



Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
635 Capitol Street, Suite 150
Salem, OR 97301-2540
(503) 373-0050
Fax (503) 378-5518
www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

12/21/2009

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: Douglas County Plan Amendment
DLCD File Number 005-09

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Monday, January 04, 2010

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE:** THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

Cc: John Boyd, Douglas County
Gloria Gardiner, DLCD Urban Planning Specialist
John Renz, DLCD Regional Representative

<paa> YA

ERDF 2

DLCD

Notice of Adoption

THIS FORM MUST BE MAILED TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

In person electronic mailed

DEPT OF

DEC 14 2009

LAND CONSERVATION
AND DEVELOPMENT

For DLCD Use Only

Jurisdiction: **Douglas County**

Local file number: **None**

Date of Adoption: **12/09/09**

Date Mailed: **12/11/09**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes Date: 10/01/09

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

This legislative amendment will address amendments to Ch. 5 for updates of Natural Hazard Migration Plan; to Ch. 13 to adopt policies for the Exit 119/120 IAMP; to Ch. 14 to adopt findings addressing (2007) SB 336 for the Roseburg School District Facility Plan; to Ch. 15 to adopt plan text and policy updates related to the Exit 106 Redevelopment Plan including a small scale UGB expansion and multiple Plan Amendments and Zone changes; to adopt findings and Policies for the Urban Unincorporated Area of Shady; to adopt text and policies for the Exit 119/120 IAMP; to adopt the Appendix of Green Circulation Plan to adopt the Exit 119/120 IAMP and to include miscellaneous text corrections to the Comprehensive Plan to assure consistency between the Comprehensive Plan and adopted support documents; no new provisions. The changes to Ch. 10 Population are excluded from this notice and will be addressed under a separate notice of adoption.

Does the Adoption differ from proposal? No, except that Ch. 10 Population will be adopted under a separate ordinance and a separate notice of adoption.

Plan Map Changed from: **AGC/CT/RHD/RMD/RDL/CO** to: **IN/CC/RMD/RHD**

Zone Map Changed from: **FC1/CT/R2/R1/RS/M1/M2/C2** to: **M2/C2/C3/R3**

Location: **All PA/ZC changes are in Tri City near proposed Exit 106 Interchange**

Acres Involved: **11ac AGC/ 28ac Mixed**

Specify Density: Previous:

New:

Applicable statewide planning goals:

1 **2** **3** **4** **5** **6** **7** **8** **9** **10** **11** **12** **13** **14** **15** **16** **17** **18** **19**

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD File No. 005-09 (17866) [15890]

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

ODOT, OEM, City of Myrtle Creek, Tri City Fire Dist., School Dist. #4, South Umpqua School Dist.

Local Contact: John J. Boyd AICP	Phone: (541) 440-4289	Extension:
Address: Room 106 Justice Bldg, Courthouse	Fax Number: 541-440-6266	
City: Roseburg	Zip: 97470	E-mail Address: jjboyd@co.douglas.or.us

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO Complete Copies (documents and maps) of the Adopted Amendment to:

ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540
2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, or by emailing **larry.french@state.or.us**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **twenty-one (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **<http://www.lcd.state.or.us/>**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **larry.french@state.or.us** - **Attention: Plan Amendment Specialist**.

Updated March 17, 2009

12/09/2009

CJ 2009-1422

DOUGLAS COUNTY OREGON
FILED

DEC - 9 2009

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY, OREGON
BARBARA E. NIELSEN, COUNTY CLERK

AN ORDINANCE ADOPTING)
AMENDMENTS TO THE DOUGLAS) ORDINANCE 2009-12-1
COUNTY COMPREHENSIVE PLAN)

RECITALS:

- A. Amendments to the Douglas County Comprehensive Plan are needed in order to update and integrate information into the Air Noise and Land Resource Quality Use; Transportation; Public Facilities; Transportation and Land Use Chapters of the Comprehensive Plan along with an update to the Green Circulation Plan.
- B. This update to the Comprehensive Plan was initiated from an update of the Natural Hazard Mitigation Plan, the Exit 119/120 Interchange Area Management Plan, the Roseburg School District Public Facilities Plan; the Exit 106 Redevelopment Plan; the Shady Urban Unincorporated Community Plan; along with text corrections to assure consistency between the Comprehensive Plan and adopted support documents.
- C. On November 19, 2009, the Douglas County Planning Commission held a hearing and recommended that the amendments be adopted by the Board of Commissioners.

THE DOUGLAS COUNTY BOARD OF COUNTY COMMISSIONERS ORDAIN AS FOLLOWS:

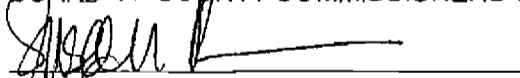
SECTION ONE: The amendments contained and referenced in the yellow attachment titled "Amendments to the Douglas County Comprehensive Plan - Board Draft" dated December 9, 2009 are adopted.

SECTION TWO: The amendments are necessary and appropriate and shall become effective on January 8, 2010.

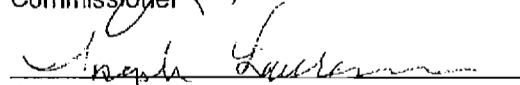
SECTION THREE: SEVERABILITY; If any provision of this ordinance is held to be invalid by any court of competent jurisdiction, such invalidity shall not affect the validity of any other provision of the ordinance. The ordinance shall be construed as if such invalid provision had never been included.

DATED this 9th day of December, 2009

BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY, OREGON


Chair


Commissioner


Commissioner

Amendments to the

DOUGLAS COUNTY COMPREHENSIVE PLAN

BOARD DRAFT
December 09, 2009

Planning Commission
November 19, 2009

Board of Commissioners
December 9, 2009

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7.	Amendment to Chapter 15 - Land Use Element to adopt text and policies for the Exit 119/120 IAMP	42
8.	Amendment to the Appendix of GREEN Circulation Plan to adopt the Exit 119/120 IAMP	44
9.	Miscellaneous text corrections to the Comprehensive Plan to assure consistency between the Comprehensive Plan and adopted support documents; no new provisions.	53

KEY

Additions and Amendments are identified by both **BOLDING** and UNDERLINING.
Deletions are identified by ~~STRUCKOUT~~ text.

1. Amendment to Chapter 5: Air, Noise and Land Resource Quality

PURPOSE: The Douglas County Natural Hazard Mitigation Plan (NHMP) was written at the request of the Douglas County Board of Commissioners in an effort to protect citizens in Douglas County from the threat of natural hazards.

BACKGROUND: This 2009 update to the Douglas County Natural Hazard Mitigation Plan builds on the previously adopted NHMP (2004) by reassessing the natural hazard threat in Douglas County, and by adding information about how the County has worked on mitigating the effect of natural hazards. Douglas County is required by FEMA to do this five year update to maintain the opportunity to receive pre-disaster mitigation grants.

AMENDMENT: This legislative amendment re-adopts the NHMP with the new assessment and added information clarifying how Douglas County is working on natural hazard mitigation. No new goals or policies are added as a part of this amendment.

Douglas County Comprehensive Plan

Page 5-9.

FINDINGS:

77. The 2009 Douglas County Natural Hazard Mitigation Plan NHMP is adopted as a support document to the Comprehensive Plan and is recognized by reference.

2. Amendments to Chapter 10: Population Element

Page 10-1

PLANNING FOR THE FUTURE

In short, Douglas County can continue to expect a steady **growth in population growth**. ~~As these increases occur, the complexity of many issues and problems intensify.~~ If the growth is anticipated and completely planned, the increased needs of more people can be met **in a positive fashion** ~~without sacrificing everyone's livability~~. It is more important to consider the implications of an increase in population than the population increase itself. By the year ~~2020~~ **2030** the population of Douglas County can be expected to total between ~~136,232~~ **132,016** and ~~145,348~~ **139,626** persons. Tables 10-1 and 10-2 summarize this projected growth.

Page 10-2

TABLE 10-1. SUMMARY OF PROJECTION RESULTS (Growth Rate)

Table 10-1 Summary of Projections Results (Growth Rate)						
Area	1990	1980-90 Annual Growth Rate	2000	1990-00 Annual Growth Rate	2020	2000-2020 Annual Growth Rate
COUNTY HIGH	94,649	0.10%	110,537	1.68%	145,348	1.57%
COUNTY LOW	94,649	0.10%	110,096	1.63%	136,232	1.19%
1990 Census	94,649	0.10%				

Table 10-1 Summary of Projections Results (Growth Rate)						
Area	2000	1990-00 Annual Growth Rate	2010 *	2000-10 Annual Growth Rate	2030	2000-2030 Annual Growth Rate
COUNTY HIGH	100,399	0.61%	108,223	0.78%	139,626	1.30%
COUNTY LOW	100,399	0.61%	107,025	0.66%	132,016	1.05%
1990 Census	94,649	0.61%				
2000 Census	100,399					

* Note: The Center for Population Research and Census reported a population estimate for Douglas County for 2008 of 105,240 people.

TABLE 10-2. POPULATION PROJECTIONS BY SUB AREA.

Subarea	1990	2000		2020	
	Census	Low	High	Low	High
Coastal	7079	10019	10059	12397	13227
North	6376	6496	6522	8038	8575
Central	60591	72443	72733	89641	95639
South	20603	21138	21223	26156	27907
Total	94649	110096	110537	136233	145348

Subarea	2000	2010		2030	
	Census	Low	High	Low	High
Coastal	<u>6413</u>	<u>6836</u>	<u>6913</u>	<u>8433</u>	<u>8919</u>
North	<u>6178</u>	<u>6586</u>	<u>6659</u>	<u>8124</u>	<u>8592</u>
Central	<u>60806</u>	<u>64819</u>	<u>65545</u>	<u>79955</u>	<u>84564</u>
South	<u>27002</u>	<u>28784</u>	<u>29106</u>	<u>35505</u>	<u>37552</u>
Total	<u>100399</u>	<u>107025</u>	<u>108223</u>	<u>132016</u>	<u>139626</u>

TABLE 10-3. 1990 POPULATION AND YEAR 2020 POPULATION PROJECTIONS.

Sub Area	Class	Total Population Using County Projections			
		1990 Pop	1990- Pop	2020 Total	1990- 2020
Coastal	City	5,021	4,796	7,407	4,375
	Urban Unincorp.	814		n/a	n/a
	Rural	1,580	2,283	5,820	4,240
	Subtotal	7,415	7,079	13,227	5,812
North	City	2,378	2,177	3,486	1,108
	Urban Unincorp.	0		n/a	n/a
	Rural	4,103	4,199	5,090	987
	Subtotal	6,481	6,376	8,576	2,095
Central	City	31,379	26,706	56,629	25,250
	Urban Unincorp.	5,541		n/a	n/a
	Rural	24,103	33,885	39,010	14,907
	Subtotal	61,023	60,591	95,639	34,616
South	City	7,081	6,132	9,111	2,030
	Urban Unincorp.	2,975		n/a	n/a
	Rural	8,773	14,471	18,796	10,023
	Subtotal	18,829	20,603	27,907	9,078
County Wide	City	45,859	39,811	76,633	30,774
	Urban Unincorp.	9,330		n/a	
	Rural	38,559	54,838	68,715	30,156
	Total	93,748	94,649	145,348	60,930

TABLE 10-3. 2000 POPULATION AND YEAR 2030 POPULATION PROJECTIONS.

Sub Area	Class	1990 2000 Pop	2020 30 Total	2000- 2020 30	
Coastal	City	<u>4,370</u>	<u>5,359</u>	<u>989</u>	
	Urban Unincorp. UGB (2)	<u>67</u>	<u>88</u>	<u>21</u>	
	UUA	<u>385</u>	<u>565</u>	<u>180</u>	
	Rural	<u>1,591</u>	<u>2,910</u>	<u>1,319</u>	
	Subtotal	<u>6,413</u>	<u>8,922</u>	<u>2,509</u>	<u>1.30%</u>
North	City	<u>2,220</u>	<u>3,238</u>	<u>1,018</u>	
	Urban Unincorp. UG B (2)	<u>224</u>	<u>326</u>	<u>102</u>	
	UUA	<u>0</u>	<u>0</u>	<u>0</u>	
	Rural	<u>3,734</u>	<u>5,442</u>	<u>1,708</u>	
	Subtotal	<u>6,178</u>	<u>9,006</u>	<u>2,828</u>	<u>1.53%</u>
Central	City	<u>32,440</u>	<u>52,994</u>	<u>20,554</u>	
	Urban Unincorp. UG B (2)	<u>6,357</u>	<u>8,992</u>	<u>2,635</u>	
	UUA	<u>5,885</u>	<u>12,336</u>	<u>6,451</u>	
	Rural(1)	<u>16,124</u>	<u>10,236</u>	<u>(5,888)</u>	
	Subtotal	<u>60,806</u>	<u>84,558</u>	<u>23,752</u>	<u>1.30%</u>
South	City	<u>6,600</u>	<u>10,109</u>	<u>3,509</u>	
	Urban Unincorp. UGB (2)	<u>3,532</u>	<u>5,067</u>	<u>1,535</u>	
	UUA	<u>0</u>	<u>0</u>	<u>0</u>	
	Rural	<u>16,870</u>	<u>22,369</u>	<u>5,499</u>	
	Subtotal	<u>27,002</u>	<u>37,545</u>	<u>10,543</u>	<u>1.30%</u>

Sub Area	Class	1990 2000 Pop	2020 30 Total	2000- 2020 30	
County Wide	City	45,630	71,700	26,070	1.90%
	Urban Unincorp. UGB	10,180	14,473	4,293	1.41%
	UUA	6,270	12,901	6,631	3.53%
	Rural	38,319	40,552	2,233	0.19%
	Total	100,399	139,626	39,227	

(1) The Central Area contains the UUA of Glide, Green, Shady and Dillard. In addition it has the UGB of Oakland, Roseburg, Sutherlin and Winston. The Comprehensive Plan findings recognize that over time, growth will shift from rural to urban densities. The reduction in rural growth in the Central subarea is one example of that rural to urban shift.

(2) Urban Growth Boundaries (UGB) - The County has adopted an updated coordinated forecast for the Comprehensive Plan of each city. The coordinated forecast was applied to extend the 20 year forecast within city limits. The County high rate (1.29%) was applied to extend the 20 year forecast within in the urban growth area (outside city limits but inside UGB) and update each jurisdiction's 20 year forecast. A summary of this analysis is shown in Table 10-4. This process is consistent with the safe harbor found in OAR 660-024-0030(4)(a).

City		2000	2010	2020	2030
Canyonville	City	1295	1791	2130	2534
	UGA	173	237	270	306
	UGB (Total)	1468	2028	2400	2840
Drain	City	1020	1102	1217	1344
	UGA	184	200	227	259
	UGB (Total)	1204	1302	1444	1603
Elkton	City	145	258	299	347
	UGA	13	23	26	30
	UGB (Total)	158	281	325	377
Glendale	City	860	974	1076	1189
	UGA	72	82	93	106
	UGB (Total)	932	1056	1169	1295

TABLE 10-4 City Population Forecast for incorporated area and urban growth area					
<u>City</u>		<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>
<u>Myrtle Creek</u>	<u>City</u>	<u>3430</u>	<u>3720</u>	<u>4382</u>	<u>5085</u>
	<u>UGA</u>	<u>3272</u>	<u>3587</u>	<u>4077</u>	<u>4636</u>
	<u>UGB (Total)</u>	<u>6702</u>	<u>7307</u>	<u>8459</u>	<u>9721</u>
<u>Oakland</u>	<u>City</u>	<u>955</u>	<u>964</u>	<u>1065</u>	<u>1176</u>
	<u>UGA</u>	<u>150</u>	<u>152</u>	<u>173</u>	<u>197</u>
	<u>UGB (Total)</u>	<u>1105</u>	<u>1116</u>	<u>1238</u>	<u>1373</u>
<u>Reedsport</u>	<u>City</u>	<u>4370</u>	<u>4392</u>	<u>4851</u>	<u>5359</u>
	<u>UGA</u>	<u>67</u>	<u>67</u>	<u>77</u>	<u>87</u>
	<u>UGB (Total)</u>	<u>4437</u>	<u>4459</u>	<u>4928</u>	<u>5446</u>
<u>Riddle</u>	<u>City</u>	<u>1015</u>	<u>1066</u>	<u>1178</u>	<u>1301</u>
	<u>UGA</u>	<u>15</u>	<u>16</u>	<u>18</u>	<u>20</u>
	<u>UGB (Total)</u>	<u>1030</u>	<u>1082</u>	<u>1196</u>	<u>1321</u>
<u>Roseburg</u>	<u>City</u>	<u>20125</u>	<u>22093</u>	<u>26931</u>	<u>32829</u>
	<u>UGA</u>	<u>5676</u>	<u>6144</u>	<u>6985</u>	<u>7940</u>
	<u>UGB (Total)</u>	<u>25801</u>	<u>28237</u>	<u>33916</u>	<u>40769</u>
<u>Sutherlin</u>	<u>City</u>	<u>6720</u>	<u>8931</u>	<u>9320</u>	<u>10816</u>
	<u>UGA</u>	<u>264</u>	<u>314</u>	<u>357</u>	<u>406</u>
	<u>UGB (Total)</u>	<u>6984</u>	<u>8345</u>	<u>9677</u>	<u>11222</u>
<u>Winston</u>	<u>City</u>	<u>4640</u>	<u>6068</u>	<u>7042</u>	<u>8173</u>
	<u>UGA</u>	<u>267</u>	<u>348</u>	<u>395</u>	<u>449</u>
	<u>UGB (Total)</u>	<u>4907</u>	<u>6416</u>	<u>7437</u>	<u>8622</u>
<u>Yoncalla</u>	<u>City</u>	<u>1055</u>	<u>1149</u>	<u>1333</u>	<u>1547</u>
	<u>UGA</u>	<u>27</u>	<u>29</u>	<u>33</u>	<u>38</u>
	<u>UGB (Total)</u>	<u>1082</u>	<u>1178</u>	<u>1366</u>	<u>1585</u>
<u>Grand Totals</u>	<u>All Cities</u>	<u>45630</u>	<u>51608</u>	<u>60824</u>	<u>71700</u>
	<u>All UGA's</u>	<u>10180</u>	<u>11199</u>	<u>12731</u>	<u>14474</u>
	<u>All UGB's</u>	<u>55810</u>	<u>62807</u>	<u>73555</u>	<u>86174</u>
<u>County Total</u>		<u>100399</u>	<u>108223</u>	<u>119180</u>	<u>139626</u>

CPRC Estimates used for each City during years 2001 to 2008. City coordinated rate used from 2009 to 2030
Some numbers reported in this summary table may differ slightly due to rounding.

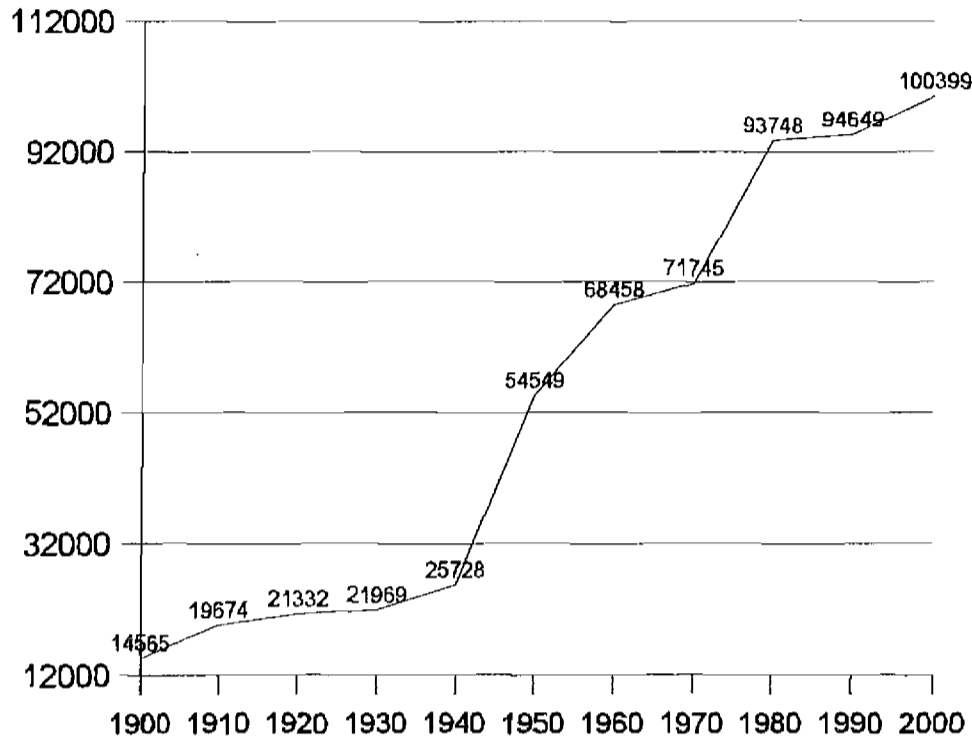
~~The publication of the 1990 Census shows a continuation of the overestimation of the County and cities' population growth. The 1990 Census indicated that the population of the cities was 39,811. The 2000 Census indicates that the population of the cities was 45,630. This relates to a county wide annual growth rate for cities of 0.16 1.9 percent from 1980 2000 to 1990 2030. The actual county wide annual growth rate for cities is below above both the County forecasted high rate (2.31.3%) and low rate (1.4 1.05%) listed in prior versions (Table 1) of this element.~~

The high County projection for rural population in 1980 was 28,440 persons. This figure is 36% lower than the 38,559 persons indicated by the 1980 Census. **The rural population for the 2000 census was 38,319 persons.**

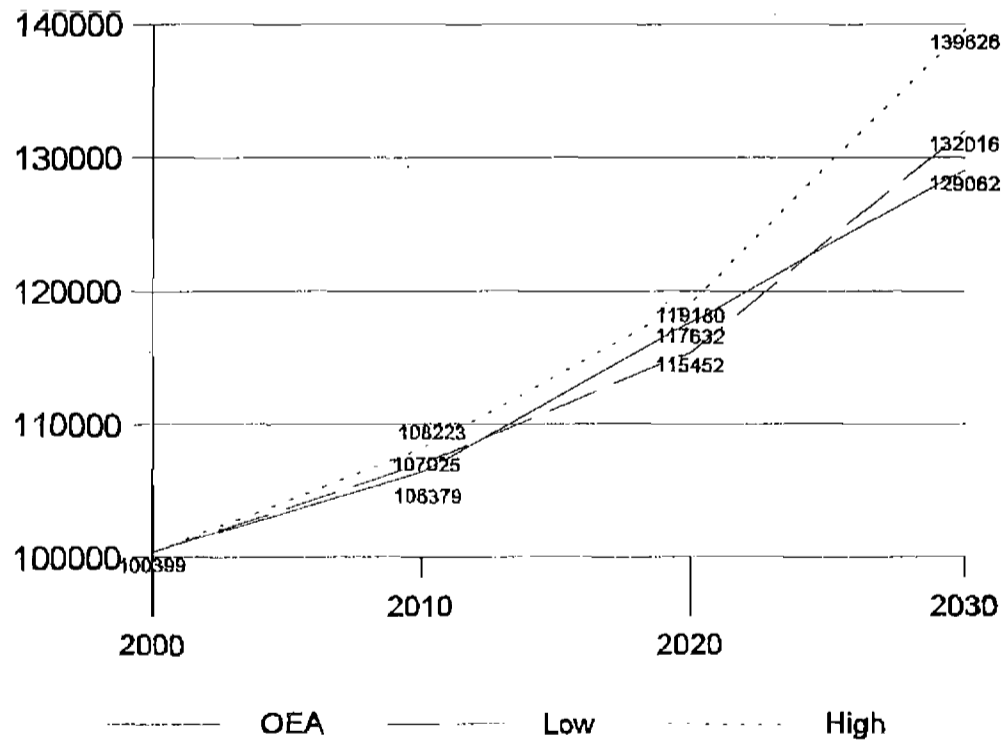
This overestimation of 1980 city UGB population and underestimate of 1980 rural population ~~will likely result~~ed in a ~~similar if not exaggerated~~ overestimation of city UGB population in 2000 and conversely underestimation of rural population in the same year.

The County formed a population coordination committee with the twelve cities in 1995. This committee was reformed in 2009 to update coordination efforts for the population forecast. These The population figures in this plan were jointly adopted by the cities and County in advance of the Census publication and can only be modified by joint City-County plan amendment. Table 10-3 indicates that using these inaccurate figures would result in an actual decline of 3,938 persons in rural areas by the year 2000. there has been a slow shift from rural areas to incorporated cities. In 1980, 41.6% of the population lived in cities. In 2030, it is projected that 52.1% of the population will reside in incorporated cities. This table also includes more realistic projections of rural housing growth based upon assumptions used in the County overall population projections.

Historical Population

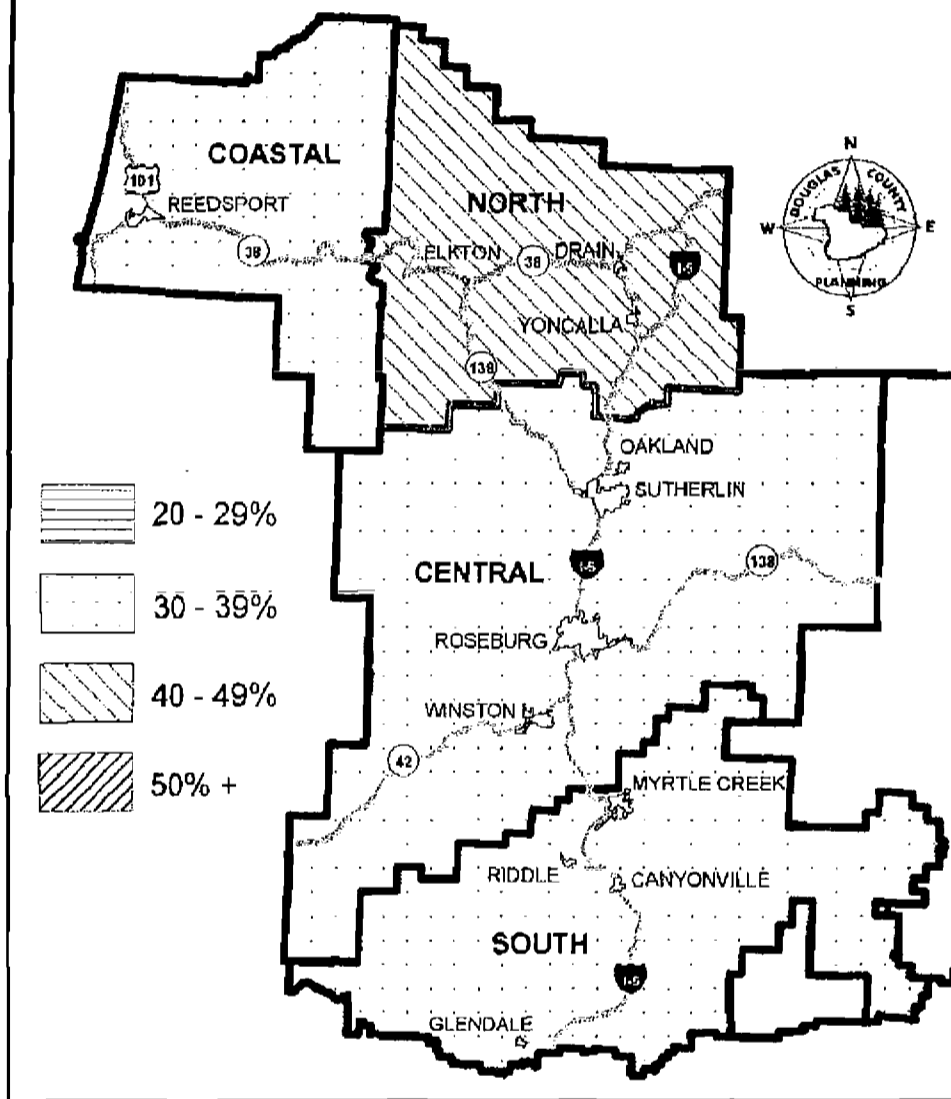


Projected Population



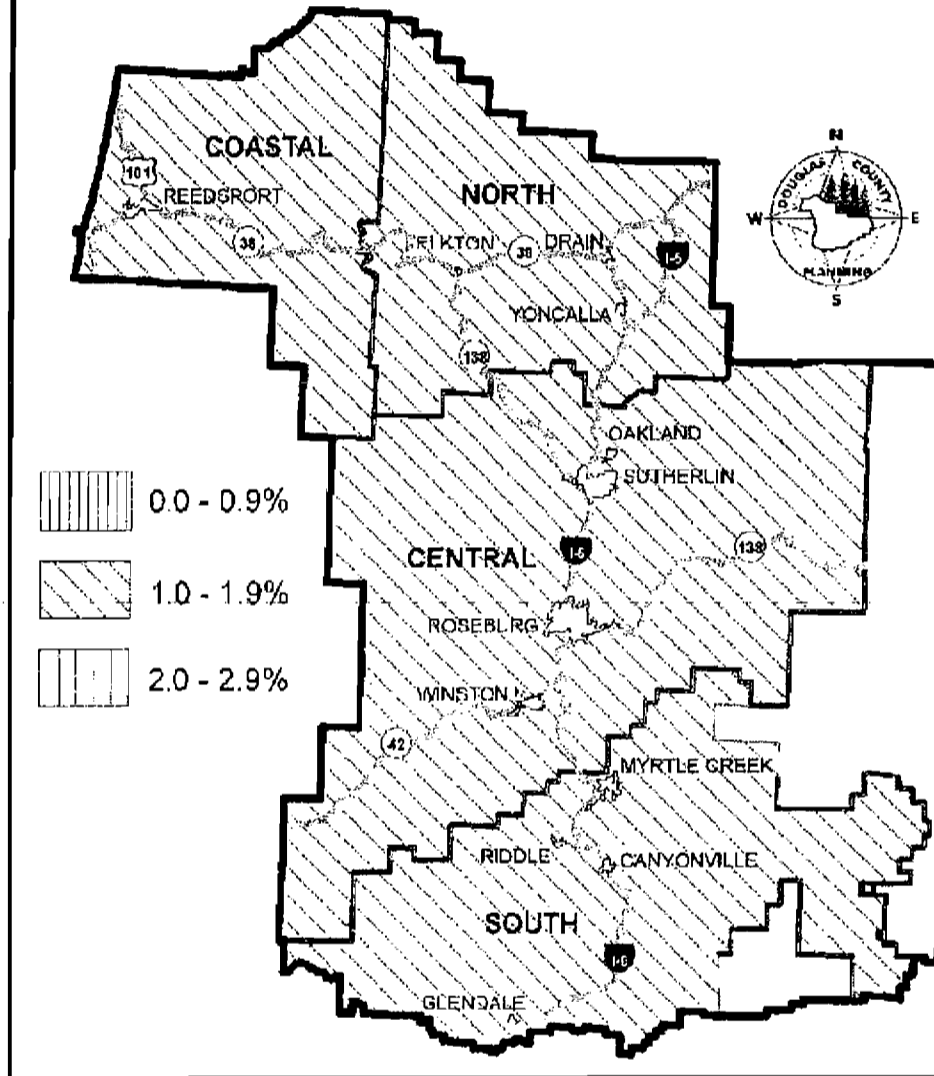
Sub-Area Percentage Increase

Cities Included 2000 - 2030
Using Coordinating Committee Projection and 2010 Population as Base



Distribution of Total Annual Population Increase

Cities Included 2000 - 2030
Using 2000 Population as Base and High Projections



POPULATION ELEMENT FINDINGS
POPULATION GROWTH

1. Although somewhat erratic, the County and cities have experienced population growth during the period of 1950 through ~~1995~~ **2005**. Overall the County population increased by ~~79~~ **89** percent over this period.

POPULATION CHARACTERISTICS

4. There has been an increase during the years of 1960 through ~~1990~~ **2000** in the upper (older) age categories of the population. During that period the percentage of the County population 65 years of age and older increased by 186% as compared with 46% for the state, overall.
5. The County has a lower percentage of population in the under 15 years category than the state (~~21.5~~ **19%** as compared with ~~22.7~~ **20%**).
6. The County population can basically be considered racially homogeneous with ~~96.7~~ **97.3** percent of the population being classified in one race. The demographic of the County is the majority 93.9% is white. The largest minority population is Hispanic at ~~2.2~~ **3.3%**.
7. The County's residents have a lower percentage of college graduates than the state and nation as a whole (~~11.7~~ **13.3%** versus ~~20.6~~ **25.1%**).

GEOGRAPHICAL DISTRIBUTION

17. The County projection anticipates an increase in population between ~~1990~~ **2000** and ~~2020~~ **2030** of ~~41583~~ **31,617** to ~~50699~~ **39,227** people based on the Douglas County projection and the projections of all 12 incorporated cities in Douglas County.

CITY COUNTY COORDINATION AND ANALYSIS

21. In an effort to update the existing 1995 Population Element a Population Coordination Committee consisting of all 12 incorporated cities, Douglas County and URCOG was convened.
22. During the period of April 1996 and August 1996, the committee reviewed Douglas County Planning Department analysis of the existing model as updated from the 1990 census data. Following the acceptance of this analysis, the historical growth of each city was reviewed and a comparison to each Comprehensive Plan projection completed. A similar process was completed to update the forecast using 2000 census data.

23. This **current** update is based upon the ~~1990~~ **2000** census. **Between 1995 and 2000 a lengthy process was conducted and included** the coordinated input of Douglas County and each incorporated city as required by ORS 197.063, as well as that of the Department of Land Conservation and Development (**DLCD**) and the Office of Economic Analysis, as required by Statewide Planning Goal 2.
24. **In 2005, the DLCD adopted a "safe harbor" (OAR 660-24-0030(4) for cities to use, if there is not a reasonably current county coordinated forecast to use, when considering updates to their urban growth boundary. Pursuant to the rule, the coordinated forecast must be adopted by each city.**

Page 10-10

Model Assumptions

4. School enrollment ~~is expected to have~~ **has been** low growth in years 1995 to ~~2005~~ **2009**, and **low to moderate** growth in years 2005 to ~~2020~~ **2030**. This projection is based on the growth experienced in the school districts, the growth in service industries and continued stabilization in the wood products industry.
6. In Douglas County, between 1985 and 1990, employment increased at an average rate of 2.9% per year. Between 1992 and 1994, employment increased at an average rate of 2.3%. The forecasted rate for Douglas County is a ~~1.3~~ **1.1** percent average annual increase from ~~1995~~ **2008** to ~~2005~~ **2015**. The assumed rate of employment between ~~2006~~ **2016** and ~~2020~~ **2030**, will over time increase toward the State average annual increase in employment (~~2.2%~~).

SIGNIFICANCE OF THE POPULATION ELEMENT

The adoption of the population element formally establishes a target population as a basis for comprehensive planning in Douglas County. This target population will be used to establish public needs for housing, rural lands, urban growth boundaries, transportation, public facilities and other key elements of the plan. **The County has adopted and is maintaining a coordinated 20 year population forecast for the county and for each urban area within the county consistent with statutory requirements for such forecasts under ORS 195.025 and 195.036 (and as specified in OAR 660-24-0030.)** Also, the subarea projections will anchor the process for planning to satisfy needs based on the anticipated geographical distribution of the population.

Future projects and development must be consistent with the target population and policies set forth in the population element.

Inconsistent proposals will require substantial justification through the plan amendment process to identify and establish comprehensive planning needs beyond those recognized through the use of the target population projection.

3. Amendments to Chapter 13 - Transportation Element. To adopt policies for the Exit 119/120 IAMP

Page 13-48 & 13-49

TRANSPORTATION POLICIES

OBJECTIVE B: To develop and utilize design standards for road construction which promote vehicular safety and economy of construction.

POLICIES:

Add New Policy 12

12. Pursuant to an agreement between ODOT and Douglas County, ODOT has retained the responsibility to grant access along Old Highway 99 within 900-feet of the Interchange 120 ramp terminals in order to protect the function of that interchange. (Revised 01/10)

4. Amendment to Chapter 14 - Public Facilities Element. To adopt findings addressing (2007) SB 336 for the Roseburg School District School Facility Plan

PUBLIC FACILITIES FINDINGS

Pages 14-3 & 14-4 Add the following to the end of the Education subsection and renumber the subsequent sections.

EDUCATION

- 23. The Roseburg School District meets the definition of ORS 195.110 of a "Large School District."**
- 24. In 2006, the Roseburg School District conducted the required planning to create a school facilities plan.**
- 25. The Roseburg School District completed the long range facilities forecast planning process in 2008. This process carefully considered the required elements outlined in ORS 195.110. Those recommendations were organized in 0-5 year, 6-10 year and 11-15 year time frames and proposed to address facility needs through improvements to existing facilities to extend their life, replacement of antiquated school(s), expanding existing school capabilities, improving the efficiency of District support facilities and importantly facility improvements to support educational program needs.**
- 26. The Roseburg School District "2008 Facility Forecast Plan" is adopted by reference as a support document to the County Comprehensive Plan Public Facilities Element.**

PUBLIC FACILITY POLICIES

EDUCATION

Page 14-11 Add the new policy

OBJECTIVE B

Policies

- 1. Encourage and coordinate planning activities that support the implementation of the Roseburg School District "2008 Facility Forecast Plan."**

5. Amendments related to Chapter 15 - Land Use. To adopt plan text and policy updates related to the Exit 106 Redevelopment Plan

Amendments include:

- UGB Expansion - Myrtle Creek Urban Growth Boundary
- Plan Amendments - multiple
- Zone Changes - multiple

PURPOSE: Provide updated information on the Tri City Urban Unincorporated Area (UUA), due to the proposed land use changes found in the Exit 106 Urban Redevelopment Plan.

BACKGROUND: An effort is underway to build a bridge across the South Umpqua River from Interchange 106 on Interstate 5 (I-5) to the Old Pacific Highway. The bridge connects to the Old Pacific Highway at the Wecks Road intersection in the Myrtle Creek Urban Growth Boundary. The arrival of the bridge is the driving force behind the Exit 106 Urban Redevelopment Plan. Development of the bridge consumes land for right-of-way, provides opportunities for new land uses immediately adjacent to the bridge landing, and requires additional planning for the effect of the bridge on the Old North Pacific Highway which connects to the City of Myrtle Creek. The bridge serves as a new access point to I-5 from the south end of the City of Myrtle Creek through the Myrtle Creek UGB. This adds a higher level of connectivity of the UGB in this area to the City, and will involve a higher level of coordination with the City. This corridor area of the UGB is proposed for urban redevelopment in the Exit 106 Urban Redevelopment Plan. The new connection to I-5 will bring tourist oriented economic opportunities to the central area of the Myrtle Creek Urban Growth Boundary (UGB) at Wecks Road. These new tourist oriented economic opportunities are consistent with policies found in the Douglas County Comprehensive Plan.

The connectivity of Myrtle Creek to I-5 through the UGB in this area, also creates a new gateway to Myrtle Creek. The Redevelopment Plan takes into account the Old Pacific Highway corridor from the bridge to the City and proposes redevelopment based on Policies found in the Douglas County Comprehensive Plan. The highway corridor plans change the existing older strip commercial look into two commercial nodes with higher density housing proposed between the nodes. This will increase traffic safety and diversify housing types by adding higher density housing to the Myrtle Creek UGB. The overall effect will also add an aesthetically pleasing look to the corridor which also serves a gateway to Myrtle Creek.

The Exit 106 Redevelopment Plan justifies the addition of 11 acres of industrial land to the UGB, which is adjacent to the Myrtle Creek Airport and City Limits. The inclusion of this area in the UGB, creates additional airport related economic opportunities. This land is surrounded by the Airport, Interstate 5 (I-5), the South Umpqua River and the new Bridge, and is locationally important to the Myrtle Creek Airport due to it being in close proximity to the existing Industrial uses at the Airport.

AMENDMENT: Amendments to the Comprehensive Plan and Zoning maps, and amendments to Chapter 15 of the Douglas County Comprehensive Plan.

FINDINGS:

Page 15-57

TABLE 15-15. EXISTING LAND USE (UUA) (in acres).

Land Use Type	Dillard 2008	Gardiner 1980	Glide ¹ 2008	Green 1980	Shady 1996	Winchester		TOTAL
						Tri City 2009	Bay 1980	
Commercial	6	6	70	21	19	34 119	25	181
Industrial	433	243	68	111	174	48 145	13	1,060
Public/Service	10	11	93	53	5.5	105	228	505.5
Rights-of-Way	*	32	48	111	*	194	49	432

Page 15-108

14. The adopted land use plan for Tri City.....

TRI CITY LAND USE PLAN ALLOCATION (Revised 10/19/94)

Land Use Type	Acres
Residential	
- Low Density	194 183
- Medium Density	667 647
- High Density	51 64
Commercial	
- Community	24 45
- General	1715
- Tourist	2721
- Limited	54
General Commercial/Industrial	34
Industrial	134 145
Public	153
Rights-Of-Way	300
Total Acres In UGB	1,603 1,611

POLICIES:

Page 15-170 Amend Policy 9, insert new policies and renumber Existing Policies 10 - 13.

Commercial

9. Encourage commercial development to utilize streets other than Old Pacific Highway for access. **The Design Review Overlay is applied to all Commercial development along North Old Pacific Highway from the Weaver Road Bridge to Myrtle Creek City Limits (north of Fir Street) to promote safe vehicular access and review detailed site plans as part of building development to implement this policy.**
(Important note – The Design Review Overlay is already applicable to Commercial development in this area on the west side of the North Old Pacific Highway.)
10. **As part of new development and reuse of Commercial sites, landscaping is encouraged to be a part of the site plan and development.**
11. **Commercial development shall use shared access points in the corridor to reduce congestion, provide for safety and enhance area movement on North Old Pacific Highway unless waived due to special access requirements by the County Public Works Director in site plan design review.**
12. **Require as provided in the Land Use and Development Ordinance paved access points (driveways and entrances) onto North Old Pacific Highway.**
13. **On behalf of the citizens of Tri City, coordinate with the City of Myrtle Creek on Public investment in gateway treatments for the corridor including; soliciting design concepts, the search for funding sources, and jointly implementing City-County Gateway measures, such as improvements and signs.**
14. **Encourage new tourist oriented signage for I-5 exit 106 and for the North Old Pacific Highway corridor. Coordinate signage with the Oregon Department of Transportation and the City of Myrtle Creek.**
15. **Promote a new Gateway brochure/handout to be used for tourist information and for economic development promotion.**

Page 15-171 Renumber Existing Industrial Policies 14 - 18 and add the following.

Industrial

25. **Provide urban services for full utilization of industrial designated properties adjacent to the Myrtle Creek Airport, which enhance airport activity and promote economic development consistent with the Interchange Area Management Plan for Interchange 106.**

26. Coordinate with Myrtle Creek and the Tri City Water and Sewer Authority on infrastructure needs when development occurs.

MAPS:

Douglas County Comprehensive Plan and Zone Map amendments.

The Maps on the following pages reflect the proposed Comprehensive Plan, Zone, and UGB Boundary Amendments found in the proposed Exit 106 Redevelopment Plan. Following the maps there are tables which give Comprehensive Plan and Zoning map information about each parcel that has a change occurring.

The **UGB expansion** includes a Comprehensive Plan and Zoning map change from (AGC) Agriculture to (IN) Industrial and a Zoning change from (FC1) Exclusive Farm-Use Cropland - 1 to (M2) Medium Industrial for 11 acres.

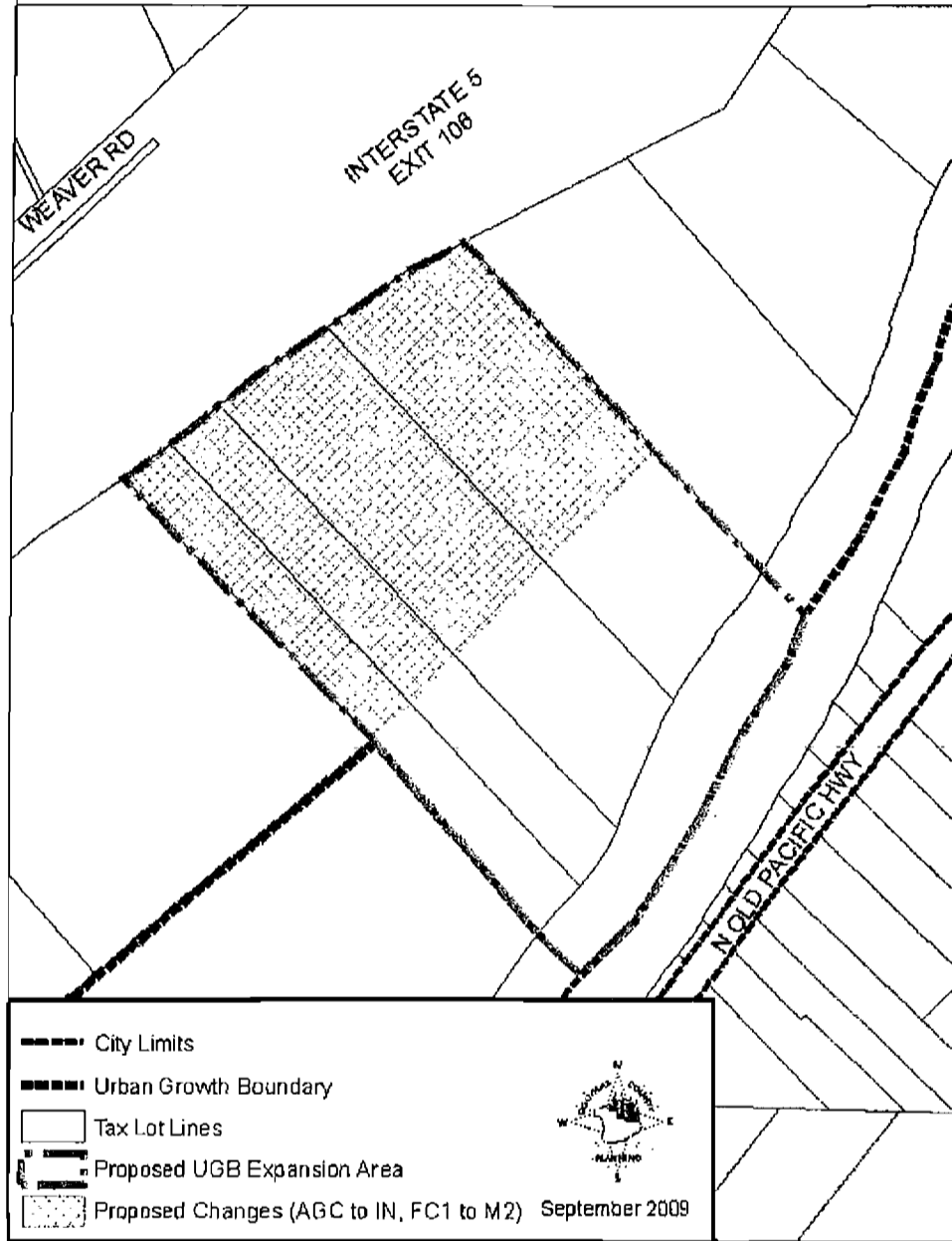
The Comprehensive Plan and Zoning changes in **Sub-Area A** are Plan designation changes from (CL) General Commercial/Industrial, (CT) Tourist Commercial, (RLD) Low Density Residential, (RMD) Medium Density Residential, (RHD) High Density Residential to (CC) Community Commercial and Zoning changes from (CT) Tourist Commercial, (RS) Suburban Residential, (R-1) Single Family Residential, and (R-2) Multiple Family Residential to (C-2) Community Commercial.

The Zone Change in **Sub-Area B** is from (M-1) Light Industrial and (M-2) Medium Industrial to (C-3) General Commercial.

The Comprehensive Plan and Zoning changes in **Sub-Area C** are Plan designation changes from (RLD) Low Density Residential and (RMD) Medium Density Residential to (RHD) High Density Residential and Zone changes from (C-2) Community Commercial, (RS) Suburban Residential, (R-1) Single Family Residential, and (R-2) Multiple Family Residential to (R-3) High Density Residential.

The Comprehensive Plan amendment in **Sub-Area D** is from (RHD) Residential High Density to (RMD) Residential Medium Density.

Proposed Plan, Zone and UGB Boundary Change



PROPOSED UGB EXPANSION, PLAN AMENDMENT AND ZONE CHANGE AREA

PROP ID	TAXID	UGB Expansion	Existing PLAN	Existing ZONE	Proposed PLAN	Proposed ZONE	Total ACRES
R62804	290532D00500	7.40	AGC	FC1	IN	M2	3.7
R62832	290532D00500	7.08	AGC	FC1	IN	M2	3.54
R62860	290532D00600	3.70	AGC	FC1	IN	M2	1.85
R62853	290532D00700	3.81	AGC	FC1	IN	M2	1.91
Total acres		21.99				Plan and Zone change area	11.00

**Proposed Plan and Zone Changes in Sub-Area A
and Proposed Plan Changes in Sub-Area D**




<ul style="list-style-type: none"> --- City Limits --- Urban Growth Boundary □ Exit 106 Urban Redevelopment Plan Sub-Area A □ Exit 106 Urban Redevelopment Plan Sub-Area D □ Tax Lot Lines ■ Proposed Zone Changes in Sub-Area A (CT, RS, R-1, R-2 to C-2) ■ Proposed Plan Changes in Sub-Area A (CL, CT, RLD, RMD, RHD to CC) ■ Proposed Plan Changes in Sub-Area D (RHD to RMD) 	 September 2009
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TABLE A - SUB-AREA A

PROP ID	TAXID	SUB AREA	Existing PLAN	Existing ZONE	Proposed PLAN	Proposed ZONE	ACRES
R63007	290532D01100	A	CT	CT	CC	C2	2.50
R63147	290533CB05100	A	CT	CT	CC	C2	0.52
R63196	290533CB05000	A	CT	CT	CC	C2	1.54
							4.56
R72594	290533CB01300	A	RHD	R2	CC	C2	0.60
							0.60
R63133	290533CB05300	A	RLD	RS	CC	C2	0.65
R63210	290533CB04700	A	RLD	C2	CC	C2	0.02
R63280	29053301500	A	RLD	RS	CC	C2	0.07
R63294	290533CB05500	A	RLD	RS	CC	C2	0.22
R63308	290533BD00800	A	RLD	RS	CC	C2	0.76
R63315	290533BD00700	A	RLD	RS	CC	C2	0.24
							1.96
R127459	290533CB00201	A	RMD	R1	CC	C2	0.03
R127461	290533CB00602	A	RMD	R1	CC	C2	0.15
R127462	290533CB00101	A	RMD	R1	CC	C2	0.02
R72174	290533CB00600	A	RMD	R1	CC	C2	0.17
R72181	290533CB00700	A	RMD	R1	CC	C2	0.20
R72188	290533CB00800	A	RMD	R1	CC	C2	0.34
R72195	290533CB01000	A	RMD	R1	CC	C2	0.16
R72202	290533CB00900	A	RMD	R1	CC	C2	0.09
R72209	290533CB00500	A	RMD	R1	CC	C2	0.17
R72216	290533CB01100	A	RMD	R1	CC	C2	0.23
R72223	290533CB01200	A	RMD	R2	CC	C2	1.75
R72615	290533CB03402	A	RMD	R1	CC	C2	0.17
R72622	290533CB03300	A	RMD	R1	CC	C2	0.68
R72629	290533CB03200	A	RMD	R1	CC	C2	0.65
R72636	290533CB03100	A	RMD	R1	CC	C2	0.41
R72790	290533CB04500	A	RMD	R1	CC	C2	0.45
R72797	290533CB04400	A	RMD	R1	CC	C2	0.40
R72804	290533CB04300	A	RMD	R1	CC	C2	0.36
R72811	290533CB04100	A	RMD	R1	CC	C2	0.21
R72818	290533CB04200	A	RMD	R1	CC	C2	0.17
							6.81

TABLE D - SUB-AREA D

PROP ID	TAXID	SUB AREA	Existing PLAN	Existing ZONE	Proposed PLAN	Proposed ZONE	ACRES
R72503	290533CB01400	D	RHD	R1	RMD	R1	1.55
R72580	290533CB01500	D	RHD	R1	RMD	R1	0.40
							1.95

Proposed Zone Changes in Sub-Area B and C

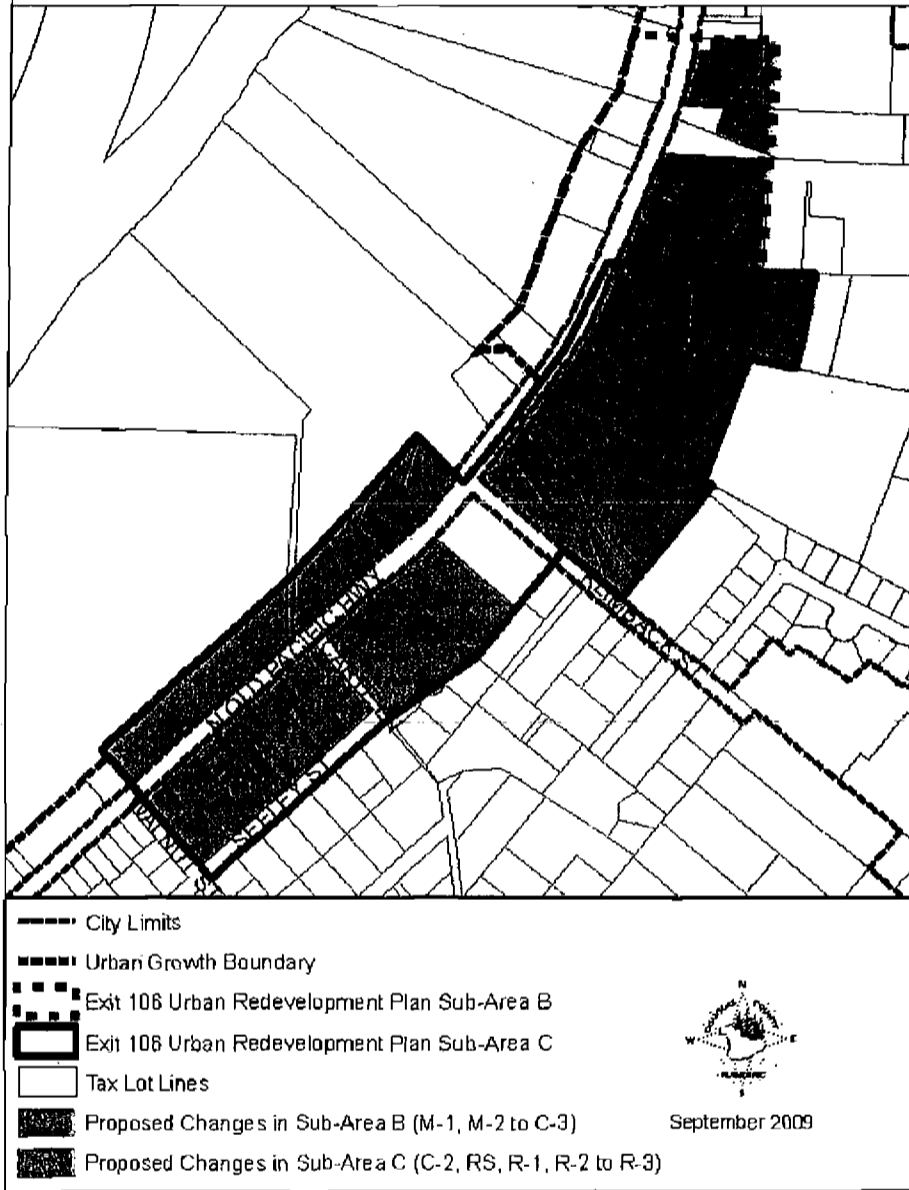


TABLE B - SUB-AREA B

PROP ID	TAXID	SUB AREA	Existing PLAN	Existing ZONE	Proposed PLAN	Proposed ZONE	ACRES
R62461	290533A00400	B	CI	M1	CI	C3	0.39
R63371	290533A00300	B	CI	M1	CI	C3	1.02
R63371	290533A00300	B	CI	M2	CI	C3	0.02
R63378	290533A00700	B	CI	M2	CI	C3	0.43
R63385	290533A00900	B	CI	M1	CI	C3	0.33
R63406	290533A00800	B	CI	M1	CI	C3	1.96
							4.15

TABLE C - SUB-AREA C

PROP ID	TAXID	SUB AREA	Existing PLAN	Existing ZONE	Proposed PLAN	Proposed ZONE	ACRES
R63469	290533A03200	C	CO	C2	RHD	R3	0.20
R63238	290533A03000	C	RHD	R2	RHD	R3	5.00
							5.00
R63287	290533BD00500	C	RLD	RS	RHD	R3	1.27
R63301	290533BD00600	C	RLD	RS	RHD	R3	1.00
R63427	29053301600	C	RLD	RS	RHD	R3	0.08
R63434	290533A03300	C	RLD	RS	RHD	R3	0.58
R63441	29053301700	C	RLD	C2	RHD	R3	0.08
R63441	29053301700	C	RLD	RS	RHD	R3	1.24
R63469	290533A03200	C	RLD	RS	RHD	R3	0.19
							4.44
R118434	290533BD00402	C	RMD	R1	RHD	R3	2.24
R124548	290533BD01201	G	RMD	R1	RHD	R3	0.11
R124549	290533BD01202	C	RMD	R1	RHD	R3	0.08
R129231	290533A02901	C	RMD	R1	RHD	R3	2.81
R134099	290533BD02401	C	RMD	R1	RHD	R3	0.20
R63245	290533A01200	C	RMD	R1	RHD	R3	0.33
R63252	290533A01000	C	RMD	R1	RHD	R3	0.30
R63259	290533A01100	C	RMD	R1	RHD	R3	0.60
R63273	290533A01300	C	RMD	R1	RHD	R3	2.10
R63539	290533A02900	C	RMD	R1	RHD	R3	0.96
R72027	290533BD02200	C	RMD	R1	RHD	R3	0.20
R72034	290533BD02100	C	RMD	R1	RHD	R3	0.20
R72041	290533BD02000	C	RMD	R1	RHD	R3	0.40
R72048	290533BD02300	C	RMD	R1	RHD	R3	0.40
R72055	290533BD02400	C	RMD	R1	RHD	R3	0.20
R72062	290533BD01200	C	RMD	R1	RHD	R3	0.11
R72069	290533BD02500	C	RMD	R1	RHD	R3	0.16
R72076	290533BD02600	C	RMD	R1	RHD	R3	0.16
R72083	290533BD02700	C	RMD	R1	RHD	R3	0.41
R72090	290533BD02800	C	RMD	R1	RHD	R3	0.32
R72097	290533BD02900	C	RMD	R1	RHD	R3	0.14
R72104	290533BD00900	C	RMD	R1	RHD	R3	0.20
R72111	290533BD01000	C	RMD	R1	RHD	R3	0.17
R72118	290533BD01100	C	RMD	R1	RHD	R3	0.11
R72125	290533BD01300	C	RMD	R1	RHD	R3	0.11

PROP ID	TAXID	SUB AREA	Existing PLAN	Existing ZONE	Proposed PLAN	Proposed ZONE	ACRES
R72132	290533BD01400	C	RMD	R1	RHD	R3	0.17
R72139	290533BD01500	C	RMD	R1	RHD	R3	0.17
R72146	290533BD01600	C	RMD	R1	RHD	R3	0.11
R72153	290533BD01700	C	RMD	R1	RHD	R3	0.11
R72160	290533BD01800	C	RMD	R1	RHD	R3	0.11
R72167	290533BD01900	C	RMD	R1	RHD	R3	0.11
R72867	290533BD00300	C	RMD	R1	RHD	R3	0.25
R72874	290533BD00301	C	RMD	R1	RHD	R3	0.48
R72881	290533BD00200	C	RMD	R1	RHD	R3	0.53
R72888	290533BD00201	C	RMD	R1	RHD	R3	0.27
							15.33

6. Amendment to Chapter 15 - Land Use. To adopt Findings and Policies for the Urban Unincorporated Community of Shady.

Page 15-54

First paragraph, first two sentences (*a minor adjustment was made by the Board of Commissioners at the December 9, hearing*)

"Within Douglas County there exist seven urban areas, of which six are located outside urban growth boundaries of incorporated cities, and each possess a community identity all their own. These six areas are Dillard, Gardiner, Glide, Green, Shady, and Winchester Bay, and ~~(Though Tri City is the seventh urban area which was incorporated into Myrtle Creek's Urban Growth Boundary as an element of the adoption of Myrtle Creek's Urban Growth Management Agreement; Tri City remains an Urban Unincorporated area under the Comprehensive Plan.)~~

Second paragraph, first sentence

~~"Specific subarea plans have been prepared for each of these areas, with the exception of Shady."~~

Third paragraph, end of paragraph

~~"In Dillard and Shady the conversion from urbanizable to urban uses has already taken place. The unincorporated communities of Dillard and Shady are, therefore, irrevocably committed to an urban level of development. In 2008 and 2009, separate subarea plans were developed for Dillard and Shady, respectively. (Revised ~~12/10/08~~ 12/09/09)"~~

Page 15-55

Third paragraph [Statistical Abstract]

~~"Note: Because a subarea plan has not yet been completed for the Dillard or Shady UUA, data for Dillard and Shady is not available in several categories of the following Statistical Abstract."~~

Page 15-56

First paragraph

There were approximately 3,354~~6~~ dwelling units within urban unincorporated areas in 1980....

TABLE 15-14. EXISTING AND FUTURE HOUSING UNITS (UUA).

	(2000) Gardiner	Glide	Green	Tri City	Winchester Bay	TOTAL
EXISTING 1980 ¹	152	438	1,439	1,087	240	3,356
single family	(73)	(289)	(1,010)	(724)	(105)	(2,198)
mobile homes	(14)	(118)	(405)	(315)	(98)	(953)
multi family	(65)	(31)	(24)	(48)	(37)	(205)

FUTURE 1980-2000	82	446	1,429 ³	1,116	191	3,264
single family	(12)	(267)		(513)	(67)	
mobile homes	(12)	(134)		(446)	(88)	
multi family	(14)	(45)		(157)	(36)	
TOTAL 2000	190	884	2,868	2,203	431	6,620
single family	(85)	(556)		(1,237)	(172)	
mobile homes	(26)	(252)		(76)	(186)	
multi family	(79)	(76)		(205)	(73)	

¹ Where 1980 figures were not available, estimates were made using base year data and projections.

² All parentheses bracket figures which, when added to other parenthesized figures in the same column for the same time period, equal the figure not contained within parentheses.

³ No breakdown by type of units available.

⁴ No 1980-2000 data available for Shady. In 2009, Shady has 75 single family dwelling units and 34 multi-family dwelling units.

LAND USE

The total number of acres in urban use within the seven UUAs is ~~4748~~ **4763**. Tri City contains the largest number of acres in urban use with 946, while Shady contains the least (~~270~~**313** acres). With the exclusion of International Paper's facility, Gardiner is the smallest of the UUAs with only 61 acres of urban development.

The composition of land uses within these communities varies so greatly that comparison of land use has little value. This variety results primarily from topographic constraints, agricultural potential, historic platting patterns, transportation routes and the existence of major industrial or public uses. The following table quantifies the existing land uses in these areas. The acreages are accurate as of the date of preparation of each subarea plan with the exception of Dillard for which ~~1993~~ **2008** land use acreages were used and Shady where ~~1996~~ **2009** acreages was were used.

TABLE 15-15. EXISTING LAND USE (UUA) (in acres).

Land Use Type	Dillard 2008	Gardner 1980	Glide ¹ 2008	Green 1980	Shady 1996 2009	Tri City 1979	Winchester Bay 1980	TOTAL
Residential	102	27	1201	479	74 68	595	64	2539 2536
Single-family	*	(22)			*	(452)	(27)	
Multi-family	*	(5)			*	(9)	(2)	
Mobile homes	*				*	(134)	(35)	
Commercial	6	6	70	21	49 63	34	25	484 225
Industrial	433	243	68	111	174 177	18	13	1060 1063
Public/Service	10	11	93	53	5.5 5	105	228	505.5 505
Rights-of-Way	*	32	48	111	* 63	194	49	432 434 ²
TOTAL	551	319	1432 1480	775	270 313 ²	946	379	4717.5 4,763

* Data not available

¹ Refers only to Glide Core Area, as defined in that subarea plan. No data is available for land use outside of Core Area yet within the Urban Service Boundary.

² Rights-of-way acreage for Shady not included in total.

Projections for each of these urban unincorporated areas (with the exception of Dillard and Shady) indicate that, by the year 2000, they will grow to 5,212 acres of urbanized land. The most significant growth is projected to occur within Green where an additional 1,322+/- acres will be necessary to accommodate urbanization through the planning period. Both Glide and Tri City are anticipated to grow by 500+/- acres. Gardiner, due to the natural constraints to further development is expected to grow (through infilling) by only 11 acres. The Land Use Plan Allocations Table, which follows, indicates the number of acres within each area and various assigned land use designations.

TABLE 15-16. LAND USE PLAN ALLOCATIONS, YEAR 2000 (in acres) (Revised 4/16/87 QJ)

Land Use Type	Dillard	Gardner	Glide ¹	Green	Tri City	Shady	Winchester Bay	TOTAL
Residential	130	38	422	1,142	909	68	126	2624 2835
1 du/5 ac	(32)		(41) ²			(45)	(27)	
1 du/2 ac	(33)		(38)			(23)	(2)	
1 du/ac			(124)					
2 du/ac			(171)					
- Low density 1-3 du/ac	(65)	(5)	(48)		(191)		(19)	
- Medium density 3-7 du/ac		(22)			(667)		(80)	
- High density 7-20 du/ac	*	(11)			(51)	(134)	(27)	
Commercial	8	6	43	87	73	<u>58</u>	107	324 382
- Community		(6)			(24)		(2)	
- General	(8)				(22)	<u>(58)</u>	0	
- Tourist					(27)		(48)	
- Water related commercial shorelands							(57)	
Gen. Comm./Ind.		0	14	252	34	<u>35</u>		335 305
Industrial	694	243	33	326	22	484 <u>177</u>	18	4547 1513
- Industrial	(694)	(214)	(33)	(326)	(22)	<u>(177)</u>	(8)	
- Water dependent industrial shorelands		(29)					(10)	
Public/Service	10	11	110	36	89	<u>6</u>	157	419 418
Rights-of-Way	90	32	156	443	300	<u>64</u>	84	4469 1168
TOTAL	932	330	778	2286	1427	<u>354</u>	492	6599 6621

¹ Refers only to Glide Core Area, as defined in that subarea plan. No data is available for land use outside of Core Area yet within the Urban Service Boundary.

² All parentheses bracket figures which, when added to other parenthesized figures in same column for the same land use type, equal the figure not contained within parentheses.

SHADY FINDINGS

NATURAL HAZARDS

Flooding

1. **The 100 year floodplain identified on National Flood Insurance Rate Maps, encompasses approximately 23% of the land within the Shady Urban Unincorporated Area.**

Steep Slope

2. **The eastern edge of the Shady UUA includes a considerable slope increase. Slope and soil stability should be considered when developing within the Shady UUA boundary.**

SOCIO-ECONOMIC FACTORS

Economy

3. **The primary contribution of the Shady Urban Unincorporated Area to the regional economy has been as a resource for the timber and aggregate industries.**

Population

4. **Based on a housing survey conducted in March of 2009, the UUA population is estimated to be 283. The population was estimated as follows: [109 (housing count) x 2.6 (estimated persons per housing unit in 2009)] = 283 (population). The Comprehensive Plan Population Element recognizes two median household sizes, one for families and another for seniors. The median household size for families over 55 is 1.5 persons. The higher median household estimate of 2.6 persons was used to recognize the area's families working at the local mills in the area.**
5. **The projected year 2030 population for the Shady UUA is 372. This projected population represents an annual growth rate of 1.38% which is consistent with countywide projected growth rates.**
6. **The projected population of the Shady UUA, 372 persons by the year 2030, will require a net increase of about 34 homes.**

7. By in-filling vacant areas, the projected population increase of 89, could be easily accommodated within the UUA Boundary.

Incorporation

8. The incentive to form an incorporated city around Shady does not appear to exist due to the type of urban area services already provided by the County and Special Districts, and the relatively low property tax rate.

Housing

9. The Shady UUA is located within the south-central portion of the Roseburg-Green PAC area. The Roseburg-Green Planning Advisory Committee area is primarily urban. Housing densities and increased population growth has required public facilities to service these areas.
10. Since the Planning Advisory Committee area economy does not support the local area population, it is assumed that the extent of housing is due to workers who commute to Winston, Green and Roseburg.
11. The adopted UUA could meet housing demand to the year 2030.
12. In the Shady UUA, 69% (75) of all dwelling units are single family dwellings; 0% (0) are duplexes; and 31% (34) are multiple family dwellings.
13. Estimated Future Housing Needs:
- | | |
|--|------------|
| <u>Year 2030 population (estimate)</u> | <u>372</u> |
| <u>Dwelling Units Needed (based on Finding Number 6)</u> | <u>143</u> |
| <u>Vacant Units (@ recommended 5%)</u> | <u>7</u> |
| <u>Total Units Needed</u> | <u>150</u> |
| <u>Less Existing Units</u> | <u>109</u> |
| <u>Total New Units Needed</u> | <u>41</u> |
| <u>(Single-family homes - 69%)</u> | <u>28</u> |
| <u>(Duplexes - 0%)</u> | <u>0</u> |
| <u>(Multiple-family homes - 31%)</u> | <u>13</u> |

PUBLIC FACILITIES AND SERVICES

Water Service

14. The Shady UUA is served by Roberts Creek Water District, except for a small section of the northern boundary of the UUA, which is served by the City of Roseburg.

15. The water source for Roberts Creek Water District is predominantly the South Umpqua River. As the water district continues to grow, additional water rights will be considered for district needs.
16. The water district has five water rights which have dates of 1948, 1950, 1952, 1952 and 1973. The water rights total approximately 3.6 million gallons/day.
17. An additional 244 million gallons of water per year (750 acre feet) is provided to Roberts Creek Water District from the Ben Irving Reservoir in the Douglas PAC area. This water from the reservoir is released during the summer months to increase the flow of the South Umpqua River.
18. As an additional means to alleviate potential water shortage problems affecting Roberts Creek Water District during low river flow periods, an intertie system was constructed to pipe an additional one million gallons/day from Roseburg Water Service to Roberts Creek and Winston-Dillard water system. This system is used only during periods of water shortage.
19. The intake and treatment facilities for the water district is located on the South Umpqua River, northeast of the Winston Bridge. The treatment facility has a 3 million gallon a day capacity. After treatment, the water is contained in three storage tanks with a combined holding capacity of 2.75 million gallons. The first tank is a 500,000 gallon tank located above the Shady Oaks Motel. The second tank is a 250,000 gallon tank located in the Roberts Creek Road area southwest of Shady. The third tank with a capacity of two million gallons is located above the intake facility by the water treatment plant.
20. As of 2009, the Roberts Creek Water District served approximately 3,000 hookups.
21. The water system serves residential, commercial and industrial customers.

Sanitary Sewer Service

22. The land use plan encourages in filling of Shady. Due to the fact that Shady does not have sanitary service available, new development and redevelopment must be done in accordance with the areas capacity to handle on-site septic systems. A minimum residential density of one acre per dwelling unit would provide adequate area to accommodate needed septic systems until such time that community sewer service becomes available.
23. Although most of the residentially zoned land in Shady is divided into suburban residential sized lots, there are some identified sanitation limitations in Shady.

24. Both Green Sanitary District to the south and Roseburg Urban Sanitary Authority to the north, have service districts which are contiguous to the boundaries of Shady UUA. Without addressing financing issues, service could be extended with relative ease if needed by new or existing development in Shady.

Fire Protection

25. Fire protection in Shady is provided by Douglas County Fire District No.2 (DCFD2) and, if needed, under a mutual aid agreement, the City of Roseburg Fire Department.
26. The Douglas County Fire District No. 2 station which is closest to Shady is Station #2, located in the Green UUA on Carnes Road. Station #2 has one fire engine, two ambulances, and one brush unit.
27. The DCFD2 services approximately 84 square miles. The district also provides ambulance service for approximately 2,600 square miles. The Douglas County Planning Department "Utility Atlas" identifies the boundaries to the district.
28. The DCFD2 has been operating since 1945 and the district was formed in 1952. The Fire District service within the Fire District boundary has reduced the Community Fire Protection rating to a class 4/9. The split rating applies the lower of the two ratings to those structures within five miles of a fire station and within 1,000 feet of a hydrant or creditable water source. All others receive the higher rating.
29. The Douglas County Emergency Communications 911 Center provides emergency call receipt and dispatch service.

Storm Drainage

30. In filling of vacant lots, or subdivision development may require storm drainage facilities to avoid property damage from excessive runoff.

School Facilities

31. The Roseburg School District boundary extends beyond the City of Roseburg, encompassing Wilbur, Melrose, and Umpqua, and the Shady and Green UUAs.
32. School officials report that the 2008-2009 enrollment at Roseburg High School is 1815 students.

33. Shady students attend Rose Elementary School for grades Kindergarten through Fifth, and Fremont Middle School for grades Six through Eight.
34. Approximately 34 students from Shady are in sixth through twelfth grade, out of a total 50 students from the UUA.

Law Enforcement

35. The Shady UUA is protected by the Douglas County Sheriff's Office. The Douglas County Sheriff's Office has deputy patrols coordinated and dispatched to the area, on a case by case basis. The Douglas County Emergency Communications 911 Center provides emergency call receipt and dispatch service.

Library Service

36. Douglas County does not operate a branch Library in Shady.

Health Service

37. Local ambulance service is provided by MedCom/Douglas County Fire District No.2.
38. No dental or medical clinics are located in Shady. Hospital care is available in Roseburg.

Public Utilities

39. Primary energy and communication facilities are provided to Shady by Avista Utilities, Pacific Power and Qwest Communications. In addition to primary energy and communication facilities, Shady is served by Charter Communications, a cable television, telephone and internet service provider.

Recreational Facilities

40. High intensity recreation facilities for area residents are primarily those provided in conjunction with the public schools and in the adjacent Roseburg UGB.

TRANSPORTATION

Roadway System

41. Shady has narrow linear development along Old Highway 99 South. The surrounding topography is challenging and the South Umpqua River to the west further limits transportation options. Old Highway 99 South and Tipton

Road are the two roadways within the Shady UUA, of which Old Highway 99 South has the highest traffic volume classification. Old Highway 99 South, which traverses Shady in a north-south direction, serves as the main thoroughfare to and from Shady, and is classified as an Arterial roadway for its full length in the UUA. Tipton Road, which traverses westerly and then generally south and parallel with the railroad right-of-way, and is a Minor Collector roadway for its full length in the UUA.

Road Conditions

42. Old Highway 99 South and Tipton Road are the two existing roadways in the Shady UUA, and are not developed to full County standards. These two roadways do not comprise a typical road network. At present time, the southern end of Tipton Road does not circulate to connect into Old Highway 99 South.

Traffic Circulation

43. A circulation plan with adequate through access provisions is needed for all designated residential areas.

Circulation Plan

44. Within the Shady UUA, there are two existing roads which are designated as either an Arterial or Minor Collector in the Douglas County Transportation System Plan. These two roads are:

Old Highway 99 South - This route is an Arterial for its full length within the UUA

Tipton Road - This route is a Minor Collector for its full length within the UUA

45. The existing railroad line through Shady bisects Tipton Road and at times impedes traffic circulation.
46. Service to future development in Shady will be served by local roads.
47. Due to the suburban densities planned for Shady, the required installation of urban streets as a condition of property division may have the effect of discouraging property division. Realistically, most of the development in Shady will occur on private roads or residential cul-de-sacs. The County should consider use of private roads or variances to road standards where appropriate to facilitate property division and realization of the Comprehensive Plan for this area.

Bicycle and Pedestrian Transportation

48. Old Highway 99 South in Shady is a Class III Bikeway (bike lane striping and signage).

LAND USE AND URBANIZATION

Residential

49. Residential land use within the Shady UUA includes single-family and mobile home development, including within an existing mobile home park. Residential land use is approximately 22% of the land use pattern in Shady.
50. Subdivision development with complete services and paved roads would improve the quality of residential living in the Shady UUA.
51. Several areas in Shady are recognized for comparatively dense development, but have not received full services. Care should be take to provide opportunity for residential development in-fill and redevelopment.
52. Residential land use in Shady is characterized by a suburban residential lotting pattern (one acre lots). Implementation of the "Lot of Record" designation in Shady should be accomplished through a zoning category appropriate for urban type low density residential.

Commercial

53. Designated commercial areas in the Shady UUA are anticipated to satisfy Shady's commercial needs to the year 2030.
54. As of 2009, Shady had six commercial establishments which are located in a linear manner along Old Highway 99 South.
55. Commercial uses in Shady have increased 7% from 1999 to 2009.

Industrial

56. Industrial land use is approximately 57% of the land use pattern in Shady, with approximately 126 acres currently developed.
57. Shady has one cluster Industrial site that is identified in the Douglas County Industrial Sites Inventory. The Site is identified as Central County Region Cluster 17.

TABLE 1 - LAND USE ALLOCATIONS AND DEVELOPED ACRES IN THE SHADY UUA. (2009)

LAND USE DESIGNATIONS	ACRES ALLOCATED	ACRES DEVELOPED
Residential	68	55
Commercial	63	45
Industrial	177	126
Public/Semipublic	5	0
TOTAL	313	226

INSERT NEW SHADY POLICIES following page 15-162

SHADY POLICIES

PUBLIC FACILITIES

Water System

OBJECTIVE: To promote the continued development of the Roberts Creek Water District in order to insure a safe and adequate water supply within the designated service area.

POLICIES:

- 1. Encourage the upgrading of existing water lines to support all existing and future water needs (including fire protection).**
- 2. Prior to a land use application being deemed complete for a Plan Map amendment on parcels which are to be served by the Roberts Creek Water District, Douglas County shall receive confirmation from the District that water hook-ups for each potential parcel are available.**

Sanitary System

OBJECTIVE: To ensure development of parcels have provision for septic systems, consistent with the required area needed for septic system's design capability, and at a level necessary to alleviate identified health hazards.

POLICY:

- 1. Development of existing vacant lots and redevelopment of existing lots shall occur with the required area needed for septic system's design capability and necessary reserve area, until a community sewer system is available. At**

such time that community sewer becomes available in the Shady UUA, the Suburban-Residential (RS) zone designation will be the minimum parcel size to accommodate sanitary sewer in the area.

TRANSPORTATION

OBJECTIVE: To ensure traffic movement on Old Highway 99 South (County Road 387), consistent with the area's traffic needs, and at a level necessary to alleviate any traffic hazards.

POLICIES:

- 1. Transportation services and facilities shall support and be compatible with the land use designations shown on the Comprehensive Plan Map.**
- 2. New access points to Old Highway 99 South (County Road 387) shall be at the discretion of the Douglas County Public Works Department, so as to provide for safe and orderly traffic movement.**
- 3. The evaluation of all proposed Comprehensive Plan Map amendments should include an assessment of the effect of the amendments on transportation in and through the areas subject to the amendments.**

POLICY IMPLEMENTATION:

- 1. New access points to Old Highway 99 South (County Road 387) shall be compatible with the traffic movement required by industrial uses in the Shady Urban Unincorporated Area.**

LAND USE

General

POLICIES:

- 1. Lands within the Shady Urban Unincorporated Area Boundary shall serve as the predominant growth area for regional industrial development.**

Residential

POLICIES:

- 1. When a community sewer system is available, housing density should be adjusted to include the opportunity for multiple-family housing in the Shady Urban Unincorporated Area Boundary.**

2. Densities within the Shady Urban Unincorporated Area are limited on the Plan Map to Residential Committed Lot of Record and/or one dwelling unit per acre until community sewer system service or site specific septic system are available.

POLICY IMPLEMENTATION:

1. Consider allowing a higher intensity of residential land use in the Shady Urban Unincorporated Area Boundary when a community sewer system is available.

Commercial

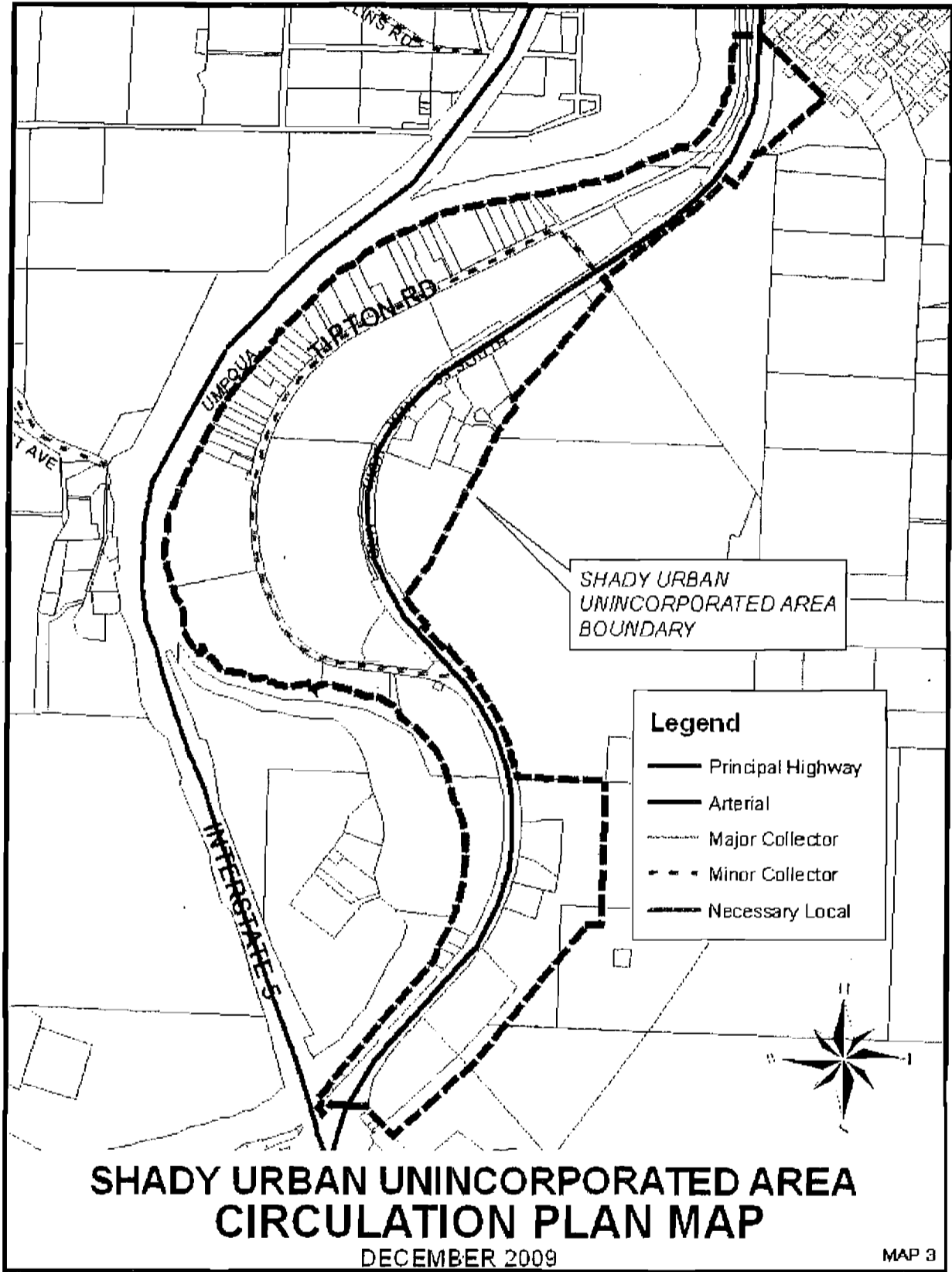
POLICY:

1. Commercial uses requiring or proposing new points of direct access to Old Highway 99 South shall provide for safe and orderly traffic movement.

Industrial

POLICY:

1. Industrial areas shall be located where they can be economically served by major utility lines, such as electric power, water and sewer when available.



7. Amendment to Chapter 15 - Land Use Element to adopt text and policies for the Exit 119/120 IAMP

Page 15-70 (Insert following the first paragraph and before "LAND USE")

CIRCULATION PLAN IMPLEMENTATION

In 2009, ODOT completed an Interchange Area Management Plan (IAMP) in the Green UUA for Exit 119 and 120. The goals of the IAMP were to develop a plan for improvements that can be implemented over time to:

- Improve safety and operations of Interchanges 119 and 120 and the I-5 mainline in the vicinity of these two intersections;
- Protect the investment in I-5 and its interchanges and maintain the function of the interchanges;
- Provide better accessibility to Roseburg, Winston, and the Green Area consistent with the adopted local comprehensive land use and transportation plans; and
- Maintain a system interchange between OR 42 and I-5 that allows free movements for all directions of travel.

In addition, Douglas County's goals include:

- the promotion of economic Growth and development opportunities for the area,
- the assessment of essential nexus when considering of access management techniques and/or requiring road improvements and balancing those requirements to the impact of the uses(s) proposed,
- the ability to implement land use designations under the Comprehensive Plan,
- Protecting property owners rights to develop their land,
- the coordination with ODOT on standards "deviations" where necessary to facilitate private development.

To achieve those goals, the IAMP established objectives to:

- Consider concepts to improve safety and increase capacity of the interchanges and roadways to address existing and future needs.
- Evaluate the need for ODOT to complete capacity improvements based on the adopted, comprehensive land use plans of Roseburg, Winston and the Green Area and the mobility standards prescribed in the Oregon Highway Plan (OHP) and the level-of-service standards in the Douglas County Transportation System Plan (TSP).
- Develop an access management plan that provides for safe and acceptable operations on the transportation network and that meet the access spacing standards prescribed in the OHP.

- 6. The Exit 119/120 Interchange Area Management Plan is a part of Douglas County's TSP and by reference adopted as a support document to the Comprehensive Plan.**
- 7. Douglas County will coordinate with ODOT in evaluating land use actions that could affect the function of interchanges 119 and 120.**
- 8. Douglas County will coordinate with ODOT prior to amending its transportation system plan or proposing transportation improvements that could affect the function of interchanges 119 and 120.**
- 9. Consistent with County policies that seek to ensure the balance between land use and transportation, the IAMP contains policies that outline the steps that define ODOT's role in protecting the function of the interchanges.**
- 10. The IAMP Access Management language notes ODOT concern regarding coordination on an Access Management Plan. If ODOT has identified a safety issue, that improvement should be completed regardless of other perceived planning deficiencies.**
- 11. ODOT has an access management plan for the routes within their jurisdiction. The County has an access permitting process to obtain rights of access onto County roadways. For those areas under the jurisdiction of Douglas County, the access permitting process will remain unchanged.**
- 12. Douglas County, subject to applicable law, the standards of the Dolan Decision and the limitations of Measure 37 and Measure 49, will assist ODOT in achieving the following access management objectives of the IAMP:**

 - Encourage redevelopment opportunities that consolidate access points.**
 - Encourage sharing of access points between adjacent properties.**
 - Use access management spacing standards to the extent possible to offset driveways at proper distances to minimize the number of conflict points between traffic using the driveways and through traffic.**
 - Minimize driveway widths and driveway access via local roads where possible.**
 - Interconnect traffic signals with adjacent signals to create a coordinated timing system.**
- 13. The IAMP for Exit's 119 and 120 is a part of Douglas County's TSP and by reference adopted as a support document to the Comprehensive Plan.**

**8. Amendment to the Appendix of GREEN Circulation Plan to adopt the Exit
119/120 IAMP**

**2009 Exit 119/120 Interchange Area Management Plan
Table 8.1 - Preferred Alternative Projects (Page 72)**

	<u>Project</u>	<u>Explanation</u>	<u>Estimated Cost (1000 Dollars)</u>	<u>Roadway Jurisdiction</u>	<u>Funding Partners</u>
<u>1</u>	<u>Interchange 120: Signalize ramp terminal intersection; widen ramp to accommodate a two lane approach consisting of one left-turn lane and one shared left/right-turn lane from the exit ramp.</u>	<u>1</u>	<u>\$445</u>	<u>ODOT</u>	<u>ODOT, Developers</u>
<u>2</u>	<u>Old Highway 99: Widen from the Interchange 120 ramp terminal to Happy Valley Road to two southbound lanes to accommodate the dual left turn lanes from the ramp terminal.</u>	<u>1</u>	<u>\$2,165</u>	<u>County</u>	<u>ODOT, County Developers</u>
<u>3</u>	<u>OR 42 at interchange 119: Provide two eastbound lanes on the new OR 42 bridge over I-5.</u>	<u>2</u>	<u>\$1,345</u>	<u>ODOT</u>	<u>ODOT</u>
<u>4</u>	<u>I-5 Mainline: When warranted by traffic volumes, provide an additional northbound through lane on I-5 beginning at Interchange 119.</u>	<u>2</u>	<u>Varies</u>	<u>ODOT</u>	<u>ODOT</u>
<u>5</u>	<u>Kelly's Corner (OR 42 at Carnes Road): Construct dual left-turn lanes on the southbound, eastbound and westbound approaches.</u>	<u>2</u>	<u>\$2,900</u>	<u>ODOT, County</u>	<u>ODOT, County, Developers</u>

<u>6</u>	<u>OR 42 Expressway Upgrade (2008-2011 STIP, KN 15006): Construct a signal on OR 42 at Rolling Hills Road; Construct a Necessary Local street; Close two street connections and eliminate private access.</u>	<u>2</u>	<u>\$1,200</u>	<u>ODOT, County</u>	<u>County ODOT</u>
<u>7</u>	<u>Complete collector/arterial street network as specified in the Green TSP.</u>	<u>2</u>	<u>Varies</u>	<u>County</u>	<u>County, Developers</u>
<u>8</u>	<u>Speedway Road: Widen to accommodate a three-lane section between Old Highway 99 and Ingram Road; construct southbound left-turn lane on Old Highway 99</u>	<u>2</u>	<u>\$900</u>	<u>County</u>	<u>County, Developers</u>
<u>9</u>	<u>Speedway Road at Old Highway 99: Install traffic signal as warranted by future traffic volumes</u>	<u>2</u>	<u>\$445</u>	<u>County</u>	<u>County, Developers</u>

Notes:

- 1. Project not currently referenced in Douglas County TSP.**
- 2. Project currently referenced in Douglas County TSP. The Preferred Alternative project descriptions contained in the IAMP provide updated cost estimates or more detailed description compared to TSP projects.**
- 3. Potential funding partners lists possible participants and does not represent a commitment to participate. Funding arrangements will need to be negotiated when more is known about project costs and benefits and the sources of funds that may become available.**

State Access Management Program¹

Douglas County Responsibilities

Douglas County has a county wide access program for routes within its jurisdiction. In the Green area, Old Highway 99 is owned by Douglas County, and is a County responsibility. The County has reviewed the Exit 119 and Exit 120 IAMP and included Table 5-1 and Figures 5-1 and 5-2 (with explanatory materials) to assist in the understanding of the state plan. ODOT transferred Old Highway 99 to Douglas County within 900 feet of the Interchange 120 ramp terminal and retained the right to grant permits.

State Access Management Program²

This state access management plan (AMP) addresses only the Interchange 120 area and contains no access management recommendations for OR 42 in the vicinity of Interchange 119. Access management along OR 42 will be addressed in future expressway planning.

Access to the roads connecting to the interstate system is vital to the adjacent property owners who need access for their businesses and residences. However, it has also been shown that a proliferation of driveways and minor street intersections near a ramp terminal can drastically increase conflicts, causing operational problems, reducing the capacity of the intersections, and generally degrading service for all system users.

A comprehensive access management plan will help to maintain easy access for properties by improving traffic circulation, mobility, and freeway access, thereby protecting these properties' locational advantage. In addition, access management actions in this plan do not prevent the properties from being used or developed to be used in a manner consistent with their adopted comprehensive planning designations. Properties designated for a certain type of use will still have adequate access to be developed for that purpose.

Depending upon the rate of growth in the community and how much traffic growth occurs before a planned interchange improvement project is constructed, some or all of the projects listed in the long-term category may need to be implemented prior to or concurrently with a future interchange project.

The rate of development and redevelopment activities are subject to economic conditions and the decisions of property owners, investors and developers, making it hard to predict the timing of needed improvements.

¹Exit 119/120 IAMP - Section 7.2

²Exit 119/120 IAMP - Section 5.0

Douglas County, subject to applicable law, the standards of the Dolan Decision and the limitations of Measure 37 and Measure 49, will assist ODOT in achieving the following access management objectives of the IAMP:

- Encourage redevelopment opportunities that consolidate access points.
- Encourage sharing of access points between adjacent properties.
- Use access management spacing standards to the extent possible to offset driveways at proper distances to minimize the number of conflict points between traffic using the driveways and through traffic.
- Minimize driveway widths and driveway access via local roads where possible.
- Interconnect traffic signals with adjacent signals to create a coordinated timing system.

Access Standards and Objectives

Access management must balance the competing needs of traffic capacity and safety for I-5, local access needs and property owners development opportunity.

Existing Accesses

The jurisdiction of Old Highway 99 was officially transferred from ODOT to Douglas County in 1996. However, the transfer agreement specified that ODOT shall retain the authority to grant accesses within 900 feet of interchange ramp terminals.

An inventory was conducted of public street intersections and public/private approaches to Old Highway 99 within the Interchange 120 influence area. Numerous access points do not meet ODOT's standards for access near the interchange. Figure 5-1 lists the public and private approaches along Old Highway 99 in the vicinity of the Interchange 120 ramp terminals. Although ODOT may grant access along Old Highway 99 within 900 feet of the interchange ramp terminals, many driveways and public streets predate the permitting process or have come into existence without permits.

In the Exit 119/120 IAMP area the following Future Access Management Strategy, Medium and Long Term Actions are proposed by the Oregon Department of Transportation. The State of Oregon has outlined objectives for ODOT on state facilities. For approximately two years (2007-2009) the County completed coordination actions with ODOT on the Exit 119/120 IAMP. The County expressed detailed concerns on elements of the IAMP (access management practices, essential nexus/Dolan decision, transferring state responsibility for project funding to the county.) The following is listed as information only and is not a part of this plan.

Future Access Management Strategy

It is anticipated that an access management strategy will be developed and implemented in connection with a future Interchange 120 improvement project such as one that signalizes the ramp terminal, provides dual left-turn lanes on the southbound exit ramp terminal and widens Old Highway 99 between Interchange 120 and Happy Valley Road. The access management strategy should be consistent with the findings and recommendations of the access management plan and ability to develop property consistent with the Comprehensive Plan.

Recommended Medium- and Long-Term Actions

The recommended medium- and long-term actions, shown in Table 5-1, Development of a local street network would address sub-standard access spacing, protect the function of the Interchange, enhance mobility, and provide safe and efficient access to businesses. The local street network could take a number of forms. Figure 5-2 shows several options, including a possible frontage road on the west side of Old Highway 99. Three potential access points are shown and are designated on the figure as W1, W3 and W4. Additionally, possible service road alignments are shown on the east and west side of Old Highway 99 (E1, E2 and W2). It should be noted that Figure 5-2 is highly conceptual and only shows a few of the many possible configurations for local roads.

Recommended medium-, and long-term actions associated with individual approaches on both sides of Interchange 120 are shown in Table 1 below. For ease of understanding, numbers were assigned to all the approaches within the interchange influence area. The "access numbers" are not the same as the legal tax lot numbers. These assigned access numbers are used in the figures and within the text of this document for simplicity. The legal tax lot numbers associated with the assigned access numbers are included in the access inventory table contained in Figure 5-1.

Recommended Access Actions³

<u>Approach #</u>	<u>Medium-term Action</u>	<u>Long-term Action</u>
<u>1</u>	<u>Consider alternate location if feasible</u>	<u>Same as Medium-term</u>
<u>2</u>	<u>To be closed. See note 1</u>	<u>No action</u>
<u>3</u>	<u>To be closed. See note 2</u>	<u>No action</u>
<u>4</u>	<u>No action</u>	<u>No action</u>
<u>5</u>	<u>Reconfigure existing approach as needed opposite Interchange 120 ramp terminal, or consider relocation to an alternate location.</u>	<u>Close approach, provide access via local street/service road.</u>
<u>6</u>	<u>Consolidate in connection with development/redevelopment, restrict to right in/ right-out.</u>	<u>Close approach, provide access via local street/service road.</u>
<u>7</u>		
<u>8</u>		
<u>9</u>		
<u>10</u>		
<u>11</u>	<u>Consolidate in connection with development/redevelopment.</u>	<u>Close approach, provide access via local street/service road.</u>
<u>12</u>		
<u>13</u>		
<u>14</u>		
<u>15</u>	<u>(Speedway Rd) No action</u>	<u>No action</u>

³Exit 119/120 IAMP Table 5-1

16	<i>(Pippin Ave) No action</i>	<i>No action</i>
17	<i>No action</i>	<i>No action</i>

Notes:

Approach is planned to be relocated to a point outside of interchange influence area, approximately 1500 feet from ramp terminal. The site may accommodate a large retail development, which would likely trigger the need for a signal at the southbound Interchange 120 ramp terminal and other improvements to Old Highway 99. Property is currently vacant. Approach planned to be closed, and access to property will be provided via relocated Approach #2.

Actions shown in Table 5-1 are for the ideal access management plan. These actions require many changes to properties along Old Highway 99. Several factors need to be considered before an access is altered, including: access rights, safety concerns, existing and potential land use, existing site development including access use and function, parking, and circulation. Other factors that should be considered are whether or not the property has more than one approach road to the state highway and if the property had available or potential access to a local street.

Please refer to ODOT's Exit 119/120 IAMP Figure 5-1 for the map showing the access controlled points. ODOT is subject to applicable law, the standards of the Dolan Decision and the limitations of Measure 37 and Measure 49, when attempting to achieve these access management actions.

State Highways Interchanges

The Green Transportation Network includes two state highways: State Hwy. 42 and Interstate 5. These routes serve tens of thousands of vehicular trips each day. Within the Green area are two I-5 interchanges and many connections to county roads.:

Coos Bay-Roseburg Hwy Interchange (MP 119) and

~~GEOMETRIC CONDITIONS: The existing geometric design of the Coos Bay-Roseburg interchange does not meet some of today's updated design guidelines. The detailed geometric deficiency assessment found:~~

- ~~-Substandard horizontal curve elements on ramps~~
- ~~-Substandard vertical curve element on the northbound exit ramp~~
- ~~-Inadequate ramp acceleration/deceleration lengths~~
- ~~-Substandard vertical clearance~~
- ~~-Substandard median and shoulder widths.~~

~~OPERATIONAL CONDITIONS: Year 2000 average daily traffic volumes on I-5 south of Coos Bay-Roseburg Highway are 27,800. The traffic increases to 40,800 vehicles per day north of the interchange. Much of this traffic is generated from Coos Bay-Roseburg Highway (OR99) that comes from the west and ends at this interchange. The Oakland-Shady Highway comes from the north, parallels I-5, and ends at Coos Bay-Roseburg Highway. The average daily traffic volume on Coos Bay-Roseburg Highway at I-5 is 18,000 and at Oakland-Shady Highway the level is 21,000. The daily traffic volume on Oakland-Shady Highway at the junction of Coos Bay-Roseburg Highway is 6,800 vehicles per day. The on and off-ramps are free-flowing to and from Coos Bay-Roseburg Highway.~~

~~The vertical clearance of the Coos Bay-Roseburg overpass on Interstate 5 is currently deficient but is expected to be remedied by ODOT in 2001 as part of the Garden Valley to Roberts Creek Mountain paving project. This project will lower the Interstate 5 mainline approximately 1 meter under the structure in order to attain the necessary bridge clearance.~~

~~SAFETY CONDITIONS~~

~~An investigation of detailed 5-year crash data revealed 18 collisions in the stretch of I-5 between MP 119.00 and MP 120.30. The crash figure includes six sideswipes, five fixed-object strikings (pole and protective barrier), two rear-end collisions and five miscellaneous types. Fourteen collisions occurred in the southbound direction. The probable cause of fixed-object strikings may be due to the existence of narrow shoulders and median on the mainline. This segment did not contain any SPIS Top Ten Percent sites for years 1995 through 1997.~~

~~The crash data in the period 1995-1997 reveals 13 collisions on the one-mile stretch of Highway 35 between MP 76.20 and MP 77.20. The crash figure includes four turning movements, four rear-end collisions, two fixed-object strikings, two sideswipes, and one non-collision. There was one fatality at the junction of Highway 35 and Highway 234 (MP 76.22).~~

Oakland-Shady Hwy Interchange (MP 120). The Oregon Department of Transportation has recently completed an Interchange Area Management Plan for these two interchanges (Exit 119 and Exit 120).

INTERCHANGE DESCRIPTION

The Oakland-Shady interchange serves surrounding limited industrial and low-density residential development west of the interchange, and an undeveloped area east of the interchange. The surrounding terrain is relatively rolling. The Oakland-Shady interchange provides access to I-5 from the rural community located on the southern outskirts of the City of Roseburg. Built in the mid 1950s, the interchange has a configuration of a half-folded diamond on the west and a directional northbound leg on the east. Also, there are two private access points connecting to the northbound exit ramp. The crossroad, Highway 234 (Old Highway 99S), is a two-lane facility with no center left-turn lane.

GEOMETRIC CONDITIONS: The existing geometric design of the Oakland-Shady interchange does not meet some of today's updated design guidelines. The detailed geometric deficiency assessment found:

- Substandard horizontal curve elements on the mainline and exit ramps.
- Inadequate ramp deceleration length.
- Substandard sight distance.
- Substandard vertical clearance
- Substandard median and shoulder widths.

OPERATIONAL CONDITIONS: Year 2000 average daily traffic volumes on I-5 near Oakland-Shady Highway are 38,400.

The stop sign-controlled left-turn movement from the southbound off-ramp onto Oakland-Shady Highway currently operates with a volume-to-capacity ratio of 2.38, indicating long delays. A V/C ratio greater than 1.0 indicates that there are inadequate gaps on the Oakland-Shady Highway for drivers to turn left from the SB ramp. In the future, this turning movement will get more difficult and vehicles will stack and back-up onto I-5. Due to the shortness of the southbound ramp, a signal is not advised. The length of the ramp does not permit enough distance for vehicles to decelerate before reaching the back of the queue that would be formed by vehicles being stopped at a signal.

SAFETY CONDITIONS: An investigation of detailed 5-year crash data revealed 24 collisions in the stretch of I-5 between MP 119.80 and MP 121.20. There were no SPIS Top Ten Percent sites within this segment for years 1995 through 1997. The collision figure included 17 crashes in the northbound direction with seven rear-end collisions and six sideswipes, and seven crashes in the southbound direction with three rear-end collisions. A field check on the interchange geometry is recommended for possible correlation with this collision trend.

In this stretch of Highway 234 between MP 20.20 and MP 21.60, the collision rate is fairly high: 42 accidents with 20 rear-end collisions and 15 turning movements. Currently, the undesirable access management and non-existence of a center left-turn lane affect the

~~interchange operation. A field investigation is highly recommended for probable cause of this high collision figure.~~

9. **Miscellaneous text corrections to the Comprehensive Plan to assure consistency between the Comprehensive Plan and adopted support documents; no new provisions.**

MISCELLANEOUS UPDATES

- PURPOSE:** The Douglas County Comprehensive Plan on occasion has some very minor changes to the text in the plan which help facilitate reading and understanding the Comprehensive Plan but do not change the spirit or content of the meaning intended.
- BACKGROUND:** Staff suggests occasional updates to the Comprehensive Plan based on use throughout the year. These changes are suggested in an effort to clarify and update the Comprehensive Plan.
- AMENDMENT:** Miscellaneous updates to text which do not change the spirit of the intent of the text.

Chapter 13 - Transportation Element
Page 13-5

Table 13-1 FUNCTIONAL CLASSIFICATION - DOUGLAS COUNTY ROADWAY NETWORK

ROAD NO.	NAME	LIMITS	FUNCTIONAL CLASSIFICATION
389	Drain Yoncalla	I-5 Exit 150 to Hwy. 38	ART
389	<u>Eagle Valley Road</u>	I-5 Exit 150 to Hwy. 38	ART
408	Porter Creek Rd	Rd 47 to Hwy 42	MIG
108	<u>Strickland Canyon Road</u>	Rd 47 to Hwy 42	MIC
121	Glengary Rd	Rd 16 to Rd 16	MIG
121	<u>Glengary Loop Road</u>	Rd 16 to Rd 16	MIC

SUBJECT	SUMMARY	EFFECT
<p>1. Add Interchange 103, 106 and 108 Area Management Plan (IAMP) Policies to Chapter 15 of the Comprehensive Plan.</p>	<p>Add policies 1, 2, 3, 4, 5, 6, 7, 8, and 9 found under OBJECTIVE C on page 4-42, 4-43 and 4-44 in the Douglas County TSP, to Chapter 15 of the Douglas County Comprehensive Plan. The policies are to be added to page 15-167 of the Douglas County Comprehensive Plan, immediately following Policy 3 under TRI CITY CIRCULATION PLAN. The policies were previously adopted by Douglas County in 2006. The following policies on page 15-167, will be renumbered accordingly.</p>	<p>Non-Regulatory (Policies already adopted in 2006)</p>
<p>2. Retain supportive text for the Interchange 103, 106 and 108 Area Management Plan (IAMP) in the Transportation Element Support Document</p>	<p>The text that was adopted in 2006 included supportive text for the Transportation Element Support Document located within Chapter 4 of the TSP. The supportive text found on Page 4-28 to 4-32 in the Douglas County TSP will be retained in the Chapter 4 of the TSP and not moved to the Douglas County Comprehensive Plan. The text was previously adopted by Douglas County in 2006.</p>	<p>Non-Regulatory (Text already adopted in 2006)</p>

DOUGLAS COUNTY PLANNING DEPARTMENT
ROOM 106, JUSTICE BUILDING
DOUGLAS COUNTY COURTHOUSE
ROSEBURG, OR 97470



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