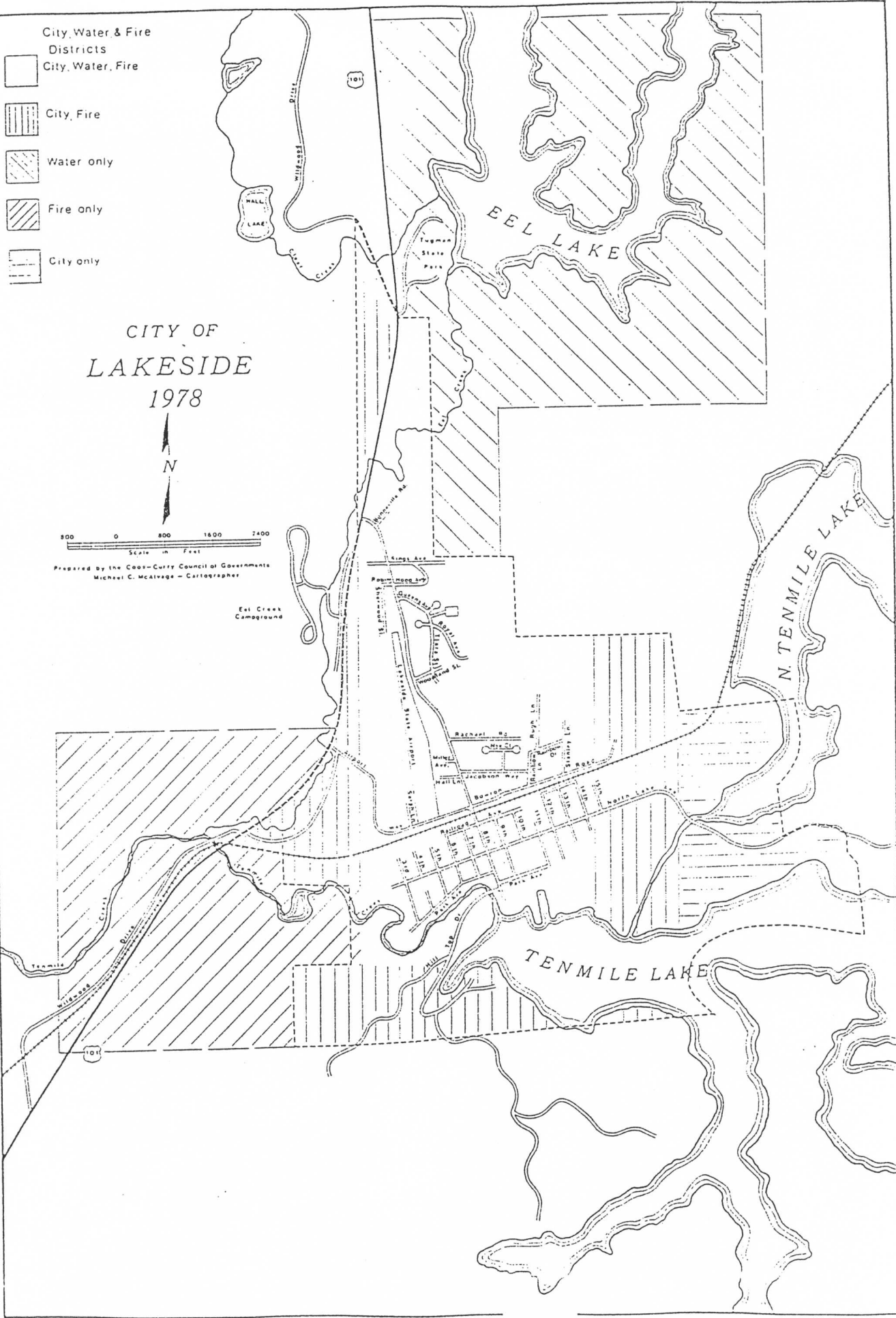
(2) The UGB must be legally defineable, that is, it may be placed on roads, contour lines, etc.

(3) The Urban Growth Boundary is designed to accommodate population growth through the year 1995, however, some projections have been made to the year 1990, and extrapolated through 1995.

TABLE 1

POPULATION PROJECTION BY COHORT NATURAL INCREASE, COOS COUNTY,
1990 BY COUNTY CENSUS
DIVISION





- City, Water & Fire Districts
- City, Water, Fire
- City, Fire
- Water only
- Fire only
- City only

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1978

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Scale in Feet

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Michael C. McAlvage - Cartographer

Eel Creek Camaground

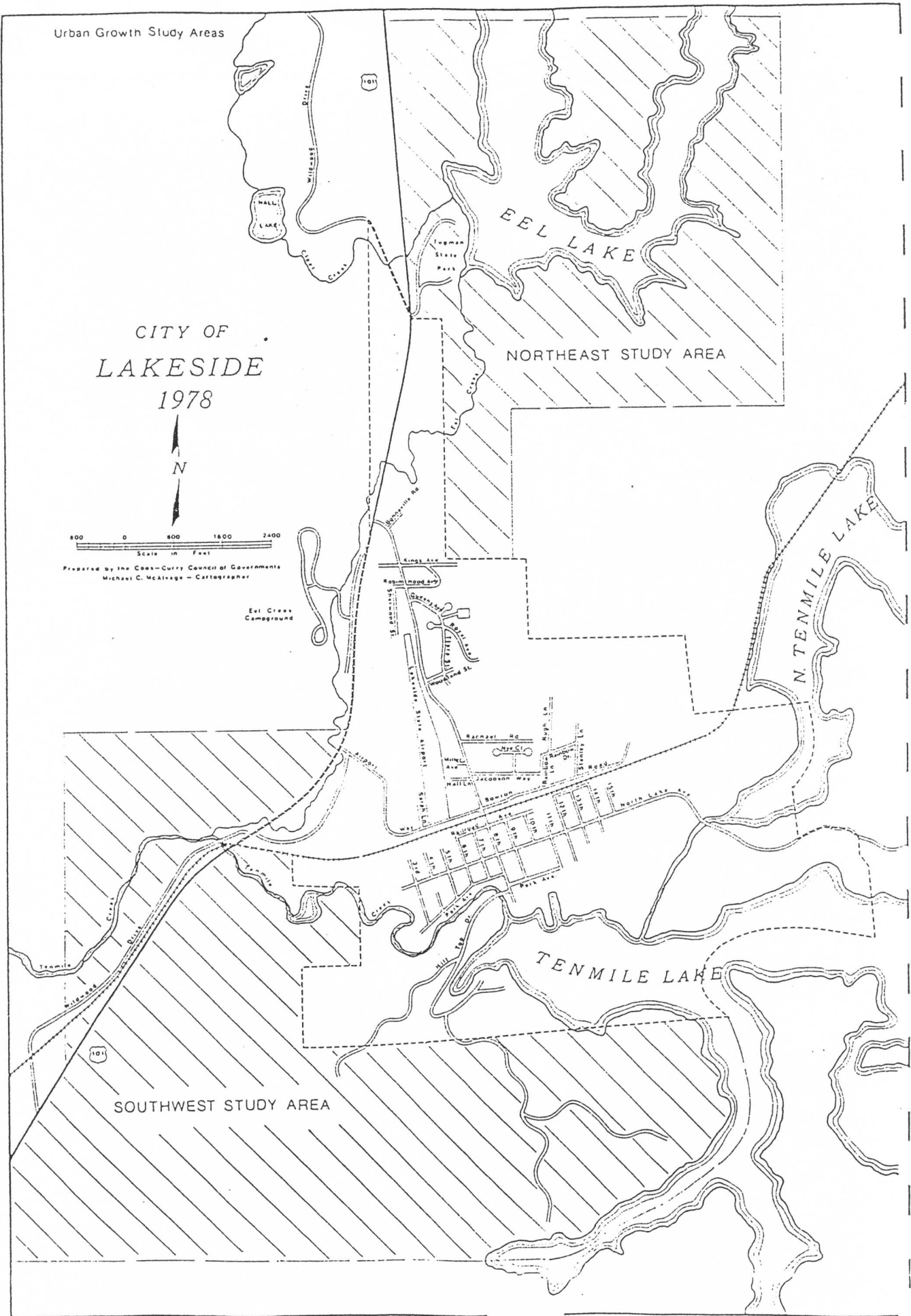
Urban Growth Study Areas

CITY OF LAKESIDE 1978



Scale in Feet
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Because Lakeside was not incorporated until 1974, census data prior to that year is inadequate. Regular population projections for Lakeside are difficult to make. However, population projections have been made for all County Census Divisions (CCD) in Coos County. The City of Lakeside resides within the North Bayside County Census Division. The North Lakeside CCD had a 1970 population of 4,500. A "natural increase" projection, which is an estimate of the probable birth and death rates, would result in a 24 percent increase (to 5,593 people) in population by the year 1990, and an approximate 30 percent increase in population by the year 1995.

Population projections based on Cohort Natural Increase have been made for all CCD's in Coos County. The maximum projected population for any City is 26 percent. The average Cohort Natural Increase for all of Coos County is 22.55 percent. Projections range from 14 percent in the Bandon CCD to 26 percent in the Coos Bay CCD (Table 1). If Lakeside were to increase in population at the same rate as the District population is projected to grow, Lakeside's population would increase approximately 30 percent by the year 1995.

The development of a public sewerage system and an improvement of the City's water system, may result in a population increase greater than that forecast in the above mentioned projections. Based on probable residential and commercial development which will result from the development of a sewerage system, the population of Lakeside could possibly increase to 2,494, a 75 percent increase by 1990, and to 3,182, a 124 percent increase by 1995. This would result in a population growth of 2½ percent per year through the 1970's, a 4 percent rate between 1980 and 1985, and a 5 percent growth rate thereafter (Table 3). (4)

The population projection coordinated with the County assumes a 1.72% compounded growth rate from a 1978 population of 1,580. This would result in a population by the year 2000 of 2,300 people. The figures are shown below:




TABLE 2

<u>Coordinated Population Projection</u>			
County Rate -- 1.72% Compounded			
1978	1,580	1990	1,940
1980	1,635	1995	2,113
1985	1,781	2000	2,300

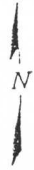
This project is commensurate with the County growth rate, and is considered reasonable, as it falls between the two extremes (30% and 124%) cited earlier. Therefore, the City presents the coordinated population figures as the official projection for expected growth by the year 2000.

Lakeside's Urban Growth Boundary is contiguous with its City Limits. The City wants to ensure that it has enough land to accommodate all land uses within its boundaries. As stated earlier, by one account, there is a possibility that growth in the City could be as high as 124% by the year 1995. To plan for this contingency, the buildable lands survey will determine whether or not there is enough land to meet the highest projection. By implication then, if Lakeside can meet the needs of 124% growth, it can certainly meet the needs of the expected growth.

(4) HGE, Inc., A Comprehensive Sewerage Development Plan, City of Lakeside January 1976, page 29.

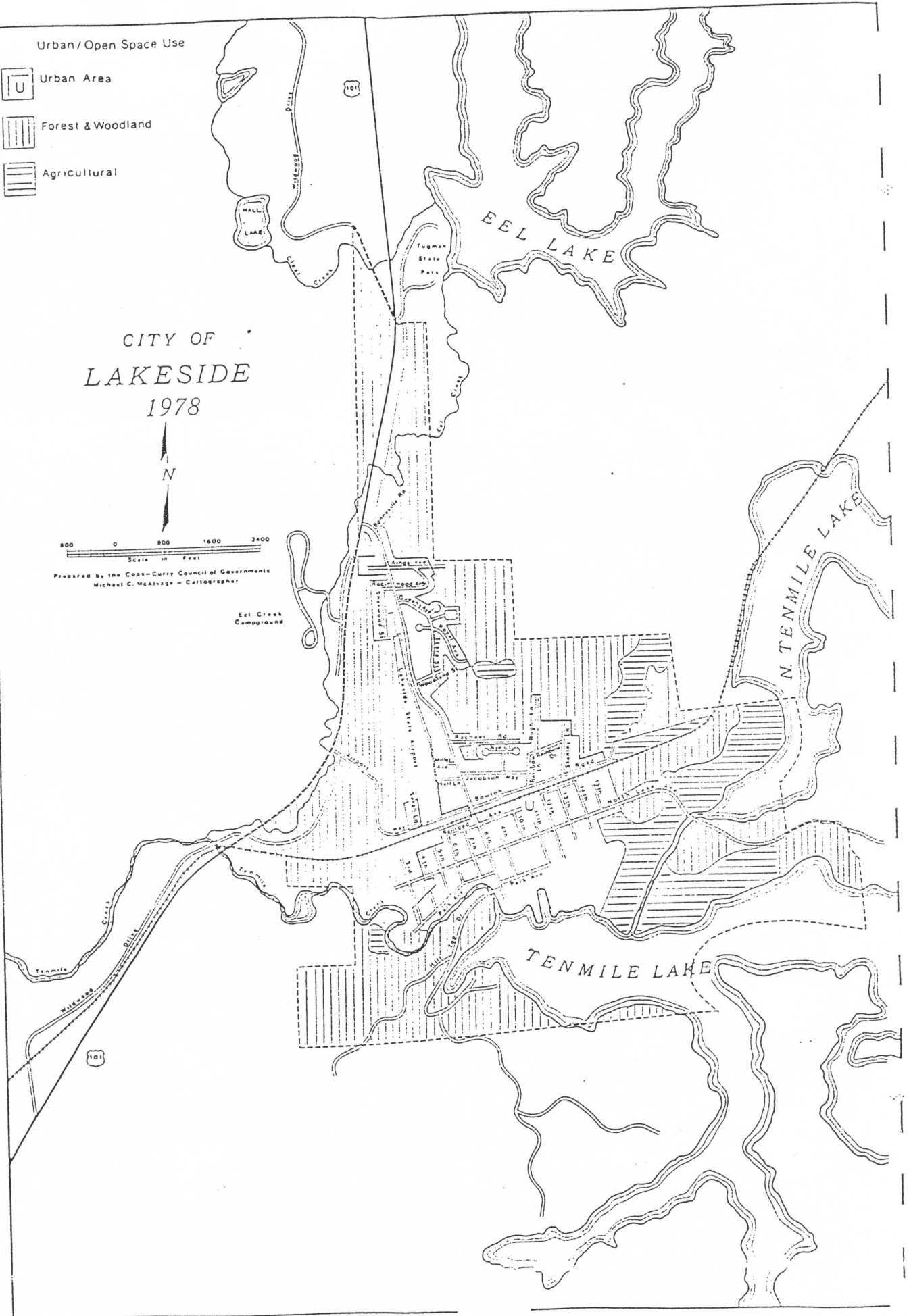
- Urban / Open Space Use
-  Urban Area
 -  Forest & Woodland
 -  Agricultural

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Flood Hazard Area
Flood Plain Hazard Area



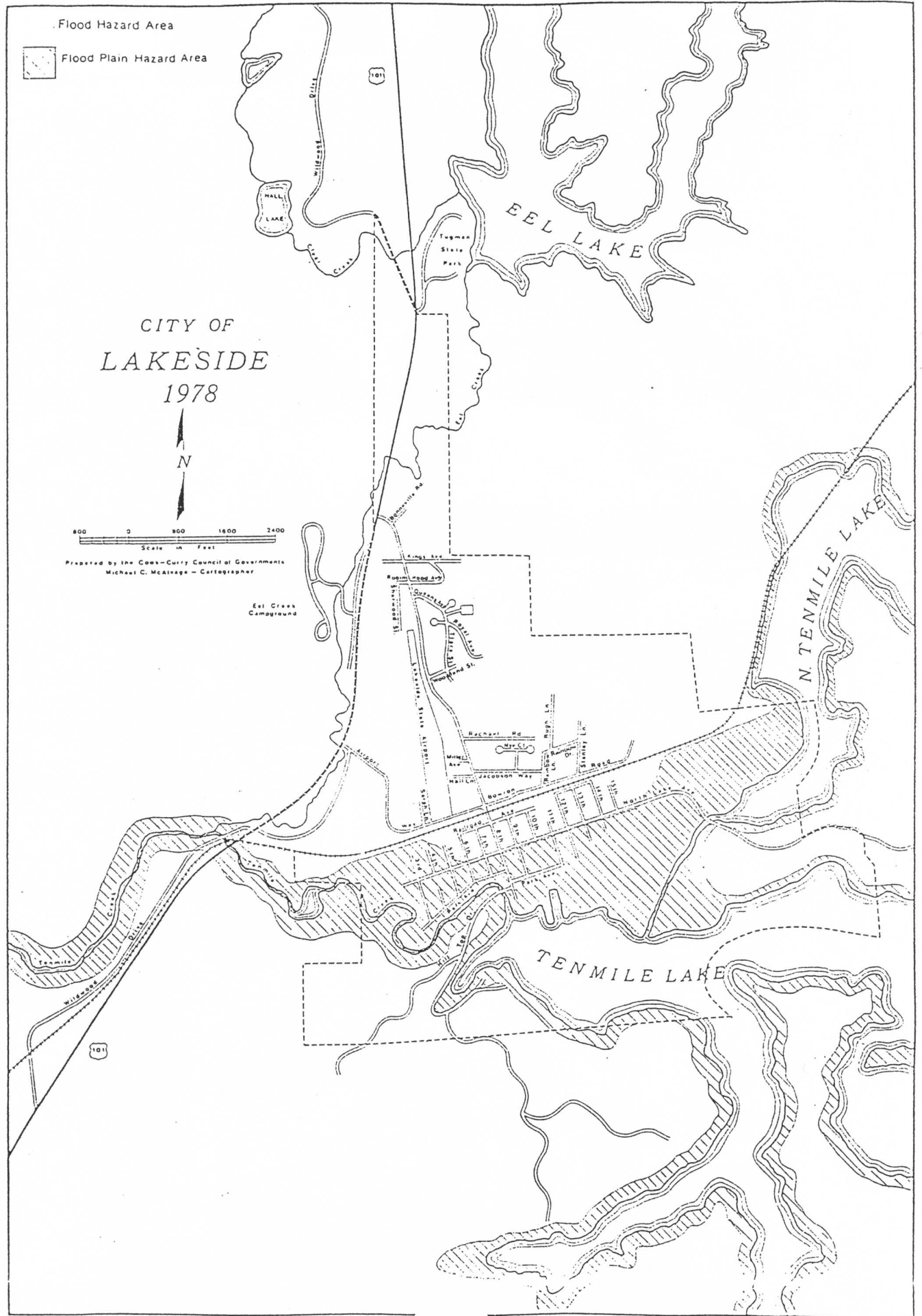
CITY OF LAKE SIDE 1978

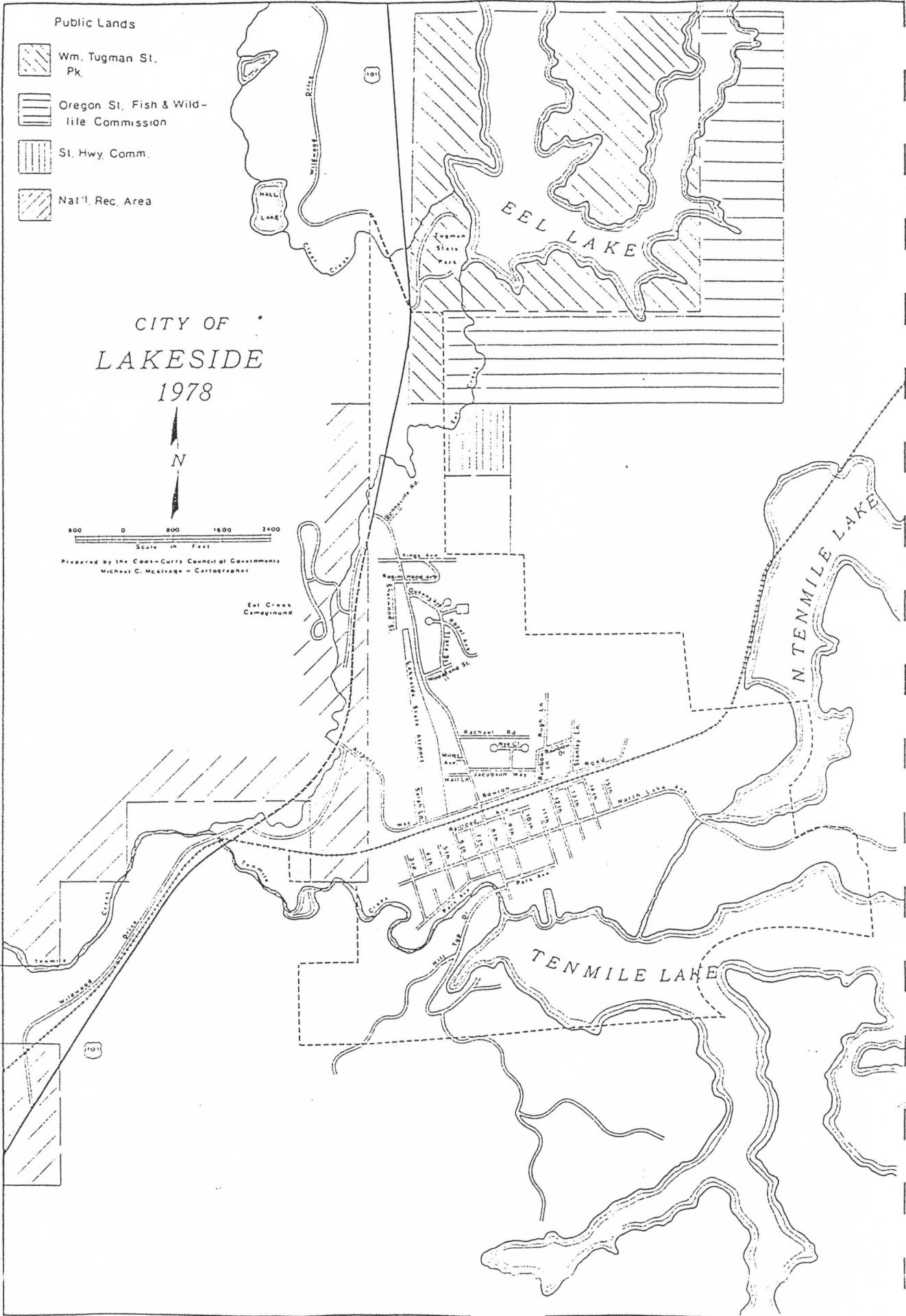


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Scale in Feet

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Michael C. McAlvay - Cartographer

Eel Creek
Camground





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Scale in Feet

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TABLE 3
Maximum Population Growth (4)

1974	1,420	1990	2,494
1980	1,606	1995	3,182
1985	1,954		

TABLE 4
Federal and State Land Ownership (5)

<u>Location</u>	<u>Sub-Total Acres</u>	<u>Total Acres</u>
Northeast Study	-	620
Tugman State Park and Fish and Wildlife Commission	568	
Privately Owned	26	
Southwest Study Area	-	1,375
National Recreation Area	104	
Privately Owned	1,271	
Incorporated City	-	1,540
National Recreation Area	70	
Tugman State Park	21	
	2,086	3,555

Soils and Slopes

Lakeside's soils are subject to erosion, flooding, shrink-well problems, and in some cases, steep slopes. Most of the soil types in both the southwest and northeast study areas are rated as severe for the development of septic tanks and dwelling units and are rated as moderate to severe for development of streets and roads (pg. 135-136). Within Lakeside, approximately 650 acres are rated severe for the construction of streets. A severe limitation does not mean the development will necessarily be prohibited. However, such a rating suggests that development may be more expensive. Since the soil maps are very general, the development potential of any parcel of land may be determined with an on-site soil analysis.

(5) All acreage figures used in this report are approximate.

There are approximately 1,221 acres of land in the study area which have slopes of 30 percent or greater (pg. 138). Of this amount, 410 acres are in the northeast study area, 321 acres are within the City and 490 acres are in the southwest study area. Because of the steep slopes, none of this land should be considered for development. There are other isolated areas within the study area and City which have slopes of up to 30 percent.

In the southwest study area, there are 120 acres of land classified as active dune land (Pg. 138). All but five acres of this land is in the National Dunes Recreation Area. None of this land can be developed.

Developable Lands

There are 3,535 acres of land in the entire study area. Those lands already developed are owned by the Federal and State Governments, have slopes over 30 percent, are lakes, or are active sand dunes, are not considered urbanizable. These lands total 2,111 acres, and represent 60 percent of the total land area. The remaining acres are of potential development; however, development in these areas may be more expensive or even precluded because of such limiting factors as poor soil conditions, steep slopes, etc.

There are 410 acres in the northeast study area with slopes of 30 percent or greater. All of this acreage, except 26 acres, are also owned by the State.

There are a total of 120 acres of unstabilized sand dunes. All but 5 acres are under Federal ownership.

Agricultural Lands





There are approximately 70 acres of land in Lakeside which are agricultural soils. These are mostly reclaimed forest land of type III and IV soils. These parcels are not currently used for agricultural purposes because the small parcel size makes commercial agriculture unviable.

Public Facilities

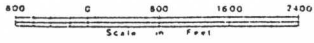
A new sewage system is being developed in Lakeside. This will accommodate expected population growth beyond the year 2,000 and adequately accommodate expected population growth through the duration of this study period (1995).

The existing water system is adequate for the existing population. However, the voters just approved a bond issue for construction of a new filtration plant and extension of distribution lines. These improvements will accommodate the expected population growth.

Lakeside Soil Limitations

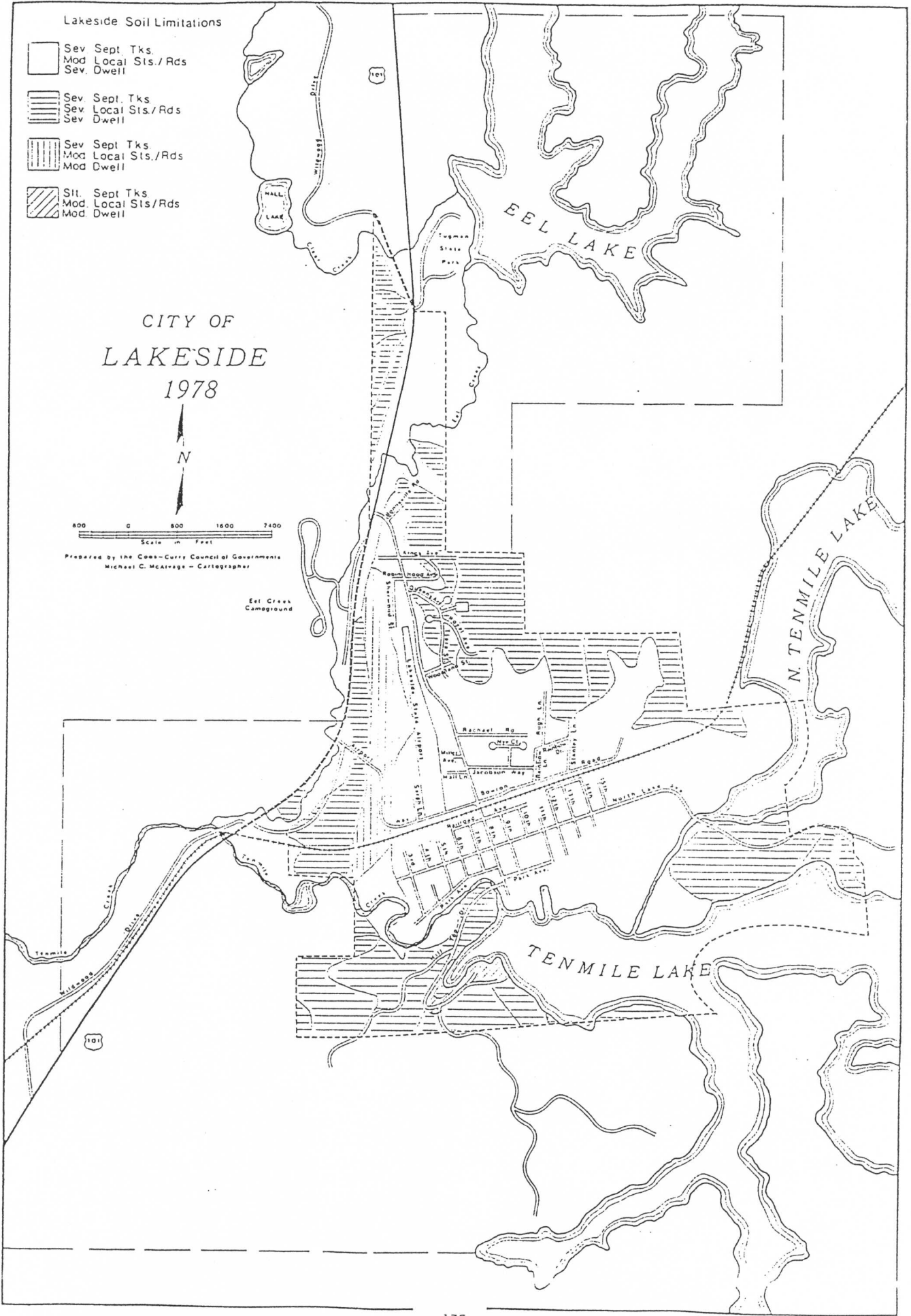
-  Sev. Sept. Tks.
Mod. Local Sts./Rds.
Sev. Dwell
-  Sev. Sept. Tks.
Sev. Local Sts./Rds.
Sev. Dwell
-  Sev. Sept. Tks.
Mod. Local Sts./Rds.
Mod. Dwell
-  Slt. Sept. Tks.
Mod. Local Sts./Rds.
Mod. Dwell

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



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Michael C. McAlvay - Cartographer

Est. Creek
Camaground



Study Area Soil Limitations

-  Sev. Sept Tanks
Mod Local Sts/Rds
Sev. Dwell
-  Sev. Sept Tanks
Sev Local Sts/Rds
Sev Dwell
-  Slt. Sept Tanks
Mod Local Sts/Rds
Mod Dwell

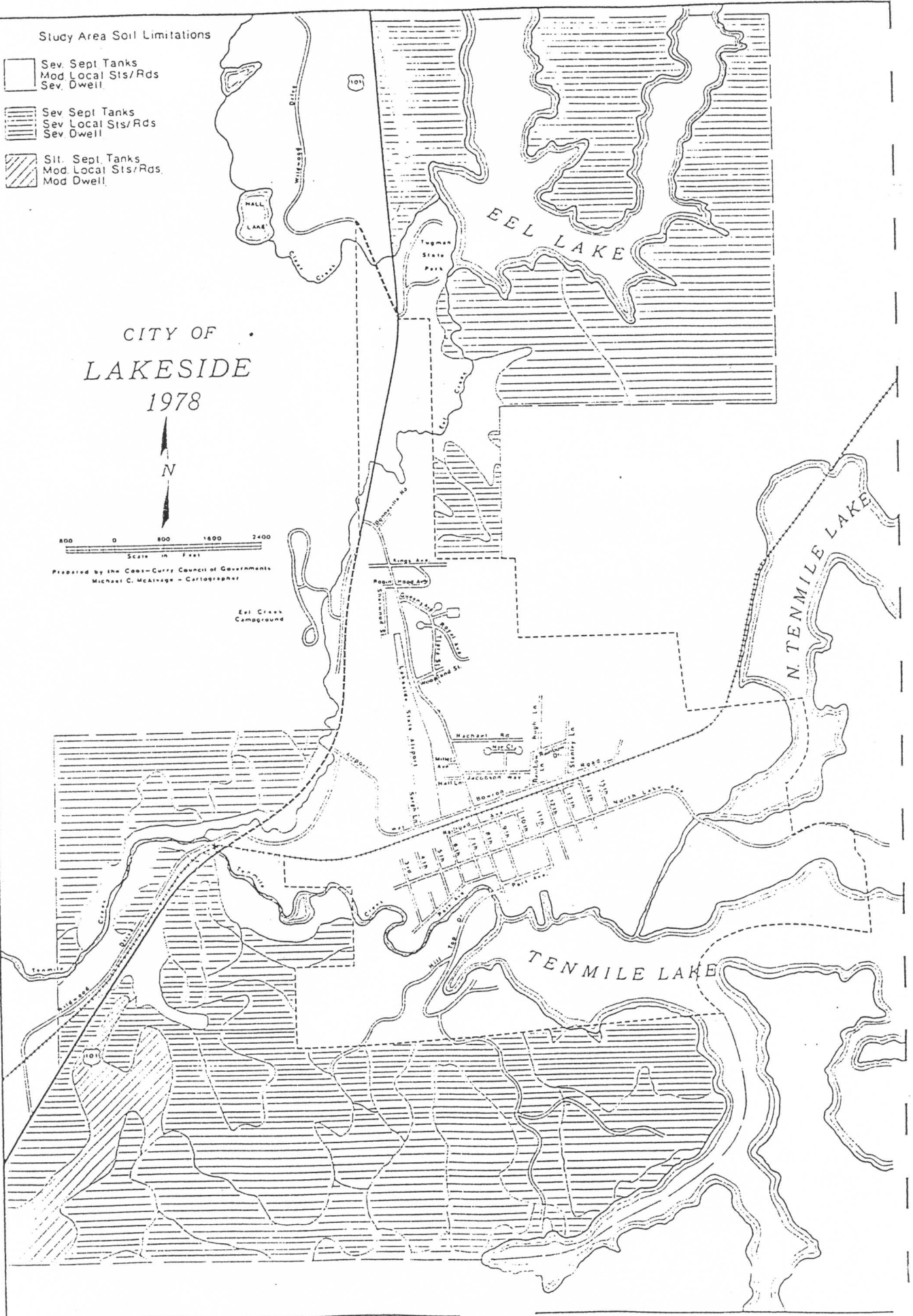
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Scale in Feet

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Michael C. McAlroy - Cartographer

Eel Green
Campground



Flood Plain

Approximately 112 acres of land in Lakeside are located within the 100 year floodplain (Map, pg. 131). Most of the land within this floodplain is already developed or designated as a county park. Development within the floodplain is not necessarily prohibited, but may be relatively expensive because of the need to flood-proof the structure, etc.

Total Land Area

There are a total of 3,535 acres of land within the study area. Approximately 1,540 acres are within the City Limits, while 1,994 acres lie outside the City Limits. Of the 1,994 acres of study area outside the City Limits, the southwestern study area consists of 1,375 acres and the north eastern study area consists of 619 acres.

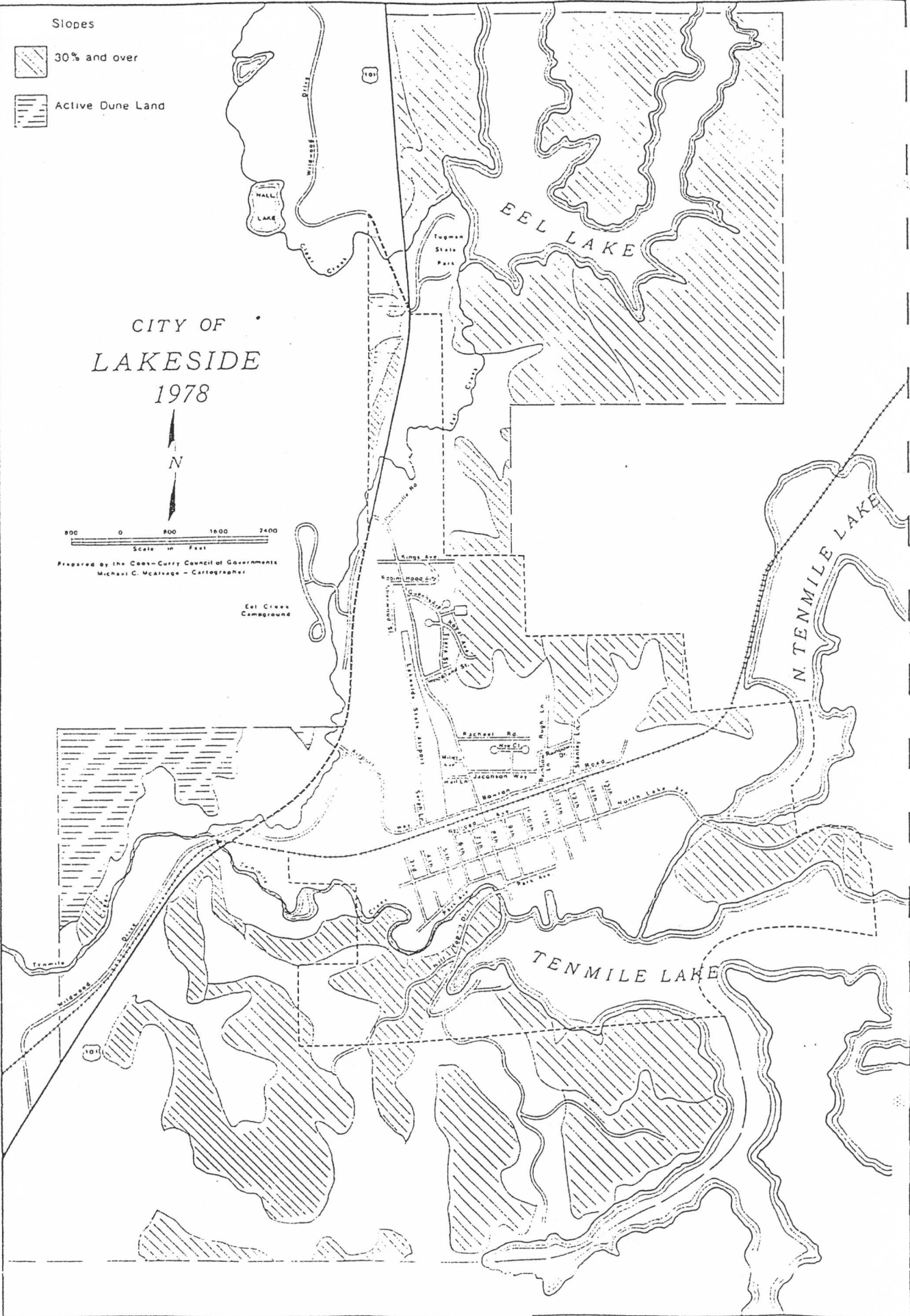
Publicly Owned Land

Of the 620 acres in the northeast study area, 568 acres exist within Tugman State Park, or is land owned by the State Fish and Wildlife Commission (Table 4, Map pg. 133). The additional 26 acres are owned by the State Highway Commission. Only 26 acres of this study area are privately owned.

Of the 1,375 acres of land in the southwest study area, 104 acres exist within the National Recreation Area. The remaining 1,271 acres are essentially privately owned.

Of the 1,540 acres which comprise Lakeside, 70 acres are within the National Recreation Area, and 21 acres are part of Tugman State Park. A total of 35 percent of the land in the southwest and northeast study areas is publicly owned.

Because these publicly owned lands have questionable potential for development, they will not be considered urbanizable for the purposes of this report.



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Scale in Feet

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Land Needs

Land Needs for Housing

As per figures on Table 2 page 129, an increase of 124% in population is a possibility through the planning period. This would result in an increase in population of an additional 1,762 people by the year 1995. In 1975, a windshield survey (see pg. 119) counted 641 dwelling units (DUs) within the city. The population at that time was 1,535 persons. Dividing DUs into the total population yields a figure of 2.39 persons/DU. At this (see table 5) rate, the projection shows a need for 737 additional dwelling units by 1995.

TABLE 5
Additional Dwelling Units 1975-1995

Date	Total Pop.	1975 Average Household Size (person/household)	Total Dwelling Units	Additional DUs Since Previous Date
1974	1,420	X 2.39	= 594	---
1975	1,535	X 2.39	= 642	48
1980	1,606	X 2.39	= 672	30
1985	1,954	X 2.39	= 818	146
1990	2,494	X 2.39	= 1,044	226
1995	3,182	X 2.39	= <u>1,331</u>	<u>287</u>
			1,331	737

An overall housing density of 5 units/acre is considered ideal to maintain standard urban densities. At this density, the amount of land needed for residential urbanization totals 147 acres.

Land Needs for Commercial & Industrial Use

Any increase in population goes hand-in-hand with an increase in economic activity. Future land needs for these activities can be determined by establishing a ratio between the existing population and the number of acres currently in each particular land use. These ratios are then divided into the number of additional people by the year 1995 -- resulting in the total additional acres needed to satisfy land requirements for each of the categories. The calculations are shown below:

TABLE 6
Additional Land Needed for Commercial & Industrial Urbanization

	1975 Population in Lakeside	Acres in Use	Per Capita Ratio	Increase in Pop. by 1995	Additional Land Needed
Comm.	1,535	8.7	176.4 persons/acre	1,762	10.0
Ind.	1,535	20.5	74.8 persons/acre	1,762	23.5

The figures below show the total area needed for future urbanization through the planning period.

TABLE 7

Summary of Additional Land Needed for Urbanization

Residential	147	acres
Commercial	10	acres
Industrial	<u>23.5</u>	<u>acres</u>
TOTAL	180.5	acres

Housing Units by Type

Table 10 on page 81 shows family income in the North Bayside CCD: 24.9% of families in this district show incomes of less than \$6,000. Housing needs for this segment of the population are often met by mobile homes and multi-family dwellings. The present mix of housing types is considered adequate to meet the demands of various income level families.

Table 4 on page 111 shows the breakdown of the types of housing now available in Lakeside. Based on the percentages cited and the total demand for housing in the future, the following is the expected configuration of housing types and demand for acreage in 1995:

TABLE 8

Configuration of Housing Types in 1995

	<u>Percent</u>	<u>New Units</u>	<u>Acres Needed</u>
Single-Family	55.7	410	82
Multi-Family	4.8	35	7
Mobile Homes	34.8	25.7	51
Seasonal Cabins	<u>4.7</u>	<u>35</u>	<u>7</u>
TOTAL	100.0	737	147

The demand for acreage for each housing type is figured at a rate of 5 units per acre. While true that the opportunity exists for higher densities in multi-family zones, it is believed that most multi-family developments will occur in clusters creating an overall average density of 5 units/acre. If densities were to be greater, acreage needed for multi-family would be less.

Overlays

There are four zoning overlays which have an impact on urbanization within the City. These overlays are shown on maps on pg.18, 31, 34, 143. The acreage in each overlay is shown below.

Steep Slope	296.7	acres
Floodplain	229.7	acres
Airport Approach	96.1	acres
Younger Stabilized Dunes	134.8	acres

Many of the overlay zones overlap in various areas, and as a result, the area affected by one overlay or another totals 706 acres.

The following residential uses are allowed in the zones outside the overlay zones listed below:

Use	G-S	M-R	R-R	G-C	L-I
Single-Family	P	P	P	P	P
Mobile Home	P	P	P	P	P
Mobile Home Park	C	C	C	C	C
Modular Home	P	P		P	P
Duplex	C		P		
Multi-Family	C	P			C

P = permitted outright C = conditionally permitted

Land Available and Suitable for Urbanization

Vacant Land

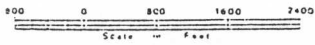
A large portion of the land contained within the Lakeside City Limits is vacant. The breakdown in acreage by zoning is shown below:

TABLE 9

Vacant Land in Lakeside

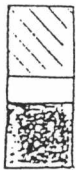
<u>Zone</u>	<u>Acres</u>
G-S	342.0
R-R	104.9
M-R	<u>89.6</u>
Total Vacant Residential	536.5
G-C	22.6
M-C	<u>63.5</u>
Total Vacant Commercial	86.1
L-I	1.1
H-I	<u>54.3</u>
Total Vacant Industrial	55.4
TOTAL VACANT	678

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LAKESIDE,
1978



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Michael C. McAtreya - Cartographer

East Cross
Cemetary



VACANT LAND

SMALL PARCELS VACANT LAND

Land Suitable for Residential Urbanization

The above figures show 536.5 acres that are available for residential use. However, much of it is not completely suitable for urbanization. The four zoning overlays, although not precluding residential use, do pose limitations regarding residential urbanization. Single-family dwellings are listed as a conditional use in certain overlay zones. It is expected then, that these areas will not urbanize at the same rate as the other residential areas. Thus, residential areas within the overlay zones are deleted from the areas suitable for urbanization in order to determine the acreage that will be urbanized to the desired densities.

TABLE 10
Available, Suitable Land for Residential Urbanization

<u>Zone</u>	<u>Acres</u>
G-S	164.4
R-R	22.5
M-R	<u>27.5</u>
TOTAL	214.4

Even with the overlay areas factored out, enough land exists in each residential category to accommodate the demand for each housing type identified in Table 10. Single Family dwellings and Mobile Homes are permitted outright in all zones and enough land is available in Multi-Family residential and Recreation Residential to meet the needs of Multi-Family dwellings and seasonal cabins, respectively.

Land Suitable for Commercial and Industrial Expansion

Table 11 shows that 86.1 commercially zoned acres and 55.4 industrially zoned acres are vacant and available for urbanization (see map pg. 142. (vacant land map) This is more than enough to satisfy commercial and industrial land needs as shown in Table 7. However, much of this land lies within floodplain zones that restricts use. Any commercial or industrial use that is allowed in the primary zone is listed as a conditional use in the floodplain overlay zone. This classification does not preclude industrial and commercial activity which could fulfill the economic objectives outlined on page 167. In fact, the areas reserved for industrial and commercial are adequate in every way, as long as minimum flood protection measures are taken.

The nature of industrial and commercial activity is such that it becomes difficult to predict the future supply and demand of land for those uses. On the supply side; even if much of the land for commercial and industrial uses is only conditionally available, there still appears to be ample opportunity for industrial and commercial expansion. Furthermore, the demand for industrial land and commercial land is regional in nature. If more acreage is needed to accommodate increased industrial and commercial activity, much of it could conceivably come from areas and communities in close proximity to Lakeside.

The total area in Lakeside that is available and suitable to meet land needs for urbanization is enumerated below.

TABLE 11

Total Land Suitable for Urbanization

Residential	214.4 acres
Commercial	86.1 acres
Industrial	<u>55.4 acres</u>
	355.9 acres

Conclusion

It appears that there is an adequate amount of land within the City Limits to accommodate expected population growth, through the planning period.

This conclusion is based primarily on the fact that the 355.9 acres of land suitable for urbanization is adequate to meet the demand of the maximum population growth.

IDENTIFICATION OF PROBLEMS AND PLANNING ISSUES

This section provides a summary of the community development problems and planning issues which presently face the City of Lakeside. During the course of the planning process, a variety of problems have been identified. Subsequently, planning issues relating to the problems have been identified.

The overall process of identifying the development problems and planning issues have provided the information necessary to formulate the community goals. These goals, in turn, provide the basis for the 1995 Comprehensive Plan.

I. Problem: Boundaries of the City of Lakeside, the Lakeside Water District, and the Lakeside Rural Fire Protection District do not match. Duplication of personnel and administrative costs, incomplete coverage of vital services in certain areas, and unnecessary competition between special districts for the same revenue may result.

Planning Issues: What steps could be taken to modify City, Water District, or Fire District boundaries to better serve the area's residents?

1. Annexation to Lakeside of unincorporated areas within the Water District.
2. Annexation to Lakeside of unincorporated areas within the Fire District.
3. Annexation to the Water District of areas in Lakeside presently not in the District.
4. Annexation to the Fire District of areas in Lakeside not in the District.
5. Transfer the functions of the Fire and Water Districts to the City.

II. Problem: Poor design and inadequate control measures combine with high speed traffic to make Highway 101's access to Lakeside often hazardous and difficult.

Planning Issues: How can the City encourage increased ease and safety of highway access for Lakeside?

1. Establishment of a reduced speed zone along the portion of U.S. 101 which passes through the City.
2. Installation of traffic signals, caution lights or other appropriate devices at the intersection of U.S. 101 and Airport Way.
3. Installation of traffic signals or caution lights or other appropriate devices at the intersection of U.S. 101 and Eel Lake Road.
4. Redesign of either or both the Airport Way and Eel Lake Road intersections with U.S. 101 to remove or reduce existing hazards.

III. Problem: Lakeside faces the prospect of closure of the elementary school with the result that elementary students from Lakeside would have to attend school at Hauser.

Planning Issues:

1. Should the City act to encourage retention of the Lakeside Elementary School?
2. What types of actions can and should be taken if the City wishes to encourage continued operation of the school?
3. If the school is closed, what impacts would the closure have on the City?

IV. Problem: New development, population growth and seasonal fluctuation due to tourist demand in the Lakeside Water District have combined to heavily burden the district's domestic water demands and fire protection needs.

Planning Issues:

1. What should be the water district's priorities for water system improvements?
2. How can the City and the Water District best coordinate their activities to accommodate future growth and development?

V. Problem: Most of Lakeside's streets lack paving and all lack proper drainage. This condition increases vehicle wear, hinders access to many areas, and creates problems of dust in dry weather and mud in wet weather.

Planning Issue: What should be the City's priorities concerning long-range street improvement.

VI. Problem:

1. Lack of a sanitary sewer system has hampered ongoing growth and development in Lakeside.

Planning Issues:

1. What steps can the City take to insure coordination of future development with orderly expansion of sewerage facilities?

VII. Problem: A concerted effort at wholesale timber clearance could be detrimental to the community, although there are no existing conflicts or problems.

Planning Issues: Should any steps be taken to preserve forest resources in renewable quantities?

VIII. Problem: As development continues, the probability of negative affect upon the visual resources of the area increases.

Planning Issues: Should the City follow measures to protect the visual resources of the area while simultaneously encouraging development?

XIV. Problem: Siltation and vegetation potentially threaten fishing and other recreational uses of Tenmile Lakes.

Planning Issues: What actions can the City take to preserve this valuable resource area?

XV. Problem: Limited seasonal cabin facilities, especially those with kitchen facilities, discourages "destination" tourism.

Planning Issues: Should "destination" tourism (as opposed to "drive-through" tourism) be encouraged?

Should the City take any actions to encourage the construction of seasonal cabin facilities containing kitchens?

XVI. Problem: Limitations of public access hinders full public utilization of public recreational facilities.

Planning Issues: Should the City formulate policies which encourage other levels of government to provide improved accesses to public recreational areas?

XVII. Problem: Not all age groups benefit equally from established recreational facilities. The 13 to 20 year-old age group is especially neglected.

Planning Issues: What actions, if any, should the City take to encourage the development of recreational facilities for young people?

XVIII. Problem: The lack of sidewalks in most areas of the City creates hazards for pedestrians.

Planning Issues: What actions should the City take to provide for the development of pedestrian safety measures including sidewalks?

XIX. Problem: High water tables in winter are sharply contrasted with low lake levels during the summer.

Planning Issues: Should the City consider steps to alter this condition?

Should investigation of the construction of a retention structure be considered?

XX. Problem: There is a lack of local funds to develop additional recreational facilities in the Lakeside area.

Planning Issues: What policies can the City formulate to encourage the County, State, and Federal governments to develop additional recreational facilities?

XXI. Problem: The seasonal influx of tourist places a strain upon the City's capacity to provide public facilities.

Planning Issues: What policies can the City formulate to encourage the expenditure of County, State, and Federal monies to help alleviate the seasonal burden on facilities?

XXII. Problem: Current economic trends indicate a decline in the forest products industry which could have an adverse impact upon the Lakeside economy.

Planning Issues: What actions can the City take to encourage development of alternative forms of light industry in the area, such as local processing of wood products into usable items?

XXIII. Problem: Soil types and geologic formations in the area indicate a potential for earth flows, erosion and flooding.

Planning Issues: What actions can the City take to insure retention of protective vegetation cover to prevent these hazards from occurring?

LAKESIDE 1995 COMPREHENSIVE PLAN

The Lakeside 1995 Comprehensive Plan is set forth in this section. The plan is based on the preceeding inventory section which examines the physical, social and cultural aspects of the city. This section is divided into three parts.

The first part is a statement of direction for the City of Lakeside. This provides a general overview of the city and the direction it wishes to move.

The Lakeside Comprehensive Plan map and discussion of land use classifications make up the second section. This land use classification map provides a general illustration of the goals, objectives and policies. The map describes general land uses (commercial, residential, industrial, etc). Specific use of a given parcel of land will be delineated by zoning, subdivision, and possibly other ordinances. All regulating ordinances must be in conformance with the general intent of the plan.

Contained in the final part of this section are the various plan elements. These elements are intended to serve as general policy statements of the results to be sought during the planning period. These elements do not provide specific design details but they do provide a general framework within which specific public and private development projects may be proposed and implemented.

This section based on input from the citizens of Lakeside. Embodied in the formulation of this section are the citizens' opinions on desired characteristics of future development in the city, as well as findings and projections taken from staff analyses of present conditions, needs and trends. Specific plan elements have been designed so that their implementation will be consistent with the intent of the goal.

The provisions of this plan are severable. If any section, sentence, clause, or phrase of this plan is judged by a court of competent jurisdiction to be invalid, the decision shall not affect the validity of the remaining portions of this plan.

LAKESIDE

STATEMENT OF DIRECTION

Population Growth - The City of Lakeside expects the population total to double (3,000+) within the twenty-year planning period. This includes the population growth in the combined city limits and contiguous Urban Growth Boundary. The current restrictive factor which is limiting the growth in Lakeside is the lack of a municipal sewerage system. There are currently plans by the city to provide this service by 1980-81. This would then allow increased population.

In viewing future population growth, the city must consider ways to accommodate an increase of retirees as well as commuters to the Bay Area to the south and to the Reedsport area to the north.

Residential Development - Residential development in Lakeside should reflect a fairly homogeneous residential pattern throughout the city. The plan should provide a wide range of housing including standard single-family and duplex dwellings, apartments, mobile and modular homes. Provisions should be made to allow planned unit developments to minimize land and construction costs.

Residential development should occur evenly throughout the city wherever public services are, or soon will be, available.

Maintenance and upkeep of existing housing stock should be encouraged on a continuing basis. Conscientious upkeep and improvement throughout the city is critical in the development of Lakeside.

Density Patterns - Residential density in Lakeside should be somewhat variable due to the different topographic features and the amount of land available for development. Since topographic characteristics are the primary factors which influence the availability of land for development and the ability of the land

to support higher density development, such areas should reflect those higher densities. Inversely, areas which are periodically flooded should not be considered for high density development.

Another factor affecting density levels in the City of Lakeside is the cost feasibility of both development and the provision of full urban services. This should be considered a major factor in planning for future density patterns.

Commercial Development - While some commercial development should be allowed to occur in the area adjacent to Highway 101 in the northern portion of the city, the main focus of commercial development should be aimed at maintaining and upgrading the central commercial district. The city should encourage the development of a wide range of commercial services to serve the day-to-day needs of the citizens of the area and minimize necessary travel to and from other urban centers. Special attention should be given to providing for marine-oriented commercial development adjacent to the lakes and Tenmile Creek.

Industrial Development - While there seems to be limited potential for future heavy industrial development, the city should strive to protect and maintain existing heavy industrial development.

There is, however, a higher potential for light industrial development. The city should actively seek and provide for light, clean industrial development within Lakeside to offset anticipated statewide decline of the forest products industry and enhance economic stability by encouraging less seasonal economic activities.

Airport - The city recognizes the importance of the airport to the city and should strive to provide continued support for the maintenance and upgrading of the existing facility. The city should endeavor to protect approaches to the facility through the use of zoning practices. The city should also provide continued support for the float plane landing area on South Tenmile Lake.

Streets and Road Condition - The city should develop street improvement standards and work for paved streets throughout the city to cut maintenance costs. The city should develop a priority list of street improvements encouraging cost sharing programs for street overlaps with other governmental agencies maintaining roads in Lakeside and by encouragement of street improvement districts. The city should require all streets in newly developing areas within the city to be paved.

Traffic Flow - The major traffic flow problems in Lakeside stem from lack of access to Highway 101 in the southern portion of town and the lack of railroad crossings separating the northern and southern portions of town. The city should examine possible alternative railroad crossings to alleviate traffic congestion at Airport Way and North 8th Street.

There also exists a problem of lack of access into some areas of the city. The city should encourage street improvement aimed at opening up those "land locked" parcels of land.

Public Facilities - Development of water, sewer, and storm drainage facilities should be coordinated. The city should work for consolidation of the city, fire, and water districts. Until such time, the city should encourage cooperation to minimize any conflicts which may occur.

Public facilities extensions should serve city residents only, and areas outside the corporate limits currently receiving city services should be encouraged to annex to the city to insure that all users will pay a fair share for the services utilized.

Urban Growth - The city should be realistic while viewing urban growth. This should be done in terms of the land actually needed to accommodate the anticipated growth of Lakeside. The urban growth should occur first within the city limits and then in the combined city, fire, and water districts. The area south of the city and special districts should be reserved for future expansion when deemed necessary by the city.

To insure orderly growth, there needs to be coordination with public facility extensions.

Watershed Management - Although the city does not have jurisdictional control over all the lands in the Eel Lake drainage basin comprising the watershed for city water supplies, the city should define the extent and nature of influence they wish to have over these areas.

Residential and other development as well as other activities in these sensitive areas could potentially have an adverse impact on the city's supply of clean water.

Open Space - There are many areas in and around the City of Lakeside which should be maintained as open space. These areas include the forest lands surrounding Eel Lake, the numerous campgrounds, state and county parks, and the Dunes National Recreation Area. The seasonally flooded areas are suitable for open space preservation; however, a balance should be sought between open space and other appropriate uses of these areas.

Recreation - Tenmile Lakes - The Tenmile Lakes and recreational opportunities in Lakeside are closely linked. The many recreational opportunities associated with the lakes include boating, fishing, and hunting. The city should encourage the protection and enhancement of these opportunities. The city should strive for increased access to the lakes.

There are other recreational opportunities associated with the parks and campgrounds in the area, as well as the close proximity to the ocean and dune areas.

The potential for recreational activities in and around the city should be capitalized through promotion and encouragement of seasonal cabins with kitchens.

As part of encouraging visitors to come to Lakeside, the city should encourage beautification throughout the city.

Character of Lakeside - The physical setting of Lakeside contributes greatly to the overall characteristics of Lakeside. The lakes, backdropped by the wooded hillsides, create a lovely, contrasting setting.

Lakeside has a small town quality which affords the tranquility not found in other urban settings. Care should be exercised in making planning decisions to preserve the unique quality of Lakeside.

LAND USE

While there are many, many ways in which land may be used, Lakeside's physical (geographical) characteristics combined with existing land uses, call for broad categories designed for reasonable order and efficiency.

Lakeside is divided into six different land use classifications. These are residential, commercial, industrial, open space, public facilities and water use. The residential and commercial categories are further broken down. Within the residential category there are general, recreational and planned residential classifications. Zoning, sub-division and other ordinances will more specifically delineate permitted development.

The development of these land use classifications was made after a study of the physical, cultural, and social characteristics of Lakeside, and a study of the objectives and goals. Because planning is a continuous on-going process, these land use classifications may be changed or modified in the future.

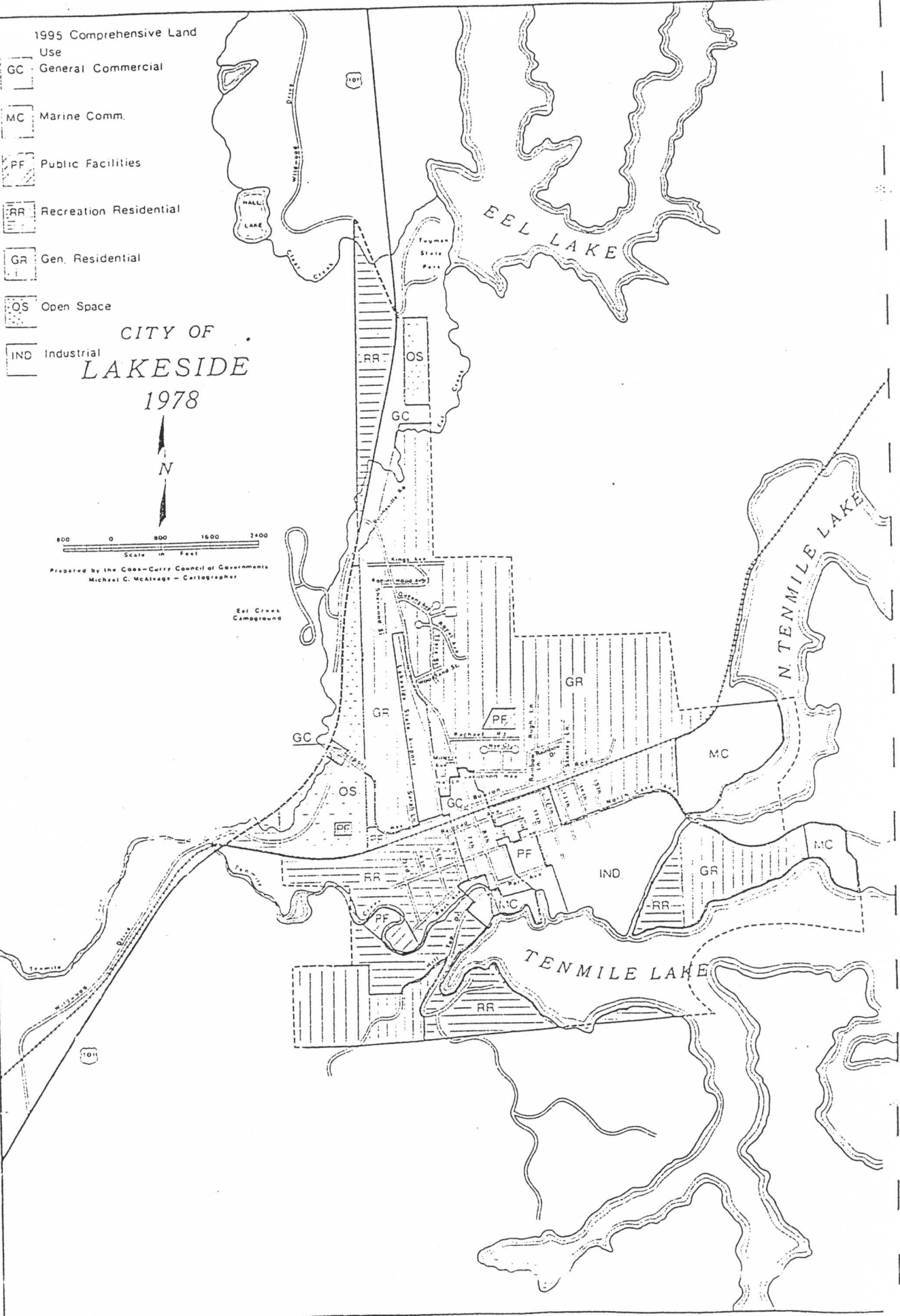
Listed below are the land use classifications designed for Lakeside. They will provide the city with a broad policy framework from which to implement the city's goals and objectives. The maintenance and enhancement of the overall character of the city and the orderly extension and development of public facilities is of prime consideration.

Residential Areas

There are three basic types of predominant residential classifications which maintain flexibility in housing type and density. The categories recognize varying suitability for diverse types of residential development while yet reflecting both aesthetic and socio-economic aspects of Lakeside's character.

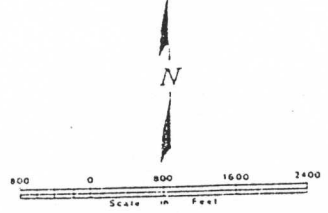
General Residential

This classification seeks to provide areas primarily designated for residential uses. Areas within this residential classification are recognized



- 1995 Comprehensive Land Use
- GC General Commercial
 - MC Marine Comm.
 - PF Public Facilities
 - RR Recreation Residential
 - GR Gen. Residential
 - OS Open Space
 - IND Industrial

CITY OF
LAKESIDE
1978



Prepared by the Cook-Curry Council of Governments
Michael C. McAlragh - Cartographer

Est. Creek Campground

as appropriate for the integration of a variety of single family dwelling types, including mobile and modular homes, conventional homes, etc. This classification also recognizes areas where higher density residential uses might be appropriate. Apartment buildings as well as other varieties of multi-family dwellings are located here. Further differentiation of single family and multi-family residential is found within the zoning ordinance.

Recreational Residential

This classification is intended to encourage residential development in keeping with the unique recreational character of the city and surrounding lakes. Lakefront homes are examples of this classification.

Planned Residential

This classification is intended to encourage the use of innovative residential development for large land areas. Both Planned Unit Development (P.U.D.) concepts and other innovative subdivision approaches would be appropriate types of development. Greater flexibility for integrated single and multi-family units and open space areas can be achieved along with more diverse options for lot size, densities, and land uses within these approaches.

Commercial

The two commercial designations reflect the unique character of the city. Much of the Lakeside economy is based on the tourist trade and recreational attraction. This is evidenced in the intermingling of tourist-oriented and other commercial uses. Marine commercial activities are in keeping with the recreational quality of the city.

General Commercial

This classification provides for areas suitable for a wide spectrum of commercial uses. General commercial areas should be located to reduce scattered, incompatible land usage and to maximize efficiency through a more concentrated commercial development.

Marine Commercial

This classification provides for areas of water-dependent and water-related commercial activities in land areas surrounding the lakes and Tenmile Creek. The recreational attraction of the area enhances the importance of this designation for water-related and water-dependent activities.

Industrial Areas

The purpose of the industrial classification is to designate areas appropriate for industrial development within the city of Lakeside. This classification is intended to provide sufficient industrial land in order to maximize the economic development potential of the city while protecting the existing industrial development.

Appropriate Areas: The industrial classification is best suited for areas in which industrial development could occur with minimum adverse impact on adjacent areas as well as those areas having existing industrial development. Access to transportation facilities, the availability of sewer and water facilities and the availability of level terrain should be considered in applying the industrial classification to specific areas.

Open Space

This classification may serve a variety of purposes. It is intended to provide adequate recreation areas as well as to act as a buffer or transitional area between incompatible use classifications. Also, areas unsuited for development because of slope and soil limitations or aesthetic value might best remain open.

Public Facilities

Purpose: This classification designates land used for public facilities such as government offices, schools, hospitals, and transportation facilities.

Appropriate Areas: Areas in which publicly owned facilities are located as well as future sites for such facilities are placed in this classification.

Water Use

This classification provides for identification of water areas within the City and provides for appropriate uses such as boating, recreational marine harvesting and navigational requirements. This classification is designed to protect the organisms living in the water, but allow for the use of the water's surface. This classification also allows limited use of the bottom and water-columns including pilings, dredge and fill activities, and public utility easements.

GOALS AND OBJECTIVES

The following elements containing the Goals and Objectives have been developed by the Lakeside Plan Advisory Committee for Citizen Involvement and the Lakeside Planning Commission as part of the overall preparation of the Lakeside 1995 Comprehensive Plan. The goal and objectives are based on comments from the citizens of Lakeside.

The Community Goals and Objectives contained in the individual elements are intended to serve as general policy statements of the results to be sought during the planning period. As such, the elements do not provide specific design details but rather a general framework in which public and private development may be proposed and implemented. These are not intended to be fixed, unchangeable statements, but rather, they will be reviewed periodically to insure they reflect the desires of Lakeside and the statewide goals and guidelines.

Goals and objectives do not provide rigid requirements for future public and private land use. Instead, they serve as general policy statements. The Goals and Objectives will be reviewed periodically to ensure that they continue to reflect the desires of Lakeside.

CITIZEN INVOLVEMENT ELEMENT

The Citizen Involvement Program

Lakeside's Citizen Involvement Program (CIP) has as its overall objective the ensuring of citizen involvement at all states of the planning process. The program itself consists of a series of fifteen objectives and the corresponding methods in which each objective will be realized. The Citizen Involvement Program is in conformance with LCDC goal number one, which requires citizen involvement in all stages of the planning process. Citizen involvement is encourage by effectively publicizing the times, dates, and places of relevant meetings, by making publicly accessible planning information which is pertinent and well understood, and responding to all citizens' recommendations.

During the earlier stages of planning in Lakeside, the citizen involvement process was a function of the Lakeside Plan Advisory Committee (LPAC). LPAC was directly involved in the development of the plan and enlisting citizen involvement. Later, LPAC was dissolved and a new committee, the Committee for Citizen Involvement (CCI), was established. This four-member committee was responsible for enlisting citizen involvement at all stages of the planning process and working with the Lakeside Planning Commission members in the development of the Comprehensive Plan. Since the, the Comprehensive Plan has been acknowledge by the Land Conservation and Development Commission to be in compliance with the Oregon land use planning program. The City has since found it difficult to maintain a knowledgeable core group of citizens interested and informed in land use planning. The City, therefore, petitioned the state Citizen Involvement Advisory Committee (CIAC) to allow the City Planning Commission to serve as the Committee for Citizen Involvement (CCI). The CIAC agreed with the request and forwarded its recommendation in favor of the action to the Land Conservation and Development Commission, which LCDC subsequently approved. On occasion, the Planning Commission/CCI will hold public hearings and will maintain the rosters and minutes. In addition, the CCI will help the City Council develop a program that will promote and enhance citizen involvement.

The CIP and Potential Problems

The Citizen Involvement Program is an effective mechanism to insure widespread citizen involvement at all stages of the planning process. However, a continuous monitoring of the CIP is necessary. CCI has this responsibility. Should the CCI determine that citizen involvement is

adequate, or there are better ways to ensure citizen involvement, then appropriate changes will be made.

Goals and Objectives

The purpose of the goals and objectives is to set down realistic ends toward which we can work. This will ensure that not only will the Citizen Involvement Program continue to be in compliance with LCDC requirements, but that active citizen involvement will become increasingly effective.

Goal: To provide for citizen involvement in all phases of the planning process by developing a program of citizen involvement.

Objectives: To have all materials related to the process available at convenient public places.

To provide citizens with the opportunity to identify and understand issues.

To provide for widespread citizen involvement.

To have an officially recognized committee with broadly represented geographic areas and interests.

To have members of such selected in an open, well-publicized manner.

To assist governing bodies with the development of a program to promote and enhance citizen involvement.

To have the Committee for Citizen Involvement assist in implementation of the Citizen Involvement Program.

To have the Committee for Citizen Involvement evaluate the Citizen Involvement Program.

To have effective two-way communication.

To have citizens involved in all phases of the planning process.

To assure that technical information is available and can be understood.

To have information used in policy decisions available in simplified form.

To provide assistance to interpret and effectively use technical information.

To have citizens receive response from policy makers.
To provide financial support.

Activities

The following is a list of the specific ways in which the goal and objectives for citizen involvement can be attained:

1. A continual monitoring by survey, questionnaire, individual contact of any other reasonable mechanism which indicates:
 - a. If citizens have a general knowledge of the planning process.
 - b. If citizens realize their participation in the planning process is encouraged.
 - c. If citizens understand how to participate in the planning process.
 - d. What issues are held most important by Lakeside people, how they feel about the principle issues.
2. A continual monitoring of the other citizen involvement programs in the area, by attending the regular regional citizen involvement task force meetings, in order to keep abreast of ways in which the Lakeside Citizen Involvement Program may be enhanced.
3. Determine regularly if the technical and planning information is understood by the average citizen.
4. Determine regularly if land use related public meetings are effectively advertised.

Other activities, which may supplement or supplant existing activities, may be proposed.

Policies

In order to ensure that citizen involvement will be carried out in a continuous, efficient, and workable manner, the following policies are set forth:

1. The Planning Commission shall review the Citizen Involvement Program on a regular basis to evaluate its operations and make changes if necessary.
2. The City Council affirms its commitment to providing an on-going program for citizen involvement.

LAKESIDE ECONOMIC ELEMENT

Set forth below is a summary of Lakeside's economic characteristics and identification of economic problems. Also included are economic goals, objectives, activities, and policies.

Economic Summary

Lakeside's economy is dependent upon tourism and the forest products industry. Of the thirty-three commercial establishments in Lakeside, almost half are oriented toward the tourist economy. The remaining businesses primarily serve local clientele in addition to tourists.

Lakeside's economy is also heavily dependent on the regional economic characteristic of Southwestern Oregon. The forest products industry provides 67 percent of all economic activity in the region. The largest employer in Lakeside is Bohemia, Inc., a wood mill (Elkside Lumber Co.) which employs 180 people during its peak season. Other businesses in the Lakeside area include motels, marinas, tackle, craft and gift shops, gas stations, markets, and cafes.

Economic Problems

Present or potential economic problems which affect or may affect Lakeside include:

- 1) Lakeside's economy is heavily dependent on the forest products industry. This industry may decline in the future because of a diminishing timber supply, automation, and poor market conditions.
- 2) The tourist industry, which is heavily dependent on energy availability and cost, may be inhibited if energy supplies decrease.

Economic Goal and Objectives

In order to alleviate the specific problems discussed above and improve Lakeside's overall economic status, the following goal and objectives are delineated:

Goal: To enhance the economic well-being of Lakeside while protecting the natural processes of the environment commensurate with the character of the city.

Objectives:

1. Industrial Development:
 - a. To meet the economic needs of Lakeside by encouraging development of light industry.
 - b. To offset anticipated decline statewide in the forest products industry by encouraging local processing of wood into useable items, and protecting existing industrial facilities.
 - c. To enhance economic stability by encouraging less seasonal economic activities to develop in the city.
 - d. To meet economic needs of Lakeside by encouraging development of industry requiring low skill levels reflective of a small economic base.
2. Recreational Development:
 - a. To stimulate economic growth by encouraging tourism through development of additional recreational facilities.
3. Retail and Professional Services:
 - a. To promote economic diversity by encouraging the growth of retail and professional service groups and organizations.

There are a variety of activities which can result in the implementation of these goals and objectives. These activities include:

1. Encouragement of adequate and diverse commercial and industrial development through cooperative efforts with the Coos-Curry-Douglas Counties Economic Improvement Association and other agencies.

2. Promotion, through the commercial media, of the recreational assets of Lakeside.
3. Encourage improvement of the Lakeside airport.
4. Encourage the availability of land for industrial, commercial and recreational uses through the land use planning and zoning process.

Other activities also may be suggested to provide additional methods of enhancing these goods and objectives. It should be realized that many of the activities listed in the other elements will have a positive effect on Lakeside's economy.

Policies

It is the policy of the City of Lakeside to improve the economic health of the city. More specifically, it shall be the policy of the city to:

1. Encourage the development of codes and ordinances which where feasible will have the effect protecting and improving Lakeside's economic conditions.
2. Cooperate with other agencies and state and local governments on the South Coast in order to encourage and plan for wise economic growth in Lakeside and Southwestern Oregon.

NATURAL RESOURCES ELEMENT

Natural Resources¹

Soils

Lakeside's present and future commercial, industrial, residential and other land use is principally influenced by soil types. Most Lakeside soils are subject to flooding, slow percolation and in some cases, steep slopes. Such soils may limit (or make more expensive) road and housing construction. Corrective measures, such as vegetation management, construction of drainage ditches in order to control erosion, or construction of large drainage fields for septic tanks may be necessary.

Agricultural Land

There are approximately 50 acres of land in Lakeside in agricultural use. Most of this soil formerly supported forests which have since been cleared. Most of the agricultural soil is rated by the Soil Conservation Service as being Class III and IV, meaning that it is marginal in terms of productivity and economic value.

Forest Land

Except for the Oregon Dunes National Recreational Area, Eel and Tenmile Lakes, most of the land surrounding Lakeside is forested. The Siuslaw National Forest, part of which lies within Lakeside, is to the south and west of the city. In addition, most of the non-urbanized areas of Lakeside are forested.

¹ More detailed information can be found on natural resources in the inventory sections found earlier in this plan.

Freshwater Areas (Including Shorelands and Wetlands)

The many lakes and streams in Lakeside form a large freshwater resource. Eel Lake, just north of Lakeside, and the Tenmile Lakes to the south and east, comprise one of the largest concentrations of freshwater lakes on the Oregon Coast. Eel and Tenmile Creeks are the streams which drain these lakes. There is considerable potential for increased recreational and other development activities along the shorelands of these freshwater areas.

In the Lakeside area, wetlands are primarily associated with the stream and lakes and form the interface between dryland areas and the water bodies. In addition, wetlands occur (wet deflation plains) in the dune area west of the city.

Problems

The Natural Resources of Lakeside provide a significant benefit to the area. However, a number of problems can be associated with these resources. Set forth below is a listing of the more significant problems associated with each resource:

1. Soils: A combination of flooding, high water table, slow percolation and steep slopes are problems affecting soil types of Lakeside. An on-site soil survey may be necessary to determine what types of development a specific soil type will tolerate.
2. Agricultural Land: Most of the agricultural land in Lakeside is Class IV. According to the Soil Conservation Service, this land is only marginally productive. In the future, demand for developable land may conflict with the desire to maintain agricultural land use in Lakeside.
3. Forest Land: The economic value of forest land in Lakeside could be improved if the less economically valuable trees (such as alder) were replaced with Douglas Fir and other trees of higher commercial value. Problems may arise in the future between maintaining the Lakeside forests as an economic and ecological resource and accommodating the needs and accompanying economic benefits of increased residential and commercial/industrial development.

4. Freshwater areas and Shorelands: Lakeside's freshwater resource is valuable for potential commercial/industrial development, as well as increased residential and recreational development. As a result, effectively utilizing this resource in the best interests of all the people may be a problem.

Goals and Objectives

In order to ensure the wise use of Lakeside's natural resources, the following goals and objectives are set down:

Soils

Goal: To encourage the land use most compatible with the soil type.
To encourage further understanding and wise use of soils.

Agricultural Lands

Goal: To conserve lands more highly suited for agricultural uses outside the city by focusing development within city boundaries.

Objectives: To develop policies which:

1. Permit agricultural use of land within the city if desired by residents.
2. Conserve agricultural lands contiguous to the city.
3. Concentrate development within city boundaries.

Forest Lands

Goal: To conserve forest resources by permitting forest uses of suitable land in accordance with the Comprehensive plans of the city.

Objective: To conserve forest resources in and near the City of Lakeside in renewable quantities in accordance with the provisions of the 1973 Forest Practices Act.

Goal: To effectively utilize the freshwater resource for recreation, economic and ecological values.

Objectives:

1. To maintain and, where practical, enhance the quality of the freshwater resources by elimination of man-made sources of pollution, controlling development, and other measures as necessary.
2. To protect land quality by encouraging orderly growth in certain areas while leaving undeveloped (except for recreational activities) other areas.

Future Planning and Implementing

A listing of activities is provided in order to provide specific steps which will help accomplish the goals and objectives discussed above. This list is only a suggestion of activities; other activities may supplement or supplant these.

Activities

1. Develop zoning and subdivision ordinances which will encourage land uses compatible with these objectives.
2. Determine what agricultural land in Lakeside is productive and, for that land of marginal value, establish ordinances which would allow (with owner's consent) other compatible uses.
3. Provide appropriate ordinance protection for forest land in Lakeside which is of considerable economic, esthetic and ecological value.
4. Encourage close cooperation between Lakeside and the United States Forest Service and State and County Forestry agencies to encourage sound forestry practices.
5. Encourage wise use of shorelands while restricting use (where necessary) to maintain water quality standards.

Policies

In order to help ensure an adequate conservation and use of natural resources, the following policies are set forth:

1. The city shall cooperate with other agencies in order to help plan the wise use of the city's natural resources.
2. To develop regulations and ordinances which direct and control development to wisely use and conserve natural resources.

LAKESIDE PUBLIC FACILITIES ELEMENT

Set forth below is a summary of Lakeside's Public Facilities; a discussion of problems affecting these facilities; goals, objectives and suggested activities which would enhance the overall quality of these public facilities.

The overall purpose of this element is to determine if the public facilities are adequate to meet the needs they are designed to fulfill. Where the need is not likely to be met presently or in the near future, the Public Facilities Element provides a guide for action.

Lakeside's Public Facilities - Summary

The principle public facilities in Lakeside are the Fire Department, Police Department, the water system, city offices, schools, airport, and parks and recreational facilities.¹

Lakeside Rural Fire Protection District




The Lakeside Rural Fire Protection District provides fire protection for all the city and an unincorporated area southwest of the city limits. The district's office is a modern building on 9th Street near North Lake Avenue. City offices are temporarily located in the Fire Protection District building.

Lakeside Police Department

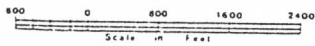
Also located in the Fire District headquarters is the Lakeside Police Department. This department, consisting of three full-time police officers, provides regular patrols of the city

¹A more detailed inventory of Lakeside's public facilities can be found in the Public Facilities section of this plan.

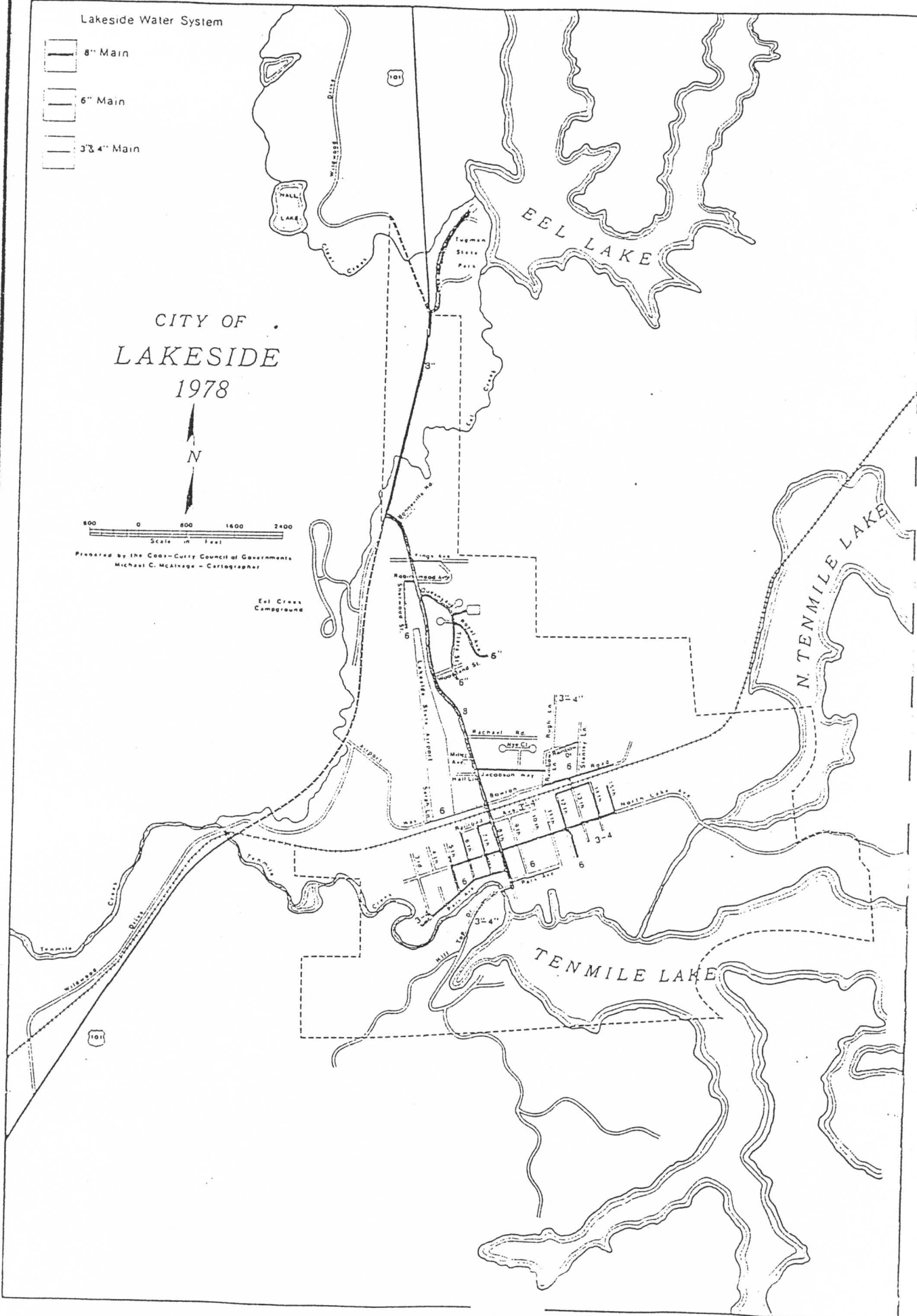
Lakeside Water System

-  8" Main
-  6" Main
-  3" & 4" Main

CITY OF LAKESIDE 1978



Prepared by the Cook-Curry Council of Governments
Michael C. McAlister - Cartographer



Lakeside Water and Sewerage System

Improvement of the Lakeside water system and development of a sewerage system for Lakeside will mark two vital additions to Lakeside's public facilities in recent times. Development and improvement of sewerage and water systems will be major factors in determining where future development will be directed.

Lakeside Domestic Water

Eel Lake is the source of Lakeside's domestic water. After water is pumped from Eel Lake it is purified with a slow sand pressure filtrator and then piped to most areas of the city. This water system was constructed in 1962 and operates in excess of its capacity during peak periods of demand.

In 1970 a Water System Improvement Study¹ said Eel Lake will have enough water to meet supply demands through the year 2000. It also said the system's most pressing need was for a new storage reservoir. In response, the water board has now completed a new 500,000-gallon storage reservoir which augments the existing 150,000-gallon reservoir.

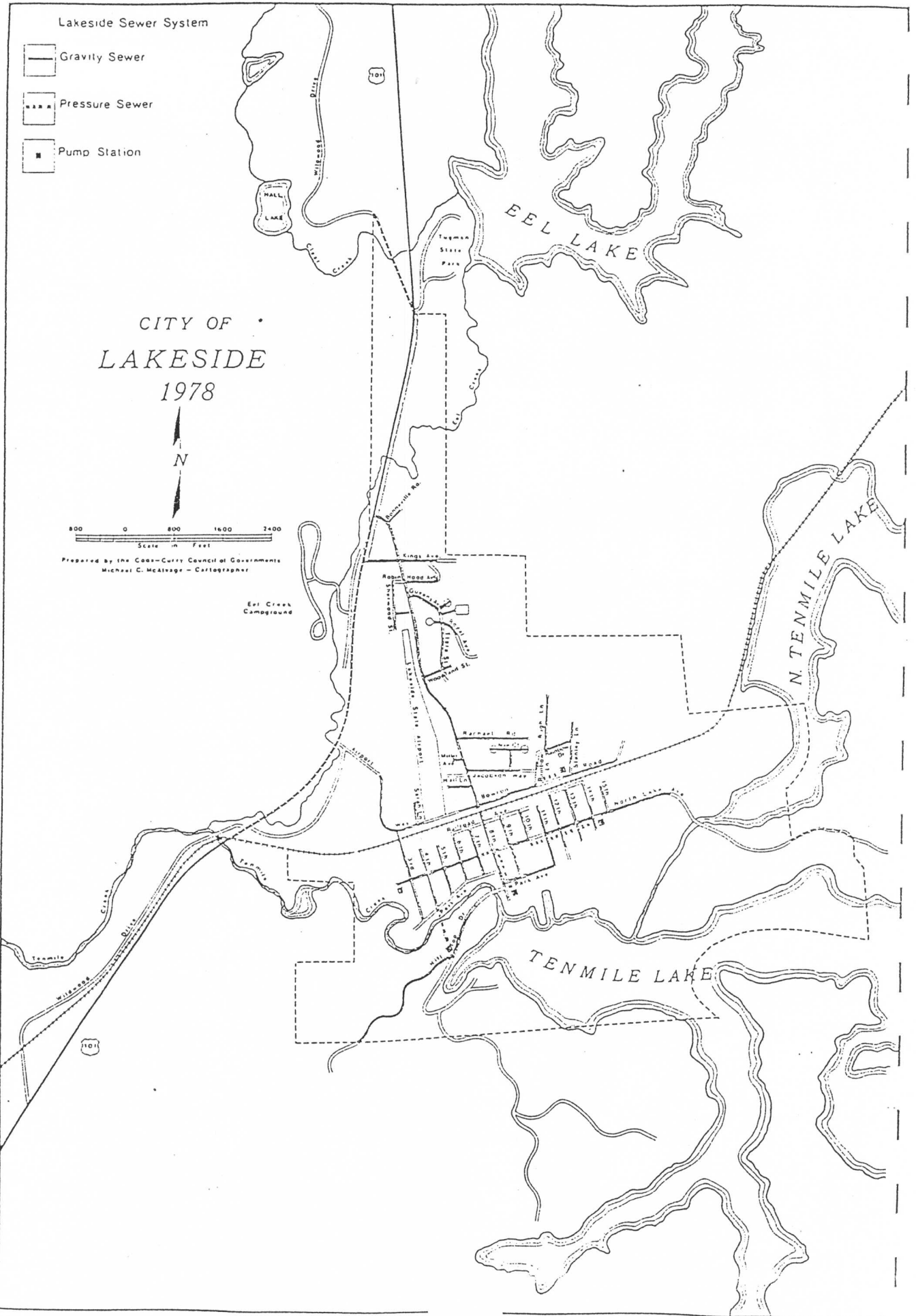
Other study suggestions include:

1. Eventual replacement of the existing water intake structure on Eel Lake to allow for space to accommodate water pumps and future filtration equipment.
2. Modify water pumps to increase their capacity.
3. Improve the filtration plant to obtain better water quality.

Lakeside Community Center

Although the city does not have adequate facilities for city offices or public meeting facilities, the city and a citizen committee are actively pursuing resources to provide a community building. Such a community center would provide office space for the City Recorder and the Lakeside Police.

¹ E. W. Riley (Architect-Engineer), Water System Improvement Study for the Lakeside Water District, November, 1970.



In addition, the community center would have meeting and conference rooms, kitchen, and restroom facilities all of which would be available for community use.

Lakeside Sewerage System

The Lakeside sewerage system consists of individual septic tanks and drain-field systems. Ground conditions in Lakeside will limit future expansion of these facilities.

In January, 1976, Harlan, Gessford and Erichsen, Inc. wrote a sewerage development plan for Lakeside (Map 2). The plan discussed the present sewerage disposal system, which primarily consists of septic facilities, and the resulting pollution of ground and surface waters.

The plan suggests that the city construct a \$2.45 million sewerage system to be funded by \$1,195,000 in General Obligation Funds, and the balance from federal grants and construction fees.

The plan suggests development of a modified activated sludge plant with effluent filtration. The treated waste would be discharged in Tenmile Creek subject to strict water quality standards.¹ Holding facilities would be constructed for those periods of low flow in Tenmile Creek. The total design capacity of the proposed wastewater treatment plant is 500,000 gallons.

Residents subsequently approved a bond issue, obtained federal grants, and have let bids for construction of the sewerage system.

Office Locations

The City Administrative Offices are located in the Rural Fire Protection District Building. The Lakeside Water District has offices in a building at the corner of 10th Street and North Lake Avenue. The U.S. Post Office is housed in a modern building on 8th and Park Avenue

¹Effluent could not have more than 10 ppm Biological Oxygen Demand.

Schools

The Lakeside Elementary School, which provides education for Kindergarten through grade three students, is Lakeside's only school. All other grades are transported by bus to other facilities of School District 3 outside the city.

Airport

The Lakeside Airport, owned and maintained by the State of Oregon, has a 3,500 foot runway and six airplane tie-downs.

Parks and Campgrounds

There are three parks within Lakeside: South Eel Creek Campground (which is operated by the U.S. Forest Service), Tugman State Park, and Tenmile Lake County Park.

State Maintain Highways

There exists in Lakeside one Federal Aid Primary Highway (Highway 101) and one Federal Aid Secondary highway.

1. Highway 101 is designated as a Federal Aid Primary Highway.
2. Airport Way from Highway 101, right on 8th Street, left at North Lake Avenue, to its conclusion is designated as a Federal Aid Secondary Highway.

Highway 101 provides the main North-South travel route for residents, businesses and tourists. The FAS route through Lakeside provides the main access to Highway 101 for Lakeside. The City recognizes the importance of maintaining the highways for the continued economic, cultural and social viability of Lakeside.

Public Facility Problems

The water and sewerage system in Lakeside constitutes the major public facility in Lakeside. Although Lakeside has a sufficient water supply in Eel Lake, this water supply may soon be inadequate. In addition, the existing water filtration system will be adequate only through 1990; it will then need improvements to meet anticipated capacities. Also, in the past the City has not had a community center facility.

For many years, individual septic tank systems have serviced the Lakeside area inadequately. A shallow ground water surface, annual flooding, and poor soil conditions have contributed to septic tank problems. However, this situation has been remedied dramatically by construction of a new sewerage collection and treatment system (as discussed in preceding pages). However, construction of a storm drainage system may also be required to alleviate seasonal flooding problems. The city has leased the vacant school facilities for use as a community center. Thus, providing for the recreational needs of the community.

The boundaries of the City of Lakeside, the Lakeside Water District and the Lakeside Rural Fire Protection District are not contiguous. This results in a duplication of personnel and administrative costs, incomplete provision of services in some areas, and unnecessary competition between special districts for the same services.

Goals and Objectives

Goal: To provide a timely, orderly, and efficient arrangement and development of public facilities to promote the environmental and socio-economic well-being of the city which can provide a framework for urban development.

Objectives:

1. Sewerage Sanitary Facilities:

- a. To promote community growth, environmental well-being and health safety in the city by developing municipal sewerage sanitary facilities.
- b. To ensure an orderly expansion of sewerage facilities by coordinating future development and service potential.

2. Water:

- a. To protect the quality of Eel Lake as the city's water source by supporting the public ownership of the surrounding watershed.
- b. To ensure adequate domestic and fire protection water supplies by coordinating priorities for growth, system improvements and future development with the water district.
- c. To guard against possible and costly duplication of services caused by conflicting city, water, and fire district boundaries by coordinating boundaries and/or functions of these entities.
- d. To ensure adequate water supplies in the light of increasing seasonal tourist demand upon local facilities by encouraging coordination of funding for facilities from other levels of government.
- e. To promote the identification of additional water resources for the future needs of Lakeside.

3. Community Services:

- a. To enhance the social well-being of the city by encouraging construction of a community building.
- b. To provide for the safety and well-being of the city by ensuring adequate police and fire protection.
- c. To promote the health and well-being of the residents of the city by encouraging an adequate program for solid waste disposal.
- d. To promote street safety and decrease flood danger by encouraging the development of storm drainage facilities in a timely, orderly, and efficient manner which coincide, whenever possible, with the city's program for street development.
- e. To ensure the adequate provision of local governmental services by encouraging the development of a city hall within financial considerations and in accordance with the provisions of the public facilities development plan as part of the Comprehensive Plan.

4. Planning, Zoning, and Sub-division Control:

Objectives: Development of public facilities shall occur in a timely, orderly, and efficient manner in accordance with provisions of the Comprehensive Plan and its implementing zoning and subdivision ordinances.

Policies

In order to help carry out the above goals and objectives, it shall be the policy of the city to:

1. Develop a program which outlines the conditions in which the various public facilities will be maintained and extended.
2. Develop implementing ordinances which adequately control the location and extension of the various public facilities.
3. Recognize Coos and Douglas Counties as the lead agencies in addressing solid waste disposal in the respective counties.

Activities

In order to accomplish the Public Facility Goal and Objectives, a number of activities have been identified. These activities are suggested courses of action, but should not be considered the only methods that would fulfill the goal and objectives.

As the planning process progresses, there may be a need to delete, replace, or supplement these listed activities with others.

1. Cooperation is needed among the city, the rural fire protection district, and the water district to determine boundaries and other activities which will enhance their efficiency and services.
2. Continual support by the city of the development of a sewerage system adequate to meet the present and future needs of Lakeside.
3. Continual support by the city of an improved water system in order to meet the present and future needs of Lakeside.
4. A study by the city of those unincorporated areas which would be in the best interests of the city to annex.
5. Develop a new program which will detail how, at what costs, and under what conditions the city will provide water and sewerage facilities to unincorporated areas.
6. Evaluation of existing codes and ordinances (e.g., building codes, etc.), to determine what changes, if any, would be necessary after completion of a new zoning and subdivision ordinance.
7. Cooperation with the state and other owners of land surrounding Eel Lake (the city's water source) in order to guide action which will help ensure high water quality.
8. Assess Lakeside's long term water demand and supply; determine ways to ensure that supply will remain adequate.
9. Identify the resources for construction of a community building and city hall.
10. Develop a long term capital improvement program listing and prioritizing those capital improvements needed by the City of Lakeside.
11. Continued cooperation between the City and the appropriate agencies in dealing with solid waste disposal.

LAKESIDE TRANSPORTATION ELEMENT

The purpose of the Transportation Element is to describe those problems which affect transportation in Lakeside and delineate a formula for correcting these problems to enhance the overall quality of Lakeside's transportation system.

Introduction

The Lakeside Transportation element includes a summary of the city's transportation system, a discussion of the key transportation problems, a statement of transportation goals and objectives, and a listing of possible transportation activities and street improvement priorities.¹

Transportation in Lakeside

Transportation in Lakeside is oriented toward the private automobile. There are few alternatives to this mode. No buses, taxis, or other public transportation services exist in Lakeside. Aside from automobile use, travel within the city is limited to riding bicycles or walking. However, only half of the streets and roads in Lakeside are paved; the rest are gravel or dirt. This discourages the use of bicycles. The lack of sidewalks along many of the city streets compounds the bicycle and foot traveler's transportation problems.

Most automobile traffic in or out of Lakeside occurs on Highway 101. Access to and from U.S. 101 at Lakeside has become increasingly difficult because of increased highway traffic volume.

From a transportation perspective, Lakeside is unique because some of its residents and people living in the immediate area can reach their homes only by boat.

¹ Detailed information on Lakeside's transportation can be found in the Transportation Inventory.

Although there is no public transportation service operating within Lakeside, Greyhound Bus Lines does provide intra-city bus service with four north-bound and four southbound schedules daily. In addition, the Southern Pacific Railroad provides freight service to Lakeside. The railroad passes through the city and connects to the main line at Eugene by way of Reedsport and Florence.

Although Lakeside does have a small general aviation airport, the closest commercial airline service is in North Bend, some 12 miles south.

Parts of North and South Tenmile Lakes are within the city limits. Water transportation facilities on the lakes are fairly well established. Commercial moorages, private docks, and public boat ramps provide service to the boaters.

Transportation Problems

The transportation system in Lakeside is beset by a few specific problems. A summary of those problems:

Highway 101

Because Highway 101 is the principal transportation link between Lakeside and other points, it is of critical importance. A main problem affecting Lakeside drivers is the difficulty involved in gaining access from Lakeside to Highway 101 and from Highway 101 to Lakeside. This is a particularly significant problem during the summer months when traffic volume is high.

Traffic Circulation

There is only one railroad crossing connecting the northern and southern portions of Lakeside. If this crossing is blocked the southern portion of town becomes isolated from the rest of the City.

Street Conditions

Slightly less than half of Lakeside streets are paved. Problems which result from this include increased wear on automobiles, and more dangerous and less efficient conditions for bicycle travel.

Public Transportation

Although commercial bus service does provide service from Lakeside to other destinations, there is no taxi or other in-town transportation service.

Freight Service

Delivery of small freight to and from Lakeside is handled by Greyhound and United Parcel Service. However, lack of a depot or drop/pickup point makes Greyhound freight service difficult. UPS, operating from a Coos Bay depot, adds a service charge for Lakeside service. Neither of these conditions are satisfactory.

Pedestrians

Sidewalks are lacking along many streets in Lakeside. As a result, pedestrians are often required to walk along the shoulders of streets and roads. This is an inconvenient safety hazard to pedestrians.

Bicycle Transportation

Bicycles are essentially confined to the same street network as cars. Because many of the existing roads need improvement (over half are unpaved), the use of bicycles as an effective means of transportation is limited.

Availability of Funds

A problem which affects transportation in Lakeside is the availability of funds for street improvement.

Transportation Goals and Objectives

In order to alleviate the specific problems discussed above and to improve Lakeside's overall transportation system, the following goals and objectives are delineated:

Goal: To provide a safe and efficient transportation system for current residents and reasonable future needs.

Objectives:

1. Highway 101 Access: To encourage greater ease and safety of access to and from Lakeside by the use of traffic control, and/or the structural redesign of accesses.

2. Street Improvements:
 - a. To provide for quality streets which ensure maximum safety to pedestrians, bicyclists, and motorists by establishing long-range priorities for paving existing streets and side walks, creating bicycle paths, and providing adequate drainage for streets as funds become available.
 - b. To ensure the orderly development of streets by coordinating construction within the framework of the comprehensive plan, funding capabilities, and the capacity of public facilities.
3. Commodity Transport:

To provide for efficient commodity transport to and from the city by encouraging the development of regularly scheduled freight delivery and pick-up service.
4. Other Transportation Modes:
 - a. To encourage a diverse transportation system by encouraging further development of air, water, and rail facilities.
 - b. To promote greater utilization through protection and encouragement of further development of the Lakeside Airport and the designated float plane landing area on south Tenmile Lake.
 - c. To promote efficient utilization of natural resources of the Lakeside area by encouraging the use of water transportation.
 - d. To promote the development of transportation systems in the Lakeside area in such a way that local, regional, and state transportation needs; needs of the transportation disadvantaged; social consequences; social, economic, and environmental impacts; and energy conservation all be considered.
 - e. To promote cooperation and coordination with Coos County and the Oregon Aeronautics Division in the protection of the Lakeside State Airport and future expansion areas from potential adverse effects of incompatible land uses.
5. Traffic Circulation:

To encourage greater efficiency of traffic circulation within the City by the construction of additional railroad crossings.

Activities

Listed below are a number of activities which, if carried out, will help fulfill the goal and objectives listed above. These listed activities are only suggestions. Other activities may serve to supplement or supplant these.

1. Joint preparation by Lakeside and the State Highway Division of a plan designed to provide a safe and efficient method of access to and from Highway 101 at Lakeside.
2. Preparation by the city of a street improvement plan outlining priorities for construction and improvement of specific streets over many years. The street improvement plan should be comprehensively coordinated with development of sidewalks and bicycle paths.
3. Encouragement of quality street development through appropriate city codes and ordinances.
4. Preparation by the city of appropriate codes and ordinances regulating street standards for existing streets, load limits, parking, etc. within the City of Lakeside.
5. Continual support by Lakeside of the Lakeside State Airport and the designated float plane landing area on South Tenmile Lake, by communicating with the appropriate government agencies and through appropriate city codes and ordinances.
6. Support by Lakeside of an efficient water transportation system by encouraging the development of businesses oriented towards providing parts, repair, fuel and storage facilities to boats operating on the Tenmile Lakes.
7. Joint preparation by Lakeside and the appropriate State agencies of a plan to develop additional railroad crossings.

Street Improvement Priorities

Gravel and dirt roads are common throughout Lakeside, particularly in residential areas. Improvement by paving of these unimproved streets and roads should have a high priority.

The proper maintenance and, where needed, improvement of the principle collector streets in Lakeside, should have a high improvement priority.

Policies - *INSERT #5 add item #4 - policies*

In order to carry out the goal and objectives listed above, the following policies are set forth:

1. The City will continue to support, as funds permit, the maintenance, improvement, and construction of local streets, roads, and sidewalks.
2. The City will continue to encourage the improvement of Highway 101, and access approaches to Highway 101.
3. The City will continue to encourage the development of additional railroad crossings.
4. The City of Lakeside shall consult the Oregon Department of Transportation publication "Airport Compatibility Planning Guidelines" when making land use decisions on development proposed in the vicinity of the Lakeside State Airport.
5. The City of Lakeside shall work closely with the Oregon Department of Transportation and with Coos County to ensure that both entrances to Lakeside are maintained as adequate truck routes. This policy recognizes the FAS designation of Airport Way as the primary access to the City, and it recognizes the importance of maintaining adequate alternate truck routes for local industrial users.
6. The City shall actively seek the development of a center turning lane to U.S. Highway 101 from the intersection at Airport Way North to the entrance to Tugman State Park.
7. The City shall encourage the improvement of U.S. Highway 101 and the improvement of Airport Way (FAS A437), the primary access corridor to the City of Lakeside from U.S. 101, by coordinating with ODOT in implementing its Six Year Highway Improvement Program.
8. The City shall actively seek the design and development of bicycle/pedestrian paths along Airport Way and along 8th Street. This policy recognizes the current difficulty of access for pedestrians and bicycle users between Highway 101 and downtown Lakeside, as well as the need for substantial improvements for that access.

LAKESIDE HOUSING ELEMENT

Introduction

The purpose of the Lakeside Housing Element is to identify the potential and need for housing development, and delineate housing goals, objectives, and policies.

The Housing Element has as its foundation the natural resource, housing, demographic, and other inventories which are contained in this plan. However, the first part of this Element contains a brief summary of some of those inventories, such as the housing study which describes the density, type of housing units (e.g., single family, duplex, etc.), and general condition of housing in Lakeside. In addition, housing characteristics, such as the cost of housing and rentals, vacancy rates, income data, and the amount of buildable lands are also reviewed.

The second section presents housing goals and objectives, potential housing activities, housing priorities, and housing policies. This last section could be termed the "action phase" of the housing element. Its overall function is to create a framework in which the housing goal can be met.

Summary of Lakeside's Housing Inventory

In 1975, a survey of housing conditions was conducted within Lakeside.¹ The purpose of the study was to determine the general condition of the city's housing units and identify areas where rehabilitation or replacement of units might be needed.

There are 641 dwelling units in Lakeside. Of this amount, slightly over half are single family homes, approximately one-third are mobile homes, and the rest are multi-family homes and seasonal cabins (Table 1).

¹ For more information on the Housing Element see the Housing Inventory.

TABLE 1

HOUSING CONDITION BY STRUCTURE TYPE

1975

CITY OF LAKESIDE

Type of Structure	All Units		Standard		Marginal		Substandard	
	No.	% of Total	No.	% of Type	No.	% of Type	No.	% of Type
Single Family	357	55.7	169	47.3	109	30.6	79	22.1
Multi-Family	31	4.8	6	19.3	2	6.5	23	74.2
Mobile Homes	223	34.8	165	74.0	49	22.0	9	4.0
Seasonal Cabins	<u>30</u>	<u>4.7</u>	<u>---</u>	<u>---</u>	<u>4</u>	<u>13.3</u>	<u>26</u>	<u>86.7</u>
TOTAL UNITS	641	100.0	340	53.0	166	26.0	135	21.0

Source: Coos-Curry Council of Governments Field Survey, March 1975.

The overall quality of housing in Lakeside is relatively low. Approximately half of the dwelling units are rated as standard, and the other half are rated as marginal or substandard (Table 1). Among the single family, multi-family, mobile homes and seasonal cabins, mobile homes were found to be in the best condition with 74 percent rated as standard. Slightly less than half of all single family homes and about 20 percent of all multi-family homes were rated as standard. Seasonal cabins were rated as marginal or substandard.

Housing and Income Characteristics

Housing Characteristics

The value of homes and rent levels in Coos County tends to be slightly less than in the State as a whole. However, the availability of rental units increases during the winter months, and decreases during the summer months.

Income Levels

The mean income for families in the extreme northern part of Coos County tends to be slightly less than the County as a whole. The majority of the families in the northern part of the County appear to have mid-range incomes. It is important to note that the lower the income, the greater the percentage of income is usually spent on rent.

Buildable Lands

Of the 1,500 acres of land within the Lakeside City Limits, only about 20 percent is urbanized. There is, therefore, considerable room for increased growth within the present city limits.

Because the land surrounding Lakeside is largely undeveloped, there is potential to expand the city boundaries. The eastern and southern areas of land surrounding the city have potential for expansion. Because the western edge of the city borders the Oregon Dunes National Recreation Area, future city expansion in this direction seems unlikely. There is a possibility of expanding the northern border of the city but there could be conflicts between local and through traffic use of Highway 101.

Summary of Housing Conditions

The housing situation in Lakeside can be described with a number of general statements:

- (1) Approximately 90 percent of the residences in Lakeside are single family homes or mobile homes. Thus, the diversity of housing, such as the availability of multi-family dwellings, is limited.
- (2) The quality of housing in Lakeside has room for improvement; approximately half of all homes can be rated as substandard or marginal.
- (3) There appears to be a lack of available housing to meet the needs of today's citizens; such a need will increase if Lakeside continues to grow as expected.

Goals and Objectives

Goals

To encourage the development of adequate housing in Lakeside in order to meet the needs of residents of the city which reflect economic, social, and aesthetic concerns for the environment of the City of Lakeside.

Objectives

To encourage the availability of adequate numbers of housing units at price ranges and rent levels commensurate with the financial capabilities of Lakeside citizens and to allow for flexibility in housing type and density;

To recognize and provide for the enforcement of building codes and standards designed to promote safe, quality construction of dwelling units;

To allow additional use of mobile and modular homes while guarding against land use conflicts;

To encourage cooperation among local government, private industry, and citizens in meeting the city's housing needs;

To continually work toward a community design which will foster an attractive layout of residential use;

To work toward a community design that will optimize the recreational potential of the Lakeside area;

To promote public facilities to encourage residential development;

To encourage housing development in areas where public facilities extensions are most feasible while discouraging housing development in those areas which would require expensive extensions of city services.

Housing Activities

The following activities are suitable to achieve the housing goal, but do not limit the city to all or one course of action:

1. Achievement of a better level of understanding and acceptance of housing as a local responsibility which must necessarily involve the cooperative effort of local governmental units, private industry and the citizens of the community.
2. Continued development by the city of services (e.g., water, sewerage, and streets) to encourage residential development.
3. Review and update, if needed, of comprehensive plans to provide sufficient areas for new residential development.
4. Work toward development of an area-wide vehicle(s) to:
 - a. Serve as an ongoing informational bank of housing resources and activities.
 - b. Coordinate the promotion of housing production.
 - c. Provide continuing technical assistance and information to potential housing developers.
 - d. Provide assistance to individuals and families with special housing problems.
 - e. Maintain a continually updated regional housing plan.
5. Evaluate all local construction codes and ordinances, including enforcement procedures, in order to identify obstacles to effective enforcement, and to recommend necessary changes.
6. Assess housing patterns and maintain a plan to meet potential impacts of urbanization on city facilities.
7. Assist in the identification and dissemination of design and location criteria for new housing development for all economic levels.
8. Promote interest and activity by private enterprise in housing rehabilitation

9. Assuming an increase in supply of relocation housing, increase the demolition of unsound and dilapidated housing units that are beyond reclamation.
10. Encouragement of alternative strategies to meet housing needs such as mobile homes, modular homes, multi-family dwelling units, and planned unit development.
11. Requirement of anti-discrimination and affirmative action policies with respect to sale and rental of housing in the city.
12. Develop "planned unit development" concepts that minimize land and construction costs.
13. Discouragement of housing development in outlying areas which would require expensive extensions of city services.
14. Development and implementation of a zoning ordinance to provide housing location flexibility.
15. Development and implementation of a sub-division ordinance to facilitate conversion of buildable lands into areas suitable for housing construction.

PRIORITIES

Listed below are priorities for enhancing the quality of housing in Lakeside:

(1) Encourage additional residential development in areas presently or soon to be served by public facilities.

(2) Encourage multi-family units within specific areas through the use of various zoning techniques that encourages clustering, such as Planned Unit Development.

(3) Encourage local neighborhood refinancing through commercial banks and federal programs.

Priority Development Areas

The urbanized areas of Lakeside, in which there is considerable room for expansion, will soon be provided with adequate sewerage and water facilities.¹

¹HGE, Inc. Engineers and Planners, Comprehensive Development Plan, City of Lakeside, January, 1976, Pg. 24.

Because this area either has or will have access to water and sewerage facilities, the increased development of the presently urbanized portion of Lakeside should be rated as a high priority.

A more specific high priority development area is that undeveloped land east of North 8th Street. In recent years, there has been considerable development in this area. This trend is likely to continue.

Policies

The following housing policies are set forth:

Implementing ordinances will be developed which will, where possible support the development of diverse housing units (e.g., single family, multi-family, etc.) and housing units suitable for low income households.

The city will encourage adequate housing to meet the present and future needs of Lakeside residents.

OPEN SPACE - RECREATION ELEMENT

Less than one-third of the Lakeside land area is urbanized. The rest is largely undeveloped open space. The western fringe of Lakeside consists of the Oregon Dunes National Recreation Area. This recreation area consists largely of open, undeveloped dunes and is a prime open space and recreation resource.

The northern part of Lakeside and that area east of North 8th Street consists largely of undeveloped forested areas. The forest areas continue past the City Limits to the shores of Eel Lake on the north and North Tenmile Lake to the east. Development of these forested areas is relatively sparse and confined primarily to land adjacent to lakes, highways, and other roads.

Most of this open space discussed is in its natural state. The areas of open space developed specifically for recreational use in and near Lakeside are Tenmile Lake County Park, William Tugman State Park, Eel Lake Campground, and South Eel Creek Campground, and a number of private forests.

PROBLEMS

Because there is so much open space and recreational land in and around Lakeside, it is unlikely that any significant problems will occur concerning overall supply of open space.

Problems may arise with other aspects of the open space and recreation resource. Those areas in and near Lakeside which have the greatest potential for open space or recreational uses, in many cases, may be excellent locations for other uses such as residential, commercial, and industrial use. Future conflicts between competing uses will be reduced through the use of this plan and subsequent implementation of such regulating techniques as zoning and subdivision ordinances.

In order to minimize the problems discussed above, and optimize Lakeside's open space and recreation resources, the following goals and objectives have been set down:

GENERAL OPEN SPACE

plan

Goal:

To maintain and enhance the character of the city by conserving adequate open space in such a way that scenic, historic, and natural resources are maintained, and a healthy and visually attractive landscape is promoted in keeping with the character of Lakeside.

Objectives:

1. To ensure the adequate provision of open space by encouraging orderly development within the city.
2. To promote the development of the countryside contiguous to Lakeside in such a way that adequate open space is ensured.
3. To enhance open space and natural areas by encouraging the conservation of the lakes to protect the fish habitat and surrounding water areas.
4. To encourage the conservation of open space by encouraging protection of the watershed of the city's water supply.
5. To protect natural and scenic resources by encouraging the conservation of mineral and aggregate resources; local energy sources; ecologically and scientifically significant natural areas; scenic views and sites; wetlands and groundwater resources; wilderness areas; historic areas; and cultural areas.
6. To enhance recreation and tourism potential in and around Lakeside by utilizing the 1983 Statewide Comprehensive Outdoor Recreation Plan (SCORP) as a developmental and planning guideline.

RECREATIONAL AREAS

Goal:

To enhance the quality of life for the residents of Lakeside and increase the economic base in tourism by providing adequate recreational and recreation-related facilities.

Objectives:

1. Destination Tourism: To promote destination (in addition to drive-through) tourism by encouraging the construction of seasonal cabin facilities with kitchens.
2. Recreational Development: To enhance the recreational appeal of the area by:
 - a. encouraging the development of increased access to existing facilities,
 - b. broadening the range of recreational facilities to include youngsters, and
 - c. encourage the construction of additional park facilities near the lakes, including the development of a swimming beach at the County Park.

3. Tenmile Lakes Resources:

- a. To protect the recreational resource and fish habitat in the lakes by developing procedures to reasonably control siltation and vegetation growth.
- b. To enhance year around quality of water levels in the lakes by investigating the feasibility of a retention structure or considering other such alternatives.
- c. To encourage the restoration of fish spawning areas and supplement the natural brook stock in the tributaries of the Tenmile Lakes.

4. Area Promotion: To encourage the dissemination of information about the Lakeside and South Coast region, and to provide increased safety to users of U.S. Highway 101, through the development of a combined rest stop and information center along Highway 101 in cooperation with the Oregon Transportation Commission.

POSSIBLE ACTIVITIES

In order to accomplish the open space and recreation element goals and objectives, a number of activities have been listed. These activities are suggested courses of action, but should not be considered the only method that would fulfill the goal and objectives. As the planning process progresses, there may be a need to delete, replace, or supplement these listed activities with others.

1. Develop zoning, subdivision, and other ordinances to ensure sufficient amounts of land for open space and recreation compatible with other land uses.
2. Encourage cooperation between the city and the appropriate Federal and State agencies to ensure that proper recreational and open space uses are maintained.
3. Encourage those uses which preserve open space values, while also allowing other uses (e.g. timber harvest with post-recreational activities allowed).
4. Encourage those uses which have minimal adverse effect on the more important scientific, aesthetic, or ecological land areas.
5. Encourage cooperation between the city and appropriate agencies to maintain and, where feasible, increase the number of recreational facilities in Lakeside and the immediate area.
6. Encourage cooperation between Lakeside and the Oregon State Fish and Wildlife Commission and other appropriate agencies in order to plan for restoration of fish spawning areas.

LAND USE ELEMENT

Problems

There are a number of problems and potential problems which may be avoided with a proper land use classification system. Set forth below is a discussion of the more pertinent problems affecting the present land use system.

The present recreational benefits as well as the future potential of recreational development are valuable resources for Lakeside. In addition, the extensive residential development and modest commercial development are also significant resources. The economic health and overall liveability of Lakeside is dependent on the viability of all three of these components. A proper land use classification system will help ensure that conflicts between these potentially conflicting uses of land will be minimized.

Lakeside is in the process of developing a municipal sanitary sewerage system. In addition, the water system may also require improvement. A proper land use classification will help Lakeside people better determine how these systems should be improved. In addition, a land use classification system can help ensure that these and other public facilities are provided at the least cost.

In general, the results of development with a land use classification base, are likely to be more efficient, orderly, less costly, and more aesthetically pleasing than undertaking development without such a classification system.

Goal and Objectives

Listed below are the goal and objectives for the Land Use Element.

Goal: To provide a policy framework and factual base for land use decision making by establishing a land use planning process.

Objectives:

1. To provide a basis for implementing the plan by developing a broad factual base which considers social, economic, energy and environmental concerns.

2. The land use planning process shall occur in accordance with Land Conservation and Development Commission as Goal #2.
3. To ensure an adequate factual base for policy decisions in the comprehensive plan document by the inclusion of inventories, an identification of issues and problems, information relating to each Land Conservation and Development Commission goal, and an evaluation of alternative courses of action.
4. To ensure that provision of implementing ordinances for the plan document that shall be continually instituted, reviewed and revised.
5. To ensure coordination with the plans of other affected governmental agencies.
6. To ensure that the land use planning process shall proceed lawfully.

ACTIVITIES

In order for the goal and objectives to be realized, certain specific steps must be taken. Listed below are specific activities which will help fulfill the goal and objectives. Additional activities may later supplant these.

1. Develop zoning, subdivision and other ordinances as necessary, to ensure regulation of development in compliance with this goal and objectives.
2. Encourage active participation between the city and appropriate agencies in order to ensure the continuation of Lakeside's recreational and open space characteristics.
3. When updating the Comprehensive Plan, examine the Land Use Classifications in order to determine their current adequacy and make appropriate changes.

Policies

In order to help carry out the above goals and objectives, it shall be the policy of the city to:

- Set forth a procedure specifying regular intervals for review of the Comprehensive Plan and implementing ordinances.
- Maintain a citizen involvement program in which efficient land use planning will take place consistently.

COASTAL ELEMENT

Lakeside is uniquely situated within one of the largest concentrations of freshwater coastal lakes in Oregon, and in close proximity to the Dunes National Recreational Area, as well as several other parks and campgrounds.

Coastal Shorelands

The shorelands planning area as defined by the Coastal Shoreland Goal 17 includes those lands within 500 feet from a coastal lake. Within the planning area inventories are to be conducted to identify such things as geologic and flood hazards, fish and wildlife habitat, existing land uses, economic resources, recreational uses and aesthetic resources. In Lakeside these inventories were conducted as part of the overall planning process. From these inventories a shoreland boundary is to be established to deal specifically with the unique situation associated with the shorelands.

The shoreland boundary must include the following:

1. Areas subject to ocean flooding and lands within 100 feet of the ocean shore or within 50 feet of an estuary or a coastal lake;
2. Adjacent areas of geologic instability where the geologic instability is related to or will impact a coastal water body;
3. Natural or man-made riparian resources, especially vegetation necessary to stabilize the shoreline and to maintain water quality and temperature necessary for the maintenance of the fish habitat and spawning areas;
4. Areas of significant shoreland and wetland biological habitats whose habitat quality is primarily derived from or related to the association with coastal water areas;
5. Areas necessary for water-dependent and water-related uses, including areas of recreational importance which utilize coastal water or riparian resources, area appropriate for navigation and port facilities, dredge material disposal and mitigation sites, and areas having characteristics suitable for aquaculture;
6. Areas of exceptional aesthetic or scenic quality, where the quality is primarily derived from or related to the association with coastal water areas; and
7. Coastal headlands.

The shoreland area within Lakeside is primarily associated with the 100-year flood hazard area and the areas adjacent to the water that have steeper slopes where the riparian vegetation helps stabilize the shoreland, therefore, the shoreland boundary shall include the flood hazard area, and adjacent steep slopes over 30%, or 50 feet, whichever is greater (see map, pg. 203E). The shoreland boundary will help maintain as much of the riparian vegetation as practicable to assist in shoreline stabilization.

Use Priorities

General priorities for the overall use of coastal shorelands from highest to lowest shall be to:

1. Promote uses which maintain the integrity of estuaries and coastal waters;
2. Provide for water-dependent uses;
3. Provide for water related uses;
4. Provide for nondependent, non-related uses which retain flexibility of future use and do not prematurely or inalterably commit shorelands to more intensive uses;
5. Provide for development, including non-dependent, non-related uses, in urban areas compatible with existing or committed uses;
6. Permit nondependent, non-related uses which cause a permanent or long-term change in the features of coastal shorelands only upon a demonstration of public need.

Coastal Shoreland Use and Implementation Requirements

The land use portion of the Lakeside Comprehensive Plan designates the following land uses within the shorelands boundary. Marine Commercial, Public Facilities, General Commercial, Industrial and Recreation Residential. The subdivision ordinance provides for public access be provided to the lake.

Marine Commercial: There are three areas designated as marine commercial by the Comprehensive Plan map. The first area is around the mouth of Tenmile Lake. This area contains an existing marina moorage facility and boat building shops. This area also has several small boat launching ramps.

The second area is along the western shoreline of North Tenmile Lake. This area is a lower lying area which experiences some flooding during periods of high water. A majority of this area is undeveloped; however, there is one privately owned marina-campground complex in this area.

The last marina-commercial area is on the extreme eastern edge of the City. This portion of land currently is in a marine-recreational use.

All of the three areas are consistent with overall provisions of the shoreland goal.

General-Commercial: This area, which lies partially within the designated 100 year flood plain, is almost totally committed to general commercial uses. This area is the principle commercial area in the City.

Public Facilities: There are two areas within the Lakeside Shoreland Boundary designated as Public Facilities. The first area includes the Tenmile County Park which is the primary public access point to the lake.

The second area is along Tenmile Creek near the western edge of the City. This is the site of the Lakeside Sewerage Treatment Plant that is scheduled for construction. The treatment plant will be built above the 100 year flood elevation. Both of these areas are consistent with provisions of the Coastal Shorelands goal priorities.

Industrial: There is only one industrial area designated within the Shoreland Boundary. This is associated with the Elkside Lumber Company, the major employer in the City. This site is committed to industrial usage.

Residential Areas The remainder of uses within the Shoreland Boundary are primarily designated as Recreational Residential. These areas are intended to encourage residential development in keeping with the unique recreational character of the City.

There is one area that is within the 500 foot planning area that is not included within the Shorelands Boundary. This area is designated as General Residential. It was not included in the Shorelands Boundary because of the steep slopes at the shoreline. The City expects development in this area to occur primarily on the upper, more level portion of the hill.

In addition to the establishment of a Shorelands Boundary and designating land uses within this area, the following goals and objectives have been set down:

Goal: To use and protect those coastal shorelands in keeping with their unique characteristics that affect water quality, water and recreation oriented uses, economic resources and potential hazards.

Objectives:

1. To protect life and property through the development of implementing ordinances response to the hazards associated with the floodplain.
2. To reserve those shoreland areas which are uniquely suited to water and recreational uses through development of appropriate implementing codes and ordinances.
3. To minimize erosion, man caused sedimentation, and adverse impacts on water quality; and to facilitate water-dependent and water-related uses along the shoreline by:
 - a. Retaining as much vegetation as possible within the shorelines boundary; and
 - b. Allowing dredge and fill activities and flood and erosion control structures:
 1. Only on demonstration of need, and
 2. Designed, site, and constructed to minimize adverse impacts on the Lake.
4. However, this plan gives priority of non-structural solutions over structural solutions.
5. The City of Lakeside in cooperation with the Parks and Recreation Division shall develop and implement a program to provide increased public access. Existing public ownerships, rights-of-way, and similar public easements in coastal shorelands which provide access to or along coastal water shall be retained or replaced if sold, exchanged or transferred. Rights of way may be vacated to permit redevelopment of shorelands areas provided public access across the affected site is retained or replaced by a new access in a different location.

There is only one small area of active sand dunes in the City of Lakeside. That area is west of Highway 101 in the northern portion of the City. This area is currently in use as a hunting club in the northern part, and there has been proposed a recreational vehicle park in the southern portion.

Goal: The protection of human life and property from hazards associated with active and younger stabilized sand dunes through the development of implementing ordinances.

Objectives:

1. To limit development on and immediately adjacent to active sand dunes.
2. To encourage the stabilization of active sand dune areas which may pose a threat to human life and property.
3. To prevent excessive groundwater drawdown by encouraging new and existing developments to utilize the municipal water supply.
4. To encourage the retention of as much of the natural habitizing vegetation as possible during development of a project.

Policies:

It is the policy of the City to require a site review in Younger Stabilized Dune areas that will accomplish the above objectives. The review shall, at a minimum, address the following:

1. the type of proposed use and adverse effects it might have on the site and adjacent areas;
2. methods of protecting the surrounding areas from any adverse effect of the use; and
3. hazards to life, public and private property, and the natural environment which may be caused by the proposed use.

Goal: To maintain and improve the air, land and water resources of the city.

Objectives:

1. To conserve and enhance water quality by encouraging the construction of a sanitary sewage facility.
2. To conserve air quality by encouraging emission standards to be in accordance with the Clean Air Act of 1970, and by encouraging the development of non-polluting industry.
3. To conserve and enhance land quality by encouraging orderly growth and development.
4. To conserve water quality by encouraging the protection of watershed areas around the Lakes.
5. To conserve area-wide water, air and land resource quality by encouraging coordination with other jurisdictions outside the city.
6. To conserve the air, land, noise and water quality within the City by encouraging cooperation and coordination with the appropriate State and Federal regulatory agencies.

Policies: To develop implementing ordinances (e.g., zoning, sub-division, etc.) which will help to achieve air, land, and water quality objectives.

The City of Lakeside recognizes the statutory authority of the Oregon Department of Environmental Quality and the Environmental Protection Agency in monitoring and regulating air, land, noise, and water quality and encouraging cooperation with those agencies.

VISUAL RESOURCES ELEMENT

Goal: To conserve and enhance the visual quality of the area.

Objectives:

1. To protect the visual resources of the lakes by encouraging systematic and complimentary development.
2. To enhance the visual quality of the city by encouraging the improvement of existing development and controlling future development.

Policies: To encourage and enhance the visual qualities of Lakeside through proper ordinance regulations.

ENERGY ELEMENT

Goal: To conserve energy resources of the Lakeside area.

Objectives:

1. To conserve energy demands by encouraging development of energy-conserving land use patterns.
2. To conserve transportation related energy demands by encouraging development of light industry which can provide employment to local people.
3. To conserve energy resources by encouraging development and utilization of alternative energy sources.
4. To encourage conservation of energy through the use of adequate insulation and other prudent building practices.

Policies: To promote energy efficiency through the proper enforcement of existing regulations and codes (e.g., Uniform Building Code, etc.).

To promote energy efficiency through new codes and regulations (e.g., zoning, and subdivision ordinances, specifically designed to conserve energy.

URBANIZATION ELEMENT

Goal: To provide for orderly growth of the city and an efficient transition from rural to urban land use.

Objectives:

1. To establish an Urban Growth Boundary which is based upon the policies and recommendations of this plan. These will include:
 - a. To reflect the limitations of natural barriers surrounding the city by planning for orderly urban growth within city boundaries.
 - b. To encourage development within areas already served by public facilities.

- c. To encourage coordination in the timing of orderly development and the extension of public facilities.
 - d. To promote the greatest efficiency of land use which minimizes environmental, energy, economic and social consequences.
 - e. To ensure housing, employment, livability, agricultural land uses and public facility extension considerations as factors involved in determining long-range urban use designations.
 - f. To promote an efficient coordination of water and fire districts within the Lakeside city boundaries.
 - g. To encourage the adequate provision of fire prevention and water distribution facilities in Lakeside.
 - h. To plan for the need and provision of adequate educational facilities in Lakeside.
2. To establish an urban growth boundary that is fully coordinated with Coos County.

Policies: The Urban Growth Boundary as established by the City of Lakeside is designated as the City Limits.

The City should encourage the development of proper regulations and appropriate ordinances.

The City should develop a program which establishes priorities for the extension of streets, roads, and other public facilities.

Any proposed annexation outside the established and adopted urban growth boundary will require an amendment to the Urban Growth Boundary. Amendments to an urban growth boundary will be done in a joint process between the City and Coos County.

PLANNING PROCESS ELEMENT

This element contains three sections. The first outlines the planning processes, the second describes how the plan is to be implemented and the third recognizes other plans and supporting documents.

The planning process section describes the development process of the plan, summarizes of the citizen and agency involvement mechanisms, and describes the future processes.

The plan implementation section describes those jurisdictions and agencies and their role in implementing the Lakeside plan.

The final section recognizes other adopted plans and supporting documents which agree with the Lakeside Plan.

Planning Processes

Development Process: The citizens of the Lakeside area voted to incorporate in February of 1974. After an initial period of time a Citizens Advisory Committee was formed to provide the City Council with planning advise. It became evident however, that the City Council did not have enough time to do the planning as well as get the new city established and functioning. In October of 1974 the city officially requested technical planning assistance from the Coos-Curry Council of Governments to aid in the development of a comprehensive plan. At the November City Council meeting the Citizen Advisory Committee was given full planning commission authority. By April of 1975 the city established the Lakeside Plan Advisory Committee to assist the Planning Commission in the development of the Comprehensive Plan.

The Lakeside Plan Advisory Committee with Coos-Curry Council of Governments technical assistance began the process of developing a comprehensive plan. The physical, cultural and socio-economic conditions within the city were inventoried. From the inventories that were developed, the planning issues and problems were identified. The Lakeside Plan Advisory Committee then developed the planning goals. Objectives and

strategies were developed in order to meet the goals.

In the fall of 1976 the Lakeside Plan Advisory Committee had completed and sent an initiative Draft Comprehensive Plan to the Planning Commission. The Lakeside Plan Advisory Committee was then dissolved and a four member Committee for Citizen Involvement (CCI) was established with the major function of enlisting citizen involvement at all levels of the planning process and working with the Planning Commission in the planning process.

After the Planning Commission received the draft comprehensive plan, they began an exhaustive review and began development of the zoning and subdivision ordinances to implement the plan.

During this period of time the Planning Commission received direction from the City Council to address such items as a street numbering policy, a parking ordinance, and a load limit ordinance. Additionally, LCDC developed four coastal goals which were then addressed by the Planning Commission for inclusion in the Comprehensive Plan. The Planning Commission and the CCI also developed and established an urban growth boundary and began coordinating with Coos County in the finalization of the boundary.

Citizen Involvement: From the onset of the planning process the city has strived to maintain an open and well publicized posture in all phases of the process. Citizen participation or public participation included such features as open, well-publicized meetings, opportunities for the citizens to participate, citizen access to information through the City Hall and committee members, and response of decision makers to citizen input. The detailed Citizen Involvement Program can be found in the Citizen Involvement Element.

The Planning Commission and the Committee for Citizen Involvement also conducted a survey of citizen attitudes toward development, city services, environment, employment, housing and other planning related subjects in February 1977. This was accomplished by mailing a questionnaire using addresses provided by the Lakeside Water District.

Agency Involvement and Coordination: Since the City of Lakeside began the development of the Lakeside 1995 Comprehensive Plan prior to the

development of the Statewide Agency Coordination Mechanism, the city developed the following mechanism to invite agency participation in the planning process. The process was begun with a letter to all interested state and local agencies inviting them to participate in the development of the Lakeside Plan. Agencies opting to participate were asked to identify contact persons who would be mailed agendas, meeting announcements and Notices of public hearings.

The following is a sample of the letter that was sent to the various agencies and a list of those agencies that were initially contacted. As additional interested agencies were identified, they were invited to participate and were added to the mailing list.

COOS-CURRY COUNCIL OF GOVERNMENTS

LANDRA DIEDRICH
PLANNING DIRECTOR
PHONE 754-2262

P. O. BOX 647
NORTH BEND, OREGON 97459

B. L. HISSING, Chairman
WILLIAM TANKERSLEY, Vice-Chairman
W. HICKARD, Treasurer

October 6, 1975

Agency Name

Gentlemen:

The City of Lakeside currently is involved in the Comprehensive Planning process. We invite your agency's participation in this on-going project.

If your agency elects to participate in the formulation of the Lakeside Comprehensive Plan, please identify a contact person through whom we can correspond. This person will be furnished with meeting announcements, agendas and notices of public hearings.

Please address your response to: Sandra Diedrich
Planning Director
Coos-Curry Council of Governments
P.O. Box 647
North Bend, Oregon 97459
Attn: Lakeside Plan Advisory Committee

Also, a public hearing will be held October 15 at 7:30 p.m. in the Lakeside Water District Office for the purpose of public discussion of inventory materials. Your agency is welcome to attend.

Thank you for your participation and response in this matter of mutual concern.

Sincerely,

Annette Chappell
Chairwoman
Lakeside Plan Advisory
Committee

AC:pa

MEMBER AGENCIES

COOS COUNTY	NORTH BEND	COOS BAY SCHOOL DISTRICT
CURRY COUNTY	PORT GARFORD	COQUILLE SCHOOL DISTRICT
BANDON	POWERS	BANDON SCHOOL DISTRICT
BACKINGS	FORT OF BANDON	BROOKING-HARPER SCHOOL DISTRICT
CIDR BAY	FORT OF CIDER BAY	GOLD BEACH HIGH SCHOOL DISTRICT
CLATSOP	FORT OF CLATSOP	GOLD BEACH JUNIOR HIGH SCHOOL DISTRICT
ESTACOS	FORT OF GOLD BEACH	WHEELER FORD SCHOOL DISTRICT
GOLD BEACH	COOS BAY NORTH BEND WATER BOARD	STURGEON BAY SCHOOL DISTRICT
LAKEVIEW	LAKEVIEW WATER DISTRICT	
MYRTLE POINT	LOWE 212 WATER DISTRICT	

Letters of Agency Coordination sent to:

Lakeside Water District
Lakeside Fire District
Coos County Planning Commission

Department of Environmental Quality
State Parks Division
State Highway Division
State Water Resources Board
Economic Development Department
Fish and Game Commission
State Department of Geology and Mineral Industries
Division of State Lands
State Marine Board
State Soil and Water Conservation Commission
Oregon Department of Transportation
School District #13
Southwestern Oregon Community College
Coos Bay/North Bend Water Board
State Department of Commerce
Army Corps of Engineers
Bureau of Land Management
U.S. Forest Service
Oregon Coastal Conservation and Development Association
Environmental Protection Agency
State Housing Division
Coos-Curry-Douglas Economic Improvement Association

Future Processes:

Once the City of Lakeside 1995 Comprehensive Plan is adopted and receives acknowledgement of compliance from LCDC the City will, as directed by DLCD periodic review scheduling but not more than once in five years, review the comprehensive plan and implementing ordinances in order to identify any needs for update or revision. Future City plan revision and updating will occur in accordance with the City's adopted Citizen Involvement Program and Agency Involvement Mechanism. During the implementing phases of the comprehensive plan, the City will insure that citizens have an opportunity to participate in the process through public notice, open meetings, access to information and decision makers response to citizen input.

Plan Amendment:

The City of Lakeside shall follow the procedure outlined below to consider amendments to this Plan, including those resulting "periodic review".

1. Initiation. A proposal to amend or review the Plan may be initiated by:
 - a. Majority vote of the City Council on its own motion.
 - b. Request to the City Council based upon a majority vote of the Planning Commission.
 - c. Application to the City Council by a property owner.
 - d. Request to the City Council based upon a majority vote of the Committee for Citizen Involvement.
2. Hearing. The City Council shall set a date for a public hearing to be held before the Planning Commission. The hearing shall be conducted in accordance with the provisions of the Zoning Ordinance, Public Hearings. When it is deemed advisable, the Council may hold the hearing and may request input from the Commission.
3. Notice. Public notice shall be published in a newspaper of general circulation at least thirty (30) calendar days prior to the date of the hearing. The notice shall contain:
 - a. Date, time and place of hearing.
 - b. Reasonably written description of the proposed revision/amendment including but not limited to legal description or property involved, as applicable.
 - c. Office or employee of the City from whom information can be obtained.
 - d. Statement that written comments may be submitted prior to the hearing.After acknowledgement that this Plan is in compliance with statewide planning goals, notice to the Director of the Land Conservation and Development Commission shall be given in accordance with OAR 660-18-000 and ORS 197.
4. Decision. If the Planning Commission has acted as hearing authority, it shall make a recommendation to the City Council to enact or not enact the amendment. The Council shall review

plan

the record including staff comments, public testimony, and Planning Commission recommendation and shall enact or not enact the amendment. The Commission and/or Council shall take action only after making findings of fact which document all of the following:

- a. Identification of new planning problems and issues.
 - b. Collection and analysis of inventories and other pertinent factual information.
 - c. Evaluation of alternative courses of action and ultimate policy choices.
 - d. Selection of appropriate policy directives based upon consideration of social, economic, energy and environmental needs.
5. Final Order: The City Council shall issue a final order in accordance with non-conflicting provisions of the Zoning Ordinance, Public Hearings section, and, after this Plan has been acknowledged to be in compliance with statewide planning goals, in accordance with OAR 660-18-000 and ORS 197. In addition, the Council shall direct the preparation of an ordinance declaring the amendment.

Plan Implementation

Just as a planning process responds to external influences during the development of a plan, the completed plans do not exist in isolation. The process gathers information and accepts input from many sources from the local to the federal level. In the same manner, a completed plan must interact with many different components of society and on many different levels.

The Lakeside 1995 Comprehensive Plan recognizes that there are other authorities that have regulatory power to aid in implementing the adopted plan. The city expects however, that these authorities will perform their regulatory functions within the framework of the plan rather than outside it.

City of Lakeside

Much of the Lakeside 1995 Comprehensive Plan's effectiveness comes from the City's implementing ordinances. These include the zoning and subdivision ordinances as well as other special ordinances developed over a period of time. These special ordinances will serve to provide additional meaning and interpretation to the plan.

City committees will be involved with implementation whether these committees deal with police, sewer, streets or budgets. Their role is not significant at this point. However, their purpose will lead them into an implementation role and this should be recognized.

The City of Lakeside will work with other offices and agencies to properly implement the plan. Lakeside and Coos County will enter into a Joint Management Agreement for administering the urban growth area. The city will also work with the Lakeside Fire District, the Lakeside Water District and the North Bend School District #13 in coordinating services within the framework of the Comprehensive Plan.

Coos County

The County will be responsible for plan implementation in such areas as County park lands and the County road system.

State of Oregon

There are numerous implementing authorities that exist at the state level. Many of these authorities have developed programs which will have an effect on the comprehensive plan and in turn the plan will affect the programs. State agencies that will be involved include, the Department of Environmental Quality, Department of Economic Development, Water Resources Department, State Marine Board, Department of Transportation which includes the State Parks Branch and State Aeronautics Division, State Department of Forestry, Division of State Lands, State Department of Energy and the Department of Commerce.

Federal Authorities: Federal offices and agencies have roles and responsibilities similar to the State agencies. Some of these offices and agencies include but are not limited to the Bonneville Power Administration, U.S. Forest Service including the Dunes National Recreation Area, the Environmental Protection Agency, and Farmers Home Administration. Actions and activities must be proposed, reviewed, and carried out in a manner which reflects and accepts the authority of the Lakeside 1995 Comprehensive Plan as well as the authority of the federal agency. However, the city's plan must have the final authority over actions and activities within the city limits.

Other Implementing Authorities: In addition to the City, County, State and Federal agencies there are other agencies and special districts

which in many cases provide greater assistance in plan implementation. The Lakeside Fire District, the Lakeside Water District, the North Bend School District #13, the Coos-Curry Regional Housing Authority, the Coos-Curry-Douglas Economic Improvement Association, and the Coos-Curry Council of Governments are among those agencies and special districts. The Lakeside 1995 Comprehensive Plan will also be implemented through the efforts of numerous local and private individuals and groups. These include the senior citizens, the Homeowners Association, local builders, and developers.

Summary: The creation, review and implementation of the Lakeside 1995 Comprehensive Plan is a multi-faceted process that occurs in association with other local, regional, and statewide planning. The Lakeside Plan recognizes other agencies, jurisdictions and permit authorities; similarly, these agencies, jurisdictions, and permit authorities must recognize the authority of the City of Lakeside and the Lakeside 1995 Comprehensive Plan. All permit and implementation activities as well as regulatory functions must conform to and be consistent with the Lakeside Plan and implementing ordinances.

Recognition of Other Plans and Supporting Documents

The City of Lakeside 1995 Comprehensive Plan recognizes and has extensively used the following plans and reports in the development of the Plan:

Coos-Curry-Douglas Economic Improvement Associations' Phase I and Phase II Overall Economic Development Plan (1973), the 1975 Overall Economic Development Plan, and the Coos County Area Development Factbook; the Coos-Curry Council of Governments' Transportation Planning and Needs in Administrative District 7 (1973), Coos-Curry Preliminary 1990 Open Space Plan (1973), the Coos-Curry Environmental Protection Program Volume I & II 1974, the Coos-Curry 1990 Regional Comprehensive HUD "701" Plan (1974), the Coos-Curry Regional Housing Element of the Coos-Curry Regional Comprehensive HUD "701" Plan Volume I-IV (1977), the Coos-Curry Transportation Study Volume I (1978). The Coos-Curry Solid Waste Management Plan (1975); the Lakeside Comprehensive Sewerage Development Plan (1976); the Comprehensive Water System Development Plan (1976) are also used.

The Overall Economic Development Plan Phase I and II presents a thorough analysis of the economic conditions of Coos, Curry and Douglas Counties. The human and physical resources of Coos, Curry and Douglas Counties, and the areas basic and non-basic economic sectors are examined. Based on this analysis, economic problems and potentials are delineated and an action program with defined goals, objectives and practices is set forth. The Overall Economic Development Plan (1975) presents a review and update of the prior two reports. The Coos County Area Development Factbook identifies a variety of areas throughout the county suitable for industrial growth as well as a wide range of information relevant to business expansion decisions.

In 1973, the Coos-Curry Council of Governments prepared and published Transportation Planning and Needs in Administrative District 7. The plan assesses the present transportation status in Coos and Curry Counties, specifies the more significant transportation problems, and discusses possible solutions to those problems. In addition, the plan sets forth a series of goals and priorities that are designed to improve the area's overall transportation system.

The Coos-Curry Preliminary 1990 Open Space Plan which was prepared by the Coos-Curry Council of Governments in 1973; identifies existing open space, and assesses the need for open space through the year 1990. The plan sets forth a series of goals and objectives which will help ensure that the environmental, recreational, and economic needs for open space are met.

The Coos-Curry Council of Governments began a systematic study of water resources and water quality in Coos and Curry Counties in 1970. The study resulted in Volumes I and II of the Coos-Curry Environmental Protection Program (EPP). The purpose of the study is to assess the quality and quantity of water resources in Coos and Curry Counties. The EPP presents a technical inventory of river basins, a water quality management plan, and a section on facilities planning for the cities and rural areas of Coos and Curry Counties. Volume II is an appendix of technical data, which was used in the development of the Water Resource Management Plan.

The Coos-Curry 1990 Regional Comprehensive Plan is a long-range plan serving three basic functions: summarizing socio-economic and environ-

mental conditions and problems; presenting regional plans as well as certifying them for improving socio-economic and environmental conditions and for enhancing the general quality of life in the region; outlining recommended policies and procedures for regional planning and implementation of those plans by assigning and coordinating responsibilities of various agencies. The plan provides a functional guide to other planning organizations and agencies based on a synthesis of a wide variety of concerns and problems with a regional perspective. The plan also functions as a guide for the coordination of planning programs through the Council of Governments. Included in the plan is a complete summary and index of planning programs and studies.

The Coos-Curry Regional Housing Element of the Coos-Curry Regional Comprehensive Plan Vol. I-IV provides a broad statistical base for housing decision making in the Coos-Curry area. The Housing Element assesses housing resources and the projected needs by examining the current housing stock, the local housing-related resources, and the current and projected population characteristics.

Volume I contains the Coos-Curry Housing folio, Volume II the Coos-Curry Senior Citizen Housing assessment, Volume III the Statistical Appendix, and Volume IV the Summary and Strategies.

The Coos-Curry Transportation Study Volume I identifies the needs of the transportation disadvantaged in District 7 with special emphasis on the elderly and handicapped. It identifies resources to meet those needs, minimum low cost service improvements, and identifies and analyzes the costs of alternative services.

The Coos County Solid Waste Management Plan, 1978, analyzes the condition of disposal sites in Coos County. The Management Plan also considers different disposal schemes and discusses various funding sources.

In 1976 HGE, Inc. developed for the City of Lakeside the Comprehensive Sewerage Development Plan in response to the need for a municipal sewerage system. This plan represents a program for the development of a sewerage system to serve the entire Lakeside Area.

HGE also prepared for the Lakeside Water District a Comprehensive Water System Development Plan. This plan analyzes the existing water system in the district and presents a plan for water system improvements on a phase basis which will enable the district to meet the unique growth demands for the future.

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