CITY OF ROGUE RIVER
JACKSON COUNTY, OREGON

ROYAL B. DELAND, MAYOR

CITY COUNCIL

LARRY MILLER, MAYOR PRO-TEM
SUE BLOOMFIELD
MARVIN BORNHOLDT
RON BRESHEARS
BOB ILES
DENNIS HITCH

PLANNING COMMISSION

DICK SKEVINGTON, CHAIRMAN
FAY WASTELL, VICE CHAIRMAN
GLENN MARTIN
BRIAN DAY
BURNIE GILLESPIE
WILL DAVIS
DICK HANDBURY
BILL EVANS, ALTERNATE MEMBER

CITY PLANNER

HOPE J. WARREN

CITY STAFF

FRED DODSON
DEBBIE GERSTMAR
JAMES HALL
BILL KALISTA
ERNIE MCALLISTER
JONO NUTTER
TONY SUTTORA
ALLEN VADER
HOPE WARREN
CAROL WEIR
CURTIS WHIPPLE
TODD WRIGHT
LEAHNETTE YORK

TABLE OF CONTENTS

INTRODUCTION

The City of Rogue River, Oregon, is located in the northwest corner of Jackson County, between Evans Creek and Wards Creek where they enter the famous Rogue River. The two streams and the river pass through the City; Evans Creek on the west, Wards Creek on the east, the Rogue River on the south. The City of Rogue River was originally a river crossing by the name of Tailholt. Woodville, as the town later became known, was a center for small scale lumber and agricultural operations with a limited amount of mining. Some of these activities still remain.

The City initially grew slowly and randomly after its incorporation in 1912. By a vote of the people, the City was renamed Rogue River and began to evolve into a compact community with all of the expected services and facilities of any City. The City expects to continue to grow and with the aid of this Comprehensive Plan, to grow in such a way to make maximum use of land, resources, and community effort and to limit man's adverse impact as much as possible on the environment. This is one more effort by the municipal leaders to coordinate community efforts, to establish a framework for long range development, to plan for the resolution of growing problems and to provide a continuity for growth in order to maintain the City as an attractive, growing, viable entity that is the commercial and cultural center for this portion of the County.

This document represents the current ideas, plans, policies, and desires of today's community leaders and members. Change is inevitable, therefore, this plan will require periodic review and modification in order to adjust to new laws and regulations and the changing needs and desires of the community.

This Comprehensive Plan is a collection of data and information about the City and an analysis of this information in order to arrive at various conclusions about what is in existence at this time and what is needed for the near future. Some of the goals are idealistic, however, they are attainable. The backgrounds are as accurate, comprehensive, and detailed as circumstances would allow. The policies are a combination of what is being done correctly and what must be done in order to attain the stated goals and to maintain the quality of life within the City of Rogue River and its Urban Growth Boundary as we know it today.

This plan provides a detailed guide for elected and appointed officials and for City employees, and includes programs and policies for the continued development and expansion of the City of Rogue River.

GOAL 1

CITIZEN INVOLVEMENT

GOAL:

It is the goal of the City of Rogue River to maintain a citizen involvement program that ensures the opportunity for the citizens of Rogue River to be involved in all phases of the planning process.

A. BACKGROUND

The City of Rogue River has long recognized the importance of an active citizenry in formulating policies and guidelines for City growth and development. Citizen involvement has long been encouraged in order that the City's growth, appearance and character accurately reflect the needs and desires of the majority of the citizens, rather than the opinions of a limited few.

Through the adoption of standardized land use hearing rules on February 9, 1978, Ordinance No. 295, the Rogue River City Council further ensured that all land use hearings would be conducted in a consistent manner which allowed all interested parties an opportunity to be heard. This ordinance is presented to all land use applicants, and is available at City Hall for all opponents and proponents to review prior to land use hearings.

In developing and implementing ordinances for the Rogue River Comprehensive Plan, the Rogue River City Council has recognized the need for continuing citizen involvement in all planning decisions. To ensure this continued involvement, the City Council adopted Resolution No. 348, as amended by ORS 197.763, which follows the Oregon Open Meeting Law.

This resolution:

1. Requires noticing of all regularly scheduled meetings of the deliberative bodies of the City of Rogue River; and

2. Requires advance notification to the media of any special meetings for these deliberative bodies; and

3. Requires that all meetings of the deliberative bodies be open to the public; and

4. Prohibits private meetings of the deliberative bodies; and

5. Requires that the significant aspects of the deliberations be printed; and

6. Requires that copies of these publications be made available to the public.

The City Council has further supported citizen involvement by including public noticing requirements in the implementing ordinances of the Comprehensive Plan, specifically the Rogue River Zoning Ordinance No. 373, as amended and the Rogue River Subdivision

Ordinance No. 379, as amended. Citizen involvement within the City of Rogue River is also reflected in the activities of several groups that are not directly involved in City government. These groups have collective citizen involvement that frequently influences the decisions that are made by the City. These groups are as follows:

Governing Bodies include: School Board, Fire Department Board, Multi-Service Center Board, Senior Center Board, Grants Pass Irrigation District and Gold Hill Irrigation District.

Service Organizations include: Lion's Club, Kiwanis Club, Boy Scouts, Girl Scouts, Chamber of Commerce, Live Oak Grange, Civic Club and the Veterans of Foreign Wars.

Informal Groups include: Friends of the Library, Parks Committee, Tree City U.S.A. Committee, Fire Department Auxiliary, Police Department Auxiliary and the Horseshoe Pitching Club.

The volunteer segment of the City of Rogue River is an important part of our citizen input and involvement. There are many thousands of hours of work done by volunteers that enables our small City of Rogue River to run as well as it does. The City is proud of all the long and hard work these volunteers have given to the City, stemming from the Mayor and City Council to the Garden Club volunteers who keep the flower beds in the parks beautiful throughout the year.

FINDINGS

The City of Rogue River has actively pursued a posture of strong citizen involvement in the planning process, as noted by these findings:

1. The Rogue River City Council established standardized land use hearing rules in 1978 to ensure that all parties interested in land use matters would be heard, as stated in Rogue River Ordinance No. 295;

2. The Rogue River City Council follows the Oregon Open Meeting Law through the adoption of Resolution No. 348, ensuring public awareness of all public meetings and decisions.

3. The Rogue River Planning Commission and the Rogue River City Council amends and updates ordinances on a continual basis, and ensures that all ordinances are being complied with.

POLICY

It is the policy of the City of Rogue River to continue citizen involvement in all phases of the planning process, through the use of public notifications of all public meetings, as required by Resolution No. 348 and implementing the ordinances of the Rogue River Comprehensive Plan.

1. To provide for widespread citizen involvement in the development land maintenance of the Comprehensive Plan for the City of Rogue River.

2. To provide for widespread citizen involvement in the development and implementation of policies for planning and development within the Urban Growth Boundary.

3. To encourage citizen input and involvement in all phases of planning, legislation, adoption and application of the planning and development process in the City of Rogue River.

4. To encourage citizen input and involvement in the periodic review and updating of the Rogue River Comprehensive Plan.

5. To coordinate with Jackson County and other local governmental entities in order to utilize data gathered and analyzed by them.

6. To continue those citizen involvement programs already initiated by the City of Rogue River.

7. To continue and to improve public dissemination of all deliberations and decisions of the planning and governing bodies of the City of Rogue River, through the use of City controlled procedures (bulletin boards, inclusion of a newsletter in utility bills, etc.) and other media forms such as newspapers, cable television and radio.

GOAL 2

LAND USE PLANNING

GOAL:

It is the goal of the City of Rogue River to establish a land use planning process and policy framework which will be the basis for all land use decisions, and will provide an adequate, factual base for these land use decisions.

A. BACKGROUND

Land use planning in the City of Rogue River is composed of the history of the population, its growth, and the use residents have made of the land. Rogue River was developed initially to serve the needs of the surrounding agricultural and timber interests, but now is a self-contained community that meets the needs of residents within its boundaries.

The City of Rogue River was incorporated in 1912. Since incorporation, the City has assumed a passive annexation policy, reviewing and acting on those annexation applications it has received, but not actively pursing annexation. Rogue River currently contains 577 acres. The Urban Growth Boundary area consists of an additional 960 acres, giving Rogue River a potential of growing to 1,537 acres over the next 20 years.

Existing land uses in Rogue River center on an urban core area at Main and Depot Streets, extending to Wards Creek and North River Roads. The existing shopping center is at the eastern edge of the commercial district, and additional commercial establishments are located south of the Rogue River along Rogue River Highway (U.S. 99).

The existing industrial area is southeast of the downtown core, and consists primarily of a lumber mill and smaller industrial operations. The existing residential areas are north of the urban core, consisting of denser housing close to the City Center and more dispersed housing on the outskirts. Housing in Rogue River has been built historically on a lot by lot basis. However, since 1980, the bulk of the growth has been in multiple unit developments.

B. DEMOGRAPHIC OVERVIEW

Rogue River is a small town nestled between slopes of the Klamath Mountains and situated on the banks of the Rogue River. Its population of 1,950 has remained fairly stable in the recent past, increasing by 11%, or nearly 200 people, between 1990 and 2004. Depending on the source, population growth is projected to pick up over the next twenty years increasing by 31% to 65%, or 608 to 1,275 new residents. The minority composition of the city is similar to that of other communities in southern Oregon: 6% of the population is non-Caucasian, and a majority of the non-Caucasian population is Hispanic.

A striking feature of the city's demographic is the predominance of seniors (65 years and older), which accounts for one-third of the city's population compared with half that share (16%) in Jackson County. Reflecting this senior concentration is the city's median age of 49.7 years, over 10 years older than the County's median age. Half of the 902 households in Rogue River are headed by a person 65 years or older.

Related to this large senior population, some measures of income are considerably lower for Rogue River than for Jackson County. For instance, Rogue River's median household

income is $23,419 and its per capita income is $16,789, 64% and 86% of the County's measures respectively. However, the wages and salaries received by 45% of households average $40,307, or 95% of the County's mean, a substantial increase from the 82% ratio of 1990. In fact, between 1990 and 2000, average wage and salary income of Rogue River residents improved in inflation-adjusted dollars by 12%, compared to the real decline in average wages and salaries of -2.2% in Jackson County. This relative improvement in wages and salaries may reflect better jobs held by an increasing share of residents working in the nearby urban centers. Real (inflation-adjusted) median household income grew between 1990 and 2000 at a 1.1% annual rate, comparable to the county-wide rate, but real per capita income surged past the strong 1.8% county rate, increasing by 2.8% annually, probably reflecting residents' stronger earnings growth.

Other demographic characteristics point to similarities between Rogue River and Jackson County. The overall poverty rate is slightly higher in the city at 13.1% vs. 12.5% in Jackson County, but a lower share of seniors are below the poverty threshold compared the Jackson County (6.2% vs. 6.9%). Data on the educational attainment of adults (25+ years) shows Jackson County slightly better educated: 85% of the County vs. 82% of Rogue River residents have a high school diploma or higher level of education. However, at higher educational attainment levels the two areas diverge: 22% of County residents hold a bachelor's degree or higher, compared to 14% in the city. Educational attainment data mirrors a community's age distribution and, typically, the educational level of older residents is lower than that of younger residents. To the extent this is true for Rogue River, this education-by-age distinction coupled with the high percentage of seniors partially explains the relatively lower share of adults with a bachelor's or higher educational level.

Table 2.1 Rogue River Demography

Demographic Highlights	Rogue River	Jackson County	Oregon
Population 2004	1,950	191,200	3,582,600
Population Change 1990-2000	5.2%	24.5%	20.4%
Population, % 65+ Years (2000)	33.6%	16.8%	12.8%
Median Age (2000)	49.7	39.2	36.3
Population in the Labor Force	32.8%	47.9%	50.9%
Per Capita Income (2000)	$16,789	$19,498	$20,940
Median Household Income (2000)	$23,419	$36,461	$40,916
Poverty Rate (2000)	13.1%	12.5%	11.6%
Poverty Rate (2000), Persons 65+ years	6.2%	6.9%	7.6%

Table 2.2 Population growth

Year	Population	% Change
1990	1,759	
1991	1,765	+0.3
1992	1,815	+2.8
1993	1,810	-0.3
1994	1,830	+1.1
1995	1,950	+6.5
1996	1,965	+0.8
1997	1,955	-0.5
1998	1,960	+0.3
1999	1,940	-1.0
2000	1,847	-4.8
2001	1,860	+0.7
2002	1,870	+0.5
2003	1,900	+1.6
2004	1,950	+2.6

C. ZONING

The City of Rogue River adopted its first zoning ordinance in 1967, to direct the location and placement of new developments and redevelopment in the City. That Ordinance has been updated to meet the ongoing needs of the City, the latest being the Rogue River Zoning Ordinance No. 373, as amended. The Zoning Ordinance is one of the implementing ordinances of this Comprehensive Plan, and is attached to this Plan in the appendices. In 1974, the City of Rogue River adopted a subdivision ordinance to regulate land divisions and development within the City. This Ordinance has also been updated and reviewed to meet the changing needs of the City, the latest being the Rogue River Subdivision Ordinance No. 00-301-O, as amended, which is an implementing ordinance of this plan and is included in the appendices.

The Rogue River Zoning Ordinance No. 373, as amended, identifies the following zoning districts:

1. Residential. Estate: Low density, rural residential developments on 20,000 square feet or larger lots, intended for single family homes, or mobile homes. Designated as R-E on the Existing and Future Zoning Maps, and as LR on the Comprehensive Plan Map.

2. Single Family Residential: Suburban residential district intended for single family homes or mobile home developments. The following minimum lot sizes are allowed in this district:

   a.. R-1-12: 12,000 square feet or larger lots, designated as LR on the Comprehensive Plan Map.

   b. R-1-8: 8,000 square feet or larger lots, designated as MR on the Comprehensive Plan Map.
   c. R-1-6: 6,000 square feet or larger lots, designated as MR on the Comprehensive Plan Map.

3. Multiple Family Residential: Urban residential district intended for multiple family developments. Minimum Lot size is 6,000 square feet, and this district is designated as R-2 on the Existing and Future Zoning Maps and as HR on the Comprehensive Plan Map.

4. General Commercial District: Commercial uses which serve the needs of the residents of Rogue River and surrounding areas are required to develop within this zone, which is designated as C on the Existing and Future Zoning Maps and on the Comprehensive Plan Map.

5. General Industrial District: Industrial uses which add to the employment and economic base of the City are required to develop in these districts, which is designated as M on the Existing and Future Zoning maps and the Comprehensive Plan Map.

6. Public - Open Space District: Lands. owned by public agencies, and which are currently used for public services and facilities are designated as P on the Existing and Future Zoning Maps and the Comprehensive Plan Map.

Two maps have been adopted with the Zoning ordinance. – The Existing Zoning map shows the current zoning designation for properties within the City. The Future Zoning Map shows the zoning designations for property within the City and the Urban Growth Boundary Area, which are compatible with the Comprehensive Plan Map.

Land use designations for both the Future Zoning and Comprehensive Plan Maps were developed utilizing information gathered for other goals in this Plan, most notably the existing land use configuration in the City and adjacent Urban Growth Boundary Area, studies identifying resource areas (open space, scenic areas, etc.), potential hazard areas, economic and housing needs of the City and its residents, and the ability of the natural resources and public facility systems to accommodate the additional growth. These constraints and policies regarding development in or near sensitive areas are discussed in detail in the other goals of this Comprehensive Plan.

In comparison with studies done on development in other cities, Rogue River's land use plans call for more residential development than most cities have, which is in keeping with Rogue Rivers goal to provide a nice, livable, residential environment with supporting commercial and industrial uses.

D. BUILDABLE LANDS INVENTORY

The purpose of conducting a "Buildable Lands Inventory" (BLI) is to allow the community's Planning Commission and City Council to make informed decisions, and implement appropriate measures to provide for economic and housing needs. Through the process of inventorying vacant, partially vacant, and redevelopable lands, a community can determine whether or not an adequate supply of buildable land exists to provide for future land uses.
Through the analysis of past development trends, population projections, and local demographic information, a community can estimate the quantity and types of land uses likely to be needed within the planning period. The process of conducting a BLI enables the City Council to evaluate the available land within the city limits and urban growth boundary (UGB) to determine if it is zoned properly for its location and use. Missed economic opportunities happen when an applicant has to spend valuable time rezoning industrial and commercial land.

1. Buildable Land

"Buildable Land" means land within the city and the urban growth boundary that is *vacant, partially vacant*, and *redevelopable,* and available for development. Buildable lands are not severely constrained by natural hazards or subject to natural resource protection measures. Publicly owned land is generally not considered available for residential use. Land for future rights-of-way or public and semi-public use is deducted from available land at approximately 25 percent.

In order to generate a BLI, digital geographical information (GIS) was analyzed using the City's Comprehensive Plan and zoning designations and Jackson County Assessor's data. The City of Rogue River had aerial photographs taken of the entire UBG in 2000. These photographs were digitized to include elevation contour lines, which enabled an accurate determination of slope, useful in determining the percentage of buildable land on any given parcel. The Jackson County and Rogue River FEMA (floodway) maps were digitized to conduct a GIS spatial analysis to exclude lands within the floodway from consideration. This information yielded a gross percentage of each lot that would be suitable for development. This percentage was used to determine the net buildable acres on each parcel. In addition, field work included a windshield survey within the UGB. The following definitions were used in evaluating land availability:
Vacant:
Vacant lots are those parcels that are free of improvements (structures) and are available for future residential, commercial, or industrial development. Vacant areas that are not developable include:

1) Floodways

2) Resource protection areas, including steep slopes
3) Parks and land reserved for parks and designated open space
4) Paved parking lots, which are needed for existing uses both on-site and on adjoining parcels.

Partially Vacant:
Partially vacant lands have buildable acreage if the lot size is at a minimum double the minimum size set for residential density in each residential zone, or if suitable acreage is available for commercial or industrial buildings and /or uses.

Redevelopable:
Redevelopable parcels are identified by dividing the Improvement Value by the Total Value (Improvement Value IV + Land Value LV=Total Value). Those tax lots where the surrounding land uses are compatible with more intensive uses, and the improvement value is less than or equal to 30 percent of the total value, are listed as redevelopable (RD) in the City's GIS database. There are no residential parcels in Rogue River meeting this standard; the value of all homes exceeds or is equal to 30 percent of the total value. A small number of parcels designated as industrial on the comprehensive plan had structures with minimal value, and were evaluated as being available for conversion to industrial uses in the next 20 years.

2. Results of Land Inventory:

The inventory of available buildable land revealed that there are approximately 80 net acres in the City Limits and 500 net acres suitable for residential development in the combined city and urban growth boundary. The following tables (2.3 & 2.4) show the distribution of these buildable acres by zone for the city, and by Comprehensive Plan designation for the combined city and urban growth boundary. In several instances, a cell will have an acreage shown with no potential dwellings. This occurs because, when the potential for each parcel to accommodate additional dwellings is evaluated separately, none of the lots is large enough for an additional unit.

Table 2.3 Available Residential Buildable Acres within the City Limits by Zone

Zone	Gross Acreage	Gross Buildable Acreage		Less Constraints		Net Buildable Acreage (numbers in bold are potential dwellings)	
		Fully Vacant	Partially Vacant	Fully Vacant	Partially Vacant	Fully Vacant	Partially Vacant
Residential Estate **R-E**	16.76	14.26	2.50 2 parcels	12.24	2.34	1.54 **6**	.12 **0**
Single-Family Residential **R-1-12**	27.70	1.22	7.07 9 parcels	0.46	2.49	.57 **3**	3.43 **0**
Single-Family Residential **R-1-8**	133.32	15.18	51.16 32 parcels	3.41	8.90	8.83 **49**	31.63 **81**
Single-Family Residential **R-1-6**	20.35	0	1.13 2 parcels	0	0.67	0 0	.34 **0**
Multi-Family Residential **R-2**	123.04	33.37	21.18 20 parcels	5.69	0.95	20.76 **113** sfr **226**+	15.17 **26**sfr **72**
Total Acres	**321.17**						

Portland State University's Population Research Center estimated that Rogue River had a population of 1,950 in 2004. The population is projected to grow to 3,225 by 2025.
Using a multiplier of 2.03 persons per household, 628 dwelling units will be needed to accommodate this growth. Existing vacant lands in the city could supply up to 171 single family homes, and if partially vacant lands are fully developed, an additional 107 single family homes could be provided. If the R-2 zone were developed with duplexes, 139 more dwelling units would be added to the supply. While these numbers are hypothetical, they demonstrate that lands within the existing city limits could supply nearly 2/3 of the housing projections.

Adding areas within the urban growth boundary clearly demonstrates the ability for Rogue River to meet its 20-year supply of housing, with more than 1,600 potential dwellings in both the city and urban growth area. This number does not reflect the opportunity for multi-family dwellings in the HR comp plan designation.

Table 2.4 Available Buildable Acres within the UGB (including within City Limits) by Comprehensive Plan Designation

Comprehensive Plan Designation	**Gross Buildable Acreage**		**Less Constraints**		**Net Buildable Acreage (numbers in bold are potential dwellings**	
	Fully Vacant	**Partially Vacant**	**Fully Vacant**	**Partially Vacant**	**Fully Vacant**	**Partially Vacant**
Low Density Residential – **LR** (R-E, R-1-12)	99.43	469.59 (139)	53.80	142.17	20.76 **113**	245.56 **628**
Medium Density Residential – **MR** (R-1-8, R-1-6)	39.16	200.83 (60)	3.80	18.32	34.22 **130**	136.88 **594**
High Density Residential –**HR** (R-2)	33.37	24.49 (24)	5.69	0.95	26.52 **146**sfr **292** 2+	17.61 **26** sfr **52** 2+

3. Commercial And Industrial Lands

Rebecca Reid conducted an economic analysis for the City of Rogue River and its urban growth boundary. The report, on file with at City Hall, serves as the foundation for determining the adequacy of commercial and industrial lands for the 20-year planning period. It covers national, state, and local trends, consistent with the format for such studies conducted to comply with Oregon Economic and Community Development Department guidelines. Only the local trends information is included in this element.

Employment Trends
While historical data for employment in Rogue River is not available, estimates can be developed using current employment levels by place of work and historical population figures. The 2000 Census determined that 122 of the 559 employed Rogue River population (22%) worked in the city, a percentage that has fallen since 1990, when 153 of 482 (32%) Rogue River employees worked in the city. So while population of the city has increased by 5%, local employment by residents fell by 20%. Increasingly, Rogue

River is becoming a bedroom community for workers commuting to Grants Pass or Medford.

According to the Oregon Employment Division, 744 people worked in the city of Rogue River area in 2004. Projected employment levels for the city will depend heavily on the economic viability of current activities, especially of the larger employers such as, the Rogue River School District, the larger retail establishments, manufacturing. Nonetheless, future employment levels may be estimated using available information: the historically declining percentage of employed residents working in their city of residence, a moderately growing city and county population, and an annual employment growth rate of 1.5% annually in Jackson and Josephine Counties.

Rogue River Employment Projections

Future employment levels in Rogue River will be stimulated by similar economic forces affecting the county, as well as increased business activity serving more residential customers, especially a growing senior population. Offsetting the projected employment growth, however, will be the continuing trend of Rogue River residents commuting to jobs outside of Rogue River. To arrive at future employment levels three different methodologies were used, yielding fairly comparable employment projections. 1) The first approach assumes that employment in the city will increase at the same rate as the city's population growth. [This assumption is more conservative than employment projections for Jackson County where population is slated to increase by at an annual rate of 1.4% over the 2000-2010 period, depending on the source, while employment is forecast to increase by 1.5% annually.] a) Applying the same rate of growth for employment as population is projected to grow, the city's employment and population will increase by an annual rate of 2.42% between 2005-2025 (Jackson County Comprehensive Plan). Within twenty years 72% more employees will work in Rogue River, or 1,281 people. b) Alternatively, with population increasing at a more moderate annual rate of 1.3%, by 2025 employment will total 976, a 31% increase over twenty years. The population/employment approach would be more fitting to Rogue River if more of its employed residents worked in the city, but this in not the case. Alternative and improved methodologies consider employment information directly. 2) Future employment may be estimated by applying employment growth rates by industrial sector (NAICS) for Regional 8 (Jackson and Josephine Counties, Oregon Employment Department) to the employment levels by sector in Rogue River. Following this approach yields a 2025 employment estimate of 1,054 for Rogue River. 3) For a more customized analysis, the third approach applies Region 8 projected employment changes by sector, but customizes the growth rates considering the conditions, or expected future conditions, in Rogue River. This customized projection renders a 2025 employment estimate of 999 within the city boundaries, or 1,038 including the city's UGB.

Table 2.5 Three Employment Projection Methodologies

	2005	2025	% Change 2005-2025
2004:Q2 employment	744		
Rogue River Employment grows:			
1) At the same rate as population			
a) Using Jackson County Planning Department Projections		1,009	35.6%
b) Using a moderate 1.3% growth rate		976	31.2%
2) At the same rate as Region 8 projections by sector		1,054	41.7%
3) At adjusted rates using Region 8 projections by sector		999	34.3%
a) Including UGB at Adjusted Region 8 (Jackson and Josephine Counties) Projections by sector		1,038	28.0%

Trends in Major Sectors: Manufacturing, Retail Trade and Services Industries

Manufacturing

This industry is far less diversified than at the county level. The sub-sectors slated to expand strongly do not currently exist in Rogue River, durable manufacturing and food products, so most manufacturing employment growth will grow less than at the regional level. However, its wood products sector will benefit from new investment, so that employment changes likely will counter regional slowing trends. Other positive conditions favoring manufacturing employment growth are: 1) the city's proximity to Interstate 5, which is important to transportation-sensitive economic activities like manufacturing; 2) improved roads and signage; and 3) the ample supply of industrial lands, especially large sites. These conditions lead to a moderately strong employment projection where manufacturing employment will grow by .9% annual rate or 13% over the next twenty years.

Retail Trade

This sector is will be most impacted by the city's population growth, improved public infrastructure and downtown revitalization. Employment growth in this sector will outpace overall regional retail trade growth, increasing by 1.7% annually compared to the 1.5% regionally, increasing employment 43% by 2025. Several factors favor faster growth than the regional rate. Opportunities for new retail activities are strong. According to employment data by detailed sector, the city lacks general merchandise, clothing, sporting goods, book, and music stores. Additionally, the Oregon Downtown Development Association Team report (page 50) pointed to such gaps in commercial activities as convenience goods and food, Bed and Breakfast lodging, office supplies, and drop-off/pick-up retail activities such as dry cleaners, shoe repair, and small appliance repair. Existing businesses may currently fill some of these gaps, but these retail activities are likely to spin off into separate businesses over the next twenty years. Ongoing revitalization in the downtown business district will help to attract the large population residing in the rural areas around the city.

Table 2.6 Employment by Industry

The increase in visitors to the Rogue Valley region in general, and to Rogue River in particular, will expand local retail activities. Rogue River's recent improvements in roads, bridges, and signage and future improvements to riverside parks and to the downtown business district will further help to tap the tourist market. The proximity of Valley of the Rogue State Park, which attracts more than 96,000 visitors annually, brings a large potential market for retail and visitor services to the city's doorstep. A plan to link the park and city by a bikeway trial will help to reach the park's large visitor market.

Services
The city's employment in the overall services sector is expected to be strong, increasing at an annual rate of 2.4%, or by 65% over the next twenty years. Two services sub-sectors likely to register stronger growth locally than regionally: Administrative and Support services and Other (non-membership) services, which include repair and cleaning services. Both of these areas are expected to grow substantially because either they serve a growing local clientele of residents or businesses, and/or because the city currently lacks a number of these lower-market threshold services in light of the population in and surrounding the city. The revitalization of the central business district is expected to draw more residents from the surrounding areas that will lead to not only more customers, but more businesses as well. Employment in health and social assistance services is projected increase by 45% locally rather than closer to the regional rate of 78%, because much of the regional change relates to the expansion of specialized medical services in Medford and Grants Pass. Still, employment increases in health services will be significant as local population, particularly the city's senior population, outpaces regional growth.

4. Commercial and Industrial Land Supply

Inventories reveal that Rogue River generally has an adequate supply of commercial and industrial land for the planning period if lands designated for such purposes in the Urban Growth Boundary are developed. There is currently a deficit of more than 14 acres of commercial land in the city limits, but the designated land in the UGB more than compensates. Industrial land is allocated well above anticipated needs.

An adequate supply of commercial land exists south of the river, either already zoned or designated in the comprehensive plan, to accommodate the community's future needs. Its location south of the river, however, isolates it from a majority of the city residents, and most anticipated residential growth is north of the river. Lands to accommodate at least part of commercial needs should also be made available near the residential growth areas. Two options are available to provide commercial uses. The traditional method is to designate commercial land on the Comprehensive Plan for eventual conversion to commercial zoning. Because the Buildable Lands Inventory shows a surplus of residential land, some of that land can be converted to other uses without adversely affecting the city's ability to absorb the projected population increase. One area to consider is the vacant land between Foothill Boulevard and the freeway.

An alternative would be to amend the text of the Commercial zone to permit neighborhood commercial uses as a conditional use throughout the residential zone.

Table 2.7 Commercial and Industrial Buildable Land Calculation

	Commercial in Rogue River City		Commercial within UGB	Commercial Total	Industrial in Rogue River City	Industrial within UGB	Industrial Total
Land Supply							
Total Acres		59.1	44.3 [1]	103.3	67.3 [3]	31.4 [7]	98.7
Residential Use		14.1	14.2			8.9	
Developed Acres		40.3	0.9	41.2	19.8		
Vacant acres under limited use			10.8 [2]	10.8	42.3 [4]	22.6	64.8
Vacant Acres			18.3	23.0	5.2		
Constrained acres						.5 [8]	
Unconstrained acres	4.7		18.3	23.0	5.2	22.1	
Redevelopable acres					42.3 [5]		
Total Buildable Acres	4.7		18.3	23.0	47.5	22.1	69.5
Land Demand							
Employees 2004	391.0		3.0	394.0	120.0		120.0
Employee increase 2005-2025 (change)	183.0		3.0	186.0	32.0 [6]	12.0	44.0
Employee per acre 2005	9.7		3.2			14.9 [9]	
A. Employee/Acres at Mill (use for lumber & wood employ.(23 employees, 13.3 acres))					1.7		
B. Projected acreage need for mill acres in use for lumber & wood employ. (No change in employ)					0.0		
C. Employee/acre non-Mill Industrial employ. (97 employees on 6.5 acres)					14.9		
D. Projected need for Industrial land (non-mill, + 32)					2.1		
Total Buildable Acres 2005	4.7		18.3	23.0	47.5	22.1	69.5
Future Acres Needed		18.9	.9	19.8	2.1	.8	2.9

=Excess Future Acres Supply-Demand)	**-14.2**	**17.4**	**3.2**	**45.3**	**21.3**	**66.6**

Notes

1. Currently Zoned Residential, Comp Plan designates Commercial.
2. Limited use due to flood designation.
3. 50.78 acres at Mill site, of which 40 acres are not in active use.
4. Includes 40.7 acres of Louisiana Pacific land for potential redevelopment.
5. Includes one residence on 1.6 acres
6. 7 of 32 new employees in Lumber and Wood Products
7. Currently zoned Residential, Comp Plan designates Industrial.
8. Slope constraint
9. Use Industrial employee per acre from City Industrial.

FINDINGS

1. The City of Rogue River was incorporated in 1912. Rogue River originally developed to serve the needs of the adjacent timber and agricultural users, however, Rogue River now serves the housing need for an increasing retired population. Rogue River is more and more becoming a bedroom and retirement community.

2. The City's population of 1,950 has remained fairly stable in the recent past, increasing by 11%, or nearly 200 people, between 1990 and 2004. Depending on the source, population growth is projected to pick up over the next twenty years increasing by 31% to 65%, or 608 to 1,275 new residents.

3. A striking feature of the City's demographic is the predominance of the senior cohort (65 years and older), which accounts for one-third of the City's population compared with half that share (16%) in Jackson County. Reflecting this senior concentration is the City's median age of 49.7 years, over 10 years older than the County's median age. Half of the 902 households in Rogue River are headed by a person 65 years or older.

4. The young family segment of the population has also grown as a percentage of the overall population, but the birth rate among young families has decreased from previous years.

5. The major portion of the population increase is expected to come from either newly retired persons; or young families looking for a better environment in which to raise their families.

6. Rogue River has approximately 1,537 acres in its combined City limits and Urban Growth Boundary.

7. The City has adopted implementing ordinances for this Comprehensive Plan which specify development areas, and requires consistency with this Comprehensive Plan prior to development or redevelopment.

8. This Comprehensive Plan element has been developed under the guidance of the goals and policies adopted in other goals of this Comprehensive Plan.

9. The Comprehensive Plan for the City of Rogue River proposes a character of development which is in keeping with the development that has occurred in other similar cities in Oregon and throughout the United States.

10. Evidence of Rogue River's identity as a "bedroom community," is the 2000 Census finding that 78% of employed Rogue River residents work outside the City itself, likely in Medford or Grants Pass.

11. Upgrades in its water and sewage treatment facilities, road improvements to reduce congestion and improve traffic flows, a new bridge, and downtown revitalization all lead to the City's ability to accommodate future residential and business growth.

12. The industrial sectors likely to benefit from the City's proximity to Interstate 5 are small manufactures, specialty retail, food and accommodation, transportation and warehousing activities.

POLICY

It is the policy of the City of Rogue River:

1. To allow orderly development to occur throughout the City in accordance with adopted ordinances, state statutes, and the policies adopted in this Comprehensive Plan, and to ensure that the current quality of life be maintained.

2. To permit zone changes only if they conform to the Comprehensive Plan and Future Zoning Maps.

3. To review and update this Comprehensive Plan, its goals and policies, periodically, to ensure that the Comprehensive Plan incorporates updated information, and still reflects the current plans, goals, and policies of the City of Rogue River.

GOAL 5

OPEN SPACE, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES

GOAL:

To conserve open spaces and to protect natural and scenic resources within the Urban Growth Boundary and to insure the continued existence of these areas and resources.

A. BACKGROUND

1. Open Space

The Rogue River, Evans Creek and Wards Creek are within the Rogue River Urban Growth Boundary. The areas along these streams and river provide the City with a large part of its open space and private wildlife habitat. Development in these areas can affect ground water and stream flow quality.

There is very little information in fish and wildlife resources specifically for the Rogue River planning area. However, generalized information for the County can be used to get an idea of fish and wildlife resources in the Rogue River area. There is a wide variety of animal and plant species. The Oregon Department of Fish and Wildlife has issued a report, Wildlife Resources in Jackson County, by Gary Hastick, October, 1976, and that report is used as basis for this inventory.

This report identifies blacktailed deer, Roosevelt elk, black bear, upland game and waterfowl within the planning area. However, there are no critical ranges or habitats within the area. The streams do provide habitat for summer and winter steelhead, salmon and trout.

Any kind of development within the planning area will increase problems for utility services, slope fire hazards and erosion that will affect wildlife habitat and water resource quality to some degree.

There are approximately 100 acres of floodways along these streams that will be developed only under the requirements of the City's ordinances that are designed to protect not only life and property as much as possible, but also the natural resources.

In addition, there are about 300 acres of existing parks and proposed parks, with open spaces (Valley of the Rogue Park, Palmerton Park, Coyote Evans Wayside Park, Fleming Memorial Park, Ponderosa Memorial Tree Park and Classick Bicentennial Park) within the Rogue River Urban Growth boundary (see Map No. 8.1).

There are about 190 acres located above 1,100 feet in elevation within the Urban Growth Boundary. These areas will be developed only when special building code conditions are met, because of the steep terrain and excessive runoff. Also, the City cannot supply gravity flow water to these areas because the water reservoir is located at 1,232 feet in elevation. Of course, development costs at these elevations will be high.

The State Department of Transportation owns small parcels between Interstate Highway 5 and the Rogue River. No development is foreseen for these parcels. They contain only a very small amount of wildlife.

2. Minerals and Aggregate Resources

None specified at this time.

3. Energy Sources

It is unlikely that hydro power could be developed economically within the Urban Growth Boundary. Other energy sources are addressed in Goal 13.

4. Fish and Wildlife Areas and Habitat

Fish migrate in the Rogue River and Evans Creek. There are also smaller scale wildlife habitats in the floodways of these streams.

5. Ecologically and Scientifically Significant Natural Areas

None specified at this time.

6. Outstanding Scenic Views and Sites

Palmerton Park (see goal 8) is the outstanding site in the Rogue River Urban Growth Boundary that requires special attention and is under County control.

7. Water Areas and Groundwater Resources

The streams should be maintained in their present state or they should be improved.

The City has little influence on pollution that enters the streams or underground water table “up stream” of the Urban Growth Boundary.

8. Wilderness Areas

None specified at this time.

9. Historic Areas, Sites, Structures or Objects

There is a move to register historical sites in the City.

10. Cultural Areas

Woodville Museum.

11. Potential and Approved Oregon Recreation Trails

None specified at this time.

12. Potential and Approved Federal Wild and Scenic Waterways and State Scenic Waterways

None specified at this time.

FINDINGS

1. The City would like to maintain 25 percent or more of its area as open space. When the parks, in and adjacent to the City (approximately 300 acres), the floodways of the stream (approximately 100 acres), the steep terrain (approximately 190 acres) and other public lands (approximately 120 acres) are totaled, the 25 percent figure is exceeded.

2. There are no known desirable mineral resources within the Urban Growth Boundary.

3. Palmerton Park is the only outstanding site within the Urban Growth Boundary. The City will coordinate with the County to help maintain it in its present condition.

4. The wet areas and underground water resources that are vital to the City are only marginally influenced by the people and terrain within the Urban Growth Boundary. The City will make every effort to reduce water pollution (see Goal 6) and to influence those entities responsible for pollution control “up stream” of the City.

POLICY

It is the policy of the City of Rogue River:

1. To strictly control development in the steep areas of the Urban Growth Boundary, in conjunction with the County, in the floodways of the streams, and in the parks and potential parks with the Zoning Ordinance and other ordinances.

2. To comply in other ways outlined in Goal 6.

3. To strive to maintain a “stream corridor concept” in the floodways of the Rogue River, Evans Creek and Wards Creek as recommended in the “Land Use Plan - Fisheries, Jackson County”.

4. To require that development be accommodated to natural topography, drainage and soils and make maximum use of existing vegetation to minimize erosion.

5. To prevent development and land management practices that result in rapid runoff and accelerated erosion.

6. To encourage continued development and upkeep of the recreational facilities and maintain with pride all open space, scenic and historic areas and natural resources.

GOAL 6

AIR, WATER, AND LAND RESOURCES QUALITY

GOAL:

To maintain and improve the quality of air, water, and land resources of the City of Rogue River and the area within its Urban Growth Boundary so that all waste and process discharges from future developments, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards. With request to the air, water, and land resources of the applicable portion of the Rogue Valley air shed and our portion of the Rogue Basin as included in state environmental quality statues, rules, standards, and implementation plan, such discharges shall not exceed the carrying capacity of our resources considering the long range needs as defined in our Comprehensive Plan, degrade such resources or threaten the availability of such resources.

A. BACKGROUND

Air quality in the immediate and surrounding Rogue River area has generally declined as a result of the same problems as determined by air quality studies which have been made in the population center of Medford, Bear Creek Valley; some 20 miles southeast of the City, and in Grants Pass which is 8 miles to the northwest, but to a lesser extent.

Pollutants are trapped in the Rouge Valley buy a ring of mountains and a lack of wind ventilation. During the late summer, fall, and winter months, warmer air aloft traps colder, polluted air on the valley floor (a condition called an air or temperature inversion), creating a bowl and lid effect. The only relief from inversion-trapped air pollution comes when occasional high winds blow the pollutants out of the valley.[1]

The major sources of pollution are:

1. Suspended particulates
2. Carbon monoxide
3. Hydrocarbons
4. Nitrogen oxide

Studies show that the contributing factors to all sources re in varying degrees attributable to wood product industrial processes, paved roads, motor vehicles, residential wood burning, and industrial wood burning.

There is one industrial source of air pollution in Rogue River which has an Air Contaminant Discharge Permit. That source is the Medite Corporation. The City of Rogue River is located in the Rogue Basin Open Burning Control Area, in which most industrial, commercial, construction, and demolition open burning is prohibited. Soil and road dust can be minimized by paving and sweeping roads. Motor vehicle emissions are reduced by improving traffic flow and reducing the use of automobiles.[2] Air quality in Rogue River currently meets or exceeds health standards.

There are six factors present that contribute to a potential problem of air pollution:

1. The presence of Interstate 5 and the Central Oregon and Pacific Railroad through the center of town.

2. A traffic pattern that requires most of the cars and trucks flowing from Evans Valley and/or going

to and from the area to other parts of the Rogue Valley to travel through town.

3. The operation of the Medite Corporation.

4. High incidences of wood burning heaters.

5. Limited controls as to open burning and permitted burning.

6. Topographical conditions which result in localized air inversion.

Residential wood space heating is the most rapidly growing source of particulate air pollution in Oregon. Department of Environmental Quality staff has spent a considerable amount of time on this issue. In Jackson County, a Rogue Valley District has been created and woodstove use is being monitored. At the present time there are green, red, and yellow days which indicate the air quality and when woodstove burning is allowable.

Airshed studies have identified wood heating as a significant source of uncontrolled pollutants and a major cause of violations of state and federal ambient air quality standards in Portland and Medford. Major metropolitan areas, as well as a growing number of smaller cities, are experiencing pronounced degradation of wintertime air quality including low lying visibility impairment, soiling, and odor problems. Certain airsheds are more susceptible to wood smoke impacts than others, depending on local topography and meteorological conditions. Currently, more than 50% of Oregon's households use wood for some space heating and as many as 65% of the households in Medford burn wood. Heating with wood is expected to continue as more and more individuals try to offset accelerating home heating costs of conventional sources of heat.

Uncontrolled wood stoves can emit 224 times more particulates than oil furnaces and up to 457 times more particulates than natural gas furnaces for the same heat value.

Due to the accelerated trend in using wood for home heating it has become necessary to require a primary heating source other than a wood burning stove for all new construction. That only Department of Environmental Quality certified stoves be allowed as a secondary source of heating in new construction and as replacement installations for existing non-complying stoves.

B. NOISE

Noise is a polluting condition as a result of the traffic through the area plus the presence of Interstate 5, the Central Oregon and Pacific Railroad, and the Medite Corporation. The mill is presently working under a temporary variance permit issued by the Department of Environmental Quality which is under negotiation at the present time. The noise from the cut-off saw, the log kicker and the bark hammer hog have been quieted and the block chipper was modified to meet Department of Environmental Quality regulations in 1983.
Medite Corporation is in Phase 2 of its noise reduction program which includes the reduction of noise in the steam lines, the fan on the scrubber, the chains clanking on the green fuel lines, and the air line from chip finds. The chipper on the backside needs enclosure. In September of 1989, Medite Corporation, then known as Medford Corporation, contracted with R.L. Gantenbein, Jr., PE., with SJO Consulting Engineers, Portland, Oregon, to make further identification and evaluation of existing Rogue River plant noise sources. Medite Corporation is now in the process of evaluating the recommendations and adding the additional noise reduction steps that were recommended in the SJO report and expect completion by the end of 1990.

The local police department enforces the Department of Motor Vehicles standards as to noise emission relative to automotive vehicles which is a minor and infrequent source of noise, as listed in Ordinance No. 89-183-O, as amended. (See Appendix E)

C. WATER QUALITY

All domestic water supply for the City is derived from the Rogue River. With the continued growth of the City it became apparent that the domestic water supply derived from ground water would not be adequate. With this in mind, the City constructed a water purification treatment plant utilizing the City's 1.3 million gallon per day water rights from the Rogue River. (Water Right Permit No 26594, dated February 19, 1960). The water treatment plant was completed and on line in April, 1994.

Current tests show City water quality to exceed required standards. At times, the river's ever changing conditions during stormy weather and heavy runoff show a higher turbidity. This has not caused the City any problems in producing and meeting the required standards as required by the Department of Environmental Quality.

Rogue River is the beneficiary of Oregon's water quality control program which dates back to 1938.

In 1939, virtually all domestic and industrial wastes in the state ran raw to streams. Between 1950 and 1972 almost all municipalities achieved secondary treatment of their waste. In 1975, Rogue River achieved this goal. The operation of the treatment plant, the disposal of sludge, and the monitoring of water quality is all handled in strict conformance with the standards administered by the Oregon Department of Environmental Quality.

All significant waste discharges in the State are currently regulated by permits. Several areas near this planning area are highly developed prior to the advent of this permit control. Three of these areas have been designated by the City of Rogue River as "areas of concern." They are the Wards Creek Subdivision, which abuts on both sides of Wards Creek, and the areas along Rogue River Highway adjoining the Urban Growth Boundary, both to the north.

Due to budgetary constraints, Jackson County has not so far been in a position to implement a long held goal to investigate the expected possibility that many old septic systems are currently polluting the creeks and the Rogue River itself. As has been stated, "The worst enemy of water quality controlling Oregon is the loss of stream flow to consumptive uses." Consistently, the old systems and the impact of farming and irrigation both within the planning area and in the surrounding countryside have rendered the waters of the creeks and the river "unsafe for swimming" at certain periods during the summer. It is true that, under current conditions, a septic system that is "suspect" may be reported to Jackson County with the result that an investigation will be made and compliance to acceptable standards pursued. There is no one officially or unofficially connected with either the City or the County, who is actively looking for "suspect systems, however, the City does require all residents to connect to the sewer system. Agricultural activities which may effect water quality include irrigation, runoff, and erosion from crop land and runoff from livestock operation.

Agriculture is the largest user of pesticides which may be transported to water resources by careless application, spray drift, runoff, seepage, and/or filtration. The actual effect of agriculture on the local water quality is unknown. Here again, no specific monitoring has been done in the Rogue River area. We know there are limited cattle raising operations going on as hobby farming in the Urban Growth Boundary. Most of the area is within the boundary of the Grants Pass Irrigation District, it being noted that the runoff from this water returns to the creeks and river. The Oregon Department of Environmental Quality, (DEQ) is the leading agency with the primary responsibility for managing water quality in the state under the authority of applicable federal and state statutes, rules, and standards. This function includes long range planning contained in both the State Water Quality Management Plan, the Rogue River Basin Water Quality Management Plan, current planning and the issuance of a number of permits that regulate the discharge of wastewater into streams, water bodies or into ground waters. The State Water Quality Management Plan divides Oregon into major watersheds or river drainage basins, each with its individual river basin water quality management plan. The City of Rogue River is located in the Rogue River basin. The purpose of these plans is to document and set forth a program which preserves

and enhances water quality, and which provides for beneficial uses of the public's water resources while preserving environmental quality and the general health and welfare of the people.[3]

Oregon Department of Environmental Quality maintains quality monitoring stations on the mainstream of the Rogue in the vicinity of the City of Rogue River, (1) upstream, below Gold Hill, at river mile 117.3, and (2) west of Grants Pass, downstream of the City of Rogue River, at river mile 99.2.

Data from samples collected between water years 1976 and 1989 show water quality in the Rogue River to be very good. Water quality measurements show parameters that are within ranges set to protect the cold water fisheries, even during the summer months.

In the past, the only parameter that did not meet water quality standards was fecal coliform. Since the 1982 completion of a new, full secondary wastewater treatment plant in the City of Gold Hill, approximately six miles upstream from the City of Rogue River, fecal coliform values are expected to have been reduced to acceptable standards.

The City of Rogue River is located at the mouth of Evans Creek where the creek flows into the Rogue River. Wards Creek is also in the City. In 1978, the Department of Environmental Quality, at the request of the City, conducted special sampling to help identify whether Evans Creek and Wards Creek could serve as potable water supplies for the City. Results of the sampling showed fecal coliforms and suspended solids to be the two limiting factors. Evans Creek drains an area that has been heavily harvested for timber. The data also indicated that failing septic tanks and pasture runoff were two major sources of fecal bacteria in lower Evans Creek.[4]

D. LAND QUALITY

Land resource characteristics in this planning area, as in Jackson County as a whole, are extremely variable, from mountainous upland plateaus and meadows, to valley floors, terraces and foothills. The carrying capacity of the natural environment is limited. Each development action allowed results in some level of alteration to the environment. It is necessary to create and maintain conditions under which man and nature can exist in productive harmony. The City's role in achieving the environmental quality goal is basically one of integrating applicable federal, state or county quality statutes, rules, standards and implementing measures into a local management strategy that prevents resource quality deterioration or degradation while still allowing reasonable levels and types of development and ensuring that these developments and activities comply with applicable regulations.

There are presently no solid waste disposal sites within the boundaries of either the City or its Urban Growth Boundary, nor are any contemplated. The City has a franchise agreement with Southern Oregon Sanitation which mandates one free pick-up annually, allowing the local residents to dispose of any accumulation of waste, omitting household garbage, (see Goal 11). Rogue River Ordinance No. 196, adopted March 14, 1968 (see Appendix K) and Rogue River Ordinance No. 244, adopted April 1, 1976 (see Appendix L) address this issue.

Southern Oregon Sanitation transports solid waste from the Rogue River area to the Merlin Landfill in Josephine County, which is owned by the Bureau of Land Management (B.L.M.) and leased by Josephine County.

The Trico Disposal Company manages a joint venture between Grants Pass Sanitation and Southern Oregon Sanitation, and has acquired an additional 100 acres adjoining the present landfill which they estimate extends the landfill life, under present regulations, another 30 years.

Southern Oregon Sanitation has also provided a recycling disposal site for the City of Rogue River. Located in the Rogue River Shopping Center, citizens may bring bundled or bagged newspapers, broken down cardboard, glass jars without lids and separated by color, and used car motor oil to the disposal

site. Southern Oregon Sanitation picks up the recycled items periodically and distributes them to the proper locations.

FOOTNOTES

1. Oregon Lung Association, “Rogue Valley Air Pollution”.
2. Letter from Marianne Fitzgerald, Department of Environmental Quality, Air Quality Division, November 17, 1982 (see Appendix I).
3. Jackson County Comprehensive Plan of 1982, page 25.
4. Letter, dated December 1, 1982, from Mary M. Halliburton, Point Source Specialist, Water Quality Division, Oregon Department of Environmental Quality.

FINDINGS

1. Rogue River enjoys a better than acceptable quality of life and environment with the possible exception of noise pollution generated by Interstate 5, the Southern Pacific Railroad and the Medford Corporation. The basic problem of noise pollution at the Medford Corporation is expected to be corrected with the recommendations of SJO Consulting Engineers.

2. Land quality is not a perceptible problem in the City and Urban Growth Boundary areas.

3. Future traffic increases on Interstate 5 could increase noise pollution levels from this source to beyond allowable limits requiring installation of sound barrier vegetation or walls.

POLICY

City policy provides for compliance with state air quality, water quality and noise source standards and regulations. The City of Rogue River has addressed the problems of retaining the high quality of its environment in the below listed ways.

1. To follow the recommendations of the water study of June 30, 1982, ordered from T. Flatebo and Associates (see Appendix M), and to adopt the policies as recited in “How You Can Help Save Bear Creek”, dated January, 1982 (see Appendix N).

2. To obtain a new freeway ramp location and bypass road (see Goal 1 & 12) and the continuing search for alternate traffic flow patterns.

3. To increase the capacity of the sewage system financed by capital improvement funds, as needed to meet the demands of the population increase. (See additional discussion in Goal 11 - Public Services and Facilities).

4. To encourage citizens to compost and/or remove all vegetative material as opposed to burning same.

5. To continue to update zoning and other applicable ordinances to insure the preservation of the existing quality of life and of the environment.

6. To work with appropriate county, state and federal agencies to ensure up to date monitoring of potential pollution sources.

7. To comply with all applicable state and federal environmental rules, standards and statutes pertaining to air and water quality and noise resources.

8. To strive to exceed established air quality standards.

GOAL 7

AREAS SUBJECT TO NATURAL HAZARDS

GOAL:

It is the goal of the City of Rogue River to establish and implement those measures necessary to provide reasonable protection to the City and its residents from damage or loss due to natural hazards. These measures include the appropriate regulation of:

1. New construction within the flood plain;
2. Development in areas of steep terrain;
3. All new development to assure the proper control and disposal of storm waters;
4. All new construction to minimize the potential for earthquake damage.

A. FLOOD HAZARDS

The Rogue River flows from southeast to west through the City of Rogue River and is the source of infrequent flooding. Two other streams, Wards Creek and Evans Creek, traverse the City to join the Rogue and are also subject to periodic flooding; not so much from their own flows, but due to back-up of water from the Rogue River at flood stage.

"Highest flood flows of the Rogue River usually occur from late fall to early spring. All but two of the annual peaks in 64 years of record for the gauging station below Gold Ray Dam (Station 3390) occurred during March. The highest peaks occurred in 1861 and 1890, prior to operation of the gauging station.

"The storm of January 18-29, 1974, was very similar to that in December 1964 and January 1965. A warm air influx brought heavy rain and high stream runoff. Frozen ground contributed to higher runoff, and melting snow pack augmented the flood volume."valley.[1]

For flood plain management purposes, a flood o f the magnitude likely to occur one percent of the years is commonly used to identify the boundary of the flood prone area. This one percent or "one hundred year" flood is known as the base flood.

The limits of this 100 year base flood, and a more severe 500 year flood, are shown on Map 7.6 attached.

A flood prone area can be divided into two parts: one is the flood way defined as the minimum area for the passage of flood waters in order that flood heights upstream are not increased beyond a reasonable amount; the other is the flood way fringe - or flood plain - bordering the flood way which is subject to flooding but does not contribute appreciably to the passage of flood waters. [2]

Referring to Map 7.6, the areas in the City most susceptible to flooding are the lands just south and west of the Depot Street Bridge over the Rogue River and an area immediately west of Evans Creek near its confluence with the Rogue. Many buildings exist in these flood prone areas with the owners accepting the risk of such location. Residential buildings in the flood plain, in general, are eligible for coverage under the National Flood Insurance Program, which would offer a limited amount of financial relief in the event of flood damage.

A growing population and competition for land has resulted in increasing pressure for development in the flood plain. Such development is now regulated by City Ordinance No. 87-152-O, which prohibits building in the flood way unless it can be demonstrated by a professional engineering evaluation that the work will not impede the flood way nor cause a significant rise in flood heights upstream, and that the structure can resist the force of the moving water. In the fringe (flood plain) areas, the ordinance requires any living space to be at an elevation above the 100-year flood level. These measures applying to new construction should provide reasonable protection against major losses, although in any flood situation some damage must be expected.

B. DEVELOPMENT IN AREAS OF STEEP TERRAIN

The soils in the Rogue River area have been identified and classified as to their various characteristics by the USDA Soil Conservation Service in conjunction with the Jackson County Soil and Water Conservation District, grouping the soils into four main categories:[3]

> "Flood plains: Consist of Camas, Newberg and Evans soils. The limiting factor is flooding.
>
> "Low stream terraces: Consist of Medford, Cove, Central Point Kubli and Brockman soils. Slowly permeable clay subsoil and seasonal high water table are the limiting factors.
>
> "High stream terraces: Consist of Ruch and Manita soils. Moderately slow permeability and steepness of slope are limiting factors.
>
> "Hill slopes: Consist of Selmac, Vannor, Voorhies, Beekman, Colestine, Cornutt and Siskiyou soils. Depth to bedrock or clay and steepness of slopes are limiting factors."

This 1976 study was primarily to rate soils as to their suitability for agricultural purposes and limitations expressed are in this light. The information offered, however, may also be helpful in evaluating development plans as they may be affected by soil and slope conditions.

As shown on Map 7.2, the majority of the soils in the Urban Growth Boundary are of Class 2, listed as having only moderate limitations. The relatively small areas of Class 3 and 4 soils, on slopes subject to landslide, mass movement and/or severe erosion are shown on Maps 7.3 and 7.5.

These hillside areas, generally stable in their present state, can become hazardous through such activities as road construction, lot grading, removal of vegetation and similar disruptions of natural conditions unless adequate precautions are taken.

The City of Rogue River, by Ordinance No. 85-104-O, adopted Chapter 70, "Excavating and Grading" of the Uniform Building Code which established limits on the steepness of cut and fill slopes, provides standards for the placement and compaction of earth fills, and requires drainage and erosion control measures be taken in such work. Application of these regulations in the critical area should minimize problems related to mass land movement and/or erosion. The City will also encourage on-going maintenance of slope planting and drainage structures in the graded areas.

C. CONTROL AND DISPOSAL OF STORM WATERS

The surface drainage from the City of Rogue River flows to the Rogue River or to the natural channels formed by Wards Creek and Evans Creek. Except for a limited area of bank erosion on Evans Creek near the Urban Growth Boundary, noted on Map 7.4, these streams now carry the runoff with serious problem.

As new development occurs within the City, and especially upstream in outlying areas tributary to these

creeks, increased flows will be experienced over the years as pervious natural ground is replaced, in part, with impervious roofs and paving. In time there will come a need for stream channel improvement to be able to safely handle these heavier flows.

To prepare for the cost of such work, consideration should be given to establishing a contingency fund for this purpose.

It seems reasonable that the people causing the change in the runoff conditions should be the source of this funding.

Coordination and agreement with Jackson County will be required since the bulk of such future development will occur in county areas.

D. BUILDINGS IN HEAVILY WOODED AREAS

Buildings in heavily wooded or brush covered areas, generally on the fringes of the City abutting forest lands, pose a special problem due to the threat of fire. Current regulations require a specific radius of clearance of brush and similar combustible materials from around all buildings. In severe cases this protection may be augmented by a permanent on-site supply of fire fighting water in special storage tanks for this purpose or by access to water in a swimming pool.

E. EARTHQUAKE RISK

"The shaking of the earth's surface which accompanies the release of energy along an active fault is called an earthquake. The specific location of the displacement within the earth is called the focus; the geographic location above the focus on the earth's surface is called the epicenter. The crustal structure and tectonic behavior of Oregon is very complex, and the historical record is short. Knowledge of future earthquake activity is understandably incomplete."[4] No active faults are known to exist in Rogue River or Jackson County. There is no historical record of seismic activity directly tied to any of the inactive faults. [3]

The most intense earth shaking in or near Rogue River occurred in Grants Pass on April 3, 1949 (Mercalli intensity III).

For the entire Southern Oregon area, the most intense earth shaking occurred as a result of the 1906 earthquake off the coast of Norther California - the great San Francisco earthquake. The seismic risk map contained in the Uniform Building Code [5] (Figure 23-I) shows this area to be in Seismic Zone 1 (Distant earthquakes may cause minor damage) compared to Seismic Zone 4 (Major damage) for the earthquake prone portions of California. Similarly, the Code-assigned earthquake forces to be resisted in new construction here are less than 20% of such forces applicable to the higher risk California locations. Any reasonably well constructed conventional building braced to resist wind loads would readily meet these earthquake standards.

The vast majority of the existing buildings in Rogue River are one or two-story wood frame structures, a form on construction relatively light and flexible and inherently earthquake resistant. The few concrete and/or masonry buildings scattered throughout the area - mostly in the commercial or industrial districts - are of limited height, appear to be well built and should be of no concern.

Although earthquakes occurring at some distance may be felt here, no significant damage from this cause is to be expected. The current fault mapping program of the U.S.G.S. in the northern portion of the state may expand to include this area. If so, and if any potentially active faulting is discovered, the earthquake risk factor will be reevaluated.

FOOTNOTES

1. Jackson County, Oregon, Flood Plain Information, Interim Report, United State Army Engineer District, Portland, Corps of Engineers - Portland, Oregon, December 1965.

2. Flood Insurance Study, City of Rogue River, Oregon, Jackson County, Federal Emergency Management Agency, Federal Insurance Administration, July 2, 1980. (Community Number 410098).

3. Resource Data for Land Use Planning and Community Development, Soils, City of Rogue River, Oregon, United States Department of Agriculture Soil Conservation Service assisting the Jackson Soil and Water Conservation District, June, 1976.

4. Land Use Geology of Central Jackson County, Oregon, Ralph S. Mason, State of Oregon Department of Geology and Mineral Industries, 1977.

5. Uniform Building Code, 19 - Edition

ADDITIONAL REFERENCES

1. Urban Growth Handbook, Urban and Regional Planning Department, University of Oregon, August, 1977.

2. Flood Plain Management for Oregon Cities and Counties, Planned Use of Flood-Prone Areas and the National Flood Insurance Program, Bureau of Governmental Research and Service, University of Oregon, August, 1969.

SOIL SURVEY IDENTIFICATION LEGEND

Map Symbol	Soil Mapping Unit (Use with Map 7.1)
1A	Newberg fine sandy loam, 0 to 3 percent slopes
3A	Evans loam, 0 to 3 percent slopes
7A	Camas sandy loam, 0 to 3 percent slopes
8A	Camas gravelly sandy loam, 0 to 3 percent slopes
39A	Cove clay, 0 to 3 percent slopes
46A	Central Point sandy loam, 0 to 3 percent slopes
55 B	Ruch silt loam, 2 to 7 percent slopes
55D	Ruch silt loams, 7 to 20 percent slopes
70D	Manita loam, 7 to 20 percent slopes
70D	Manita-Debenger complex, 20 to 40 percent slopes
80E	Vannoy silt loam, 12 to 35 percent slopes
81F	Vannoy-Voorhies complex, 35 to 80 percent slopes
82F	Voorhies-Vannoy complex, 35 to 70 percent slopes
95D	Brockman cobbly clay loam, 7 to 20 percent slopes
131E	Cornutt cobbly clay loam, 20 to 35 percent slopes

6 pages of maps go here.....

MAP

MAP

MAP

MAP

MAP

FINDINGS

1. The most significant threat to the City is the risk of occasional flooding of certain areas abutting the Rogue River and its tributary, Evans Creek. Federal flood insurance is available for most existing buildings in the flood prone areas. New construction in the flood plain is regulated to provide a reasonable level of protection for the occupants, and to prevent such work from adversely affecting adjoining properties.

2. Land development activities in areas of steep terrain must consider specific soil conditions of the site and be done in accordance with accepted standards as provided by Uniform Building Code, Chapter 70.

3. Other than the occasional flooding of certain limited areas (#1 above), storm water drainage in and through the City is reasonably satisfactory at present. If substantial development takes place in the future in the watershed areas of Wards Creek and Evans Creek, stream bed improvement and/or erosion control work may be required to safely handle the increased flows. The possible sources of funding for this work will be studied.

4. Clearance of combustible vegetation from around buildings in brush-covered or wooded areas is required. An on-site supply of fire suppression water may be needed in extreme cases.

5. Earthquakes are not considered as posing a major risk for the City of Rogue River and its environs.

6. The City also has in place a Disaster Response Plan integrated with similar plans of neighboring jurisdictions to react to catastrophic occurrences in, or adjacent to, the City of Rogue River.

POLICY

It is the policy of the City of Rogue River to protect its citizens and their property from various natural hazards by regulating those activities that could create, or would carry, an unacceptable level of risk.

The City of Rogue River is presently evaluating areas subject to these aforementioned problems and is implementing ordinances restricting certain uses for these areas.

A main thrust of natural disaster and hazard regulation is to protect not only a single person from his or her own ignorance which may or may not be valid, but to protect the public from effects of another person's actions.

The city of Rogue River has established Ordinance No. 87-152-O, (see Appendix P), an ordinance establishing flood damage prevention. The purpose of this ordinance is to promote the public health, safety and general welfare, and to minimize public and private losses due to flood conditions.

The City of Rogue River has adopted the Uniform Building Code and also adopted Resolution No. 111-A (see Appendix Q) with the intent of requiring the recognition and evaluation of flood and/or mud slide hazards in all official actions relating to land use in the flood plain (and/or mud slide) areas having special flood (and/or mud slide) hazards.

GOAL 8

RECREATIONAL NEEDS

GOAL:

To satisfy the recreational needs of the citizens of Rogue River and its visitors in coordination with private enterprise and County and State government. To accomplish the same in appropriate proportion to population and in such quantity, quality, and location as is consistent with the availability of resources and needs.

To maintain existing City parks and recreational facilities and areas and encourage School District No. 35 to maintain all of its recreational fields and playgrounds in good condition.

To plan for creation of additional recreational facilities as may be required by expanding growth in population, at the rate of one acre of land for each 100 population, one half of this to be devoted to active recreational use. The balance will be in open space; for example: river frontage, hiking trails, bike trails, hillsides, etc.

To define areas, facilities and opportunities for recreation and to identify present and future request of citizens and visitors.

A. BACKGROUND

The Rogue River divides the City, making fishing, boating and picnicking areas available within walking distance to all. In addition, Wards Creek on the east side of the City and Evans Creek in the west portion of the City provide children with natural swimming holes, light fishing spots and places to wander and explore.

The public needs a place to rest, relax and enjoy nature. Parks are a contribution to good health, exercise, meditation and escape from the stress of today's problems.

B. EXISTING PARKS

Presently, Rogue River residents and visitors have access to one contiguous County park (Palmerton Park), one State park adjacent to our Urban Growth Boundary (Valley of the Rogue State Park), and four City recreation parks, (Coyote Evans, Fleming Memorial, Ponderosa and Classick Bicentennial Park).

Valley of the Rogue State Park consists of over 277 well developed acres offering overnight camping, water and sanitary hookups, group picnic areas, hiking trails, playgrounds, boat launch, open space, wildlife habitat and fishing. A portion of this park extends between the Rogue River and Interstate 5 into the City of Rogue River. This portion of the State Park consists of a long narrow, steep slope and is used as a wildlife open space and walk-in park by many fisherman.

From the northwest side of the Rogue River Bridge to the mouth of Evans Creek is an area of approximately four to five acres that lies between the Rogue River and Interstate 5. This area is owned by the Oregon Department of Transportation, who has indicated to the City that the parcel is too small for their future use and that continued use of the area as a wildlife, open space area, and a walk-in park for fishermen, is the best possible use of this area. Natural hiking paths follow the river bank through this park area.

Two City parks, Coyote Evans Park and Fleming Wayside Memorial Park, are on either side of the Rogue River Bridge, located on the southern banks of the Rogue River. Constantly used by the local

population and well attended by visitors, their location is ideal, with facilities for picnicking, water activities, fishing, a boat launch and restrooms - all in a 3 1/2 acre area.

Fleming Memorial Wayside Park is located on the Rogue River where thousands of salmon and steelhead migrate each year. This park was donated by Mr. and Mrs. Fleming for the purpose of a memorial for veterans who have served their country in the armed forces. John Fleming gave his life for our country and this park is in his memory. Fleming Memorial Wayside Park is maintained mainly by volunteer groups who have taken sections of the park to plant and upkeep flowers and trees. Memorial trees are planted by family members and are dedicated to the memory of loved ones who have died.

Coyote Evans Park, also along the Rogue River, is a boat launching park. The launch area has been named Dee's Landing, in honor of our present Mayor, Royal B. DeLand, for all the time and effort that he has put into making the parks a very beautiful attribute to the City of Rogue River. This park is in the process of having a new parking area added and 16 tournament horseshoe pits.

One contiguous County park is **Palmerton Park,** an arboretum. This five acre park has facilities for group picnics, a playground for small children, rest rooms, fishing and a creek swimming hole that attracts constant users. Its main attraction is the great variety of trees from many remote places of the world. Intricate rock work depicts the walks and walls where running water forms a pond for wildlife.

Here, picking blackberries and feeding ducks can provide an afternoon's relaxation. Many children have learned to swim in Evans Creek at Palmerton Park. Palmerton Park is within the City of Rogue River's Urban Growth Boundary, and is adjacent to the existing City limits.

Ponderosa Memorial Tree Park is located off of Third Street in the northeast section of the City, and is in the process of becoming the best hiking park around. The newly manicured trails are made to overlook the whole City of Rogue River and has panoramic rest areas.

The **Classick Bicentennial Park** is a one acre, day use park located directly across Evans Creek from Palmerton Park. A year round bridge constructed of cable is planned for completion in the fall of 1991. With this bridge completion, the two parks will be joined and the walks and the bike paths will be highly used. The area was developed during the Bicentennial year to provide a low maintenance, high usage park which is centrally located in town, as well as being used for a City well site. There is an old log cabin which is the oldest house in Rogue River built by Mr. Robertson following the Civil War, circa 1876. Classick Bicentennial Park contains three tennis courts, a ball wall, shuffle board courts, a children's game area, a tot lot including a large sand box, a gazebo and a practice golf putting green. There are also 4 sets of covered horseshoe pits that have been completed for year round usage. Lawn and walks near the gazebo remain to be completed. There is a stairway from the park that leads down to Evans Creek.

With the completion of street repairs, a bike path has been developed in both directions on Pine Street from the northern City limits to Main Street. The bike path and sidewalk along Main Street to West Evans Creek Road and along West Evans to Palmerton Park has been completed with the help of Jackson County.

C. OTHER EXISTING RECREATION FACILITIES

In addition to these parks, other recreation facilities have been developed within the City for the enjoyment of the residents. School District No. 35 has approximately 35 acres devoted to recreational activities including track, basketball, football, etc., as well as playground facilities at the elementary, middle and high schools. These areas are shared with the public during off-school hours. Two new baseball fields and a soccer field have been completed at the high school with the help of volunteers. The schools use the City's tennis courts.

The eight acre City water reservoir site is located at a high elevation on a hillside lot, alongside

Ponderosa Memorial Tree Park, where hikers may climb, or for easier access, a road leads to the top for a panoramic view of the City and surrounding area. Many students enjoy the wild flowers and nature study in this area, especially during the early spring.

In addition to the public facilities outlined above, private residents, enterprises and civic groups provide a number of recreational opportunities.

D. RECREATIONAL AREA SET ASIDE FOR FUTURE DEVELOPMENT

The City of Rogue River has a deed, subject to a Life Estate, for an acre of land on North Broadway Street. There is a natural runoff with berry bushes and trees that encourage bird life. Picnic areas in a wildlife habitat are considered for some future date.

Specific development of the City reservoir site may be considered at some future date However, at present it is of value as open wildlife and hiking space. Over the years, mainly during the spring season, many volunteers assist in planting trees along the hillside on what is called Ponderosa Memorial Tree Park. The tree planting and trail work is lead by Anna Classick, Tree City Committee Chairperson.

Additionally, the following areas are committed to future park development:

Parkview Mobile Estates - a mobile home park located on West Evans Creek Road has set aside one hillside acre of land for park purposes. At the present time, this area can not be utilized due to a lack of right-of-way for public access.

Pioneer Square Mobile Estates - located on Wards Creek, this mobile home park has set aside one acre of land for future park development. This acre set aside for park purposes has been dropped due to no right-of-way for public access.

Brookside Village - this housing development, located on Wards Creek Road, has a swimming pool and clubhouse for members, and has set aside a three acre area to be developed for park use and vehicle parking.

Although the City of Rogue River lacks the necessary funds to develop parks, satisfying the recreational needs of our population has been our primary aim. Toward this purpose, the Common Council of the City of Rogue River adopted Ordinance No. 268 in 1977 (see Appendix R). This ordinance, as amended, requires that a Park and Recreation Fee be levied upon all new construction, as part of the building permit fee. These funds are for the acquisition of land, construction, operation and maintenance of park facilities.

Additionally, the Rogue River Subdivision Ordinance No. 379 requires each subdivider set aside and dedicate an area, within or adjacent to each subdivision, for park recreation uses. If, in the opinion of the Planning Commission, no suitable areas exist, a fee in lieu of land dedication will be accepted by the City.

To further ensure enjoyment of the recreational facilities by all residents, the City park facilities are offered free of charge with handicap access ramps built in.

An item that needs consideration is bike paths. However, these require County cooperation and are still in planning stages. Bike paths are needed due to narrow roads and to avoid traffic hazards. These are further addressed under Goal 12 - Transportation.

A soccer field, a cross county run and two Little League baseball fields have been installed on school district property located at Rogue River High School. This has aided in increasing participation in these events and were highly approved by the school district with general community support. Presently our parks meet our needs.

TABLE 8-1

PARK	ACTIVE RECREATION	PASSIVE RECREATION	FUTURE DEVELOPMENT
Fleming & Coyote Evans	.74	-	-
Palmerton	1.00	4.0	-
Anna Classick	1.00	-	-
Department of Transportation Site	-	5.0	-
High School	15.0	-	10.0
Grade School	5.0	-	5.0
Reservoir site	-	8.0	-
Brookside Village	-	-	3.0
North Broadway site	-	-	1.0
TOTALS	25.5 acres	17.0 acres	19.0 acres

MAP OF CITY goes here

FINDINGS

1. 25.5 acres of active recreational park land are currently available to the residents of the City of Rogue River and the Urban Growth Boundary Area. This equals 1.2 acres of active recreational area per 100 population.

2. 17 acres of passive recreational park land are currently available to the residents of the City of Rogue River and the Urban Growth Boundary area. This equals .8 acres per 100 population.

3. There are currently 19 acres of recreational land set aside for future development within the City and Urban Growth Boundary. The development of these 19 acres is not the responsibility of the City, but rather the responsibility of the property owner or the school district. With this additional acreage, the City will have 63.5 acres of recreational land to serve the projected population of 3,459. This equals 1.7 acres per 100 population.

4. Future plans and needs, if population warrants, would include a park on East Evans Creek Road in the Urban Growth Boundary, one in the West Evans Creek Road area and another on Wards Creek.

POLICY

It shall be the policy of the City of Rogue River to provide and maintain adequate, clean and safe recreational areas of free public usage for all ages, conforming as nearly as possible to the goals set herein.

1. To promote interest through usage.

2. To cooperate and coordinate with all governmental entities in order to maintain, to improve and to increase recreational facilities beyond the current levels.

3. To accept donations of cash and/or real property for future development.

4. To encourage and enlist support of local service clubs in the donation of labor and/or funding for special park projects that will further enhance the park facilities.

5. To provide by City Ordinance or Resolution any laws or rules that may be required for financing, usage or control of the park's recreation areas or projects.

6. To provide police protection.

7. To plan for creation of additional recreational facilities as may be required by expanding growth in population, at the rate of 1.2 acres of land for each 100 population.

GOAL 9

DIVERSIFY AND IMPROVE THE ECONOMY OF THE CITY

GOAL:

It is the goal of the City of Rogue River to diversify and improve the economy of the City by:

Coordinating state, federal and county economic plans and policies with local needs; and

Encouraging economic growth and activity in areas that have under-utilized human and natural resource capabilities and want increased growth and activity.

A. BACKGROUND

The City of Rogue River is predominantly a residential community with 26%[1] of the work force employed locally, and with the remainder primarily employed in commercial and industrial businesses which require commuting to Grants Pass or Medford.

The City of Rogue River has an income per household among the lowest in the state. At least part of that can be attributed to 26% of the population over 65 years of age where the state wide average is 10% over 65 years.

TABLE 9.1 [2]

ROGUE RIVER INCOME CHARACTERISTICS

	Rogue River	Jackson County
Per capita income (1987)	$ 9,319.00	$10,439.00
Median household (1980)	$11,645.00	$15,468.00
Median family (1980)	$14,063.00	$17,799.00
Persons below poverty level (1980)	186/1308 14.3%	15,508/128,947.00 12%

The retired population of the City has increased as a percentage of the total over the last 12 years and the City does not expect the trend to change. Therefore, plans for economic development must consider the needs of the senior community and develop in areas that are not necessarily consistent to the norm, as would be expected in the statewide economic plan.

The City's topography and geographical confinement limit the potential for industrial growth of any significant size. The City's current industrial base is comprised primarily of the Medford Corporation's plywood mill. The industrial lands inventory is shown on Table 9.2.

TABLE 9.2
INDUSTRIAL LANDS INVENTORY OF CITY LIMITS

Use	Number of lots	Acres	% of Industrial zoned property
Industrial	8	51.97	79.4%
Residential	2	2.79	4.2%
Vacant	5	10.72	16.4%
	15	65.48	100.0%

The lot sizes currently used by industries in Rogue River, and lots available in both the City and Urban Growth Boundary areas are shown on Table 9.3. As shown, 50 percent of the existing industrial property is in the less than ½ acre to 1 acre size, whereas a majority of the available industrial lands fall into the 2.5 to 5 acre category.

The City of Rogue River is encouraging smaller, family-type industries to locate in the City. These smaller scale businesses will fit nicely into the available industrial lands surrounding the Medford Corporation, and along US Highway 99. The two industrial areas in the Urban Growth Boundary are described briefly below:

1. An area approximately 40 acres in size, south of the City across the Rogue River and extending easterly along the Rogue River Highway US 99. It is 5/8 of a mile from Interstate 5 access and is fairly isolated from residential users. The area has already committed commercial and industrial uses and City water is available. Sewer and water lines have been extended across the river to service the property described above.

2. An area approximately 60 acres in size, located east of the City center, south of North River Road. It is divided by an asphalt two lane road and on the west portion by the Southern Pacific Railroad. It is located 3/4 of a mile from Interstate 5 access and has City water and sewer available.

Projecting future industrial demand based on existing industrial development, the approximate current population of 2,430 within the City and Urban Growth Boundary areas is served by 56 acres of existing industrial development. The projected population of 3,988 people, by the year 2000, will need an industrial base of approximately 134.4 acres. The City's Comprehensive Plan designates 96 acres for future industrial demand. As the City grows, there will be a need for including more industrial property into our Urban Growth Boundary. Monitoring of City development and Comprehensive Plan will ensure that adequate industrial lands are available for these future needs.

The City of Rogue River is primarily a retirement and bedroom community with commercial enterprises to service the City and surrounding area. The proposed Comprehensive Plan Map provides for increasing the size of the commercial district as needs dictate. Within the existing City limits there are 61 acres which are zoned for commercial use. The existing land uses are shown in Table 9.4. As shown, less than half of the commercially designated properties are currently supporting commercial uses.

In projecting future commercial demand based on current needs, the projected population in the year 2000 of 3,988 will need a commercial area of 79.6 acres, which will be broken down as follows:

Use	Acreage needed
Financial, Insurance & Real Estate	10.4
Retail	36.0
Service	33.2
Total	79.6 acres

The Comprehensive Plan Map designates 96.66 acres for commercial uses. As with the industrial lands, the City will continually evaluate the demand for commercial properties, and make adjustments to the plan as needed.

A majority of the current commercial uses are located on parcels of less than ½ acre. A majority of the commercial land available for future commercial uses are also ½ acre or less in size. Table 9.5 shows the existing parcel sizes and uses in both the City and Urban Growth Boundary area.

Primary employment in Jackson County has remained relatively constant since 1950, whereas secondary employment has risen approximately 275% over the same period. [2] The City of Rogue River's employment breakdown is following the same pattern as the County. The primary employment in the City is the Medford Corporation, which employs 75 full time people. That figure fluctuates with the wood products industry's ups and downs. School District Number 36 is also a primary employer, with up to 112 employees.

There are 109 commercial businesses in the City of Rogue River serving the community in a full range of enterprises including: financial, insurance, real estate, wholesale and retail trade and service businesses.

Government employment is limited to the local school system, city government and the fire department.

The total employment in the City, including the Medford Corporation, is approximately 463 people.

Several businesses are totally dependent upon tourism, with the majority of businesses benefitting from tourism as a secondary source of income. The proximity of the City to the river attracts tourists, making tourism an area of potential growth.

The City's current land area for commercial and industrial use is 126 acres, with up to 192 additional acres available for potential commercial and industrial development. The Comprehensive Plan provides for increasing that percentage to 27% over the next 20 years. There are a number of businesses outside the City, within the Urban Growth Boundary, that could come into the City. There is also increased availability of commercial zoning in the City to provide for new businesses. Some of the land designated for industrial use is not suitable for other uses.

The Governor's Oregon Economic Growth Plan (September 1982) identifies several target industries for growth in Oregon. Those that fit the City of Rogue River, given the nature of the population and restricted land area, are:

1. Secondary wood products
2. Retail
3. Recreation and resort facilities
4. Tourism
5. Light industry

The City would not expect to limit its growth to these areas, but will encourage any and all enterprises that are deemed appropriate for our community.

FOOTNOTES

1. 1980 Census

2. Taken from 1979 Income and Poverty Characteristics prepared by Bureau of Governmental Research and Service University of Oregon

3. Jackson County Economic Development Program, 1979

TABLE 9.3

INDUSTRIAL LANDS SURVEY

Lot Size	CITY					URBAN GROWTH BOUNDARY					TOTALS	
	Industrial Use	Vacant	Residential Use	#	%	Industrial Use	Vacant	Residential Use	#	%	#	%
Less than ½ acre	3	1		4	27%	1	1	7	9	43%	13	36%
½ to 1 acre		1	1	2	13%			3	3	14%	5	14%
1 to 2.5 acres		1	1	2	13%	1		23	3	14%	5	14%
2.5 to 5 acres	1	2		3	20%		2	4	6	29%	9	25%
5 to 10 acres	3			3	20%						3	8%
10+ acres	1			1	7%						1	3%
Totals #	8	5	2	15		2	3	16	21	100%	30	100%
Totals %	54	33	13		100%	10	14	76				

TABLE 9.4

COMMERCIAL LANDS INVENTORY

USE	LOTS			ACRES			% OF COMMERCIALLY ZONED PROPERTY			% OF COMMERCIAL USE		
	City	UGB	Total	City	UGB	Total	City	UGB	Total	City	UGB	Total
Residential: Single Family	43	26	69	15.42	18.15	33.57	27.2%	54.8%	37.4%			
Multiple Family	6	4	10	.86	3.22	4.08	1.5%	9.7%	4.5%			
Public	3	5	8	.44	0	.44	.7%	0	.5%			
Vacant	33	10	43	10.35	9.42	19.77	18.3%	28.4%	22.0%			
Parking	7	0	7	1.48	0	1.48	2.6%	0	1.6%			
Non Commercial Subtotal	92	45	137	28.55	30.79	59.34	50.3%	92.9%	66.0%			
Financial	5	0	5	2.19	0	2.19	3.9%	0	2.4%	7.8%	0%	7.8
Retail	32	0	32	15.43	0	15.43	27.3%	0	17.3%	55.1%	0%	55.1
Service	35	3	37	10.43	2.34	12.77	18.4%	7.1%	14.3%	37.1%	100%	37.1
Commercial Subtotal	72	3	75	28.14	2.34	30.48	49.7%	7.1%	34.0%	100%	100%	100%
TOTAL	164	48	212	56.69	33.13	89.73	100%	100%	100%			

TABLE 9.5

COMMERCIAL LANDS SURVEY

LOT SIZE	CITY								
	FINANCIAL	RETAIL	SERVICE	RESIDENTIAL	VACANT	SUB-TOTAL	%		
Less than ½ acre	3	26	31	40	32	132	80%		
½ - 1 acre	1	3	2	7	3	16	10%		
1 - 2.5 acres	1	2	2	4	5	14	9%		
2.5 - 5 acres				1		1	.05%		
5 - 10 acres		1				1	.05%		
TOTALS	5	32	35	52	40	164	100%		
	URBAN GROWTH BOUNDARY								
	FINANCIAL	RETAIL	SERVICE	RESIDENTIAL	VACANT	SUB-TOTAL	%	#	%
Less than ½ acre			3	12	2	17	43%	149	73.5%
½ - 1 acre				7	3	10	27%	26	13%
1 - 2.5 acres				4	4	8	22%	22	11%
2.5 - 5 acres				2	1	3	8%	4	2%
5 - 10 acres							0%	1	.05%
TOTALS	0	0	3	25	10	38	100%	202	100%

FINDINGS

In light of the preceding general information and considering the historical commerce of the City of Rogue River, the City will continue to be predominantly a commercial service community with small or medium industrial enterprises. The exception to traditional commerce in the City is the Medford Corporation. The City does not have the land or natural resources to entice other industries of that size to locate in the City of Rogue River, but would encourage smaller industrial enterprises.

The state, regional and local economic diversification and improvement can best be served by the City of Rogue River in promoting and continuing the development of a very desirable residential community with the commercial sources necessary to service the community and in providing small to medium industrial activities a place to develop without competing with large enterprises for space and services.

POLICY

The City of Rogue River has and will continue to encourage appropriate commercial and industrial activities through ordinances and zoning. The City supports Jackson County and its economic goals, the Rogue River Chamber of Commerce and local civic organizations for their efforts to promote local economic activities.

Through the adoption of the City of Rogue River Comprehensive Plan, the City is supporting an orderly growth of economic activities in the City.

GOAL 10

HOUSING

GOAL:

To provide for the housing needs of the citizens of the City of Rogue River and its Urban Growth Boundary.

A. BACKGROUND

Historically, the City of Rogue River has done an excellent job of meeting the varying needs of its citizens.

Since the sewer system became operable in 1974, many units have been developed as follows:

1. Prospector Subdivision, in the R-1-8 zone, consists of 77 lots, one of which is still available. This subdivision is in the low to medium price range.

2. Brookside Village, an 80 unit Planned Unit Development with common ownership of amenities, restricted to 55 years of age and older occupancy, has consistently appealed to the medium income, older adult. Brookside Village was developed and sold out within two years of inception.

3. Four apartment projects: Cedar Rogue Apartments of 34 units plus 16 in the planning stage; Rogue Terrace, a complex of 35 units built in 1978; Sunny Slope Apartments with 36 units, finished in 1988; and Woodville Village with 36 units completed in 1985, provide housing for the elderly under a combination of Farm Home Administration and State of Oregon, Section 8 subsidy.

4. Various individual projects including duplexes and other multi-family dwellings have all been constructed, appropriately in the R-2 district and provide rental housing for the medium income market.

5. Woodville Subdivision, also known as Strawberry Patch, (49 lots) comprises the response to the need for custom homes in the medium to upper range.

6. Two mobile home parks, for residents 55 years of age and older, have further addressed the need for adult housing. 33 units on Main Street and 80 units on West Evans Creek Road are fully occupied.

7. In the planning stages are the following projects: 100 unit, 55 or older mobile home park on Foothills Boulevard, 66 unit family apartment complex at the corner of Fourth and Cedar, 44 unit motel on Rogue River Highway, 48 unit congregate care facility on Third Street, 8 unit apartment complex on Fourth Street, 32 unit mobile home park on Foothills Boulevard and a Planned Unit Development consisting of 8 single family residences with a Club House on Wards Creek Road.

The 1980 census figures show that the majority of owner-occupied homes fall in the medium price range.

The rental market in Rogue River has traditionally reflected a low vacancy factor since the area's livability surpasses other urban areas and its proximity to Grants Pass and Medford make it convenient to live in the Rogue River area. Due to the demand, rents have held steady even in times of recession and, of course, there remains a substantial waiting list for the subsidized housing for the elderly. The City of Rogue River has become a mecca for retired people and a need for housing units for the retired exists.

According to the 1980 census figures, the average occupancy per unit is 2.07 persons. Of the total of 725 housing units counted at the that time 25% were renter occupied. The census further reveals that the income categories range as follows:

TABLE 10.1

City and County	Per Capita Income for 1987
Jackson County	$ 10,439.00
Rogue River	$ 9,319.00
Gold Hill	$ 8,416.00
Grants Pass	$ 11,514.00
Central Point	$ 9,062.00

The census figures also reveal that there are 71 households (12.6%) with incomes below the poverty line (annual income of $7,500 or less).

It is possible to project that the trends in relation to the factors of income, age and density will continue in the next 20 years as they have in the past ten years as evidenced by the census figures. Based on this assumption, the City of Rogue River can anticipate that 12% of the households will remain below the poverty line, that another 22% will need assistance in meeting their housing needs and that 66% of the population will be able to afford rental housing, of which 26% will be able to purchase their own homes.

The Rogue River Zoning Ordinance No. 373, as amended, recognizes three residential zoning districts:

TABLE 10.1

Zone Designation	Zone Title	Minimum Lot Size	Zone Intent	Comp. Plan Design
R-E	Residential Estate	20,000 sq. ft.	To stabilize and protect the rural residential characteristics.	LR
R-1-12	Single Family Residential	12,000 sq. ft. 8,000 sq. ft. 6,000 sq. ft.	To stabilize and protect the suburban characteristics of the City and to encourage a suitable environment for family life.	LR MR MR
R-2	Multiple Family Residential	6,000 sq. ft.	To provide a range of medium-high density residential areas near the City's urban core.	HR

LR - Low Density Residential
MR - Medium Density Residential
HR - High Density Residential

The Rogue River Comprehensive Plan designates a total of 1, 078.64 acres for residential use. Table 10.3 shows a breakdown of those acres by the amount of development existing on the property.

Table 10.4 shows the number of residential units existing in the development area, and the number of

residential units which can realistically be expected to develop over the next 20 years. Lands in the flood plain, lands over 1,200 feet in elevation and lands with slopes exceeding 30% have been excluded as undevelopable, due primarily to the extremely high costs of developing in these areas. An additional 20% of this area is expected to develop for non-residential uses such as churches, schools, parks and other public/quasi-public uses.

The Low Density Residential development will account for nearly 24% of the homes in Rogue River and is expected to be primarily owner occupied. The Medium Density Residential developments are expected to be 60 to 75 percent owner occupied. The largest segment of rental units is expected to occur in the High Density Residential zone.

Of the 141 housing units within the City limits that are mobile homes, only 25 of them are situated on privately owned residential lots. Ordinance No. 250, as amended, allows the placement of mobile homes in any residential zone provided the conditions set forth are met (Appendix S). Although few mobile homes have been set up outside the two mobile home parks, the mobile home still represents an alternative mode of housing which meets the needs of the lower income resident. Rogue River's Zoning Ordinance No. 373, as amended, allows for the further development of mobile home parks as Planned Unit Developments. Mobile home parks are allowed under Ordinance No. 159, adopted on January 9, 1964 (see Appendix T).

TABLE 10.3

DEVELOPED LANDS INVENTORY

Residential Zone	Undeveloped Acres	Partially Developed Acres	Developed Acres	Acres Subtotal	Total	% of Residential Land
	City UGB	City UGB	City UGB	City UGB		
Low Density Residential	22.92 339.59	4.24 165.95	7.36 290.37	34.52 795.91	830.43	52.8%
Medium Density Residential	36.21 144.88	46.35 163.85	119.66 78.17	202.22 396.90	589.12	37.5%
High Density Residential	56.30 -0-	14.35 1.50	78.21 2.50	148.86 4.00	152.86	9.7%
Acres Subtotal	115.43 484.47	64.94 331.30	205.23 571.04	385.60 1186.81	1572.41	100%
TOTAL	599.90	396.24	576.27	1572.41		
% of Residential Land	38.2%	25.2%	36.6%	100%		

TABLE 10.4

POTENTIAL RESIDENTIAL DEVELOPMENT

Residential Zone	Existing Units	Potential Increase	Unit Subtotal	Total Units	% of Units
	City UGB	City UGB	City UGB		
Low Density Residential	14 128	42 538	56 666	722	25.6%
Medium Density Residential	291 26	197 182	488 208	696	24.5%
High Density Residential	501 4	860 44	1361 48	1409	49.8%
Total Units	964	1863	1905 922	2827	
% or Total Units	34.1%	65.9%	67.4% 32.6%		

FINDINGS

1. The City of Rogue River has more than adequately addressed the housing needs of its residents and provided City services for housing developments in a timely manner.

2. The Comprehensive Plan of the City of Rogue continues to provide for the housing needs of the projected population both within the current City limits and the adopted Urban Growth Boundary.

3. The policies being pursued by the City of Rogue River, relative to its planning and in regard to its development of future public services and facilities, assure that the future needs of the projected population will be met (see Goal 11).

4. One limiting factor, which is beyond the control of the planning body, is the price of the land which is developable. The average lot is now valued at $25,500 by the Jackson County Assessor.

5. The low vacancy factor, together with the continuing increase in price of rents and sales in this planning area, indicate that there is a back log for housing demand.

POLICY

City policy provides for compliance with this goal to provide for the housing needs of the citizens. The City of Rogue River has successfully addressed the housing needs to date and has adopted measures which will continue as far as possible to meet this goal.

It is the policy of the City of Rogue River:

1. To encourage the development of housing units that appeal to all income levels.

2. To cooperate with any agency or individual interested in further addressing the needs of the local elderly for congregate housing which has been addressed in a pending land use application for a 48 unit facility.

3. To continue to allow placement of mobile homes on individual single family lots to further meet the housing needs of the City.

4. To meet the needs of the projected population by increasing the water system and the sewer system in the planning area.

5. Because of the R-2 zoning, sub-standard housing is being replaced by new housing and at that time the construction is being administered as per the Uniform Building Code.

6. To continue to update zoning and other applicable ordinances to insure the opportunity for undeveloped lands to be put to the highest and best use.

7. To provide for the review of the Comprehensive Plan at each scheduled periodic review in order to stay abreast of the housing needs and its associated factors.

8. To give the Planning Commission the specific duty of monitoring the continued meeting of this goal.

GOAL 11

PUBLIC FACILITIES AND SERVICES

GOAL:

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for the existing population and for future population increases.

To provide adequate water, sewer, street, storm drain, and recreational facilities, and police, municipal court, planning, and city governmental services to support the growth of the city.

To coordinate and support fire protection, educational, library, irrigation, and health services provided by other governmental agencies.

A. Background

1. General:

The City has an elected Mayor (two-year term) and six Council members (four-year term) responsible to the citizens for City government and administration. There is also a five-member appointed Planning Commission, aided by a planner that is involved in projecting the growth of the city and its services.

City Hall has four additional full-time staff members and one part-time clerical staff member, responsible for administration, budgeting, billing, filing, correspondence, and maintenance of records.

A five-member Public Works department is responsible for water, sewer, storm drainage, streets, building inspection, park maintenance, and other assorted duties.

The police force consists of a chief, four officers, and a part time clerk, who are responsible for police protection and law enforcement. A part-time municipal judge handles violations of lesser traffic laws and City ordinances.

Other non-profit services provided within the city include a school district, a fire district, an irrigation district, and a county library. These districts or services have independent governing boards and the City of Rogue River does not exert any oversight authority.

Other franchise services include solid waste disposal, cable television, and the standard utilities, plus several county services, e.g., health, animal control, etc.

2. Financing:

No policy concerning facilities and services could be complete if funding were not included. The following condensed policy describes how the City of Rogue River funds its various activities. Any legal source of funds is included in planning for every capital improvement project. These range from property taxes, franchise taxes, bonds, grants, system development charges, gifts through volunteer labor, to donated materials, land or monies.

Property taxes are used exclusively for police services; other taxes are used as required by State or Federal rules. Some major projects (i.e. the waste water treatment plant) have been funded through bonds. User fees are used for both operation and, to a less extent, for development (see Appendix X).

The City intends to continue to investigate all available financing sources to develop projects that

benefit its citizens and to improve its facilities and services, rather than being locked into more costly, rigid financing procedures.

3. Water Service:

a. General:

The City's water system consists of five active wells, approximately 13 miles of distribution lines, two reservoirs, and approximately 700 metered hook-ups. The water quality is excellent and the system is being improved and expanded as much as budgetary considerations allow.

Dyer Partnership completed a Water System Master Plan in May 2000. The 20-year plan described the existing system and recommended a series of long-term improvements, including:
- Purchasing water rights, most likely from Lost Creek Reservoir
- Constructing a 1.2 million gallon reservoir
- Improving the treatment plant
- Installing new distribution lines

Details about these projects may be found in the Water System Master Plan on file at City Hall.

b. Wells:

Five active wells serve Rogue River, with depths ranging from 100 to 500 feet. Other wells have been drilled, but are inactive at this time. The City uses the wells during the winter and relies on the river for its summer water supply. The active wells produce a maximum combined yield of approximately 400 gallons per minute.

The results of chemical analysis of the water taken from every well have determined that the water is well within established limits of organic and inorganic chemicals. The water can be treated at each well site prior to entering the distribution system.

The wells are adequate to meet current normal winter demands, but do not provide an adequate summer supply, particularly during droughts and emergencies (e.g. Medford Corporation log deck fire).

c. Treatment:

The City's water treatment plant was constructed in 1994 and has a total treatment capacity of 700 gpm (1 MGD). The water treatment plant is a package style plant incorporating equipment by Roberts Filter (Pacer). The Rogue River treatment plant makes use of the following processes:
- Prechlorination
- Chemical Coagulation and Polymer Addition
- Up-Flow Clarification
- Multi-Media Filtration
- Disinfection (Post Chlorination)
- Serpentine Contact Basin Clearwall

The water treatment plant has been relatively free from malfunction thus far in its service life and has been well-maintained. Small package plants typically have problems treating water under highly turbid conditions. Historically, when high winter flows cause turbid conditions in the river, the City has often been unable to treat the river water. During those periods, the City has relied on water produced from the wells. In the future, the City will have a pretreatment system in place to reduce raw water turbidities before the water enters the treatment plant.

d. Distribution System:

The distribution system consists of PVL, cast iron, ductile iron, and asbestos cement pipe varying

from 2” to 10” in diameter. As demand increases or as maintenance requires, the smaller diameter pipe and the cast iron pipe is being replaced with larger diameter ductile iron pipe.

A planned effort has been put into effect to loop the entire system and eliminate all dead ends. Wells pump to one site and then directly to the reservoir. Water produced by the treatment plant goes directly into the distribution system.

The system is being expanded into the Urban Growth Area outside the city limits only when and where there is a health problem substantiated by the County Health Department or Department of Environmental Quality. All expenses for such expansions are borne by the applicant. As annexation occurs, the system will expand to meet the additional needs. An 8” water line supplies the high school at the north end of the Urban Growth Boundary.

Approximately 100 standard 6” fire hydrants are uniformly spaced throughout the water distribution system. Others will be installed as future need dictates.

Reducing water loss is an ongoing process. This is being accomplished by normal conservation procedures, by normal maintenance, and by responses to all emergencies.

e. Storage:

Water system storage facilities consist of two reservoirs. The first is an above ground, pre-stressed concrete 500,000 gallon round tank at the elevation of 1,232 feet. The newer one is constructed of metal with a 250,000 gallon capacity. The tanks are adequate to meet the City’s normal demands. However, during periods of drought, when water consumption is high for long periods, or when large fire fighting demands are placed on the system, this capacity is inadequate. The Water Master Plan recommends an additional 1.2 million gallon storage capacity to provide adequate water through the 2020. In order to meet increasing demands, new above-ground reservoirs will be required at an elevation near 1,232 feet. System Development Charges (SDC) will help fund this construction.

f. Water Users:

Approximately 450 single-family and multiple-family residential hookups, 127 commercial hookups, 10 public hookups, 5 industrial hookups, and 10 recreational hookups are connected to the City's water distribution system. Water is also supplied to 12 residential, 2 commercial and 2 public users that are within the Urban Growth Boundary, but outside the city limits.

The majority of water is consumed by residential uses. The largest other users on the system are industrial establishments (16% to 17% of total water consumed), the three public schools (3%), the two private schools (0.5%), the laundromat (2%), and less than 1% for the public parks. Commercial uses account for less than 20% of the total water consumed.

g. Improvements:

The City has funded its water system improvements from user fees, permits and fees, interest, grants, bonds, and revenue sharing funds. As expansions are requested, applicants have been required to bear major development costs. Improvements of the existing system and minor capital improvements will take place when the City has the need and when funds are available. Major capital improvements will be financed with existing funds, loans, bonds, grants, systems development charges, or any combination of these which can be obtained and will show the most benefit at the time of need.

The Water System Master Plan includes a list of recommended projects, totally approximately $5,260,000. Several projects have been completed, including the packaged treatment plan

retrofit, miscellaneous treatment plant improvements, and the Palmerton Park waterline. Two projects will be completed in concert with replacement of the Depot Street bridge.

4. Sewer System

a. General:

The City is served by an activated, sludge type, secondary treatment plant facility which began operation in 1998, replacing the first plan constructed in 1972. The treatment plant has a dry weather flow capacity of 430,000 gallons per day, and a peak flow of 850,000, which is adequate to meet an anticipated population of up to 3,625. The plant is designed to accommodate expansion as the need arises.

b. Collection System:

Sewer lines currently run in street right-of-ways within the City, along West Evans Creek Road to Palmerton Park and along East Evans Creek Road to the High School, which is slightly under one mile outside the City boundary but within the Urban Growth Boundary. Topographic features of the area are conducive to gravity flow sewer lines as the treatment plant is at the lowest point within the area served and those areas proposed for future development.

There are 11 miles of transmission lines sized as follows:

12"	= 4,580'
10"	= 13,508’
8"	= 36,221’
6"	= 706’
4" (forced main)	= 1,453"

There are 161 pre-cast manholes and 8 lift stations, each with two motors (two 2-hp and five 5-hp). There is also an extension south of the Rogue River which was completed in 1986, providing sewer access to that portion of the City.

c. Treatment Plant:

Rogue River operates its wastewater treatment plant under the authority of a National Pollution Discharge Elimination System (NPDES) permit No. 102026 (pending). The facility is contained within a two acre parcel located in the southwest portion of the City, between Interstate 5 and Foothill Boulevard.

d. Improvements:

The City has funded its sewerage system and improvements with bonds, user fees, revenue sharing funds and expansions paid for by developers.

In the future, minor improvements and/or expansion to the system will be paid for by developers, the City, or a combination of the above. Currently the sewer rate charged by the City is $21.28 per month for residential users, with an additional usage fee based upon volume of water consumed for commercial users. Rates are adequate to cover operating and maintenance expenses and to accrue limited funds for future improvements, but not to fund improvement projects identified in the Wastewater Master Plan. Sewer bonds are paid through property taxes.

Recent improvements to the wastewater include installation of a solar dryer, lift station generators and replacing or upgrading trunklines. Highest priority future construction projects include expanding two lift stations and upsizing existing sewer lines as the need arises.

The Wastewater Master Plan, available for review at City Hall, provides a complete discussion of

the existing system and proposed improvements.

5. Streets:

a. General

The Dyer Partnership Engineers & Planners, Inc. completed a Transportation System Plan (TSP) in 2004. The plan describes all aspects of the current transportation system, including vehicle, bicycle, and pedestrian modes. It also recommends a list of capital improvements, ranging from right-hand turn lanes to new connector streets and bridges. The plan is available for review at City Hall.

The TSP includes suggested ordinance amendments that were incorporated into the Zoning Ordinance and Subdivision Ordinance. The amendments help to achieve an integrated transportation system that heightens the role of pedestrian and bicycle facilities in addition to an improved street system.

Streets are funded by gas tax revenue, revenue sharing funds, and a limited amount of general fund monies. The costs of salaried staff members are not generally charged against street fund projects because of the limited funds and high cost of materials and contract labor.

b. Proposed Projects

Based on traffic analysis and projections, the TSP identified four facility needs:

1) Depot Street
Completion of the Depot Street Bridge will result in a 3-lane section from the railroad to Highway 99. Traffic signals will help manage traffic flow.

Depot Street should be widened from the north I-5 ramp north across the railroad tracks to Pine Street/Classick Drive so there are two inbound lanes – a left and a through+right. That will help outbound traffic identify where traffic is headed. Consider prohibiting left turns and through movements from Classick Drive as well as left turns and through movements onto Classick Drive from Pine Street and Depot Street. Eventually a separate right-turn lane will be useful on Pine Street at Depot Street.

2) Main Street/Pine Street Intersection
Install a traffic signal. The traffic signal would initially operate without realignment by separating the east and west traffic signal phases. The second part of this intersection improvement is to realign Main Street so the through traffic movements align.

3) Main Street/Broadway Street
Install a traffic signal.

4) Access Management
Minimize access drives, where feasible, by combining them at property lines and providing curbs and sidewalks to define roadways versus pedestrian areas.

The City is moving quickly to implement the TSP. Funding has already been secured to replace the Evans Creek Bridge, estimated to cost $2.8 million. The City has also purchased properties west of Depot Street to improve circulation and provide pedestrian amenities.

c. Ongoing Maintenance

While funding can be found to construct new streets, often provided by developers, maintaining existing streets has been a challenge. Most street maintenance is contracted out. Small jobs and emergency repairs are performed by the Public Works Department. A

committee has been formed to evaluate methods for raising the $80-100,000 needed annually to maintain City streets.

6. Storm Drainage Facilities

Rogue Valley Council of Governments (RVCOG) and The Dyer Partnership produced a Comprehensive Storm Water Management program in 2003. The plan is on file at City Hall and includes two volumes. RVCOG produced a Comprehensive Stormwater Management Plan, while The Dyer Partnership prepared a Stormwater Master Plan.

a. Comprehensive Stormwater Management Plan

Because it has a population of less than 10,000 and is not a designated urbanized area, Rogue River is not currently mandated to comply with the National Pollutant Discharge Elimination System (NPDES) Phase II requirements. Sections of the Rogue River and Evans Creek are on the water quality impaired 303(d) list for temperature and bacteria, and both flow modification and habitat modification continue to be a concern in the region. These factors, combined with high growth rates in the region, the pending completion of the Rogue River total maximum daily load (TMDL) allocations, and the presence of anadromous fish species (particularly the threatened coho salmon) indicate the likelihood of the City being required to meet Phase II, TMDL, Statewide Planning Goal 5, and Endangered Species Act regulations in the next 20 years.

The Comprehensive Stormwater Management Plan marks a change in the way the City understands and manages its stormwater runoff. The impetus for preparing the Stormwater Plan grew out of the need to update the existing Stormwater Capital Improvement Plan to address community growth, resource needs, water quality, and regulatory concerns. Through an integrated stormwater management approach, the City can efficiently manage resources and programs to provide multiple public benefits for the community.

b. Stormwater Master Plan

The Stormwater Master Plan builds on the Stormwater Management Plan by specifically studying storm drainage in the City. The Master Plan includes the following components:

1. Identify the existing storm drainage flows for the study area.
2. Identify existing system deficiencies and improvements needed.
3. Identify the expected storm drainage flows based on projected development by the year 2020.
4. Identify storm drainage improvement to meet future flows.
5. Identify storm system improvements to meet environmental regulations.
6. Develop construction cost budgets for each improvement.

The plan resulted in recommendations for storm drain improvements in several of the drainage basins, both to relieve present-day problems and to increase capacity. Improvements include installing storm drains, culverts, and catch basins, with an estimated cost of $2.8 million. Approximately 87 percent of the cost can be derived as development occurs from those who benefit from the new facility. The present-day problems are typically the City's burden. The Partnership estimated that solving the present day problems would be approximately $370,000.

7. Recreational Facilities and Services

The City Public Works Department is responsible for the maintenance of the City park facilities, with a combined size of slightly more than 18 acres. Comprehensive Plan policies call for a ratio of 1.2 acres per 100 population. Using this formula, the City should have more than 23 acre to accommodate the 2004 population, and 39 acres if the City grows to 3,225 by 2025. Park

funding comes from revenue sharing, park dedication fees and special projects, i.e. donations from service clubs, individuals and grants. (See Goal 8 – Recreation for inventory, Map 8.1.)

Reconstruction of the Depot Street bridge provides the City an opportunity to refurbish existing parks on either side of existing bridge. John F. Fleming Memorial Park and Coyote Evans Park will be modernized and restrooms will be replaced with ADA compliant facilities. Coyote Evans Park is owned by the State of Oregon but managed by the City.

The City acquired Palmerton Arboretum from Jackson County in 1994. The County purchased the property in 1960 from Orin Palmerton who had planted many of the trees when he operated the site as a nursery. Nearly 100 tree species are planted throughout the property, which connects to Anna Classick Bicentennial Park via a pedestrian bridge.

8. Police Protection

The City's police protection is currently provided by five full-time police officers and volunteer reserves who are being trained to augment full-time officers as needed. This force provides full time coverage.

The City is a member of SORC Jackson County Communications System which has full time 911 response dispatch capabilities and ties in with other emergency agencies in Southern Oregon.

The police are funded by City taxes levied on the property owners and a portion of fines and forfeitures. During some fiscal years excess revenues from the general fund are used to augment the revenue mentioned above.

9. Solid Waste Disposal

The City has had an agreement with Southern Oregon Sanitation Service, Inc., to collect solid wastes from the City since the early 1950's. Southern Oregon Sanitation Service, Inc., (dba Pats Sanitary Service) has an exclusive franchise agreement with the City, which is updated every five years, authorizing them to pick up solid wastes from the residents (persons, firms, and corporations) and charge for these services.

10. Fire Protection

The City of Rogue River is within the protection area of the Rogue River Rural Fire Protection District, whose station is located within the City limits on North River Road. Property within the City receives an Insurance Services Office Class 5 rating. The station is equipped with three modern fire engines, two tenders, one brush unit, and three ALS ambulances. The department staff is composed of a fire chief, three captains, eight firefighters, one finance manager, two administrative assistants and 20 volunteers.

The fire station protection area extends outside the city limits, including a 77 square mile fire district and a 200 square mile ambulance service area, with a total population of approximately 14,000. The fire department responds to more than 1,300 alarms per year, 85 percent of which are medically related.

The City has and will continue to work closely with the Fire District on matters concerning the City. Included are policies developed, continued improvement of the water system (see water service) and necessary fire hydrants, furnishing of water for operations, training, and general support other than funding.

11. Schools

Rogue River School District No. 35 has four schools, three of which are of concern to the City of

Rogue River. The Rogue River Elementary school was built in 1959 on five acres of land, with a capacity for 450 to 540 students. In 1990, 317 students were enrolled, and in 2005, it has 328 students in 13 classrooms.

The Rogue River Middle School was built in 1939, and an annex was added in 1972. It was completely remodeled in 1979, and four classrooms and a cafeteria were added in 2001, bringing the design capacity to approximately 500 students. The site is on 9.6 acres of land, and includes a standard sized football field and a decomposed granite track. It had 295 students in 1990, and 277 in 2005.

The Rogue River High School was built in 1975 on 29 acres and had 342 students in 1990, growing to 413 students in 2005. It has 23 classrooms and a capacity for 575 to 690 students. The school site has a football field and track, stadium, two baseball fields, a soccer field, a shop and a school superintendent's office with other service buildings. It is in the Urban Growth Boundary, but outside the City Limits.

In 1990 there were 35 classified employees and 67 certified employees. In 2005, there were 61 classified employees and 69 certified employees in the entire school district.

The school district does not anticipate any major growth in the near future that will require major structural changes, but would finance them though bond issues if necessary.

The school district is governed by a five-member school board which is elected for four year terms from within the school district boundaries, in two different zones. It is financed through a school district tax base and with various state and federal funds.

12. Bike Paths

The City has bike paths on Pine Street, East Evans Creek Road, and West Evans Creek Road. There are future plans to continue the bike paths to all boundaries of the City limit lines. In late 2004, area residents and agencies initiated an effort to provide a bike path to Valley of the Rogue Park. The investigation expanded to include consideration of connecting the bike path to the Bear Creek Greenway. Further discussion of the issues can be found in the Jackson County Transportation System Plan.

13. Irrigation District

The City of Rogue River and the area within its Urban Growth Boundary are served by two irrigation districts; Grants Pass Irrigation District and Gold Hill Irrigation District. The Grants Pass Irrigation District, which has been serving this area since the early 1920's, has over 5 miles of canal within the Urban Growth Boundary serving over 1,000 lots with irrigation water from late spring to early fall. The property owners pay an annual service fee based on the size of the lot. The City does get involved with mediation between developers and the irrigation districts on occasion. The Gold Hill Irrigation District abuts the south perimeter of the Urban Growth Boundary.

Irrigation districts provide a secondary benefit of recharging groundwater supplies. Concerns have been raised that if GPID lost its funding for pumps to replace Savage Rapids Dam, groundwater recharge would be diminished.

14. Library

In January 2003, Jackson County Library Services completed an addition to the Rogue River Branch Library. The facility was expanded from 3,980 square feet to 11,460 square feet of space designed to be compatible with surrounding buildings and respectful of Rogue River's small town context. Interiors were designed to promote comfort and maximum natural lighting and aesthetic views.

POLICY

It is the policy of the City of Rogue River:

1. Water Services and Facilities

   a. To provide water, treated as required, at the planning rate of 250 gallons per day per individual and/or population equivalent.

   b. To increase extraction, storage, and treatment to meet routine new demands and, as much as feasible, to meet emergency demands.

   c. To improve and expand the distribution system in order to meet the current and future needs of its population.

2. Waste Water Disposal System

   a. To continue to treat waste water, to release only water that exceeds governmental standards into the river, and to dispose of solids only in acceptable ways.

   b. To maintain, improve, and expand the waste water collection system to meet current and future requirements of the population.

   c. To maintain, improve, and expand the treatment facility and its capacities to meet the future needs created by growth.

3. Streets

   a. To monitor and maintain all streets, roads and sidewalks under its jurisdiction.

   b. To work to create a circulation pattern to reduce the increase of through traffic on internal streets.

   c. To add new streets as required to meet the future requirements of its population.

4. Stormwater Management

   a. To maintain, improve, and expand the existing storm drain system to control and reduce water run-off problems.

   b. To incorporate future improvements or extensions of the storm drain system with street, water, or sewer improvement projects whenever possible in order to reduce overall costs.

5. Recreational Facilities

   a. To maintain, improve, and develop parks so that there will be 1.2 acres of park per 100 city residents.

   b. To diversify the park uses so that they will satisfy various age groups and interest groups.

GOAL 12

TRANSPORTATION ELEMENT

TABLE OF CONTENTS:

I. INTRODUCTION:

The City of Rogue River's Transportation Element also serves as the Transportation System Plan (TSP). The TSP is a 20-year multi-modal plan than identifies a system of transportation facilities and services that meets local transportation needs and services. The TSP area includes all lands within Rogue River's Urban Growth Boundary (UGB). The TSP is consistent with the Oregon Transportation Plan (OTP) and the relevant policies of the Oregon Transportation Planning Rule. An important element of the TSP is a list of necessary transportation facility improvements with estimated project costs, and time frame for completion.

PURPOSE

The purpose of a TSP is to develop a transportation system that serves the needs of residents, motorists, pedestrians, and bicyclists. Critical objectives to the project are to identify and support the "values" of the community regarding transportation and land use. The resulting plan and ordinance amendments will be shaped to meet specific requirements and objectives of the Community as well as the Oregon Transportation Planning Rule and the Transportation Growth Management Program (TGM).

The TSP recommends a street pattern and internal circulation network that will serve the needs of residents, pedestrians, bicyclists, and motorists and will guide land use decisions. This street and internal circulation pattern strives to enhance and/or create direct and convenient routes for pedestrians and bicyclists to neighborhood destinations. In addition, the TSP recommends street standards that serve to make streets more livable and safe for pedestrians and bicyclists. Key considerations are the enhancement of neighborhood integrity, traffic circulation, safety, improvement costs and the development of a connected multi-modal transportation network. Finally, the plan serves as an instrument for making land use and transportation investment decisions.

PLANNING PROCESS

A well-conceived plan is the result of a planning process that follows a series of sequential tasks. For the Rogue River TSP, the planning process consisted of the following primary tasks:

1. Design and Implement a Public Involvement Program/Review Existing Plans, Policies, and Standards
2. Inventory Existing Transportation System
3. Identify Transportation System Needs
4. Develop and Evaluate Transportation System Alternatives

5. Produce Transportation System Plan
6. Draft Implementing Policies and Ordinances
7. Develop Transportation Financing Program

PUBLIC INVOLVEMENT PROCESS

Public involvement is an important component of the planning process. It provides useful technical and community input which assists in determining community needs and desires while establishing a program for future planning. Public involvement provides opportunities for community leaders and citizenry to become knowledgeable and involved in the future development of the City, leading to broad-based community review that aids in the acceptance of the plan in later stages of the planning process. Building consensus and giving ownership of the plan to the public is critical to implementation. The Rogue River TSP consisted of the following public involvement mechanisms:

- Workshops throughout the planning process with the TSP Technical Advisory Committee (TAC) which includes representatives from the City of Rogue River, Jackson County, Rogue Valley Council of Governments, Oregon Department of Transportation, and TriLand Design Group.
- Workshops throughout the planning process with the TSP Citizen Advisory Committee (CAC) which includes residents and business representatives.
- A questionnaire designed to solicit public opinion on needed and desired transportation and land use related improvements for the City's Urban Growth Boundary.
- Interviews with Rogue River residents representing a cross-section of the community to identify transportation issues and solicit input regarding transportation-related needs and desires.
- Two community open houses where the community is invited to inform the public of the TSP process and provide initial input regarding transportation issues, needs, and desires; review and comment on transportation alternatives, and review and comment on recommended transportation system plans and recommendations.
- Joint public hearings with the City Council and Planning Commission.

II. TRANSPORTATION SYSTEM INVENTORY

In developing a transportation system plan it is important to gain a thorough understanding of the existing transportation system. This section identifies and describes the existing street network, bicycle and pedestrian facilities, public transportation services, rail transportation, and environmental constraints to transportation system development.

EXISTING STREET NETWORK

The transportation system inventory builds upon existing local information that is available. Within the past 1-2 years, the City of Rogue River staff has developed a detailed Roadway Inventory. This spreadsheet, titled Rogue River Roadway Inventory, is included at the end of this section. The Roadway Inventory identifies every street within the City and Urban Growth Boundary (UGB), and provides the following information:

- Street segment (from/to)
- Pavement Type
- # of Lanes
- Shoulder Width
- Shoulder Type
- Speed
- Sidewalks
- Bike Lanes
- Curbs
- On Street Parking
- Roadway Width
- Right-of-way Width
- Pavement Condition

The Roadway Inventory, accompanied by a map, provides a good understanding of the existing street network system. This will be used to assess roadway capacity, condition, and opportunities for improved street connections. The Roadway Inventory is also used to identify on-street existing bicycle and pedestrian facilities, where on-street bike and pedestrian facilities should be located, and opportunities for connecting on-street facilities to off-street bike and pedestrian facilities.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

Existing bicycle and pedestrian facilities are currently limited to on-street facilities with the exception of Palmerton Park which has an extensive pedestrian pathway. Identification of on-street pedestrian and bicycle facilities is provided in the attached table.

On-street bicycle lanes are provided on one or both sides of a portion of East Main St., West Main St., Foothills Blvd., Broadway St., Oak St., Depot St., Pine St., and a very limited portion of Third St. The bicycle lanes are generally provided within paved shoulders that typically range between 3 and 8 feet wide.

Sidewalks are provided on one or both sides of a portion of North River Rd., East Main St., West Main St., Broadway St., Oak St., Depot St., Pine St., Berglund Ave., First St., Second St., Third St., Fourth St., and Bramblewood Ct.

The TSP identifies opportunities to provide additional bicycle and pedestrian facilities, and create an improved connected system. A connected bicycle and pedestrian system will make it safer and more attractive for users.

PUBLIC TRANSPORTATION SERVICES

Existing public transportation is currently limited to an underutilized service provided through the senior citizen's program located the Rogue River Community Center. This service provides transportation via van throughout the city. Public discussion through the TSP process indicates a need for increased public transportation for senior citizens and the disadvantaged both throughout the City and to/from Grants Pass and Medford.

RAIL TRANSPORTATION

The existing railroad parallels the freeway on the north side through the City of Rogue River. There is only one at-grade street crossing, however, this Depot Street crossing is located just north of the I-5 access, the main entrance into and exit out of the City. Therefore, when trains pass through there is an impact on other modes of transportation. In particular, automobile and truck traffic are delayed while the train moves through the City.

The railroad is used for freight transportation, primarily the movement of wood products to and from nearby mills. Trains pass through the City up to twice a day. Sometimes this occurs at or near peak hour traffic which causes even greater congestion, delays, and back up on local streets and the interstate off-ramps.

ENVIRONMENTAL CONSTRAINTS

There are significant natural features within and adjacent to the City that have and will continue to affect the transportation system. The existing transportation system has been largely developed around these natural features. The Rogue River, Evans Creek, and Wards Creek pass through the City. In addition, there are topographical constraints that are primarily responsible for defining the limits of development.

Rogue River – The Rogue River passes through the southern section of the City. The location and alignment of both the Interstate and the railroad was based on the location of the river. Both the Interstate and the railroad parallel the river on the north side. Although the interstate and railroad are the primary facilities for movement of people and goods to and from the City, these two transportation facilities have also created a tremendous barrier between the City and the river.

Evans Creek – Evans Creek flows from north to south to the Rogue River through the western part of the City. W. Main Street and the railroad are the only two transportation facilities that currently cross over Evans Creek. A pedestrian bridge did pass over the creek however is was washed out during a flood a few years ago. The City has plans to replace the pedestrian bridge in the near future.

Evans Creek has influenced the development of the City's transportation system. Both East Evans Creek Road and West Evans Creek Road generally parallel the creek on each side. The City's Comprehensive Plan identifies the need for a bridge across Evans Creek at the north end of the City. This would provide a more direct access for residents and students who live in the northern part of the City. It would also provide an alternative north-south transportation facility through the City.

Wards Creek – Wards Creek flows to the Rogue River from east of the City in a west-southwest direction. Currently E. Main Street, Classick Drive, and the railroad are the only transportation facilities that cross over Wards Creek. As the east end of the City develops, there will likely be another road crossing over Wards Creek.

Topography – The northern portion of the City's urban growth boundary (UGB) is largely undeveloped due to steep topography. This area, which is roughly one-mile north to south and .8 of a mile east to west, is generally a narrow valley with Evans Creek flowing through it. A fairly short distance east of East Evans Creek Road and west of West Evans Creek Road the land rises and becomes fairly steep which has and will continue to limit development within the northern part of Rogue River's UGB.

ROGUE RIVER ROADWAY INVENTORY

#	Street Name	Segment (From)	Segment (To)	Pavement Type	# of Lanes	Shoulder Width (L/R)	Shoulder Type	Speed	Sidewalks Left/ Right	Bike Lane	Curbs	On Street Parking	Road-way Width	Right-of-Way Width	Pavement Condition
1	North River Rd.	South City Limit	Classick Dr.	Asphalt	2	L3 R3	Asphalt	25	Right	No	Right	No	22'	60'	Excellent
		Classick Dr.	Street #2	Asphalt	2	L0 R14	Asphalt	25	Right	No	Right	No	33'	60'	Good
		Street #2	E. Main St.	Asphalt	2	L0 R14	Asphalt	25	Right	No	Right	No	33'	60'	Excellent
2	Gilmore St.	Classick Drive	E. Main St.	Asphalt	2	0	Asphalt	25	Partial	No	Partial	No	25'	40'	Excellent
3	Wards Creek Rd.	East City Limit	Brookside Circle	Asphalt	2	L3 R4	Ditch	25	No	No	No	No	21'	60'	Good
		Brookside Circle	E. Main St.	Asphalt	2	L3 R4	Ditch	25	No	No	No	No	36-22'	60'	Good
4	Brookside Circle	Wards Creek Rd.	Rogue Ct.	Private	2									24'	
		Rogue Ct.	Wards Creek Ln.	Private	2									24'	
5	Wards Creek Ln.	Brookside Circle	Rogue Lane	Private	2									24'	
6	Rogue Lane	South City Limit	Rogue Ct.	Private	2										
7	East Main St.	Wards Creek Rd.	Pioneer Court	Asphalt	2	L0 R8	Asphalt	20	No	Right	Left	No	30'	60'	Good
		Pioneer Ct.	Gilmore St.	Asphalt	2	L0 R8	Asphalt	20	No	Right	Left	No	23'	60'	Good
		Gilmore St.	Cedar St.	Asphalt	2	L0 R8	Asphalt	20	Left	Right	Left	No	23'	60'	Good
		Cedar St.	Park St.	Asphalt	2		Asphalt	20	Both	No	Both	Right	23'	60'	Good
		Park St.	Broadway St.	Asphalt	2		Asphalt	20	Both	No	Both	Right	23'	60'	Good
		Broadway St.	Gardiner St.	Asphalt	2		Asphalt	20	Both	No	Both	Both	23'	60'	Good
		Gardiner St.	Depot St.	Asphalt	2		Asphalt	20	Both	No	Both	Both	23'	60'	Good
		Depot St.	Oak St.	Asphalt	2		Asphalt	20	Both	No	Both	Both	23'	60'	Good
		Oak St.	Pine St.	Asphalt	2		Asphalt	20	Both	No	Both	Both	23'	60'	Good
8	West Main St.	Pine St.	Berglund Ave.	Asphalt	2	L0 R4	Asphalt	25	Right	Right	Right	No	28'	50'	Good
		Berglund Ave.	Bramblewood Ct.	Asphalt	2	L0 R4	Asphalt	25	No	No	No	No	28'	50-60'	Good
		Bramblewood Ct.	West Evans Creek	Asphalt	2	L0 R4	Asphalt	25	No	No	No	Left	28'	60'	Good
9	Foothills Blvd.	West Evans Creek	West City Limit	Asphalt	2	L0 R4	Asphalt	25	No	Right	No	No	28'	60'	Good
10	Park St.	E. Main St.	Arbor St.	Asphalt	2	0	None	25	No	No	No	No	25'	36'	Good
		Arbor St.	Madrone St.	Asphalt	2	0	None	25	No	No	No	No	25'	36'	Excellent
11	Gardiner St.	E. Main St.	Arbor St.	Asphalt	2	0	None	25	No	No	No	No	24'	50'	Good
		Arbor St.	Classick Dr.	Asphalt	2	0	None	25	No	No	No	No	24'	50'	Good
12	Arbor St.	Gardiner St.	Park St.	Asphalt	2	0	Gravel	25	No	No	No	Right	24'	50'	Good
13	Classick Dr.	Depot St.	Gardiner St.	Asphalt	2	L0 R8	Gravel	25	No	No	No	No	24'	15' easm	Good
		Gardiner St.	Madrone St.	Asphalt	2	L8 R8	No	25	No	No	No	No	24'	15' easm	Good
		Madrone St.	Gilmore St.	Asphalt	2	L0 R4	Ditch	25	No	No	No	No	22'	60-15'	Good
		Gilmore St.	N. River Rd.	Asphalt	2	L12 R18	Gravel	25	No	No	No	Right	24'	60'	Good
14	Cedar St	E. Main St.	First St.	Asphalt	2	L0 R6	Gravel	25	No	No	No	No	22'	60'	Good
		First St.	Second St.	Asphalt	2	L0 R6	Asphalt	25	No	No	No	No	22'	60'	Good
		Second St.	Third St.	Asphalt	2	L0 R6	Gravel	25	No	No	No	No	22'	60'	Good
		Third St.	Fourth St.	Asphalt	2	L0 R6	Asphalt	25	No	No	No	No	22'	60'	Good
15	Broadway St.	E. Main St.	First St.	Asphalt	2	0	Asphalt	25	Both	Both	Both	Both	45'	80'	Good
		First St.	Second St.	Asphalt	2	0	Asphalt	25	Both	Both	Both	Both	45'	80'	Good
		Second St.	Third St.	Asphalt	2	0	Asphalt	25	Both	Both	Both	Both	45'	80'	Good
		Third St.	Fourth St.	Asphalt	2	0	Asphalt	25	Both	Both	Both	Both	45'	60'	Good
		Fourth St.	Seventh St.	Asphalt	2	0	Asphalt	25	No	No	No	No	22'	40'	Good
		Seventh St.	End	Asphalt	2	0	Ditch	25	No	No	No	No	22'	40'	Good

#	Street Name	Segment (From)	Segment (To)	Pavement Type	# of Lanes	Shoulder Width (L/R)	Shoulder Type	Speed	Sidewalks Left/ Right	Bike Lane	Curbs	On Street Parking	Road-way Width	Right-of-Way Width	Pavement Condition
16	Oak St.	E. Main St.	First St.	Asphalt	2	0	Asphalt	25	Both	Both	Both	Both	33'	40'	Good
		First St.	Second St.	Asphalt	2	L0 R8	Asphalt	25	Right	Right	Right	Both	26'	40'	Good
		Second St.	Third St.	Asphalt	2	0	Asphalt	25	Right	Right	Right	Both	37'	40'	Good
		Third St.	Fourth St.	Asphalt	2	0	Asphalt	25	Right	Right	No	Both	37'	40'	Good
17	Depot St. (under I-5)	Rogue River Hwy	Classick Dr. / Pine St.	Asphalt	2	L0 R8	Asphalt	25	Both	Both	Both	Both	24'	60'	Good
		Classick Dr.	E. Main St.	Asphalt	2	0	Asphalt	25	Both	Both	Both	Both	37'	60-50'	Good
18	Pine St.	Depot St.	E. Main St.	Asphalt	2	L4 R6	Asphalt	25	Both			No	25'	N/A	Excellent
		E. Main St.	First St.	Asphalt	2	L6 R6	Asphalt	25	Both	Both	Both	No	25'	52'	Good
		First St.	Third St.	Asphalt	2	L6 R6	Asphalt	25	Both	Both	Both	No	25'	52'	Good
		Third St.	Fourth St.	Asphalt	2	L6 R6	Asphalt	25	Both	Both	Both	No	25'	52'	Good
		Fourth St.	Short St.	Asphalt	2	L6 R6	Asphalt	25	Both	Both	Both	No	25'	52'	Good
		Short St.	Creekview Ln.	Asphalt	2	L6 R6	Asphalt	25	Both	Both	Both	No	25'	60'	Good
		Creekview Ln.	North City Limit	Asphalt	2	L6 R6	Asphalt	25	No	No	No	No	25'	60-65'	Good
19	Berglund Ave.	W. Main St.	Third St.	Asphalt	2	L8 R12	Gravel	25	No	No	No	Both	25'	50'	Good
		Third St.	Fourth St.	Asphalt	2	0	Asphalt	25	Right	No	No	Right	25'	36'	Good
20	First St.	Pine St.	Oak St.	Asphalt	2	0	Asphalt	25	Left	No	No	Left	23'	40'	Good
		Oak St.	Broadway St.	Asphalt	2	0	Asphalt	25	Left	No	No	Left	23'	40'	Good
		Broadway St.	Cedar St.	Asphalt	2	0	Asphalt	25	Left	No	No	Left	23'	40'	Good
21	Second St.	Oak St.	Broadway St.	Asphalt	2	0	Asphalt	25	Right	No	No	Both	30'	40'	Good
22	Third St.	Berglund Ave.	Pine St.	Asphalt	2	L 11 R0	Asphalt	25	Right	No	Both	Both	24'	40'	Good
	Separates@ Pine St	Pine St.	Oak St.	Asphalt	2		Asphalt	25	Right	No	Right	No	23'	40'	Excellent
		Oak St.	Broadway St.	Asphalt	2	0	Asphalt	25	Left	No	Left	No	23'	40'	Excellent
		Broadway St.	Cedar St.	Asphalt	2	L8 R0	Asphalt	25	Left	No	Left	No	23'	40'	Excellent
		Cedar St.	Robbins Ave	Asphalt	2	L0 R3.5	Asphalt	25	No	Right	No	No	23'	40-30-40'	Excellent
		Robbins Ave.	Placer St.	Asphalt	2	L0 R3.5	Asphalt	25	Both	No	Both	Both	23'	80-60'	Excellent
		Placer St.	Nugget Dr.	Asphalt	2	0	Asphalt	25	Left	No	Both	No	35'	60'	Good
		Nugget Dr.	End	Asphalt	2	0	Asphalt	25	Right	No	Left	No	35'	60'	Good
23	Fourth St.	Berglund Ave.	Pine St.	Asphalt	2	0	Asphalt	25	Left	No	Left	No	25'	34'8"	Good
		Pine St.	Oak St.	Asphalt	2	0	Asphalt	25	Right	No	Right	No	25'	40'	Good
		Oak St.	Broadway St.	Asphalt	2		Asphalt	25	Right	No	Right	Both		40'	Good
		Broadway St.	Cedar St.	Asphalt	2		Asphalt	25	No	No	No	No		40'	Good
24	Short St.	Pine St.	End	Asphalt	2	0	Ditch	25	No	No	No	No	19'	50'	Good
25	Creekview Ln.	Pine St.	End	Private	2									50'	
26	Seventh St.	Broadway St.	Stiehl Ln.	Asphalt	2	0	Ditch	25	No	No	No	No	23'	40'	Good
27	Valley View Dr.	Broadway St.	End	Asphalt	2	0	Asphalt	25	No	No	Right	No	25'	50'	Good
28	Willow Ln.	Third St.	End	Asphalt	2	0	Asphalt	25	No	No	No	Both	25'	30'	Excellent
29	Robbins Ave.	Third St.	Tuttle Ct.	Asphalt	2	0	Asphalt	25	No	No	Both	No	28'	40'	Excellent
		Tuttle Ct.	Discovery Ln.	Asphalt	2		Asphalt	25	No	No	Both	No	28'	40'	Excellent
		Discovery Ln.	End	Gravel	1		Ditch	25	No	No	No	No		40'	
30	Placer St.	Third St.	Discovery Ln.	Asphalt	2	0	Asphalt	25	No	No	Both	Both	35'	60'	Good
31	Nugget Dr.	Third St.	Discovery Ln.	Asphalt	2	0	Asphalt	25	No	No	Both	Both	35'	60'	Good
		Dicovery Ln.	Gold Terrace	Asphalt	2	0	Asphalt	25	No	No	Both	Both	35'	60'	Good
32	Gold Terrace	Discovery Ln.	End	Asphalt	2	0	Asphalt	25	No	No	Both	Both	35'	60'	Good
33	Discovery Ln.	Robbins Ave.	Placer St.	Asphalt	2	0	Asphalt	25	No	No	Both	Both	35'	60'	Good
		Placer St.	Nugget Dr.	Asphalt	2	0	Asphalt	25	No	No	Both	Both	35'	60'	Good
34	Tuttle Ct.	Robbins Ave.	End	Asphalt	2	0	Asphalt	25	No	No	Both	No	28'	40'	Excellent
35	Marie Circle	Third St.	End	Asphalt	2	0	Asphalt	25	No	No	Both	Both	35'	60'	Good
36	Hickory St.	West Evans Creek	End	Asphalt	2	0	Asphalt	25	No	No	Both	Both	35'	50'	Excellent
37	Ash St.	West Evans Creek	End	Asphalt	2	0	Asphalt	25	No	No	Both	Both	35'	50'	Excellent

#	Street Name	Segment (From)	Segment (To)	Pavement Type	# of Lanes	Shoulder Width (L/R)	Shoulder Type	Speed	Sidewalks Left/ Right	Bike Lane	Curbs	On Street Parking	Road-way Width	Right-of-Way Width	Pavement Condition
38	Walnut St.	West Evans Creek	End	Asphalt	2	0	Asphalt	25	No	No	Both	Both	35'	50'	Excellent
39	Park Circle	West Evans Creek	End	Private	2										
40	Street #2	N. River Rd.	End	Private	2										
41	Road A	West End	West Evans Creek Rd.	Gravel	1		No	25	No	No	No	No			
		West Evans Creek Rd.	East End												
42	West Lloyelen Dr.	West End	West Evans Creek Rd.	Asphalt	2	L4 R0	Ditch	25	No	No	No	No	25'	60'	Good
		West Evans Creek Rd.	East End	Asphalt	2	0	Ditch	25	No	No	No	No	25'	60'	Fair
43	Road B	West End	West Evans Creek Rd.	Private											
		West Evans Creek Rd.	East End												
44	Road C	West Evans Creek Rd.	End	Private											
45	Road D	West Evans Creek Rd.	End	Private											
46	Foothills Blvd.	West Evans Creek Rd.	West City Limit	Asphalt	2	L0 R4	Ditch	35	No	Yes	No	No	28'		Good
47	Road E	Hwy 99	End	Private											
48	North Star Lane	Hwy 99	End	Private	1	0	No	25	No	No	No	No	12'		Good
49	Lost Lane	Hwy 99	End	Gravel	1		No	25	No	No	No	No			Fair
50	Road G	Hwy 99	End	Private											
51	Road H	Road G	End	Private											
52	Wards Creek Rd.	E. Main St.	Brookside Circle	Asphalt	2	L3 R4	Ditch	35	No	No	No	No	21'	60'	Good
		Brookside Circle	Cluster Dr.	Asphalt	2		Ditch	45	No	No	No	No		60'	Good
		Road I	Road J	Asphalt	2		Ditch	55	No	No	No	No		60'	Good
		Road J	East UGB	Asphalt	2		Ditch	45	No	No	No	No		60'	Good
53	Cluster Dr.	Wards Creek Road	End	Private											
54	Road J	Road I	Wards Creek Rd.	Private											
55	Road K	Wards Creek Rd.	End	Private											
56	Madrone St.	Park St.	Classick Dr.	Asphalt	2		None	25	No	No	No	No	25'	25'	Good
57	Bramblewood Ct.	W. Main St.	End	Asphalt	2		Asphalt	25	Both	No	Both	No	28'		Excellent
58	Creekview Ln.	Pine St.	End	Private											
59	Cedar Ridge Terrace														

III. TRANSPORTATION SYSTEM NEEDS

POPULATION

Population forecasts are used to determine the number of trips and trip distribution characteristics of the community, and form the basis for projecting future travel needs of the community. The City of Rogue River's future transportation facility needs presented in this section are based on historic and projected population change, and historic and projected traffic growth on major streets within Rogue River.

Land use and population change are key factors in projecting future transportation facility needs. However, preparing accurate projections in a small community such as Rogue River can be challenging. Estimating Rogue River's increased population was based on review of data obtained from the State Economist's Forecast, Rogue Valley Council of Governments, and discussions with City staff on future growth throughout the city.

State Economist Forecast

The following population forecasts are consistent with the state economist's forecast for Jackson County. The following table identifies the state economist's population forecast for Jackson County and estimates Rogue River's forecasted population.

Table III-1: Rogue River Population Forecasts

	2000	**2020**
Jackson County	171,981	220,655
Rogue River	2,037*	2,613**

* Rogue River's 2000 population was obtained from the Rogue Valley council of Governments. This is approximately 1.2% of the total Jackson County population.

** Rogue River's 2020 population forecast, and 2000 / 2020 employment forecasts is approximately 1.2% of the total Jackson County estimate.

Please note that the Rogue Valley Council of Governments has estimated Rogue River's 2020 population to be 3,000.

The above figures indicate that Rogue River's population will increase between 576 and 963 people over the next 20 years. Discussions were held with City staff to roughly project where the growth would occur within the city. It was determined that approximately one-half of the growth would occur within primary existing developed area, i.e. infill development that will generally occur north of Main Street between West Evans Creek Road and east of Broadway Street. That results in an increased population estimate of approximately 300 to 500 people. The remaining growth is estimated to be split between future development in the northwest section of the urban growth boundary (UGB) (west of West Evans Creek Road) and the east section of the UGB (Wards Creek area). This indicates that the northwest and east sections of the Rogue River UGB will each have a population increase of approximately 150-250. There are variables that could change these estimates significantly, i.e. annexation and active development of these areas.

EXISTING TRAFFIC ANALYSIS

An analysis of existing traffic conditions was conducted and included:

- 2001 Average Daily Traffic Counts
- 2001 PM Peak Hour Volumes
- 2001 PM Peak Hour Volume/Capacity Ratios and Level of Service

The following tables and maps document this information.

Table III-2: 2001 Average Daily Traffic (ADT)

The following table identifies average daily traffic at 25 different roadway locations throughout Rogue River. Refer to the enclosed Figure 1 for a map identifying 2001 Average Daily Traffic.

Street	Location	2001 ADT		Street	Location	2001 ADT
Foothill Blvd.	w. of W. Evans Creek Rd.	1,800		N. Main St.	s. of E. Main St.	1,350
W. Evans Ck. Rd.	n. of Foothill Blvd.	2,800		N. Main St.	s. of Classick Dr.	1,125
W. Evans Ck. Rd.	s. of W. Lloyelen Dr.	2,400		Classick St.	e. of Depot St.	2,300
W. Main St.	w. of Pine St.	4,050		Depot St.	@ railroad tracks	13,750
Pine St.	s. of 3rd St.	6,000		On-Ramp	westbound to G.Pass	2,810
E. Evans Ck. Rd.	near Creek View Ln.	5,425		Off-Ramp	from westbound I-5	2,510
Oak St.	s. of 1st St.	1,500		Interstate 5	westbound prior to exit	31,500
E. Main St.	w. of Oak St.	4,325		Off-Ramp	from eastbound I-5	2,560
Broadway St.	s. of 1st St.	3,775		Interstate 5	eastbound prior to exit	31,300
3rd St.	e. of Cedar St.	1,075		On-Ramp	eastbound to Medford	2,830
Cedar St.	s. of 1st St.	925		Highway 99	east of Depot St.	4,500
E. Main St.	@ Wards Creek	7,725		Highway 99	west of Depot St.	5,800
Wards Ck. Rd.	n. of Main St.	1,400				

2001 PM Peak Hour Volumes

P.M peak hour volumes were conducted at 12 intersections including:

2000. Foothills Blvd. and West Evans Creek Rd.
2001. W. Main St. and Pine St.
2002. E. Main St. and Oak St., Depot St., Broadway St., Cedar St., Shopping Center, Wards Creek Rd. (6)
2003. Depot St. and Pine St.-Classick St., north side on/off ramps, south side on/off ramps, Rogue River Hwy (4)

Figure 2 identifies P.M. peak hour volumes for these intersections.

Table III-3: 2001 PM Peak Hour Volume/Capacity Ratios and Level of Service

The following table identifies LOS and V/C Ratios at the major intersections. Refer to the enclosed Figure 3 for a map identifying 2001 PM Peak Hour Level of Service and Volume to Capacity Ratios.

Intersection Critical Approach		LOS	V/C Ratio
1. Foothill Blvd. / West Evans Creek Rd.			
	Southbound (from West Evans Creek Rd. turning east or west)	B	.13
	Eastbound (from Foothill Blvd. turning north)	A	.01
2. W. Main St. / E. Main St. / Pine St.			
	Northbound (from Pine St. going straight or turning west)	B	.54
	Northbound (from Pine St. turning east)	A	.08
	Southbound (from Pine St. turning west)	A	.04
	Southbound (from Pine St. going straight or turning east)	B	.44
	Eastbound (from W. Main St. turning north)	A	.09
	Eastbound (from W. Main St. going straight or turning south)	B	.35
	Westbound (from E. Main St. turning north)	A	.32
	Westbound (from E. Main St. going straight or turning south)	B	.30

Intersection Critical Approach		LOS	V/C Ratio
3a. E. Main St. / Oak St.			
	Southbound (from Oak St. going straight, turning east/west)	B	.20
	Eastbound (from E. Main St. turning north)	A	.01
	Westbound (from E. Main St. turning south)	A	.10
3b. E. Main St. / Depot St.			
	Northbound on Depot St. turning eastbound on E. Main St.	B	.06
	Northbound on Depot St. turning westbound on E. Main St.	B	.22
4. E. Main St. / Broadway St.			
	Southbound (from Broadway St. turning east/west)	C	.26
	Eastbound (from E. Main St. turning north)	A	.09
5. E. Main St. / Cedar St.			
	Southbound (from Cedar St. turning east/west)	B	.13
	Eastbound (from E. Main St. turning north)	A	.02
6a. E. Main St. / Shopping Center			
	Westbound (from E. Main St. turning south into shopping ctr.)	A	.00
	Northbound (from Shopping Center turning east)	B	.12
	Northbound (from Shopping Center turning west)	A	.01
6b. E. Main St. / Wards Creek Road			
	Southbound (from Wards Creek Road turning east/west)	A	.06
	Eastbound (from E. Main St. turning north)	A	.04
7. Depot St. / Highway 99			
	North/east/westbound (from south of Hwy. 99)	C	.18
	Southbound (from Depot St. going straight)	C	.66
	Eastbound (from Hwy. 99 turning south)	A	.00
	Westbound (from Hwy. 99 turning north)	A	.12
8. Depot St. / I-5 On-Off Ramps South of Freeway			
	Eastbound (from off-ramp going straight, turning north/south)	E	.77
	Southbound (from Depot St. turning left to on-ramp)	A	.08
9. Depot St. / On-Off Ramps North of Freeway			
	Westbound (from off-ramp going straight, turning north/south)	E	.81
	Northbound (from Depot St. turning west to on-ramp)	A	.02
10. Depot Street / Pine St. / Classick St.			
	Southbound (from Depot St. going straight, turning east/west)	D	.58
	Eastbound (from Pine St. going straight, turning north/south)	B	.43
	Westbound (from Classick St. going straight, turning n/s)	F	1.12

Table IV-4: 2020 PM Peak Hour Volume/Capacity Ratios and Level of Service

The following table identifies projected Level of Service (LOS) and Volume/Capacity (V/C) Ratios at the major intersections. Refer to the enclosed Figure 6 for a map identifying 2020 PM Peak Hour Level of Service and Volume to Capacity Ratios.

Intersection Critical Approach	LOS	V/C Ratio
1. Foothill Blvd. / West Evans Creek Rd.		
Southbound (from West Evans Creek Rd. turning east or west)	B	.28
Eastbound (from Foothill Blvd. turning north)	A	.02
2. W. Main St. / E. Main St. / Pine St.		
Northbound (from Pine St. going straight or turning west)	F	.92
Northbound (from Pine St. turning east)	A	.07
Southbound (from Pine St. turning west)	A	.03
Southbound (from Pine St. going straight or turning east)	D	.68
Eastbound (from W. Main St. turning north)	B	.09
Eastbound (from W. Main St. going straight or turning south)	C	.48
Westbound (from E. Main St. turning north)	B	.40
Westbound (from E. Main St. going straight or turning south)	C	.37
3a. E. Main St. / Oak St.		
Southbound (from Oak St. going straight, turning east/west)	E	.62
Eastbound (from E. Main St. turning north)	A	.02
Westbound (from E. Main St. turning south)	A	.19
3b. E. Main St. / Depot St.		
Northbound on Depot St. turning eastbound on E. Main St.	C	.16
Northbound on Depot St. turning westbound on E. Main St.	B	.41
4. E. Main St. / Broadway St.		
Southbound (from Broadway St. turning east/west)	F	.72
Eastbound (from E. Main St. turning north)	A	.13
5. E. Main St. / Cedar St.		
Southbound (from Cedar St. turning east/west)	C	.21
Eastbound (from E. Main St. turning north)	A	.03
6a. E. Main St. / Shopping Center		
Westbound (from E. Main St. turning south into shopping ctr.)	A	.01
Northbound (from Shopping Center turning east)	B	.23
Northbound (from Shopping Center turning west)	A	.02
6b. E. Main St. / Wards Creek Road		
Southbound (from Wards Creek Road turning east/west)	B	.16
Eastbound (from E. Main St. turning north)	A	.08
7. Depot St. / Highway 99		
North/east/westbound (from south of Hwy. 99)	D	.38
Southbound (from Depot St. going straight or turning left)	F	.38
Southbound (from Depot St. turning right)	B	.32
Eastbound (from Hwy. 99 turning south)	A	.01
Westbound (from Hwy. 99 turning north)	A	.17
8. Depot St. / I-5 On-Off Ramps South of Freeway		
Eastbound (from off-ramp turning north)	F	1.53
Eastbound (from off-ramp turning south) Southbound (from Depot St. turning left to on-ramp) With traffic signal	B A C	.14 .15 .64
9. Depot St. / On-Off Ramps North of Freeway		
Westbound (from off-ramp turning south)	F	.80
Westbound (from off-ramp turning north)	E	.78
Northbound (from Depot St. turning west to on-ramp) With traffic signal	A D	.03 .53
10. Depot Street / Pine St. / Classick St.		
Southbound (from Depot St. going straight, turning east/west)	F	1.00
Eastbound (from Pine St. going straight, turning north)	F	.31
Eastbound (from Pine St. going straight, turning south)	B	.39
Westbound (from Classick St. turning north)	B	.05

FUTURE FACILITY NEEDS

Based on the above identified traffic analysis and projections, the following future facility needs are recommended:

Depot Street
The section of Depot Street from the railroad to Highway 99 should result in a 3-lane section. The bridge replacement project will be an element that is part of this improvement. This will help the ramp intersections initially. At some point in the near future traffic signals will need to be installed and the ramps widened to two lanes.

Depot Street should be widened from the north I-5 ramps north across the railroad tracks to Pine Street/Classick Drive so that there are two inbound lanes – a left and a through+right. That will help outbound traffic identify where traffic is headed. Consider prohibiting left turns and through movements from Classick Drive as well as left turns and through movements onto Classick Drive from Pine Street and Depot Street. Eventually a separate right-turn lane will be useful on Pine Street at Depot Street.

Main Street/Pine Street Intersection
Install a traffic signal. The traffic signal would initially operate without realignment by separating the east and west traffic signal phases. The second part of this intersection improvement is to realign Main Street so the through traffic movements align.

Main Street/Broadway Street
Install a traffic signal.

Access Management
Minimize access driveways, where feasible, by combining them at property lines and providing curbs and sidewalks to define roadways versus pedestrian areas.

IV. TRANSPORTATION SYSTEM ALTERNATIVES

The primary objective of this section is to identify potential transportation alternatives that will provide for a safe, adequate, connected transportation in rogue River for the next 20 years. These transportation project alternatives include arterial, collector, and local street improvements, downtown area improvements, pedestrian/bicycle facilities, and other multi-modal approaches to meeting community needs. The draft recommended transportation improvements are the result of research and analysis of the existing transportation system, estimating future traffic and impacts on the transportation system, and from public involvement. The planning process incorporates the philosophy that in order to create a successful plan, Rogue River citizens must provide input. The citizens of Rogue River are the people who live, work, play, and use the City's transportation facilities. They are the people who consistently ride, drive, bike, walk and run in Rogue River. Therefore, Rogue River citizens know the existing transportation system, know what issues and conflicts currently exist, and have ideas on how to improve the transportation system.

The following tasks and public involvement mechanisms were utilized to identify transportation issues and alternative improvement projects:

- Three TSP Technical Advisory Committee (TAC) Meetings
- Three TSP Citizen Advisory Committee (CAC) Meetings
- One Community Open House
- One-on-One Interviews with a range of Rogue River Residents and Business People
- Community Questionnaires Distributed to Residents and Businesses Throughout the Community
- Review of Existing Transportation-Related Plans and Policies
- Inventory of Existing Transportation Facilities and Conditions
- Identification of Future Transportation Needs

DRAFT ALTERNATIVE TRANSPORTATION PROJECTS

1. The Bottleneck

Improving traffic flow/mitigating peak hour congestion at the Depot St./Pine St./Classick St. intersection and I-5 on-and off-ramps need improvements.

2. W. Main St./E. Main St./Pine St. Intersection

Eliminating confusion by providing clear direction for motorists and improving pedestrian safety.

CAC Comment: There are differing opinions on whether or not this is a confusing, and therefore, unsafe intersection. The only problem is during rush hours and at noon when high school students are on lunch break. The problem is that some people are overly cautious, and there are a lot of "California stops" (motorists not stopping completely).

3. New I-5 On- and Off Ramps

Evaluating the need and the reality, and identifying potential locations and configurations.

CAC Comment: Due to funding limitations, this should not be a priority in the TSP.

4. Connected Pedestrian System

An interconnected pedestrian system throughout the City, i.e. from residence to downtown,

schools, parks, shopping center, post office, river and creeks, and other destinations and activity centers.

CAC Comment: Differing opinion on the value of a connected pedestrian system.

5. Bicycle Lanes

Provide bicycle lanes on major streets.

CAC Comment: Mixed opinions on the need for bicycle lanes on major streets. Incorporate the bike/pedestrian system along the river and creeks. Bicycle racks and locations to park bicycles are needed.

6. 3rd Street Access

Alternative access from 3rd Street to downtown and street widening

7. Visibility at Intersections

Improving visibility at the following intersections:
- E. Main Street and Broadway, Cedar, and Oak
- 3rd Street and Oak Street
- 1st Street and Oak, and Pine
- Abbey's Parking Lot

CAC Comments: This is a problem, primarily due to vegetation and parking at the corners.

8. Downtown Character

Defining, maintaining, and improving the downtown character through transportation improvements.

CAC Comments: A mix of uses, i.e. retail, office, and residential, would be good for downtown-increase activity, make more pedestrian friendly, add to the character.

9. Downtown Streets

Evaluating the circulation and identifying alternative improvements, i.e. travel lane direction, turn lanes, pedestrian facilities.

CAC Comments: 1) A continuous sidewalk is needed on Main Street; 2) Turning left from Broadway St. on to Main St. is a problem – delays.

10. Downtown Parking

Evaluating the need for additional and/or more convenient downtown parking.

CAC Comments: 1) Better signage of parking areas is needed. 2) Some people believe there is a sufficient amount of parking in the downtown area.

11. Access Management/Pedestrian Safety

Identifying improved access to properties.

CAC Comments: 1) This is primarily a problem on Pine Street where the schools are located; 2) The Shopping Center parking lot configuration needs to be improved.

12. Public Transportation

Identifying potential public transportation within the City and between Rogue River and Grants Pass/Medford.

13. Rogue River/Depot Street Bridge

Ensure adequate automobile, bicycle, and pedestrian facilities are provided with the bridge replacement project.

14. New Bridge Across Evans Creek

Identifying potential locations and access for a new bridge connecting East Evans Creek Road and West Evans Creek Road near the high school.

15. Pine Street/East Evans Creek Road

Alternative improvements, i.e. speed limit, access to properties, bicycle and pedestrian facilities, crosswalks, etc.

16. Emergency Vehicle Access/Turnaround

Emergency vehicle access alternatives at the end of Broadway and Valley View.

17. Main Street (Wards Creek) Bridge

Widening the Main Street bridge.

CAC Comment: Replace the bridge. It is narrow, intimidating for pedestrians to cross the bridge. The turn on Cedar Street is sharp. Cedar Street should be widened when the bridge is replaced.

18. Truck Route

Identifying a designated truck route.

19. Berglund Street

Alternative circulation, parking, and school pick up/drop off facilities.

CAC Comments: 2nd Street, between Berglund Street and Pine Street, is planned to become one-way eastbound to help facilitate traffic movement and student drop off/pick up. The City has secured a $25,000 grant to make these improvements.

20. Oak Street between 1st St. and 3rd St.

Improving circulation, parking and school pick up/drop off facilities

CAC Comments: 1) The $25,000 grant (mentioned above) will be used to revamp/improve bus circulation in this vicinity. 2) A 4-way stop is needed at Oak Street and 1st Street.

21. High School Access

Alternative access and circulation improvements, i.e. a second driveway at the south end of the high school property off East Evans Creek Road, adding a second exit lane at the existing driveway, and a left-turn lane into the high school from southbound East Evans Creek Road.

CAC Comment: There is an existing left turn lane into the school for southbound East Evans Creek Road traffic. A previous evaluation of adding a second access at the south end of the school identified potential ingress/egress confusion.

22. North River Road

Widening improvements including wider shoulder and bicycle lanes.

V. TRANSPORTATION SYSTEM PLAN

The purpose of the **Transportation System Plan** is to guide the development of a safe, convenient and efficient transportation system that promotes economic prosperity and livability for all City residents.

This TSP balances the need to reduce the reliance on single occupant vehicles given the community's needs, geography and demographics, with the need to solve safety and operational problems. At the same time, the system needs a significant effort in maintenance over the next twenty years to preserve the investment already made by the community.

This Plan contains descriptions of recommended transportation improvement projects and implementation strategies that cover the following areas:

- Streets Plan Element;
- Bicycle / Pedestrian Plan;
- Public Transportation Plan;
- Air / Rail / Water / Pipeline Plan;

STREETS PLAN ELEMENT

This Street Plan Element is divided into the following subsections:

- **Functional Street Classification**
- **Street Design Standards**
- **Access Management**
- **Street Maintenance**
- **Street Projects**

FUNCTIONAL STREET CLASSIFICATION

Functional street classification describes how the public street system should operate. Streets are grouped by their similar characteristics in providing mobility and/or land access. The TSP establishes the functional street classification system by designating streets in Rogue River into four street classifications: freeways, arterial, collector, and local streets.

Freeways
Freeways are limited-access facilities that primarily serve motorized vehicle traffic traveling through an area for statewide or interstate travel purposes. Freeways offer the highest level of mobility and, consequently, tend to be high-speed facilities with widely spaced access points (interchanges), medians, and limited or no access for pedestrians and bicyclists. Speed limits range between 55 and 65 mph through urban areas. The freeway that passes through Rogue River is Interstate 5.

Arterials
Arterials area roadways that are primarily intended to serve traffic entering and leaving the urban area. Arterials are the longest distance, highest volume roadways within the urban growth boundary. Bicycle and pedestrian facilities are often part of the arterial street system. Arterials typically have a wide range of speeds, i.e. 25-55 mph.

Arterials in Rogue River include:

- East Main Street
- West Main Street
- Foothills Blvd
- North River Road
- Wards Creek Road
- East Evans Creek Road
- West Evans Creek Road
- Depot Street
- Pine Street
- Rogue River Highway (Hwy 99)

Collector Streets
Collector streets link arterials with the local street system. Collector streets collect traffic from local streets and sometimes directly from adjacent land, and channel it to arterial facilities. Collectors are shorter than arterials and tend to have moderate speeds, i.e. 25-35 mph. Collector streets typically include bicycle and pedestrian facilities.

Collector streets in Rogue River include:

- Broadway Street
- Cedar Street
- 1st Street
- 2nd Street
- 3rd Street
- Classick Drive

Local Streets
Local streets provide direct access to individual properties. Local streets offer the lowest level of mobility and consequently tend to be short, low-speed facilities Local streets serve passenger vehicles, pedestrians, and bicyclists. Heavy truck traffic should be discouraged. On-street parking is common. The maximum speed limit on local streets is typically 25 mph. The remaining streets, not identified as a freeway, arterial, or collector, are local streets.

ROADWAY MOBILITY STANDARDS

Roadway mobility standards assist the City in maintaining acceptable and reliable levels of mobility on the City roadway system. The 1999 Oregon Highway Plan describes that mobility standards are used for:

- Identifying roadway mobility performance expectations for planning and plan implementation;
- Evaluating the impacts on roadways and identifying needed amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule;
- Guiding operations decisions such as managing access and traffic control systems to maintain acceptable roadway performance.

The State recommends the City adopt a volume/capacity (v/c) standard to help maintain acceptable and reliable levels of mobility. The recommended volume to capacity ratio for roadways in Rogue River is 0.80. This is based on the State's recommended v/c ratio for district and local interest roads where the speed limit is less than 45 mph. (Refer to 1999 Oregon Highway Plan Table 6.)

STREET DESIGN STANDARDS

Street design standards are based on the functional and operational characteristics of streets such as travel volume, capacity, speed, and safety. Street design standards are necessary to ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent land. The TSP references Street Standards in Appendix "A".

ACCESS MANAGEMENT

Streets accommodate two types of traffic: local travel and through traffic. Arterial and collector streets are intended for through movement of traffic while local streets are designed to give direct access to the abutting properties.

Without access management, arterial and collector streets can become overused for short distance trips and local access to property. Land use changes along arterials also contribute to increased trip generation and traffic conflicts, as businesses normally choose to locate on high traffic arterials. The lack of adequate access management and insufficient coordination of land use development, property

division, and access review can contribute to the deterioration of both the arterial and collector road network. Partial access control, which is often found on major arterials and highways, is provided by limiting or prohibiting driveway access, left turn movements, and cross traffic at intersections. These limitations increase the capacity of an arterial to carry through traffic at the desired speeds without requiring the additions of more travel lanes. Coordination, planning, and proper policies can help avoid these problems and costly solutions.

As development and redevelopment of property fronting arterials and collectors occurs within the Rogue River urban growth boundary, direct property access to arterials should be limited to the minimum number of access required to serve properties. For arterial and collector streets in Rogue River, minimum spacing for road approaches is recommended to be the existing city block spacing. This is consistent with the 1999 Oregon Highway Plan recommended spacing for Special Transportation Areas (STA). An STA is a designation that may be applied to a highway segment when a downtown, business district or community center straddles a state highway. Since a state highway does not pass through Rogue River, the STA designation is not applicable. However, the STA identified spacing standards are appropriate for arterial and collector streets in Rogue River. The following access management standards are recommended for arterial and collector streets in Rogue River:

- Minimum spacing for collector and arterial streets approaches is either the existing city block spacing or the city block spacing as may be identified in the comprehensive plan. Public road connections are preferred over private driveways, and driveways are discouraged. However, where driveways are allowed and where land use patterns permit, the minimum spacing for driveways is 175 feet (55 meters) or mid-block if the current city block spacing is less than 350 feet (110 meters).

- Where a right of access exists, access will be allowed to a property at less than the above identified limits only if that property does not have reasonable access within the recommended minimum spacing standard. If possible, other options should be considered, such as joint access.

- Where the right of access exists, the number of approach roads (driveways) to a single property shall be limited to one, even when the property frontage exceeds the spacing standards. More than one approach road may be considered if, in the judgement of the City, additional approach roads are necessary to accommodate and service the traffic to a property, and additional approach roads will not interfere with driver expectancy and the safety of the through traffic on the highway.

- Approach roads shall be located where they do not create undue interference or hazard to the free movement of normal highway or pedestrian traffic. Locations on sharp curves, steep grades, areas of restricted sight distance or at points which interfere with the placement and proper functioning of traffic control signs, signals, lighting or other devices that affect traffic operation will not be permitted.

STREET MAINTENANCE

Street safety, maintenance, and repair should be actively pursued to maintain the integrity of the system and not jeopardize current conditions. These improvements will benefit automobile and truck traffic by making the roads safer and more efficient. Providing pedestrian and bicycle facilities within the street system, as well as transit modes of transportation, promote the Oregon Transportation Planning Rule policy of encouraging alternatives to the auto.

STREET PROJECTS

The following street improvement projects recommended to occur over the next 20 years are divided into two groups:

- Projects where City funding can reasonably be expected to be available or secured through outside funding mechanisms;

- Projects identified as needed but unfunded. These projects will be implemented by developers and property owners as development occurs; or require extensive coordination with other jurisdictions and funding from outside of City sources.

The inclusion of an improvement project in the TSP does not commit the City or ODOT to allow, construct, or participate in funding the specific improvement. Should a project be allowed, the City will work with any relevant developer and, in the case of projects which affect state facilities, with ODOT, to discuss and refine project requirements and details. In addition, inclusion of a project in the TSP cannot be used as mitigation for future land use decisions which may affect the state highways.

Projects Expected to be Funded in the Next 20 Years

2004. Depot Street Bridge Replacement

Replace the existing bridge and provide a three lane section from the Pine St./Classick Dr. intersection to the Rogue River Highway intersection.

Provide traffic signals at the I-5 ramps. However, the close proximity of these two traffic signals will likely prevent Depot Street from functioning in an efficient manner. Therefore, a solution will need to be provided, i.e. only one traffic signal operates at a time based on peak hour traffic volumes, one ramp is relocated, etc.

Also, the I-5 ramps will need to be widened to two lanes.

2005. Depot Street / Pine Street / Classick Drive Intersection

B.1 Widen Depot Street

Widen Depot Street from the I-5 ramp north across the railroad tracks to Pine St./ Classick Dr. to two inbound lanes with a left turn lane and a through-right lane. This will help outbound traffic identify where oncoming traffic is heading, i.e. going straight on Depot Street or turning on Pine Street or Classick Drive.

B.2 Revise Permitted Movements

Prohibit through movements from Classick Drive onto Pine Street and through movements onto Classick Drive from Pine Street and Depot Street. Prohibiting left turn movements from Classick Street to Depot Street would also improve the functioning and safety of this intersection however this would adversely impact truck turning movements and require trucks to then proceed to Main Street and through downtown. Therefore, this left turn movement should be maintained.

B.3 Pine Street Right Turn Lane

Provide a separate right-turn lane on Pine Street at Depot Street.

2006. Main Street / Pine Street Intersection Improvements

C.1 Traffic Signal

Install a traffic signal at the Main Street/Pine Street intersection.

C.2 Realign Main Street

Realign Main Street so that E. Main Street and W. Main Street align at the Pine Street intersection. The more probable solution to this is to realign E. Main Street to the north however, realigning W. Main Street to the south should also be considered. Either option will require property acquisition.

2007. Main Street / Broadway Street Traffic Signal

Install a traffic signal at the Main Street/Broadway Street intersection.

E. Improve Visibility at Intersections

Vision is limited for motorists turning at several locations in the downtown area due to vehicles parked at the corners, vegetation, signage, etc. Improved visual clearance will make turning movements safer for motorists, bicyclists, and pedestrians. Improving visibility at the following intersections:

E.1 E. Main Street/Broadway Street
E.2 E. Main Street/Cedar Street
E.3 E. Main Street/Oak Street
E.4 Third Street/Oak Street
E.5 First Street/Oak Street
E.6 First Street/Pine Street
E.7 Abby's Parking Lot

F. E. Main Street Bridge Replacement at Wards Creek

Widen or replace the Main Street bridge to an arterial street design standard. At minimum, provide adequate travel lanes, bicycle lanes, sidewalks, and adequate turning movements at Cedar Street.

G. W. Main Street Bridge Replacement at Evans Creek

Replace the existing bridge as necessary to ensure structural stability. Improvements should include arterial street standards, i.e. adequate travel lanes, bicycle lanes, and sidewalks.

H. Classick Drive Bridge Repair

Provide structural repair of the bridge caused by the 1996-1997 flood and ongoing erosion near the bridge abutment.

I. Third Street Improvements

I.1 Widening

Widen Third Street to a collector street standard. There are topographic challenges and right-of-way issues that may limit improvements along existing Cedar Street which may alter improvements from fully complying with collector street standards.

I.2 Alternative Street Access

Provide a second street access from Third Street to downtown. This will improve street connectivity in the east section of the city and provide a second access to downtown for residents who use Third Street. This would especially be needed if Third Street near Cedar Street became impassable during an emergency situation. This improvement will likely occur by providing an extension of Third Street to the east and south, connecting to Wards Creek Road. This should be required with new development north of Wards Creek Road. The connection to Third Street should be designed to not adversely impact the efficiency and safety of Third Street or area residents. Therefore, the route should be designed so that motorists traveling to and from the future Wards Creek area development do not use Third Street as their primary route.

J. Downtown Refinement Plan and Streetscape Improvements

Prepare a Downtown Refinement Plan to maintain and improve the character and visual appearance of downtown. This should include streetscape improvements, e.g. consideration of wider sidewalks, landscaping, street trees, street furniture, bulbouts (curb extensions) at intersections, etc.

K. Downtown Parking

As downtown development and redevelopment occurs, look for opportunities to provide off-street public parking, shared parking, additional on-street parking in the downtown area.

L. Pine Street/East Evans Creek Road Improvements

Improve Pine Street and East Evans Creek to arterial street design standards including continuous bicycle lanes and sidewalks, crosswalks, improved property access and limiting direct access from the street where possible, and an evaluation of speed limits.

M. New Bridge Across Evans Creek at North End of City

Construct a new bridge across Evans Creek at the north end of the City near the high school. The bridge will provide a more direct connection for residents traveling between the northeast and northwest sections of the City and will provide an alternative to East Evans Creek Road for motorists traveling to and from outside the City, i.e. Evans Valley. The bridge location should be in close proximity to the high school.

N. Truck Circulation

There is a significant amount of truck traffic entering and exiting Rogue River at the I-5 interchange. The truck traffic adds to the traffic congestion. To help alleviate congestion, provide a clearly designated and well-signed truck route that restricts or limits trucks in residential areas and the downtown core, i.e. Main Street. Consider options to reduce truck traffic during the A.M. and P.M. peak traffic hours by restricting truck traffic during those hours and/or rerouting trucks, i.e. using the Valley of the Rogue Park exit and N. River Road. This will require coordination with the primary destination of trucks, i.e. the mill.

O. Circulation and Parking Improvements at Schools

Provide circulation, pick-up/drop-off, and parking improvements at the following school locations:

O.1 Berglund Street (including one-way travel)
O.2 Oak Street Between First Street and Third Street
O.3 East Evans Creek Road at the High School (Provide right turn and a left turn for exit lanes.)

P. North River Road Widening

Widening improvements including wider shoulder and bicycle lanes.

Q. Storm Water Master Plan

Storm drainage and transportation facilities are inter-related because the street system is typically used for collecting and distributing storm water. Prepare a Citywide/UGB storm water master plan which will provide a plan for improved drainage on streets and properties throughout the City and UGB.

Unfunded Needs

R. Arterial and Collector Street Access Improvements

Currently, many arterial and collector streets have large sections of unlimited access, i.e. no curbs and continuous vehicular access. This lack of defined vehicular access points causes conflicts and an unsafe condition for motorists and pedestrians. Provide curbs with clearly defined vehicular access to the properties which will improve traffic circulation, parking, and pedestrian safety. Access should be limited to the maximum extent possible by limiting the number of driveways and providing shared driveways where possible. Access will need to be provided to each property, and circulation of large delivery vehicles in commercial areas must be considered. One particular location that needs access improvements is Pine Street between Main Street and Depot Street.

S. Local Street Connectivity

With new subdivision and planned developments, ensure that new streets are connected to the existing street system and that stubouts are provided for future street connections.

T. Emergency Vehicle Access/Turnaround

Ensure emergency vehicle access is provided on dead-end streets, i.e. Broadway Street and Valley View Street.

PEDESTRIAN AND BIKEWAY SYSTEM ELEMENT

There is an opportunity to create a connected pedestrian and bicycle system. The connected pedestrian/bicycle system will enable residents to access destinations, i.e. shops, post office, homes, without having to use an automobile. The pedestrian/bike system will also provide a recreational amenity for people to walk, run, or ride.

There are two types of pedestrian/bicycle facilities – those associated with the street system and off-street multi-modal pathways. The pedestrian/bike system will utilize the existing right-of-way where feasible and should also be integrated with a park and open space system, i.e. pathways parallel to creeks and leading to and through parks. However, in Rogue River there are opportunities to create a pedestrian/bikeway system that incorporates both on-street and off-street facilities.

On-Street Pedestrian/Bicycle Facilities
Based on need and street characteristics, all streets open for public use should be considered for the potential to improve bicycling and walking. Pedestrian/bicycle facilities are considered in the development of street design standards according to functional classifications. On-street pedestrian/bicycle facilities include bicycle lanes/sidewalks or shared roadways. Arterial and collector street design standards should include the provision for designated bicycle lanes and sidewalks (or adjacent pathways).

Shared roadways are appropriate on local streets that do not experience high traffic volumes, i.e. less than 250 average daily traffic (ADT). Shared roadways are simply the street pavement width as constructed and provide for shared motor vehicle and bicycle usage (and sometimes for pedestrian usage). Local residential streets in Rogue River are used as shared vehicle and bicycle facilities.

Off-Street Multi-Modal Pathways
Off-street pathways can be paved or unpaved. If unpaved, an appropriate surface material should be selected for its durability and compactness for multiple user groups, such as wheelchairs, bicycles, and pedestrians.

Off-street paths are used by bicyclists, pedestrians, joggers, skateboards, skaters, and scooters. The planning and design of multi-use paths must therefore take into account the various skills, experience, and characteristics of these different users. In addition, the design and construction of multi-modal pathways needs to consider safety and topography, i.e. trying to maintain grades that pedestrians, cyclists, and disabled individuals can use.

Well-planned and designed multi-use paths can provide good pedestrian and bicycle mobility. They can be located within and adjacent to natural amenities such as creeks and parks, and may be components of a comprehensive community pathway system.

Key components to successful paths include:
- Connection to and between land uses, such as residential areas, downtown/commercial areas, parks, and other community destinations;
- Well-designed street crossings, with measures such as bike and pedestrian activated signals, median refuges, and warning signs for both motor vehicles and path users;
- Shorter trip lengths than the road network, with connections between streets and through open spaces;
- Close proximity to housing and businesses increases safety;
- Good design, by providing adequate width and sight distance, and avoiding problems such as poor drainage, blind corners, and steep slopes;
- Proper maintenance, with regular sweeping and repairs;
- An easy to read and understandable “wayfinding” system that includes signage to locate destinations, approximate distances, and facilitate better connections to the local street system;

- Continuous separation from traffic; and
- Scenic qualities, offering an aesthetic experience that attracts pedestrians and cyclists;

The TSP includes identification of a primary multi-use pathway system. This includes bicycle and pedestrian facilities on arterial and collector streets. The bicycle and pedestrian facilities are included in the arterial and collector street standards. These facilities should be included as part of future improvements to those streets. Local street standards do not identify designated bicycle lanes however, local streets are shared roadways that accommodate both automobiles and bicycles. Local street design standards in Rogue River do include sidewalks.

In addition to bicycle and pedestrian facilities on streets, the TSP includes the following off-street multi-use pathway projects to occur over the next 20 years:

U. Rogue River Pathway

Provide multi-use pathways along both sides of the river. The majority of the land adjacent to the river is public-owned land. If access cannot be secured across private property, i.e. the south side of the river west of Depot Street, provide pathway connections to Rogue River Highway pedestrian facilities to ensure a continuous pathway system.

A pathway should extend from the north side of the river to Valley of the Rogue Park. Users of Valley of the Rogue Park visit Rogue River to shop. A multi-use path between the park and Rogue River would be an attraction for recreation/leisure users as well as for park visitors shopping in Rogue River.

There is an opportunity to create a multi-use pathway loop along the north side of the river and connecting to a bicycle lane or pathway along N. River Road. There is also an opportunity to connect Rogue River's pathways with a regional system, i.e. connecting to Valley of the Rogue Park, Gold Hill, and other regional destinations.

V. Evans Creek Pathway

Provide a pathway along one side of Evans Creek. The pathway could be constructed along the east side of the creek from the river north to the proposed pedestrian/bicycle bridge that will cross Evans Creek and connect to Palmerton Park. The pathway can then continue north along the west side of the creek to the north city limits/urban growth boundary.

Unfunded Projects

W. Wards Creek Pathway

A multi-use pathway is recommended along Wards Creek connecting the pathway along the north side of the river and continuing north and east along the creek. Topographic and ownership issues along portions of the creek provide challenges in making a continuous pathway. As land develops along Wards Creek at the west end of the City/UGB, developers should be required to construct a public pathway along the creek. Additionally, the Wards Creek pathway should connect to Third Street where possible.

PUBLIC TRANSPORTATION ELEMENT

Public transportation services are needed to accommodate the elderly and transit disadvantaged. Transit service provides mobility to community residents who do not have access to automobiles and provides an alternative to for those who can drive. Transit service should meet the needs of both travelers within the City (intra-city) and those of travelers making trips outside of the community (inter-city).

The 1997 Oregon Public Transportation Plan identifies minimum level of service standards. Under the 1997 Plan, public transportation in small communities and rural areas, by the year 2015, should:

- Provide public transportation service to the general public based on locally established service and funding priorities;
- Provide an accessible ride to anyone requesting service;
- Provide a coordinated centralized scheduling system in each county and at the state level;
- Provide phone access to the scheduling system at least 40 hours weekly between Monday and Friday; and
- Respond to service requests within 24 hours (not necessarily provide a ride within 24 hours).

The TSP recommends the following public transit improvements:

X. Improve Public Transportation Services
Increase inter-city public transit services, i.e. between Rogue River to/from Grants Pass and Medford. Improve intra-city public transit services, i.e. throughout Rogue River between residents, downtown, post office, and other activity centers. Improved public transit service and increases in ridership can occur through alternative mechanisms, such as:

- Increasing public awareness of the existing service that currently is provided;
- Increasing public transportation trips to include weekend services and/or expanded weekday schedules;
- Encouraging employers to participate in transit programs for employees and visitors; and
- Physical public transportation-related improvements within Rogue River, i.e. ensuring an adequate number and easily identifiable drop-off/pick-up locations, transit shelters, scheduling and service information, and bicycle racks on buses, etc.

Projects Expected to be Funded in the Next 20 Years

RAIL, WATER, PIPELINE AND AIR TRANSPORTATION SYSTEM ELEMENT

RAIL
Freight rail service will likely continue to be a component of the City's transportation system. Future development in the area should be planned to interface with the adjacent rail system to promote the safe and efficient transportation of freight. As rail service is provided by the private sector, there are only limited opportunities for the City of Rogue River to participate in the planning and development of service improvements. However, the City can continue to support rail freight as an alternative freight mobility option by reducing land use and transportation conflicts where possible, by providing adequate ingress/egress options to loading areas. Additionally, the City can work with rail users to reduce rail and automobile/truck conflicts such as restricting train movement through the City during peak hour traffic.

There is potential for passenger service to be reinstated sometime in the future if funding resources are secured. At the time this TSP was prepared, there was discussion of introducing rail passenger service linking Rogue River, Grants Pass, and Medford. This would provide an alternative public transit opportunity for Rogue River residents.

Unfunded Projects

Y. Passenger Rail Service
If the potential rail passenger service between Grants Pass and Medford is pursued, the City should participate in plans to ensure the needs of Rogue River residents are met.

WATER
The Rogue River flows through the City and provides water-related transportation for recreational users. The river is not used for transportation of freight or passengers from Rogue River to other destinations.

AIR
Air transportation is not applicable in Rogue River. The nearest airports are the Grants Pass airport which is a general aviation facility, and the Rogue Valley International-Medford airport which provides commercial passenger and freight service.

PIPELINES
Pipelines are used for power transmission lines, cable television, telephone, natural gas, water and sewage. The City encourages the continued use of pipelines to carry goods across City boundaries and for distribution within the City.

VI. TRANSPORTATION SYSTEM PLAN GOALS AND POLICIES

INTRODUCTION

In 1991, the Oregon Transportation Planning Rule was adopted to implement State Planning Goal 12.

In addition to meeting the requirements of the Transportation Planning Rule, the City of Rogue River should examine measures to mitigate growth impacts on the transportation system while retaining a small town character.

ELEMENTS REQUIRED BY THE TRANSPORTATION PLANNING RULE TO PROTECT EXISTING AND FUTURE OPERATION OF FACILITIES

The applicable portion of the Transportation Planning Rule is found in Section 660-12-045(2), and requires that jurisdictions protect future operation of transportation corridors. For example, an important arterial for through traffic should be protected in order to meet the community's identified needs. In addition, the proposed function of a future roadway must be protected from incompatible land uses. In summary, the Transportation Planning Rule requires that local governments revise their land use regulations to implement the Transportation System Plan in the following manner:

- Amend land use regulations to reflect and implement the Transportation System Plan.
- Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions, to include the following topics:
  - access management and control;
  - conditions to minimize development impacts to transportation facilities;
  - regulations assuring that amendments to land use applications, densities, and design standards are consistent with the Transportation System Plan.
- Adopt land use or subdivision regulations for urban areas and rural communities to provide safe and convenient pedestrian and bicycle circulation and bicycle parking, and to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel.
- Establish street standards that minimize pavement width and total right-of-way.

COORDINATED REVIEW OF LAND USE DECISIONS

A lack of coordination between state and local decision processes can result in costly delays and changes in public road and highway projects, as well as some maintenance and operation activities. Section 660-12-045(2)(d) of the Transportation Planning Rule requires that jurisdictions develop a process for the coordinated review of land use decisions affecting transportation facilities.

The City of Rogue River shall coordinate with the Department of Transportation to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the Transportation System Plan and comprehensive plan.

The City of Rogue River shall consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment, will be combined with review of the draft EA or EIS and land use approval process.

Applying Conditions to Development Proposals

Section 660-12-045(2)(e) of the Transportation Planning Rule requires that jurisdictions develop a process that allows them to apply conditions to development proposals to in order to minimize impacts on transportation facilities.

Regulations to Assure that Amendments are Consistent with the Transportation System Plan

Section 660-12-045(2)(g) of the Transportation Planning Rule requires that jurisdictions develop regulations to assure that all development proposals, plan amendments or zone changes conform with the Transportation System Plan.

SAFE AND CONVENIENT PEDESTRIAN AND BICYCLE CIRCULATION

Bicycling and walking are often the most appropriate mode for short trips. Especially in smaller cities where the downtown area is compact, walking and bicycling can replace short auto trips, reducing the need for construction and maintenance of new roads. However, the lack of safe and convenient bikeways and walkways can be a strong discouragement for these mode choices. The Transportation Planning Rule (660-12-045(3)) requires that urban areas and rural communities plan for bicycling and walking as part of the overall transportation system.

STREET STANDARDS

Section 660-12-045(7) of the Transportation Planning Rule deals with establishing street standards. Cities must balance mobility, access, and liveability when specifying street standards. Cities have tended to establish street dimensions based on highway standards. Many cities have found it increasingly expensive to construct and maintain very wide streets. In many cases, liveability has been diminished because excessively wide streets make it difficult to walk, and community aesthetics decline as the landscape is dominated by roads and motor vehicles.

As understanding of roadway function has increased, it has become appropriate for local governments to establish standards for local streets and accessways that minimize pavement width and total right-of-way, while staying consistent with the operational needs of the facility. This reduces the costs of new construction, maintenance and provides for more efficient use of urban land. The goal is to provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, along with accommodating pedestrians and bicyclists. Rogue River's street standards (see appendix "A") shall be incorporated into the Subdivision Ordinance and Intergovernmental Agreement with Jackson County.

GOALS AND POLICIES FOR IMPLEMENTING THE TRANSPORTATION SYSTEM PLAN

As required by the Transportation Planning Rule (TPR), the City of Rogue River shall adopt Goals and Policies as part of the Transportation System Plan (TSP) that comply with the TPR requirements to provide a multi-modal approach to solving transportation issues. The following Goals and Policies summarize the goals of the community while meeting the requirements of the TPR.

GOAL 1: GENERAL POLICY

It is the policy of the City of Rogue River to plan and develop transportation facilities in a way that provides a safe and efficient transportation system that reduces public costs and provides for the needs of those not able or wishing to drive automobiles.

POLICIES:

1. Implement transportation goals established in the GOAL 12 Transportation System Plan (TSP) and review and update the TSP during future Comprehensive Plan review.

2. Time the construction of transportation facilities to coincide with community needs, and minimize impacts on existing development. Where possible, the timing of facility maintenance will be coordinated with other capital improvements to minimize cost and avoid extraordinary maintenance on a facility scheduled for reconstruction or replacement.

3. Design and construct transportation facilities to minimize noise, energy consumption, neighborhood disruption, economic losses to the private or public economy and social, environmental and institutional disruptions, and to encourage the use of public transit, bikeways and walkways.

4. Coordinate transportation planning and construction efforts with County, regional, State and Federal plans.

5. Appendix "A" Street Standards and Appendix "B" Transportation Financing Program shall be reviewed periodically to assure compliance with changes to the state, regional and local Transportation Plans. Amendments shall be accomplished through a resolution process and not a Comprehensive Plan amendment.

GOAL 2: FINANCE

It is the policy of the City of Rogue River to plan for and develop a transportation system for the Rogue River urban area that is adequately funded to meet its current and future capital, maintenance and operations needs, and to meet the current and future capital improvement needs of the transportation system for the Rogue River urban area, as outlined in this plan, through a variety of funding sources.

POLICIES:

1. Transportation system development charges (SDCs), as defined by Oregon Revised Statues and City ordinances, will be collected by the City to offset costs of new development on area-wide transportation facilities. The City will continue to collect SDCs as an important and equitable funding source to pay for transportation capacity improvements.

2. Seek additional funding sources to meet the long-term financial requirements of sustaining a street maintenance program.

3. Continue to pursue federal, state and private grants to augment operations activities, especially in the planning and engineering functions.

GOAL 3: LAND USE

Consider changes to the Rogue River Comprehensive Plan and Zoning Ordinance that will encourage mixed-use development, transit-oriented and pedestrian-friendly design standards, in the commercial zones and within the downtown area; which will reduce private vehicle trips by increasing access to transportation alternatives.

POLICIES:

1. Reinforce the implementation of the TSP in land use decision making by preserving planned corridors for future auto, bicycle and pedestrian facilities specified in the TSP, by requiring subdivisions and site development plans to incorporate such corridors into their designs.

2. Revise the Rogue River Zoning and Subdivision Ordinances as to include design standards and review criteria for adequate transportation facilities. Such provisions shall include, but are not limited to, connectedness between neighborhoods for vehicles, bicycles and pedestrians, access management standards, and street width and parking requirements.

GOAL 4: TRANSPORTATION SYSTEM MANAGEMENT

It is the policy of the City of Rogue River to maximize the efficiency of the existing surface transportation system through sound management techniques and facility improvements.

POLICIES:

1. Maximize the effective capacity of the street system through improvements in physical design and management of on-street parking.

2. When considering ways to increase capacity and relieve congestion on a street, give the physical improvement of intersections a higher priority in the design process than general street corridor widening.

GOAL 5 ACCESS MANAGEMENT

To increase street system safety and capacity through the adoption and implementation of access management standards.

POLICIES:

1. Develop and adopt specific access standards based on the principles of:

    - Minimizing points of access on collector and arterial streets,
    - Avoiding conflicts between new points of access with existing or planned signalized intersections,
    - Sharing access onto arterial streets to the fullest extent practicable, and
    - Spacing of access points based on street classification.

2. On all new design projects and new development projects maintain carrying capacity and safety of pedestrian, bicycle, public transit and motor vehicle movement on arterials and collectors through driveway and curb cut consolidation or otherwise reducing the number of access points.

GOAL 6: PARKING

It is the policy of the City of Rogue River to ensure that the urban area has an appropriate supply of parking facilities that supports the goals and objectives of this plan.

POLICIES:

1. Manage the supply, operations and demand for parking in the public right-of-way to encourage economic vitality, traffic safety and livability of neighborhoods.

2. Recognize that provision of on-street parking is second in priority to the needs of the travel modes (i.e., vehicle, transit, bicycle, pedestrian) using the street right-of-way, except where abutting properties have no ability to provide their own off-street parking, or where on-street parking is needed to support an existing business district.

3. Mitigate the impact of parking removal where off-street parking is limited by encouraging shared parking and development public parking.

4. Evaluate parking space size requirements to provie a reasonable balance between spaces for large and small cars.

5. Provide on-street carpool and vanpoool p0arking spaces in those areas where demand exists, such as the local schools.

7. Continue to require effective landscaping throughout continuous paved parking areas to provide shading, screening and buffering aesthetics, and adopt drainage standards to increase percolation of water into the groundwater table.

GOAL 7: STREETS

Provide a comprehensive system of streets and highways that serves the mobility and multi-modal travel needs of the Rogue River urban area.

POLICIES:

1. Fulfill the city's system-wide travel capacity needs through the use of multiple travel modes within public rights-of-way.

2. Classify streets and the highway within the Rogue River urban area based on how they will function within the overall classification system of arterials, collectors and local streets.

3. Periodically review and revise street design standards, considering incorporating traditional neighborhood design elements including, but not limited to, planting strips, minimum necessary curb radius, and alleys in the design standards.

4. Maintain street surfaces to achieve maximum pavement life so that road conditions are good and pavement maintenance costs are minimized.

5. Discourage cul-de-sac or dead-end street designs whenever an interconnection alternative exists. Encourage development of a modified grid street pattern to connect new and existing neighborhoods.

6. Require street dedications as a condition of land development.

7. Consider the potential to establish or maintain accessways, paths or trails prior to the vacation of any public easement or right-of-way.

8. Require Traffic Impact Analysis as part of land use development proposals of a certain size or intensity (threshold to be established by ordinance) to assess the impact that the development will have on the existing and planned transportation system.

9. Require new development to make reasonable site-related improvements to connecting streets where capacity is inadequate to serve the development.

10. Collect Street System Development Charges (SDCs) and any other street fees that are established by the City to fund improvements to the street system, as prioritized in this plan.

GOAL 8: PEDESTRIAN AND BICYCLE CIRCULATION

It is the policy of the City of Rogue River to plan and develop a network of bike lanes, sidewalks and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community.

POLICIES:

1. The City of Rogue River shall require sidewalks and bike lanes where appropriate to provide direct and convenient access to major activity centers, including downtown, schools, shopping areas and community centers.

2. In areas of new development the City of Rogue River shall investigate the existing and future opportunities for bicycle and pedestrian accessways. Many existing accessways such as user trails established by school children distinguish areas of need and should be incorporated into the transportation system.

3. Bicycle parking facilities shall be provided at all new residential multifamily developments of four units or more, commercial, industrial, recreational and institutional facilities.

4. Require pedestrian and bicycle easements when possible, to connect neighborhoods and reduce vehicle trips and modify the street vacation process so pedestrian and bicyclist through-access is maintained.

5. Require pedestrian connections between adjacent developments when roadway connections cannot be provided.

6. Encourage the development of a connecting, multi-use trail or pathway network, using corridors including, but not limited to: Wards Creek, Evans Creek, Rogue River, utility easements and rail lines that complement and connect to the sidewalk system.

7. Bikeways shall be included on all new arterials and collectors within the Urban Growth Boundary.

8. Retrofitting existing arterials and collectors with bike lanes shall proceed on a prioritized schedule as appropriate and practical.

9. Bikeways and pedestrian accessways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan. The location and design of sidewalks shall comply with the requirements of the Americans with Disabilities Act.

10. Maintenance and repair of existing bikeways and pedestrian accessways (including sidewalks) shall be given equal priority to the maintenance and repair of motor vehicle facilities.

GOAL 9: TRANSIT

It is the policy of the City of Rogue River to promote planning for a transit system that provides convenient and accessible transit services to the citizens of the Rogue River urban area.

POLICIES:

1. The City shall work with Rogue Valley transit providers to encourage them to route transit services to Rogue River.

2. Include the consideration of transit operations in the design and operation of street infrastructure wherever it is appropriate.

3. Identify park and ride, bike and ride, and walk and ride lots in Rogue River to support ridesharing.

GOAL 10: AVIATION AND RAIL

It is the policy of the City of Rogue River to support regional efforts to provide reliable air and rail transit and transport.

POLICIES:

1. Support reasonably priced air and rail transportation and convenient connections with other areas in the state, nation and abroad, including passenger rail service as part of statewide rail transportation planning efforts.

2. Encourage mitigation of railroad noise by recommending appropriate berming and landscaping in developments adjacent to the railroad that are impacted by railroad noise.

APPENDIX "A"
STREET DESIGN STANDARDS

Street design standards are based on the functional and operational characteristics of streets such as travel volume, capacity, speed and safety. Street design standards are necessary to ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent land. The TSP establishes street design standards for arterial, collector and local streets, alleys and pathways (Table VI-1). The street design standards are to be applied to new streets and to existing streets when improvements are necessary.

Table VIII-1: Rogue River Street Design Standards

Functional Class	Right-of-Way Width	Pavement Width	Travel Lane Width	Center Turn Lane/ Median Width	Bicycle Lane Width	Parking	Planter Width	Sidewalk Width
Arterial Street A[1]	60-80'	50-64'	12'	12'[2]	5-6'	8'	4-5'	6-10'
Arterial Street B[3]	60-80'	36-48	12'	12'[2]	'	None	None	6'
Collector Street	60-80'	50-64'	12'	12'[2]	-6'	8'	4-5'	6-10'
Local Street	46-60'	34-38'	10-11'	None	None	7-8'	4-5[2]	'
Alley	20'	15-20'	15-20'	None	None	None	None	None
Pathway	10'	6-10'	None	None	--	None	None	--

1 East Main Street, West Main Street, Depot Street, Pine Street

2 Optional

TRANSPORTATION FINANCING PROGRAM

Revenue Resources

The City's Street Fund revenue history from 1999 to 2003 (excluding grant-funded projects) on average has received $95,838 annually. The majority of these funds come from State Gas Tax, and the remaining funds come from interest income and miscellaneous revenue. In this same cycle the average Street Fund expense (Personnel/Materials & Services) has been $91,811. This leaves an annual beginning fund balance carry over of $4,027.00. Approximately 70 percent of the available funds are for the following major activities: Personnel, sweeping, patching/paving, system maintenance, striping/signs and electricity.

The TSP project list shows cost estimates for the next 20 years. The City's current funding souce is not sufficient to construct the TSP projects. Despite limitations, the use of alternative revenue funding has been a trend throughout Oregon as the full implementation of Measure 5 and 47 has significantly reduced property tax revenues. In order to meet the funding shortfall and finance the recommended transportation system improvements, the City must seek other funding sources.

Property Taxes
Property taxes have historically been the primary revenue source for local governments. However, property tax revenue accrues to the general operating fund for the City. This revenue source is not typically available for street improvements or maintenance. The dependence of local governments on this revenue source is due, in large part, to the fact that property taxes are easy to implement and enforce. Property taxes are based on real property (i.e. land and buildings), which has a predictable value and appreciation to base taxes upon. This is as opposed to income or sales taxes, which can fluctuate with economic trends or unforeseen events.

Property taxes can be levied through: 1) tax base levies, 2) serial levies, and 3) bond levies. The most common method uses tax base levies, which do not expire and are allowed to increase by six percent per annum. Serial levies are limited by amount and time they can be imposed. Bond levies are for specific projects and are limited by time based on the debt load of the local government on the project.

The historic dependence on property taxes in Oregon is changing with the passage of Ballot Measure 5 in the early 1990s. Ballot Measure 5 limits the property tax rate for purposes other than payment of certain voter-approved general obligation indebtedness. Under full implementation, the tax rate for all local taxing authorities is limited to $15 per $1,000 of assessed valuation. As a group, all non-school taxing authorities are limited to $10 per $1,000 of assessed valuation. All tax base, serial, and special levies are subject to the tax rate limitation. Ballot Measure 5 requires that all non-school taxing districts' property tax rate be reduced if together they exceed $10 per $1,000 of assessed valuation; then all of the taxing districts' tax rates are reduced on a proportional basis. The proportional reduction in the tax rate is commonly referred to as compression of the tax rate.

Measure 47, another ballot initiative passed by Oregon voters in November 1996, is a constitutional amendment that reduces and limits property taxes, which in turn limits local revenues and replacement fees. The measure limits 1997-98 property taxes to the lesser of the 1995-96 tax, minus 10 percent, or the 1994-95 tax. It limits future annual property tax increases to three percent, with exceptions. Local governments' lost revenue may be replaced only with state income tax, unless voters approve replacement fees or charges. Tax levy approvals in certain elections require a "double majority" of 50 percent voter participation and approval.

Subsequent to Measure 47, the state legislature created Measure 50, which retains the tax relief of Measure 47, but clarifies some legal issues. Oregon voters approved this revised tax measure in May 1997.

The League of Oregon Cities (LOC) estimated that direct revenue losses to local governments, including school districts, may total $467 million in fiscal year 1998, $553 million in 1999, and increase thereafter. The actual revenue losses to local governments will depend on actions of the Oregon legislature. LOC also estimates that the state will have revenue gains of $23 million in 1998, $27 million in 1999, and increase thereafter because of increased personal and corporate tax receipts due to lower property tax deduction.

Measure 50 adds another layer of restrictions to those which govern the adoption of tax bases and levies outside the tax base, as well as Measure 5's tax rate limits for schools and non-schools, and tax rate exceptions for voter approved debt. Each new levy, and the imposition of a property tax, must be tested against a longer series of criteria before the collectible tax amount on a parcel of property can be determined.

State Highway Fund
The State of Oregon disburses gas tax revenue to all counties and cities to fund street improvements, road construction, and maintenance. In Oregon, the State collects gas taxes, vehicle registration fees, overweight/overheight fines and weight/mile taxes, and returns a portion of the total revenue to cities and counties through an allocation formula. The revenue share allocated to cities is divided among all incorporated cities based on population. A majority of Oregon cities use state gas tax allocations to fund street construction and maintenance.

Local Gas Taxes
The Oregon Constitution permits counties and incorporated cities to levy additional local gas taxes with the stipulation that the revenue generated from the taxes will be dedicated to street-related improvements and maintenance within the jurisdiction. At present, only a few local governments (including the cities of Woodburn and The Dalles, and Multnomah and Washington Counties) levy a local gas tax. The City of Rogue River may consider raising its local gas tax as a way to generate additional street improvement funds. However, with relatively few jurisdictions exercising this tax, an increase in the cost differential between gas purchased in Rogue River and gas purchased in neighboring communities may encourage drivers to seek less expensive fuel elsewhere. Any action will need to be supported by careful analysis to minimize the unintended consequences of such an action.

Vehicle Registration Fees
The Oregon Vehicle Registration Fee is allocated to state, counties and cities for road funding. Oregon counties are granted authority to impose a vehicle registration fee covering the entire county. The Oregon Revised Statutes would allow Jackson County to impose a biannual registration fee for all passenger cars licensed within the County. Although both counties and special districts have this legal authority, vehicle registration fees have not been imposed by local jurisdictions. A disincentive to employing such a fee may be the cost of collection and administration. In order for a local vehicle registration fee program to be viable in Jackson County, all incorporated cities and the county would need to formulate an agreement which would detail how the fees would be spent on future street construction and maintenance.

Local Improvement Districts
The Oregon Revised Statutes allow local governments to form Local Improvement Districts (LIDs) to construct public improvements. LIDs are most often used by cities to construct local projects such as streets, sidewalks, bikeways, or public facilities. The statutes allow formation of a district by either the city government or property owners. Cities that use LIDs are required to have a local LID ordinance that provides a process for district formation and payback property owners within a specified area. The cost can be allocated based on property frontage or other methods such as traffic trip generation. The types of allocation methods are only limited by the scope of the Local Improvement Ordinance. The cost of LID participation is considered an assessment against the property, which is a lien equivalent to a tax lien. Individual property owners typically have the option of paying the assessment in cash or applying for assessment financing through the city. Since the passage of Ballot Measure 5, cities have most often funded local improvement districts through the sale of special assessment bonds.

Local Trust Funds and Fees
Although not commonly implemented, local trust funds and local fees can be assessed by a local jurisdiction to generate revenue. In Rogue River, this could be a method for generating revenue for additional parking. A parking trust fund would be an alternative for meeting parking requirements, i.e. in lieu of providing parking spaces, a fee could be charged for parking spaces. The fees generated in the trust fund would then be used to assist in the financing of a public parking lot or structure.

Businesses could be assessed an annual public parking fee. The parking fee could be based on square footage of the business or by seating capacity for restaurants and charter boats. This would provide the City with an ongoing income that could be used to provide additional parking and to retire any debt incurred to provide additional parking.

System Development Charges (SDCs)
Establishing SDCs is another revenue resource mechanism used to secure funds for transportation projects. A description of SDCs is provided at the end of this section.

GRANTS AND LOANS

There are a variety of grant and loan programs available, most with specific requirements relating to economic development or specific transportation issues, rather than for the general construction of new streets. Many programs require a match from the local jurisdiction as a condition of approval. Because grant and loan programs are subject to change, as well as statewide competition, they should not be considered a secure long-term funding source for Rogue River. Most of the programs available for transportation projects are funded and administered through ODOT and/or the Oregon Economic Development Department (OEDD).

Bike-Pedestrian Grants
By law (ORS 366.514), all road or highway construction or reconstruction projects must include facilities for pedestrians and bicyclists, with some exceptions. ODOTs Bike and Pedestrian Program administers two programs to assist in the development of walking and bicycling improvements: local grants, and Small-Scale Urban Projects. Cities and counties with projects on local streets are eligible for local grant funds. An 80 percent state/20 percent local match ratio is required. Eligible projects include curb extensions, pedestrian crossings and intersection improvements, shoulder widening, and re-striping for bike lanes. Projects on urban state highways with little or no right-of-way acquisition and few environmental impacts are eligible for Small-Scale Urban Project Funds. Both programs are limited to projects costing up to $100,000. Projects that cost more than $100,000, require right-of-way acquisition, or have environmental impacts should be submitted to ODOT for inclusion in the STIP.

Enhancement Program
This federally funded program earmarks $8 million annually for projects in Oregon. Projects must demonstrate a link to the intermodal transportation system, compatibility with approved plans, and local financial support. A 10.27 percent local match is required for eligibility. Each proposed project is evaluated against all other proposed projects in the region. Within the five Oregon regions, the funds are distributed on a formula based on population, vehicle miles traveled, number of vehicles registered, and other transportation-related criteria. The initial solicitation for applications was mailed to cities and counties October 1998. Local jurisdictions had until January 1999 to complete and file applications for funding available during the 2000-2003 fiscal years, which began October 1999.

Highway Bridge Rehabilitation or Replacement Program
The Highway Bridge Rehabilitation Program (HBRR) provides federal funding for the replacement and rehabilitation of bridges of all functional classifications. A portion of the HBRR funding is allocated for the improvement of bridges under local jurisdiction. A quantitative ranking system is applied to the proposed projects based on sufficiency rating, cost factor, and load capacity. They are ranked against other projects statewide, and require state and local matches of 10 percent each. It includes the Local Bridge Inspection Program and the Bridge Load Rating Program.

Transportation Safety Grant Program
Managed by ODOT's Transportation Safety Section (TSS), this program's objective is to reduce the number of transportation-related accidents and fatalities by coordinating a number of statewide programs. Program funds are intended as seed money, funding a program for three years. Eligible programs include programs in impaired driving, occupant protection, youth, pedestrian, speed enforcement, bicycle and motorcycle safety. Every year, TSS produces a Highway Safety Plan that identifies the major safety programs, suggests counter measures to existing safety problems, and lists successful projects selected for funding, rather than granting funds through an application process.

Special Transportation Fund
The Special Transportation Fund (STF) awards funds to maintain, develop, and improve transportation services for people with disabilities and people over 60 years of age. Financed by a two-cent tax on each pack of cigarettes sold in the state, the annual distribution is approximately $5 million. Three-quarters of these funds are distributed to mass transit districts, transportation districts, and where such districts do not exist, counties, on a per-capita formula. The remaining funds are distributed on a discretionary basis.

Special Small City Allotment Program
The Special Small City Allotment Program (SCA) is restricted to cities with populations under 5,000 residents. Unlike some other grant programs, no locally funded match is required for participation. Grant amounts are limited to $25,000 and must be earmarked for surface projects (drainage, curbs, sidewalks, etc.) However, the program does allow jurisdictions to use the grants to leverage local funds on non-surface projects if the grant is used specifically to repair the affected area. Criteria for the $1 million in total annual grant funds include traffic volume, the five-year rate of population growth, surface wear of the road, and the amount of time since the last SCA grant.

Immediate Opportunity Grant Program
The Oregon Economic Development Department (OEDD) and ODOT collaborate to administer a grant program designed to assist local and regional economic development efforts. The program is funded to a level of approximately $7 million per year through state gas tax revenues. The following are primary factors in determining eligible projects:

- Improvement of public roads;
- Inclusion of an economic development-related project of regional significance;
- Creation of retention of primary employment; and
- Ability to provide local funds (50/50) to match grant.

The maximum amount of any grant under the program is $500,000. Local governments which have received grants under the program include: Washington County, Multnomah County, Douglas County, the City of Hermiston, Port of St. Helens, and the City of Newport.

Oregon Special Public Works Fund
The Special Public Works Fund (SPWF) program was created by the 1995 State Legislature as one of several programs for the distribution of funds from the Oregon Lottery to economic development projects in communities throughout the state. The program provides grant and loan assistance to eligible municipalities primarily for the construction of public infrastructure, which support commercial and/or industrial development and result in permanent job creation or job retention. To be awarded funds, each infrastructure project must support businesses wishing to locate, expand, or remain in Oregon. SPWF awards can be used for improvement, expansion, and new construction of public sewage treatment plants, water supply works, public roads, and transportation facilities.

While SPWF program assistance is provided in the form of loans and grants, the program emphasizes loans in order to assure that funds will return to the state over time for reinvestment in local economic development infrastructure projects. Jurisdictions that have received SPWF funding for projects that include some type of transportation-related improvement include the cities of Baker City, Bend,

Cornelius, Forest Grove, Madras, Portland, Redmond, Reedsport, Toledo, Wilsonville, Woodburn, and Douglas County.

Oregon Transportation Infrastructure Bank
The Oregon Transportation Infrastructure Bank (OTIB) program is a revolving loan fund administered by ODOT to provide loans to local jurisdictions (including cities, counties, special districts, transit districts, tribal governments, ports, and state agencies). Eligible projects include construction of federal-aid highways, bridges, roads, streets, bikeways, pedestrian facilities, and right-of-way costs. Capital outlays such as buses, light-rail cars and lines, maintenance yards, and passenger facilities are also eligible.

ODOT FUNDING OPTIONS

The State of Oregon provides funding for all highway related transportation projects through the Statewide Transportation Improvement Program (STIP) administered by the Oregon Department of Transportation. The STIP outlines the schedule for ODOT projects throughout the State. The STIP, which identifies projects for a three-year funding cycle, is updated on an annual basis. Starting with the 1998 budget year, ODOT will then identify projects for a four-year funding cycle. In developing this funding program, ODOT must verify that the identified projects comply with the Oregon Transportation Plan (OTP), ODOT Modal Plans, Corridor Plans, local comprehensive plans, and TEA-21 planning requirements. The STIP must fulfill federal planning requirements for staged, multi-year, statewide, intermodal program of transportation projects. Specific transportation projects are prioritized based on federal planning requirements and the different State plans. ODOT consults with local jurisdictions before highway related projects are added to the STIP.

The highway-related projects identified in Rogue River's TSP will be considered for future inclusion on the STIP. The timing of including specific projects will be determined by ODOT based on an analysis of all the project needs within Region 3. The City of Rogue River, Jackson County, and ODOT will need to communicate on an annual basis to review the status of the STIP and the prioritization of individual projects within the project area. Ongoing communication will be important for the city, county, and ODOT to coordinate the construction of both local and state transportation projects.

ODOT also has the option of making small highway improvements as part of their ongoing highway maintenance program. Types of road construction projects that can be included within the ODOT maintenance programs are intersection realignments, additional turn lanes and striping for bike lanes. Usually, ODOT field crews, using state equipment, complete maintenance related construction projects. The maintenance crews do not have the staff or specialized road equipment needed for large construction projects.

An ODOT funding technique that may have future application to Rogue River's TSP is the use of state and federal transportation dollars for off-system improvements. ODOT has the authority and ability to fund transportation projects that are located outside the boundaries of the highway corridors. It is expected that this funding technique will be used to finance local system improvements that reduce traffic on state highways or reduce the number of access points for future development along state highways.

Financing Tools
In addition to funding options, the recommended improvements listed in this plan may benefit from a variety of financing options. Although often used interchangeably, the words financing and funding are not the same. Funding is the actual generation of revenue by which a jurisdiction pays for improvements, some examples include the sources discussed above: property taxes, SDCs, fuel taxes, vehicle registration fees, LIDs, and various grant programs. In contrast, financing refers to the collecting of funds through debt obligations.

The City of Rogue River has a number of available debt financing options. The use of debt to finance capital improvements must be balanced with the ability to make future debt service payments and to deal with the impact on its overall debt capacity and underlying credit rating. Again, debt financing should be

viewed not as a source of funding, but as a time shifting of funds. The use of debt to finance these transportation-system improvements is appropriate since the benefits from the transportation improvements will extend over the period of years. If such improvements were to be tax financed immediately, a large short-term increase in the tax rate would be required. By utilizing debt financing, local governments are essential, spreading the burden of the costs of these improvements to more of the people who are likely to benefit from the improvements and lowering immediate payments.

General Obligation Bonds
General Obligation (GO) bonds are voter-approved bond issues, which represent the least expensive borrowing mechanism available to municipalities. GO bonds are typically supported by a separate property tax levy specifically approved for the purposes of retiring debt. The levy does not terminate until all debt is paid off. The property tax levy is distributed equally throughout the taxing jurisdiction according to assessed value of property. GO debts typically are used to make public improvement projects that will benefit the entire community.

State statutes require that the GO indebtedness of a city not exceed three percent (3%) of the real market value of all taxable property in the city. Since GO bonds would be issued subsequent to voter approval, they would not be restricted to the limitations set forth in Ballot Measures 5, 47, and 50. Although new bonds must be specifically voter approved, Measure 47 and 50 provisions are not applicable to outstanding bonds, unissued voter-approved bonds, or refunding bonds.

Limited Tax General Obligation Bonds
Limited Tax General Obligation (LTGO) bonds are similar to General Obligation bonds in that they represent an obligation of the municipality. However, a municipality's obligation is limited to its current revenue sources and is not secured by the public entity's ability to raise taxes. As a result, LTGO bonds do not require voter approval. However, since the LTGO bonds are not secured by the full taxing power of the issuer, the limited tax bond represents a higher borrowing cost than GO bonds. The municipality must pledge to levy the maximum amount under constitutional and statutory limits, but are not the unlimited taxing authority pledged with GO bonds. Because LTGO bonds are not voter approved, they are subject to the limitations of Ballot Measures 5, 47, and 50.

Bancroft Bonds
Under Oregon Statute, municipalities are allowed to issue Bancroft bonds, which pledge the city's full faith and credit to assessment bonds. As a result, the bonds become general obligations of the city, but are paid with assessments. Historically, these bonds provided a city with the ability to pledge its full faith and credit in order to obtain a lower borrowing cost without requiring voter approval. However, since Bancroft bonds are not voter approved, taxes levied to pay debt service on them are subject to the limitations of Ballot Measures 5, 47, and 50. As a result, since 1991, Bancroft bonds have not been used by Oregon municipalities, which were required to compress their tax rates.

VOLUNTEER LABOR AND MATERIAL DONATION

Volunteer labor and material donation is a potential mechanism for implementing transportation related improvements. However, this type of implementation mechanism typically should not be viewed as an ongoing long-term solution for making improvements.

SYSTEM DEVELOPMENT CHARGES

System Development Charges (SDCs), or impact fees, are becoming increasingly popular in funding public works infrastructure needed for new local development. Generally, the objective of systems development charges is to allocate portions of the costs associated with capital improvements on land development projects, which increase demand on transportation, water, sewer, other infrastructure systems, and public services.

Local governments have the legal authority to charge property owners and/or developers fees for improving the local public works infrastructure based on projected demand resulting from their development. The charges are most often targeted towards improving community water, sewer, and transportation systems. Cities and counties must have specific infrastructure plans in place that comply with state guidelines in order to collect SDCs.

Typically, the fee is collected when new building permits are issued. Transportation SDCs are based on trip generation of the proposed development. Residential calculations are based on the assumption that a typical household will generate a given number of vehicle trips per day. Nonresidential use calculations are based on employee ratios for the type of business or industrial uses. The SDC revenues help fund the construction of transportation facilities necessitated by new development.

ROGUE RIVER TRANSPORTATION SYSTEM PLAN PROJECT LIST

#	Project	Timing of Improvement			Cost Estimate	Funding Source
		1-5 years	**6-10 years**	**10-20 years**		
STREET PROJECTS EXPECTED TO BE FUNDED IN THE NEXT 20 YEARS						
A.	Depot Street Bridge Replacement				Predetermined	Federal and State
B.	Depot St./Pine St./Classick Dr. Intersection					
	B.1 Widen Depot Street				$50,000	State, County, City
	B.2 Revised Permitted Movements				$10,000	City
	B.3 Pine Street Right Turn Lane				$20,000	City
C.	Main St/Pine Street Intersection					
	C.1 Traffic Signal				$150,000	County, City
	C.2 Realign Main Street				$1 million	State Grant, County, City
D.	Main St/Broadway St. Traffic Signal				$150,000	City
E.	Improve Visibility at Intersections					
	E.1 E. Main St./Broadway St.				$5,000	City
	E.2 E. Main St./Cedar St.				$5,000	City
	E.3 E. Main St./Oak St.				$5,000	City
	E.4 3rd St./Oak St.				$5,000	City
	E.5 1st St./Oak St.				$5,000	City
	E.6 1st St./Pine St.				$5,000	City
	E.7 Abbey's Parking Lot				$5,000	City
F.	E. Main Street Bridge Replacement at Wards Creek				$300,000	Federal/State Grants
G.	W. Main Street Bridge Replacement at Evans Creek				$300,000	Federal/State Grants
H.	Classick Drive Bridge Repair				Predetermined	City/State
I.	3rd Street Improvements					
	I.1 Widening				$250,000	State Grants, City
	I.2 Alternative Street Access				$575,000	Developers
J.	Downtown Streetscape Improvements				Determine in refinement plan	Federal/State Grants
K.	Downtown Parking				Varies per specific project	City
L.	Pine St./E. Evans Creek Rd. Improvements				Determine per specific design	State Grants, County, City
M.	New Bridge Across Evans Creek at North End of City				$500,000	Federal/State Grants, County
N.	Truck Route Designation and Signage, Timing				$5,000	City

#	Project	Timing of Improvement			Cost Estimate	Funding Source
O.	Circulation and Parking Improvements at Schools					
	O.1 Berglund Street				Predetermined	State Grants, City
	O.2 Oak St. Between 1st St. and 3rd St.				$80,000	State Grants, City
	O.3 E. Evans Creek Rd. at the High School				$5,000	State Grants, City
P.	N. River Rd. Widening				$35,000	Federal/State Grants, County
Q.	Storm Water Master Plan				$35,000	City, State Grant
UNFUNDED STREET PROJECTS						
R.	Arterial/Collector Street Access Improvements				$100k-$500k	County, City
S.	Local Street Connectivity				--	City/Developers
T.	Emergency Vehicle Access/Turnaround				NA	City, Developer
PEDESTRIAN AND BIKEWAY PROJECTS EXPECTED TO BE FUNDED IN THE NEXT 20 YEARS						
U.	Rogue River Pathway				Per specific design(s)	State Grants
V.	Evans Creek Pathway				Per specific design(s)	State Grants
UNFUNDED PEDESTRIAN AND BIKEWAY PROJECTS						
W.	Wards Creek Pathway				Per specific design(s)	State Grants
PUBLIC TRANSPORTATION PROJECT EXPECTED TO BE FUNDED IN THE NEXT 20 YEARS						
X.	Improve Public Transportation Services				NA	County, State
UNFUNDED RAIL, WATER, PIPELINE, AND AIR TRANSPORTATION PROJECT						
Y.	Passenger Rail Service				NA	Federal/State

Funding for projects expected to be funded over the next 20 years and for which a cost estimate is possible at this time totals **$3.5 million**. Projects identified in the above table that are expected to funded over the next 20 years but do not have cost estimates at this time are identified below. Cost estimates for these projects are already funded or should be made once additional studies or designs are prepared. 2008.

- Depot Street Bridge Replacement
- Classick Drive Bridge Repair
- Downtown Streetscape Improvements
- Pine Street/E. Evans Creek Road Improvements
- Rogue River Pathway
- Evans Creek Pathway
- Public Transportation Improvements

GOAL 13

ENERGY CONSERVATION

GOAL:

It is the goal of the City of Rogue River to conserve energy.

A. BACKGROUND

Sufficient amounts of energy for today and to meet the needs of the future are vital to the City of Rogue River and its expanding population. Since such energy comes from sources far removed and beyond the City's control, the practice of energy conservation will help assure an adequate supply.

For some time, the City has had an on-going effort to weatherize and otherwise improve the energy performance of its own buildings. It has also encouraged similar actions by others by their participation in the energy conservation programs offered by W.P. Natural Gas and Pacific Power. These two utilities will provide free energy audits of existing buildings, and will then make available low interest loans and other inducements for implementing their recommendations for energy savings.

By adoption of Uniform Building Code, Chapter 53, all new residential construction must meet stringent energy conservation standards. These, in general, require a well-insulated building envelope together with the use of only high energy efficient heating and cooling equipment, including water heating.

Aside from concern for the energy use in buildings, the City in the planning process also seeks to include bicycle paths and/or walkways in new developments where such would provide convenient access to commercial and recreational areas and minimize automobile use, and hence, the use of fossil fuels.

Solar heating, either passive or active, is not required. The City, however, can provide information to interested parties on State and Federal tax credits they may be available for use systems. The homeowner must then decide if solar heating would be to their benefit.

Landscaping materials are very important to the energy-efficient structure in providing summer shade, reducing winter heat loss, providing evaporative cooling, or used as a windbreak. The landscape plan should work in harmony with the conservation features of the structure. In areas of natural vegetation and trees, it is generally more cost-effective to retain the native materials and position the new structures in such a way that it will achieve the best overall results. If existing landscaping is saved, landscaping and maintenance costs are often reduced and the residents will not have to wait for several years for their trees to reach maturity. Being recognized as a Tree City, U.S.A. for the past seven years, the maintenance of trees and landscaping is a very important part of the City of Rogue River.

FINDINGS

Recognizing the limited role available to the governing entity, the City of Rogue River has encouraged energy conservation by its actions in adopting the Uniform Building Code and revising its zoning ordinances to promote energy efficiency.

POLICY

Because of the foregoing, the City of Rogue River has adopted the following policies regarding energy conservation:

1. To weatherize all public buildings under its jurisdiction to the maximum extent possible within its budget constraints.

2. To continue to encourage residents to participate in the energy conservation programs currently offered by the utility companies and other agencies.

3. To ensure that all new residential construction will be energy efficient through modifications to existing codes and ordinances.

4. To provide information to the public on tax credits available for using solar hearing.

5. To consider modifying ordinances and land use policies to require bicycle paths and/or walkways within Planned Unit Developments, clustered housing, and other proposed developments where such access ways would result in minimizing automobile use.

GOAL 14

URBANIZATION

GOAL:

It is the goal of the City of Rogue River to provide for the orderly and efficient transition from rural to urban land use.

A. BACKGROUND

The City of Rogue River has long pursued a passive annexation policy, annexing property as development demands produced the need for additional property with public services, but encouraging, at the same time, infill development within City limits. The City of Rogue River and Jackson County agreed to the existing Urban Growth Boundary in 1980, after a lengthy negotiation process in which the Land Conservation and Development Commission acted as a mediator (see Appendix F for the Department of Land Conservation and Development's staff report, and Appendix J for Jackson County's adoption ordinances).

The City of Rogue River's Urban Growth Boundary can be divided into five distinct areas, as shown on Map 14-1. Extensive negotiations and debates have taken place to establish these boundaries, with give and take on all sides. The following discussion individually identifies and justifies inclusion of these five areas into the City of Rogue River's Urban Growth Boundary.

1. AREA I

This area is located east of Evans Creek, along East Evans Creek Road/Pine Street. The northern boundary of this area is the Rogue River High School, and the southern boundary is the existing City limits. Area I is already committed to urban development, with small developed lots fronting the East Evans Creek Road, and City water and sewer services already installed in East Evans Creek Road to serve the High School.

The eastern boundary line has been determined by the lot lines of those properties adjacent to East Evans Creek Road. Although the steep slope conditions existing on the eastern portions of these lots will limit the potential development of this area, the narrow lot widths, existing developments, and easy access availability of urban level public services make this area suitable for urban level residential uses.

Soil classifications within Area I are Classifications 2 (moderate limitations) and 4 (severe limitations). Although these are considered prime to good agricultural soils, the existing development pattern precludes intensive agricultural uses.

2. AREA II

This area is located west of Evans Creek/West Evans Creek Road and north of the existing City limits. This area contains parcels of sufficient size for subdividing, which are not already pre-committed to low density developments.

The western boundary line of this area was determined by existing lot lines. There is a steep slope area adjacent to the boundary line, and an excessive slope area in the northwest corner of the Urban Growth Boundary which will reduce the potential developability of the overall area.

Soil classifications in Area II are 2 (moderate limitations), 3 (severe limitations) and 4 (severe limitations). Although these are considered good soils for agriculture, the existing parcelization and

development preclude intensive agricultural uses.

3. AREA III

Area III is south of the Rogue River and surrounds an existing incorporated area adjacent to US Highway 99. Existing development in this area is characteristically highway commercial, with attendant residential uses, on small to moderate sized parcels.

Because of its existing commercial character, the City views this area as part of its future employment base, with both commercial and industrial developments. Access to Interstate Highway 5 and US Highway 99 increase the desirability of this area for development.

The Urban Growth Boundary line on this side of the Rogue River was also dictated by property lines of those parcels adjacent to US Highway 99. Excessive slope areas on the western property lines will reduce the development potential in this area.

Soil Classifications in this area are Class 2 (moderate limitations) and 4 (severe limitations), however, parcel size and existing development patterns preclude intensive agricultural uses.

4. AREA IV

This area is located to the east of the existing City Center, and is characterized predominately by residential uses. The area along North River Road, south of the existing City limits, is proposed as an industrial buffer for the existing Medford Corporation.

Because of its location and character, Rogue River attracts people who are looking for a more rural atmosphere, complemented with nearby urban facilities. The demands for housing in Rogue River is for smaller homes and Planned Unit Developments, frequently for the retired population. To meet these diverse needs, the City has set aside land for a variety of residential densities, ranging from high density development near the downtown core to 1.2 acre plus lot areas generally on the outskirts of the Urban Growth Boundary.

Although the land included in the Urban Growth Boundary could, on paper, hold more housing than is anticipated to be needed for the City's population of 3,459 by the year 2000, steep slopes and in the public's desire to keep a more rural lifestyle in Rogue River will work together to prevent over development from occurring. (See Goal 10 - Housing for more specific information.)

The City and Jackson County are working together to ensure that any development occurring in the Urban Growth Boundary Area is consistent withy the City's Comprehensive Plan. Although some areas are zoned by the County for residential uses (RR-5 and SR-1), they are designated on the City's Comprehensive Plan for Industrial or Commercial uses. The County's RR-5 designation is being utilized as a holding zone in these areas. Development applications are referred to the City for comment, and any development inconsistent with the City's Comprehensive Plan is denied. Appendix O contains a draft ordinance adopted by the City and by Jackson County to ensure that future land divisions with the Rogue River Urban Growth Boundary conform to the City of Rogue River's Comprehensive Plan. These conversion procedures are acceptable to the City and were adopted by the County during the summer of 1984.

The City's services and facilities are not available to lands outside the City limits other than by special request, substantiated by the County Health Department that a serious health hazard exists and connection to the City lines is the only solution. Goal II discusses the City's policies for expansion of these lines into the Urban Growth Boundary Area.

There are a number of existing septic systems all along Evans Creek that are failing, and the provisions of urban level public services to this area will help protect the public health and safety of the City.

FINDINGS

1. Area I is a necessary extension of the City for Rogue River's urbanized area for the following reasons:

   A. Urban level public services already exist in East Evans Creek Road up to Rogue River High School.

   B. Lot sizes and configurations preclude agricultural development and already support urban uses.

   C. Additional residential areas are needed to accommodate the projected population of 3,459 by the year 2000.

   D. This area is already populated at density exceeding low City density.

2. Area II is a necessary extension of the City of Rogue River's urbanized area for the following reasons:

   A. Parcels of sufficient size for subdivision, which have not already been precommitted to low density development, exist in this area and could support affordable housing opportunities.

3. Area III is a necessary extension of the City of Rogue River's urbanized area for the following reasons:

   A. Lot sizes and configurations, as well as the existing highway commercial developments, preclude use of this area for agricultural uses.

   B. The size of this Urban Growth Boundary area is dictated by the need to secure areas for highway commercial development.

4. Area IV is a necessary extension of the City of Rogue River's urbanized area for the following reasons:

   A. A buffer area along North River road is needed to buffer the Medford Corporation from future residential uses.

   B. This area includes parcels of sufficient size for subdividing, which have not already been committed to large lot uses, and can accommodate affordable housing opportunities.

5. The planning process which establishes the Rogue River Urban Growth Boundary was initiated during April of 19766. The City and County planning staffs met with City officials, subsequently gathering data relating to the City and surrounding unincorporated area. The Rogue River Planning Commission held several public meetings to solicit local citizen input.

The City and County staffs and subcommittees, consisting of members from both Planning Commissions, held study sessions to review and discuss alternative proposals. A mutually agreed to proposal was not resolved at staff or subcommittee levels.

The County staff published a document entitled "A Study of Urban Growth In and Around the City of Rogue River," dated October 1977. This document, hereafter referred to as "Staff Report," was mailed to 44 public agencies for comment. The Planning Commissions held a joint public hearing on November 28, 1977. Both groups concluded that mutual agreement on the Urban Growth Boundary and the urbanization policies was not possible. The Rogue River City Council and Board of Commissioners were subsequently forwarded separate recommendations from the Planning Commission.

The City Council and Board of Commissioners held a public hearing on the matter February 16, 1978,

and joint public study sessions on March 2 and 16, 1978. At the March 16, 1978 meeting, the City Council, by unanimous decision, determined the City shall proceed "independent of the Jackson County Commissioners" and adopt an Urban Growth Boundary.

Resulting from this decision, the Board of Commissioners has also proceeded independently from the City towards adoption of the Urban Growth Boundary and urbanization policies. The Board of Commissioners held a public meeting in Rogue River on April 25, 1978, and a study session in the Medford Courthouse Auditorium on May 10, 1978, at which time the Board of Commissioners concluded that an ordinance adopting the Urban Growth Boundary and urbanization policies should be prepared. The ordinance was read at public hearings on June 14 and 28, 1978.

Statewide Planing Goal 14 - Urbanization, indicates the establishment of an Urban Growth Boundary to be based on seven factors. The findings of Jackson County, with respect to Goal 14 factors, are as follows, and in the order in which they appear in the Goal:

1. **DEMONSTRATED NEED TO ACCOMMODATE LONG-RANGE URBAN POPULATION GROWTH REQUIREMENTS CONSISTENT WITH LCDC GOALS:**

   An examination of Rogue River's population growth reveals the City has increased 2 ½ times in the last 20 years. The trend has been for uneven growth patterns. Short term, low groth has been followed by periods of rapid growth and development.

   The pattern for the 1990's would appear to be one of continued, rapid growth. This is creating a pent up demand for more housing units and probably further expansion into the Urban Growth Boundary.

   Considering the number of units which are going through the planning process and applications that have completed the process, we should easily exceed our projected 1991 population estimate of 2,093. This is evidenced by the fact that our population at the beginning of 1990 is estimated at 1,980.

   Population forecasting is inexact at best, but the trend of movement is from the crowded urban areas to less crowded areas such as ours. The best estimate, all things considered, is that this trend will continue for the foreseeable future.

   For this reason we believe our estimate of 3,459 by the year 2000 will be met, and our estimate of 6,043 by the year 2010 is reasonable.

2. **NEED FOR HOUSING, EMPLOYMENT OPPORTUNITIES AND LIVABILITY:**

   The Urban Growth Boundary adopted by Jackson County includes approximately 1,512 acres exclusive of 546 acres presently occupied by the City of Rogue River.

   Given the physical constraints and projected densities throughout the adopted Urban Growth Boundary area, a potential of 2,919 dwelling units can be developed throughout the area, accommodating a population of 6,043 people, if full development with no more than 1% vacancy occurs.

   Land suitable for commercial development currently exists in the general area, in and around the present commercial center, and across the river. In the City's five year Comprehensive Plan evaluations, the commercial acreage demand has been reviewed to determine the adequacy of this commercial zoning, and changes will be made to meet the projected needs.

3. **ORDERLY AND ECONOMIC PROVISION FOR PUBLIC FACILITIES AND SERVICES:**

The location of the Urban Growth Boundary and select urbanization policies combine to insure that: 1) Facilities can be provided to all urbanizable land; and 2) Facilities and services will be provided in an orderly, efficient, economical and coordinated manner. The following two urbanization policies from Appendix J have been adopted by both the City and Jackson County:

A. The City, County and affected agencies shall coordinate the expansion and development of all urban facilities and services within the urbanizable area.

   (1) Provisions for urban facilities and services shall be planned in a manner limiting duplication in an effort to provide greater efficiency and economy of operation.

   (2) A single urban facility and service extended to the urbanizable area must be coordinated with the planned future development of all other urban facilities and services appropriate to that area, and shall be provided at levels necessary for expected uses as designated on the City's Comprehensive Plan.

B. All county road construction and reconstruction in the urban area shall be built to urban standards.

The location of the Urban Growth Boundary was reviewed by all agencies providing public facilities and services. It was found that no natural or other elements prohibit the servicing of any areas included within the Urban Growth Boundary.

A major factor shaping decisions about future development must be based on the City's ability to provide City services to the affected areas.

The City's policy, at this point in time, is for extension of services to be paid for by the developer for for the extension or construction of sewer and water lines, streets, parks, sidewalks, etc. All on site improvements are at the developer's expense. At the present time the City of Rogue River has 7 active wells and one dormant well (see Goal 11). There are 11 miles of distribution lines, two reservoirs and 925 metered hookups. The quality of the well water is excellent and is monitored on a regular basis. The ability exists to treat water at each well site if need arises.

The City has Water Rights of 1.3 million gallons on the Rogue River. (Water Right Permit No. 26594 dated February 19, 1960). A study is underway for a treatment plant to make use of the Water Rights. Construction of the treatment facility is presently proposed for the fiscal year 1991/92. The completion of this facility, along with possible additional storage capacity, would give the City the capability to serve the projected growth to the year 2010. The existing distribution system is being constantly upgraded as need arises and budget constraints allow.

The City is served by an activated, sludge type, secondary wastewater treatment facility.

The Treatment Plant has a capacity of 300,000 gallons per day, which can serve a population of approximately 3,000 if the usage is mainly residential waste. With the addition of one treatment tank, the capacity of the facility would handle the expected growth to the year 2010.

Improvements to the City's water system and sewer system have been funded mainly by revenues generated within the systems, user fees, development fees, revenue sharing funds, etc. Sewer bonds were also issued for a major portion of the sewer system construction.

The City periodically reviews its fee structure to assure a logical cost-to-service relationship

exists. The technical data concerning sewer and water facilities are contained in Goal 11 - Public Facilities and Services.

4. MAXIMUM EFFICIENCY OF LAND USES WITHIN AND ON THE FRINGE OF THE EXISTING URBAN AREA:

"Maximum efficiency of land uses" relates directly to the transition of urbanizable lands to urban uses (i.e. sequency and location of annexations). Urbanization policy attempts to provide for such a transition in an orderly and efficient manner (see Appendix J).

Policy No. 2 of the Urbanization policy deals with a change in the use of urbanizable land from land uses designated on the Jackson County Comprehensive Plan to uses shown on the City Comprehensive Plan shall only occur upon annexation to the City.

A. Development of land for uses designated on the City Comprehensive Plan will be encouraged to occur on undeveloped lands adjacent to, or encompassed by, the existing City limits prior to the conversion of other lands within the boundary.

B. Urban facilities and services must be adequate in condition and capacity to accommodate the additional level of growth, as allowed by the City Comprehensive Plan prior to or concurrent with the land use changes.

The opening sentence of this policy presumes that: 1) the County Comprehensive Plan Map will designate the urbanizable area for rural uses and rural residential housing densities; 2) the City Comprehensive Plan will designate the urbanizable area for urban uses and urban residential densities; and 3) a change from rural to urban use will occur only upon annexation to the City. Subsection A of Policy #2 emphasizes the need to maximize efficiency of land uses within City limits by encouraging underdeveloped City lands to develop prior to annexing urbanizable lands. Subsection B further defines the timing for annexations in stating that urban facilities and services must be adequate in both condition and capacity to accommodate additional levels of growth resulting from the changes.

Adoption of Urbanization Policies 4 and 8 of Appendix J establishes standards for growth in the unincorporated urbanizable area and provides for future land use efficiency. Jackson County has adopted conversion procedures, which will further ensure that development in the Urban Growth Boundary area will be compatible with the further land use designations shown in the Rogue River Comprehensive Plan.

5. ENVIRONMENTAL, ENERGY, ECONOMIC AND SOCIAL CONSEQUENCES:

Negative environmental, energy and social consequences are minimized through the adoption of this Urban Growth Boundary, demonstrating a sound commitment to urban-centered growth in the Rogue River area. The compact urban form illustrated on Map 14.1 will serve to define the limits of urban growth. Urbanization Policy No. 2 of Appendix J serves to define the limits of future City growth in stating that City annexation shall only occur within the adopted Urban Growth Boundary.

By consolidating urban growth, the future economic feasibility of full service public transportation can be better realized. A compact urban form reduces the present commitment to the private automobile and shall reduce future automobile trip lengths and durations for Rogue River residents. As in all Urban Growth Boundary determinations, the economic consequences of such decisions are speculative. Jackson County does intend to monitor changes in land values and uses with the County, attempting to determine the role urban growth boundaries play in such changes, and making adjustments to the boundaries in the future as this proves necessary.

6. RETENTION OF AGRICULTURAL LAND AS DEFINED WITH CLASS I BEING THE HIGHEST PRIORITY FOR RETENTION AND CLASS IV BEING THE LOWEST PRIORITY:

Much of the land surrounding the City of Rogue River is comprised of Soil Classes I through IV (irrigation assumed, although generally non-existent). However, due to the existing levels of development to the immediate north and west of the City limits, it was determined that such land was committed to urbanization. For this reason, these areas were highly prioritized for inclusion in the Urban Growth Boundary. Land to the immediate east of city limits, composed of Soil Classes 2 (moderate limitations) and 3 (severe limitation), appear to be agricultural land. However, a closer examination of the area reveals that a major portion exists as a non-existing, but pre-planned urban subdivision. Therefore, the area cannot be considered suitable for agricultural retention and must be considered committed to urbanization. Other areas included within the Urban Growth Boundary are steeply sloped and not made up of soils suitable for agricultural retention.

7. COMPATIBILITY OF THE PROPOSED URBAN USES WITH NEARBY AGRICULTURAL ACTIVITIES:

The compatibility of urban uses to agricultural or rural uses speaks directly to city/county planning coordination/cooperation and the concept of buffering. Although buffering the interface between urban and agricultural lands has rarely occurred in the past, the adoption of Policies 3 and 8 of Appendix J does provide the impetus for immediate implementation. These two urbanization policies provide:

A. A format for future city/county planning coordination; and

B. A mutually agreed commitment to minimize the impacts of urbanization on adjacent agricultural lands.

6. The City of Rogue River has established a policy requiring review of this Comprehensive Plan periodically every five years to ensure that the projected growth is occurring, and that the areas designated for development will be adequate for the next twenty years.

7. The city and Jackson County have established procedures for evaluating proposed development within the Urban Growth Boundary to ensure that they are consistent with the City's Comprehensive Plan.

POLICY

It is the policy of the City of Rogue River:

1. To assure that future annexations will be approved only if they can be shown to meet the following criteria:

   A. The property is within the Urban Growth Boundary.

   B. The property is contiguous to the City limits.

   C. City services and facilities are available and adequate to meet the needs of the areas to be annexed.

   D. Annexation is determined to be in the best interest of the City and would serve the general health, safety and welfare of the City.

2. To ensure that adequate area is available to meet the projected development needs of the City over the next twenty years by periodically reviewing the Rogue River Comprehensive Plan and Urban Growth Boundary, and to revise the Urban Growth Boundary only when the City and Jackson County agree that there is a need for the revision.