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Historic Preservation Consultant

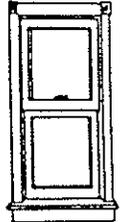
LETTER REPORT: 4-1995

DATE: WEDNESDAY, 12-APRIL-1995

386 North Laurel
Ashland, Oregon
97520-1154

SUBJECT: PRELIMINARY ASSESSMENT
Old Stage Road Historic & Scenic Corridor
vicinity, Gold Hill to Jacksonville, Jackson County, OR

PREPARED FOR:
Westside Neighbors Association
c/o Kathy Patterson
PO Box 193
Jacksonville, Oregon 97530



I. PURPOSE AND SCOPE:

Under contract to the Westside Neighbors Association, the undersigned was retained to prepare a preliminary evaluation of the historic and scenic qualities of the "Old Stage Road" corridor from the intersection of that road with Interstate 5, southwest of the City of Gold Hill and continuing in a generally southerly direction toward the City of Jacksonville. For the most part, this route lies in unincorporated areas of Jackson County, Oregon with the extreme southern end of the corridor becoming "North Oregon" street within the corporate limits of the City of Jacksonville. The entire route is approximately eleven (11) miles in length.

As the result of various proposals under consideration by the Jackson County Public Works Department regarding modifications to the Old Stage Road Corridor, area residents are concerned over the potential loss of historic integrity and other negative impacts to the corridor's significant scenic qualities. This report's primary focus is a preliminary review of the corridor and the collection of data relative to the potential eligibility for listing or recognition as a significant historic, cultural or scenic resource. A specific project task was the preliminary assessment of potential National Register "District" or linear corridor boundaries for possible future documentation of the Old Stage Road Corridor. It is further intended that this information will prove useful to the work of the "Old Stage Road Project Task Force," as created by the Jackson County Board of Commissioners in January 1995 to review design and improvement considerations affecting the corridor. The research process has included both archival and fieldwork of both the corridor itself and the various potentially significant or previously designated historic resources located immediately adjacent to the right-of-way.

2. PHYSICAL DESCRIPTION AND CHARACTERISTICS

As used here, the "Old Stage Road Corridor" includes the entire right-of way from the Gold Hill overcrossing to California Street within the city limits of Jacksonville, Oregon. Physically this eleven (11) mile long corridor is divided into three basic sections; 1) from Gold Hill to Ross Lane, 2) a short segment of Ross Lane, and 3) a

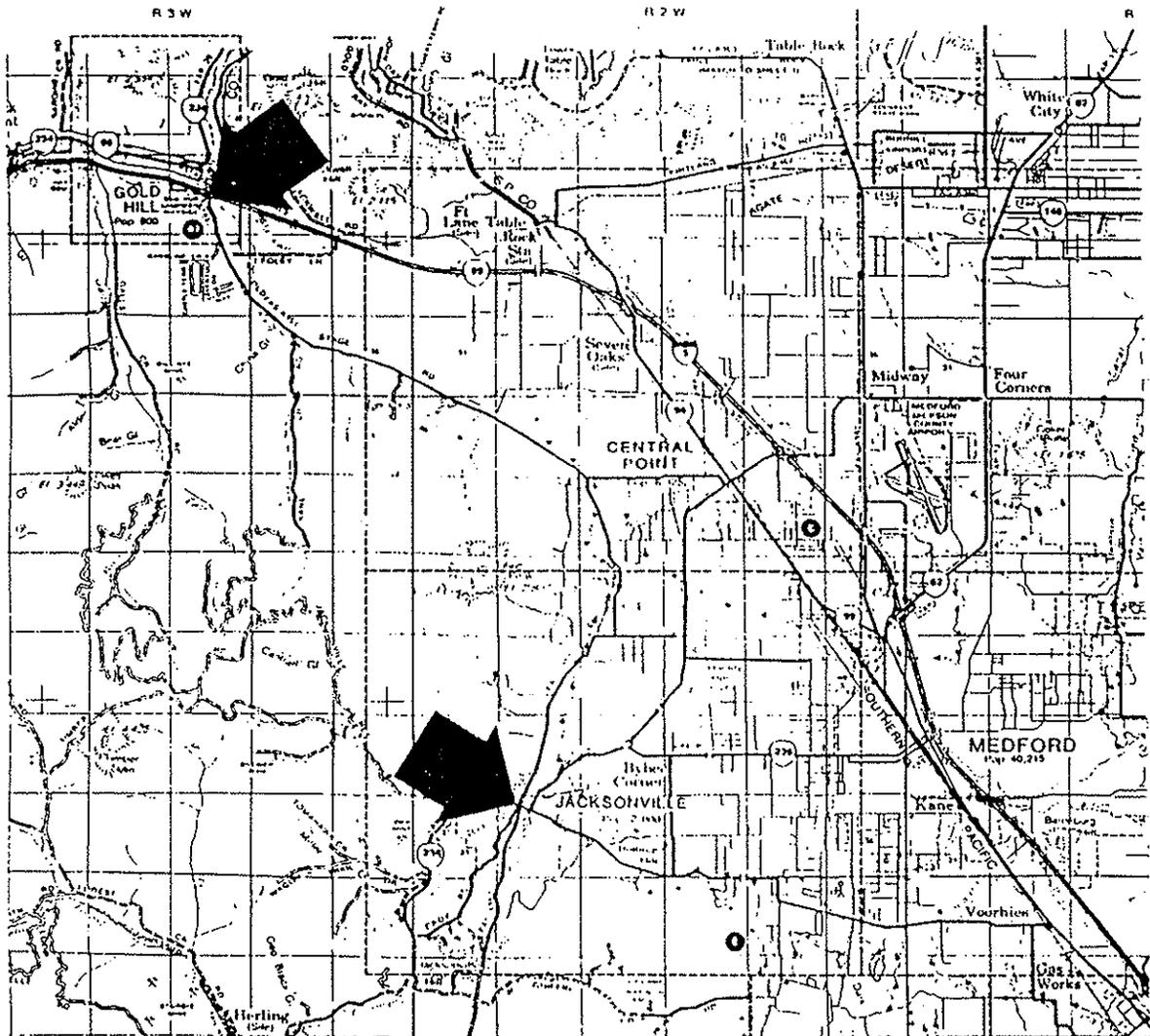


Figure 1: Old Stage Road, from Gold Hill to Jacksonville
(Source, Oregon State Fluvy Division Map, 1982)

portion from the Ross Lane\Hillside intersection to California Street.¹ Paved in modern asphalt with gravel embankments, the roadbed is generally 25-30 feet wide, with a single traffic lane in either direction. No curbing, sidewalks, or substantive edge defining features other than embankments or furrows were noted.

CHARACTER AND CONTENT:

Entering the corridor from the north, the approach to the Old Stage Road Corridor begins from the modern concrete overpass at the southern exit to the City of Gold Hill. Heading west across Interstate 5 and then turning sharply south at the intersection of "Old Stage Road North," the route roughly parallels Kane's Creek through mixed residential and recreational development.² Continuing south, land to the east of the roadbed is generally rolling pasture, mixed with wooded areas and small single family residential development. To the west, development is of higher density, filtering back to the sharp rise of the wooded hillsides that form the edge of Rogue River Valley. Just south of the Kane's Creek Bridge [#120, built 1959] the roadbed begins a series of turns as it winds through small foothills, skirting the base of Pikes Peak and Timber Mountain. Development remains residential, generally of earlier appearing structures than previously encountered.

Exiting the curved section just south of 5421 Old Stage Road, a panoramic view of the Bear Creek Valley, spreading out to the south, is available. Sporadic views intermingled with forest, pasture and residential development characterize the east side of the corridor while the proximate hillside and residential development form the west. At the intersection of Dean Avenue, an early-appearing barn is opposite the "Old Willow Springs Farm" the c.1870s home of early pioneer Nathaniel C. Dean (4533 Old Stage Rd, 37S-2W-5-600)

South of Dean Avenue, the roadbed drops in elevation and literally follows the base of the foothills, offering spacious and panoramic views of the valley floor to the south and east. Geographic landmarks of the valley such as Upper and Lower Table Rock, Roxy Anne, and Mt. McLaughlin, as well as the development of Central

¹ It seems logical that what is now "Hillside" was originally a portion of the historic stage route through this part of the valley. Still a narrow road, the major travel route seems to have been shifted to Ross Lane, with the required turn onto the necessarily extended portion of Old Stage that runs south of the northern intersection of Hillside, at least as early as 1936 according to Metsker Maps of Jackson County. Additional study should clarify the date and logic behind this deviation from the original trail.

² The relationship between "Old Stage North, running to the west of I-5 and ending approximately 2 miles to the north, was not specifically researched as a component of this study. To the south the relationship between Old Stage and "Old Military Road" also requires clarification. (See Wilcox, "History of Old Military Road, unpublished paper in SOHS Collection, May 1961) Additional research may merit the inclusion of one or both of these corridors into any further documentation of the Old Stage Road Corridor.

Point, Medford, and the White City area all visible. Continuing south, the route passes intermittent historic residential development, including the Raymond C. Driver House [National Register of Historic Places, 4140 Old Stage Road, 37S-2W-5D, 201] entering into the northern reaches of the portion of the corridor known during late-1920s period as "Millionaire's Row".

Continuing past the intersections of Taylor and Old Military [north] roads, residential development increases in density with pre-1940s and post-1940s both present. Viewsheds of Mt. McLaughlin and the valley floor remain to the east as the roadbed winds past the Madden-McCaskey House [National Register of Historic Places, 3347 Old Stage Road, 37S-2W-16A, 1506] to the intersection of Beall Lane.

South of Beall Lane, the route visually narrows through a tree-lined series of turns, and passes the William McCredie House (National Register of Historic Places, 2685 Old Stage Road, 37S-2W-9, 1800). Then, suddenly, the corridor opens to broad views of the valley floor and the test fields of the J. Herbert Stone Nursery of the Rogue River National Forest (2606 Old Stage Road, 37S-2W-16). The route veers slightly away from the foothills, providing less constricted roadside and development is visible to the west.³ South of the intersection of Hillside Drive, the route continues on toward Ross Lane, on what is assumed to be a post-1900 right-of-way development.⁴ At the intersection stand the former "Westside School," (3070 Ross Lane, 37S-2W-16D, 1400), built c. 1914, and long an area focal-point and community center.

Turning west onto Ross Lane, past the F.W. Townsend House (3188 Ross Lane, 37S-2W-16C, 1500), the corridor continues west to the southern intersection of Hillside Road and, turning sharply south, continues under the "Old Stage Road" name once again.

Here, following a narrow portion with closely spaced residential development including the Walter Bowne/John Tomlin House (1845 Old Stage Road, 37-2W-21B, 1501) and "Topsides," the A.S.V. Carpenter House (1677 Old Stage Road, 37S-2W-20, 2300), the roadbed widens and the corridor opens up, with the foothills receding visually to the west. Orchard development and continued grand vistas, now including the wooded backdrop of the City of Jacksonville dominate the scenery. Off to the east the J.F. Ludwig [Lewis] Niedermeyer House (1176 Old Stage Road, 37S-2W-20, 3000) is set amid open agricultural land.

³ This is at least partially the result of the move of the major corridor east, into the valley floor, from the foothill area of Hillside Road.

⁴ See Footnote #1, above.

As the roadbed winds toward the City of Jacksonville, residential development increases. The William Bybee House (883 Old Stage Road, 37S-2W-29, 1702) and the Jeremiah Nunan House (635 North Oregon, 37S-2W-29CD, 2700) are the most notable of the numerous identified historic resources lining this portion of the route.

Continuing as North Oregon street, the route assumes a closed, tree-lined tunnel aspect that provides a visual focus to the city core of Jacksonville, a National Historic Landmark District. The terminus of the corridor, the intersection of North Oregon and California, is visually formed by the IOOF Building and the other c.1850s-70s brick development that characterize the Jacksonville business district.⁵

3. HISTORIC OVERVIEW:

The initial settlement of the Rogue River Valley area was the direct result of the need to develop a southerly alternative to the Oregon Trail, an alternative that would avoid the treacherous passage over the Columbia River. In 1846, Jesse and Lindsay Applegate led a party that cut such a route, heading south from Fort Hall, Idaho over what is today the Greensprings [Hwy 66] southeast of Ashland and into the Bear Creek\Rogue River Valley.⁶ During the late 1840s, the so-called Applegate Trail or Southern Emigrant Route, also known as a part of the Oregon Trail, saw increasing traffic as Oregon's population grew and trade connections were established over the Siskiyou Mountains into the burgeoning goldfields of California.

Following the creation of Jackson County by the Oregon Territorial Legislature in 1852, one of the first acts of the new county's Board of Commissioners was the designation of public roads and the appropriation of funds for their continued development and maintenance.⁷

⁵ The North Oregon portion of the Old Stage Road Corridor south of Tami Lane has been previously documented as the "Old Stage Road Entrance Viewshed." See Kramer, 1993 *Historic and Cultural Resource Inventory*, City of Jacksonville, August 1993, Form No. 9002, ranked "Primary."

⁶ Coming over the northern Oregon Trail in 1843, Jesse Applegate watched in presumed horror as his son Edward capsized and drowned in the Columbia just short distance from the end of the family's trek to Oregon from Missouri. (See Hendricks, *The Oregon Statesman*, 7-January-1930.)

⁷ Despite the creation of the county in 1851, the discovery of gold appears to have delayed any formal institution of public law in the area as most individuals were pursuing the "diggins." The earliest records relative to Jackson County's government, in *Commissioners Journal #1*, also known as "Road Records," is dated 7-March-1853.

Whereas it is the opinion of this Board that it is absolutely necessary for the public good and the citizens of this county generally, that "Public Roads" should be laid out and located throughout this valley, it is therefore ordered;

That the trail as now traveled from the intersection with the northerly end of Oregon Street in the Precinct of Jacksonville to its junction with the Oregon Trail (so called) near the residence of Nathaniel Dean (at what is known as "the Willow Springs")⁸ be and the same is hereby declared a "Public Highway."

And furthermore, that all the portion of the said "Oregon Trail" from its junction aforesaid to the boundary of Douglas County in said territory be and the same is hereby declared a "Public Highway." (Jackson County Commissioners Journal, 1:6, dated 7-March-1853)

The earliest identified maps of this area following the discovery of gold were based on fieldwork begun on Christmas day, 1854 for General Land Office, [i.e. the initial Federal survey of the region in Township, Section and Range]. Those maps label the winding trail heading north from Jacksonville, skirting the foothills at the western edge of the valley, as the "Road to Umpqua Valley."⁹

Despite this designation, the "Road" was likely little more than a dusty path, only moderately improved from the narrow trail cut by the Applegates. The growth of Jacksonville and Jackson County in general necessarily required substantial improvement to this earliest of transportation routes.

In 1851, the [Federal] government, through the military officers on the Pacific Coast, resolved upon a road for military purposes from Scottsburg to Camp Stewart, on Bear Creek, and in October 1851, Major Alvord completed a survey of that portion of the road lying south of Myrtle Creek, in Douglas County, choosing the Canyon Route....The road, for the greater part of its course, coincided with the old "Oregon trail." Congress appropriated money for its construction, amounting to the aggregate of \$120,000. (Walling, 1883: 338-9)¹⁰

Throughout the first three decades of Euro-American settlement of the southern Oregon region, the Old Stage Road Corridor served as the primary north-south connection between Jacksonville, the county seat, and the northern portion of the county. Used by local wagon traffic, the route was also the principal line of the Oregon and California Stage Company, the sole commercial transportation mode through and to the Rogue River Valley, providing connections to the Umpqua and Willamette valleys.

⁸ Please see Site #14 in the following table, identifying the surviving known resources associated with Nathaniel Dean.

⁹ See Ives and Hyde, GLO Survey Map 37S-2W-2, on file at the Jackson County Surveyor Office.

¹⁰ Camp Stewart [also spelled "Stuart"] was in the area of modern-day Phoenix, Oregon.

With the 1883 arrival of the railroad through the valley's center the original stage road lost its role as the primary north-south route. It clearly remained, however, an important and well-traveled wagon road to the northern portion of the county for local farmers and other horse-driven movement. This was especially true for Jacksonville, the county seat, which lacked any rail connection to the north or south until the 1890s. By 1910, with the decline of Jacksonville, and dramatic rise of Medford as the county's population and trading center, the original importance of the "Old Stage Road" was substantially dimmed. Increased orchard and residential development, beginning before 1900 and achieving "boom" proportions by the 1910-1912 period saw the Old Stage corridor become a growing area of large estates surrounded by acres of orchards.¹¹ This process was aided by the increased availability of the automobile and it is at least possible that use of that transportation mode led to the realignment away from what is now Hillside Road and the creation of the connecting link that Ross Lane now forms within the corridor.

The scenic views of both the valley and Mt. Pitt [now Mt. McLaughlin] made the area an attractive one for wealthy newcomers to the valley, drawn by the rampant advertisements of the local chambers of commerce. A friendly competition of sorts developed among the so-called "Chicago Colony," a group of individuals from that Midwestern city who relocated to the valley. Many of these transplants built large "estates" from which they could overlook the valley's growing orchard developments and the "Old" Stage Road proved a logical location for development of this type.¹² The scenic qualities of the route were also likely attractive to the valley's burgeoning numbers of recreational "autoists." Jackson County regularly led Oregon in registered vehicles per capita throughout the early years of the 20th century.

Off early for a long auto ride....motor by Willow Springs to Gold Hill & about two miles beyond on left bank of river we found a fine cold spring near mouth of Galper [Gall's] Creek....(W.J. Dean Diary, 10-August-1916)

The unavoidable "bust" that followed the orchard boom likely led to a temporary drop in residential development along Old Stage Road from the mid-1910s to early 1920s. Then, with the increased development following the installation of irrigation to the area, a second phase of residential development saw additional homes built along the route, still taking advantage of the views and growing transportation connections to Jacksonville, Gold Hill, Central Point, and Medford. The increased reputation of the route as an area of large homes and influential residents led to some reference to portions of Old Stage as "Millionaire's Row," a term which

¹¹ See, for example, Kramer, *Madden-McCaskey House*, NR Nomination forms, 1-August-1993.

¹² See *Medford Mail Tribune*, 19-March-1911, 2:1.

sporadically appears in the local press. The new name was clearly not appreciated by all and in October 1927 forty-three residents petitioned the Jackson County Commissioners to formally designate the route as the "Old Stage Road."

It is the old historically known highway...over which the stages passed carrying the main traffic. It has been known from earliest days as the [Old] Stage Road and it seems desirable in respect to the memories of pioneer days and in the interest of preservation of historic place names to preserve the original designation. (Jackson County Commissioner's Journal, 20:402)

The Commissioners, Victor Bursell and George Alford, along with County Judge W.J. Hartwell, agreeing that "...the designation "Millionaire's Road" is understood to have arisen at a much later date, purely as the result of a bit of rumor between two neighbors and is therefore of no historic or serious importance," granted the resident's petition on October 5th, 1927. A month later the *Medford Mail Tribune* ran an editorial applauding the Commissioner's actions, noting further;

... it would be an excellent idea to have this highway marked with appropriate signs. It was along its rolling surface that the first settlers to the Rogue River Valley came on the regular stage from Roseburg south to Jacksonville, then the metropolis of southern Oregon. It is the oldest and most picturesque highway in southern Oregon. (Medford Mail Tribune, 2-November-1927, 4:1-2)

In 1939 the Daughters of the American Revolution, as a part of that group's program to recognize and designate historically significant elements of Oregon's pioneer period, placed a granite and bronze marker on Old Stage Road. The dedication ceremony, attended by Thomas R. Burnett, 89 year old former stage coach driver on the route, was held in early April. (*The Sunday Oregonian*, 9-April-1939.)

3. RELATED RESOURCES:

The Old Stage Road Corridor is with few exceptions entirely lined by residential and agricultural uses. County assessors records show approximately 600 individual tax accounts with "Old Stage Road" addresses.¹³ Based on visual estimates, approximately less than fifty percent of these likely relate to built improvements facing the Old Stage Road Corridor. An additional 20-30 tax lots face the short Ross Lane segment. The North Oregon portion, as included in the Old Stage Road Viewshed Corridor, contains approximately 70 tax lots. No attempt was made to identify the precise number of built vs. vacant/agricultural parcels lining the corridor from Gold Hill to Jacksonville.

¹³ This number includes personal property, mobile home, and similar non-dwelling or commercial units, as well as EFU or woodland parcels.

Visual review indicates that the vast majority of *built* resources (i.e. houses, barns, and other buildings) facing Old Stage are single-family residential units, with a few commercial properties, primarily at the north, Gold Hill, entrance.¹⁴ Many of these dwellings were constructed post World War II and are not considered likely to prove of any historic value at this time.

Previous government surveys and owner-initiated National Register nominations have resulted in a number of corridor resources having been identified as significant. These are shown on the following table. It should be noted that the table of identified historic properties is not presented as, nor in any way should be construed as being, all inclusive. Pending the focus of any future documentation of historic, cultural, or scenic aspects of the Old Stage Road Corridor, it is considered highly probable that substantial numbers of additional individual properties abutting the roadbed may merit listing in one or more of the cited inventories.

4. POSSIBLE BOUNDARIES :

A primary charge of this project was a preliminary determination of possible boundary limitations were the Old Stage Road Corridor to be nominated to the National Register or other inventory of historic resources. Three approaches appear to merit further consideration based on this preliminary review.

1) *Individual nomination of the "Old Stage Road" from Gold Hill to Jacksonville to the National Register of Historic Places:*

Research and potential nomination of the Old Stage Road Corridor right-of-way to the National Register of Historic Places, owned and controlled by Jackson County Public Works, as a single property. This nomination would be limited to the route itself and would, by definition, require inclusion of the complete route, from Jacksonville to Gold Hill. Such a study might extend north onto Old Stage Road North pending additional review of the historic development of the original trail and that road's relation to it.

¹⁴ The Stage Road General Store, just north of the intersection with Scenic Avenue, is currently not in operation.

PREVIOUSLY IDENTIFIED PROPERTIES OF HISTORIC SIGNIFICANCE
OLD STAGE ROAD CORRIDOR, JACKSON COUNTY, OREGON

No.	Property Name/Description	Address	Status, Inclusion in Surveys
1	John & Nancy Thompson Barn, c.1900	670 Old Stage Rd	Jackson Cty Inventory, #496,
2	John & Nancy Thompson Hse, c.1895	670 Old Stage Rd	Jackson Cty Inventory, #259
3	William Bybee Hse, c.1857	883 Old Stage Rd	Jackson Cty Inventory, #260
4	J.F. Ludwig [Lewis] Niedermeyer Hse, 1903	1176 Old Stage Rd	Jackson Cty Inventory, #233
5	A.S.V. Carpenter Hse [Topsides], 1927	1677 Old Stage Rd	Jackson Cty Inventory, #232
6	Walter Bowne-John Tomlin Hse, 1917	1845 Old Stage Rd	Jackson Cty Inventory, #234, NRHP
7	James M. Hurley Hse, 1910	2175 Old Stage Rd	Jackson Cty Inventory, #227
8	Wright-Clark Hse, c.1900	2361 Old Stage Rd	Jackson Cty Inventory, #226
9	E.W. Carleton Hse, c.1908	2569 Old Stage Rd	Jackson Cty Inventory, #225
10	William McCredie Hse, c.1905	2606 Old Stage Rd	Jackson Cty Inventory, #213, NRHP
11	Charles Newhall Hse, c.1910 (1925)	2748 Old Stage Rd	Jackson Cty Inventory, #224
12	Madden-McCaskey Hse, 1911	3347 Old Stage Rd	Jackson Cty Inventory, #215, J Cty Landmark, NRHP
13	Raymond E. Driver Hse, 1926	4140 Old Stage Rd	Jackson Cty Inventory, #212, NRHP
14	Nathaniel C. Dean Hse, c.1870s(1970)	4533 Old Stage Rd	Jackson Cty Inventory, #210
15	James G. Birdseye Hse, 1892	7771 Old Stage Rd	Jackson Cty Inventory, #157
16	Hunter Stickel Hse, c.1905	9437 Old Stage Rd	Jackson Cty Inventory, #150
17	Unidentified House, c. 1900	4228 Old Stage Rd	State Inventory of Historic Places
18	Kenneth P. Lamb Hse, c.1870	7247 Old Stage Rd	State Inventory of Historic Places
19	West Side School, c.1914	3070 Ross Lane	Jackson Cty Inventory, #230
20	F.W. Townsend Hse, 1930	3188 Ross Lane	Jackson Cty Inventory, #228
21	Warren-Clarkson Hse, c.1920	3390 Ross Lane	Jackson Cty Inventory, #231

The portion of the corridor within the City of Jacksonville has been intensively surveyed and contains numerous properties with identified historic significance. Those as identified as "Primary" within that survey are;

22	Judge Frank L. Touvelle Hse, 1866 (1916)	455 N Oregon	Jacksonville Inventory, #143 "Primary"
23	R. Sergeant Dunlap Hse, 1856 or 1868	560 N Oregon	Jacksonville Inventory, #175, "Primary"
24	Jeremiah Nunan Hse, 1892	635 N Oregon	Jacksonville Inventory, #159, "Primary"

Sources:

- "Jackson Cty Inventory" Clay and Atwood, *Cultural and Historical Resource Survey*, Jackson County Planning Department, 1979/94.
- "National Register of Historic Places" Individually listed or determined eligible for listing by the National Parks Service.
- "J Cty Landmark" individually recognized as a Jackson County Landmark by action of the Board of Commissioners per LDO, Chapter 266.
- "State Inventory of Historic Places" Included on that county-by-county listing as maintained by the Oregon Historic Preservation Office.
- "Jacksonville Inventory" Evans et al, *Jacksonville Historic Resource Survey*, 1980, updated by Kramer, 1993.

By definition a nomination limited to the right of way would exclude the numerous private properties that border the corridor although previously documented structures would logically be cited as related resources. Short of a formal NR nomination for the corridor, Old Stage Road might also be County Landmark in a manner consistent with the recent recognition of the Old Siskiyou Highway, south of Ashland.

2) *Research and prepare a National Register of Historic Places Multiple Property Submission [MPS] on the Old Stage Road Corridor from Gold Hill to Jacksonville.*

An MPS document prepares an overall context, in this case the original transportation corridor and its transformation into a scenic byway and residential/orchard enclave overlooking the valley, including any surviving resources that relate that context. To restate, an MPS document would include both the right-of-way as well as selected historic resources along the route where they relate the context.

It is important to here point out the difference between a National Register "District" and a Multiple Property Submission. In both cases, an area must have some unifying feature, in this case the roadbed and shared development pattern. A "District" must have a tightly defined geographic unity and homogeneity. A multiple property submission, on the contrary, recognizes geographically distinct resources spread over a wider area, often with non-historic intervening features. In short, a district must be substantially uniform with little non-historic development. An MPS submission concerns scattered resources that share a similar unifying theme or association.¹⁵

3) *A Scenic Corridor Management Plan and potential recognition of Old Stage Road as a Scenic Byway at either the State or National levels*

The National Scenic Byways Program (NSBP), under the auspices of the Federal Highway Administration, was created as a component of the Intermodal Surface Transportation Efficiency Act of 1992 to identify,

¹⁵ For example, a MPS would document the work of a particular architect, scattered over many counties or states, with each individual resource linked by their common designer. A single neighborhood, with most of the houses designed by that same architect or in a similar architectural style, would more appropriately merit an NR District nomination.

designate, and provide assistance in the maintenance and management of scenic byways.

A Corridor Management Plan is a document composed of maps and written materials articulating a community's vision for a scenic byway corridor and outlining a process of specific strategies and actions to manage the route over time. (FHA, Community Guide to Corridor Management Planning, DRAFT version, 1994:2)

The NSBP has identified six intrinsic qualities that distinguish scenic byways. They are scenic, cultural, recreational, natural and archaeological, in addition to historic. Designation at the national level as "Scenic Byway" or All-American Road requires the presence of at least one of these six qualities.

Within the strategies identified by a Corridor Management Plan, the additional designation of the route or its related resources via the National Register of Historic Places may be a logical and beneficial component.

5. CONCLUSIONS, FINDINGS AND RECOMMENDATION

This preliminary evaluation makes clear that the Old Stage Road corridor from Gold Hill to Jacksonville has been long recognized as a significant transportation corridor. During the initial settlement era of the Rogue River Valley, the route was the first designated "Public Highway" in Jackson County and, as such, played a pivotal role in the growth and economy of the region. With the arrival of first the railroad, and later the automobile, the Old Stage Road Corridor was reduced in economic importance but continued with minimal modification as secondary route of travel. By the 1910 'Orchard Boom" period, the scenic characteristics and available vistas of the route led to its increased development as a residential and agricultural zone, a pattern which continued through the 1920s and 1930s and into the modern era. Postwar development, while not always of historically compatible scale or design, has not substantially altered the general character of the road nor diminished its ability to successfully relate the associations which make it significant in the development of southern Oregon and Jackson County. Today, the "kinesthetic experience" of the Old Stage Road Corridor remains a generally recognizable and valued feature of the route.¹⁶

¹⁶ A kinesthetic experience is defined as "...the experience of motion through a landscape experienced by a traveler [and] the quality of that experience." See FHA, *Community Guide to Corridor Management Planning*, DRAFT version, 1994:77)

FINDINGS:

- A. It is the professional opinion of the undersigned that the Old Stage Road Corridor does not appear to retain the unity, integrity or homogenous development pattern required for a successful listing as a National Register *District*.
- B. It is the professional opinion of the undersigned that the Old Stage Road Corridor does appear to have potential merit for listing as an *individual resource* on the National Register of Historic Places, as a designated 1A Goal 5 Resource under Oregon Land Use law, and, by implication, as a Jackson County Landmark.
- C. It is the professional opinion of the undersigned that the Old Stage Road Corridor does appear to have potential merit for listing as a National Register *Multiple Property Submission* that recognizes both the route itself as well as various adjacent resources that convey the significant context.
- D. It is the professional opinion of the undersigned that the Old Stage Road Corridor does appear to have potential merit for designation as a *National Scenic Byway*, using the DRAFT criteria for that program. The identified corridor likely possesses sufficient quality in the areas of *scenic, historic, cultural* and *natural*, for listing and may be found to have additional potential under the criterion of *recreational* and *archaeological* following additional study.

RECOMMENDATION:

The Westside Neighbors Association, in conjunction with Jackson County, the City of Jacksonville, and other affected public and private entities should prepare a *Scenic Corridor Management Plan* for Old Stage Road from Gold Hill to Jacksonville. Such a document will provide an overall master plan for all the significant aspects of the corridor, as opposed to the limited historic aspects of National Register or other listing. Recognition as a Local, State or National Scenic Byway may provide opportunities for additional funding to the County that will aid in the protection and long-term management strategies for Old Stage Road.

A logical element of a Corridor Management Plan would be consideration of either an individual NR nomination of the corridor road bed or, preferably, a MPS document prepared by some combination of Jackson County, the City of Jacksonville, the Westside Neighbors Association and other interested parties and individuals as may be appropriate. NR Status, besides adding to the potential funding opportunities available through Scenic Byways designation, would offer increased recognition and educational components, via signage, that would aide the

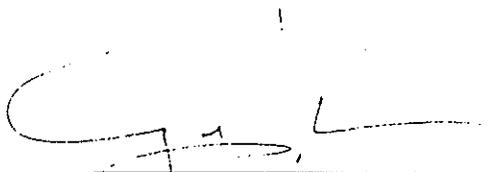
CRITERIA FOR INCLUSION ON THE JACKSON COUNTY REGISTER
OF HISTORIC LANDMARKS

- A) Inclusion on the National Register of Historic Places;
- B) Association with historic events or periods of development in the county.
- C) Antiquity (generally, properties less than 50 years old are considered eligible only if they are of exceptional importance within the county.
- D) Unique architectural design or mode of construction because of:
 - i) Its representative character of a period or style of architecture or method of construction.
 - ii) Its extraordinary or unusual architectural merit by reason of its design detail, use of materials or craftsmanship; or
 - iii) Its identification as the work of an architect, designer, or master builder whose individual work has influenced development in the nation, state, region, or county.
- E) Relationship to the broad cultural history of the nation, state, region, or county.
- F) Identification with an individual or group who has significantly contributed to the history and development of the county.
- G) Association with an ethnic, religious, or social group with distinctive traits, beliefs, and social forms; and,
- H) Identification as a unique object representing an aesthetic, educational or scientific feature of the region, such as:
 - i) Archaeological sites which contain material evidence of human activities of the prehistoric or historic past; or
 - ii) Natural features which provided habitat or influenced settlement and development of the prehistoric or historic past; or
 - iii) Scenic features which have received value for their aesthetic appearance and recreational use during the historic period; or
 - iv) Conservation areas which represent early attempts at protecting natural resources for public benefit.

understanding of the Old Stage Road as an element of Jackson County's historic development. Recognition of a desire to assess the historic status of the corridor is included as Item #6 of the pending Jackson County BOC Order creating and outlining the goals of the Old Stage Road Task Force.

In conclusion, a Corridor Management Plan serves not only as a threshold document required for consideration in any ISTEA or other funding application but more importantly creates a clear and consensus-built blueprint for development that recognizes the varying interests of all identified stakeholders. As a long-term planning tool, a Corridor Management Plan, whether or not any further steps toward state or national recognition are taken, will work to insure that the significant aspects of the Old Stage Road Corridor, to the greatest degree possible, remain a vital and enjoyable element of the Jackson County landscape well into the 21st century.

Respectfully Submitted,



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Historic Preservation Consultant

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RECEIVED
JAN 10 1997
Jackson Co. Planning

January 6, 1997

Jackson County
Planning & Development
10 S. Oakdale, Room 100
Medford, OR 97501

Attn: L. Scott Clay
Re: File #96-1-HR

Dear Mr. Clay,

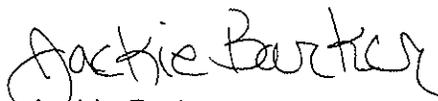
We would like to go on record concerning File #96-1-HR as having reservations concerning this application due to the current safety of Old Stage Road between Ross Lane and I-5 at Gold Hill. If this application precludes any future development and/or widening of this section of Old Stage Road then we are against the application.

The current width of Old Stage Road between Ross Lane and I-5 at Gold Hill is a clear safety hazard. If there is a walker, jogger or biker along the road and two cars meet, despite the speed of the cars, someone has to slow down to nearly a complete stop. My husband, Jackie, often drives to work along this stretch and many times has encountered this sort of near-accident involving foot traffic. Even two cars meeting with no foot or bike traffic have to be extremely careful. In the past we tried to include this area of our neighborhood in our morning walks. However, after having to dodge traffic and walk single file on a shoulder that would barely hold one walker, let alone two, we gave up.

This area of Old Stage Road is a danger and needs to be widened. We believe that it is fine to preserve our history, but not at the expense of those who use this on a regular basis.

Sincerely,


Nicolee Barker


Jackie Barker

Board of County Commissioners

File No. 96-1-HR Exhibit # 9

Offered by: Nicolee & Jackie Barker

Date: 1-10-97 Received by: bs

FILE NO: 96-1-HR APPLICANT: WESTSIDE NEIGHBORS ASSOCIATION

HEARING DATE: 8-29-96 HEARING BODY: HISTORIC ADVISORY COMMISSION

TIME: 6:30 p.m. COURTHOUSE AUDITORIUM, 10 SOUTH OAKDALE, MEDFORD, OREGON

Jackson County Board of Commissioners

EXHIBIT SCHEDULE

File No. 96-1-HR Exhibit No. 8

Offered By Staff

1-7-97 Received By [Signature]

EXHIBIT NO.	NATURE OF EXHIBIT
1 (Page 1)	Memorandum to Historic Advisory Commission.
2 (Page 2)	Map of Old Stage Corridor - Jacksonville to Gold Hill.
3 (Page 3)	Criteria for nomination to J.C. Register of Historic Landmarks.
4 (Page 5)	Staff Report.
5 (Page 6)	Request for nomination submitted by Jackson Co. Board & Park's Services & Westside Neighbors Association, dated 1-29-96.
6 (Page 91)	Notice of Proposed Amendment mailed to DLCD on 7-17-96.
7 (Page 92)	Notice of Public Hearing mailed July 26, 1996.
8 (Page 108)	Letter from Noma and William Wilkins dated July 28, 1996.
9 (Page 109)	Letter from City of Jacksonville dated August 2, 1996.
10 (Page 110)	Letter from Raymond & Marilyn Dahl dated August 20, 1996.
11 (Page 111)	Letter from Dr. and Mrs. Wilcox dated August 18, 1996.
12 (Page 113)	Letter from Jean Schactermax dated 8-22-96.
13 (Page 114)	Copy of photo submitted by Jurgard Mikula on 8-29-96.
14 (Page 115)	Copy of Newspaper Article by Jurgard Mikula on 8-29-96.
15 (Page 116)	Copy of photo submitted by Jurgard Mikula on 8-29-96.
16 (Page 117)	Copy of magazine article by Jurgard Mikula on 8-29-96.
17 (Page 118)	Testimony of Duncan Campbell submitted on 8-29-96.
18 (Page 120)	Large zoning map submitted by staff on 8-29-96.

INTEROFFICE MEMORANDUM - JACKSON COUNTY

TO: Jackson County Historic Advisory Commission

FROM: L. Scott Clay, Planner III



DATE: August 22, 1996

SUBJECT: Nomination of the Old Stage Road Corridor, from Jacksonville to I-5, to the Jackson County Register of Historic Landmarks, File 96-1-HR.

A public hearing has been scheduled for Thursday, August 29, 1996, beginning at 6:30 p.m. in the Auditorium of the County Courthouse for the purpose of considering the nomination of the Old Stage Road Corridor to the Jackson County Register of Historic Landmarks (Jackson County Register). Approval of the nomination will result in a listing on the Jackson County Register and application of an overlay zoning designation known as an Area of Special Concern.

The roadway is located along the western edge of the Bear Creek Valley, and travels in a northerly direction from the City of Jacksonville to I-5 near the City of Gold Hill. The nomination was initiated jointly by Jackson County Roads and parks Services and the Westside Neighbors Association.

The criteria for designation on the Jackson County Register is specified in Section 266.040(1) of the Jackson County Land Development Ordinance. For a historic resource to be determined eligible for listing in the Register, it must possess one or more of the criteria as specified in the accompanying staff report and have integrity of location, design, setting, materials or workmanship.

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 1

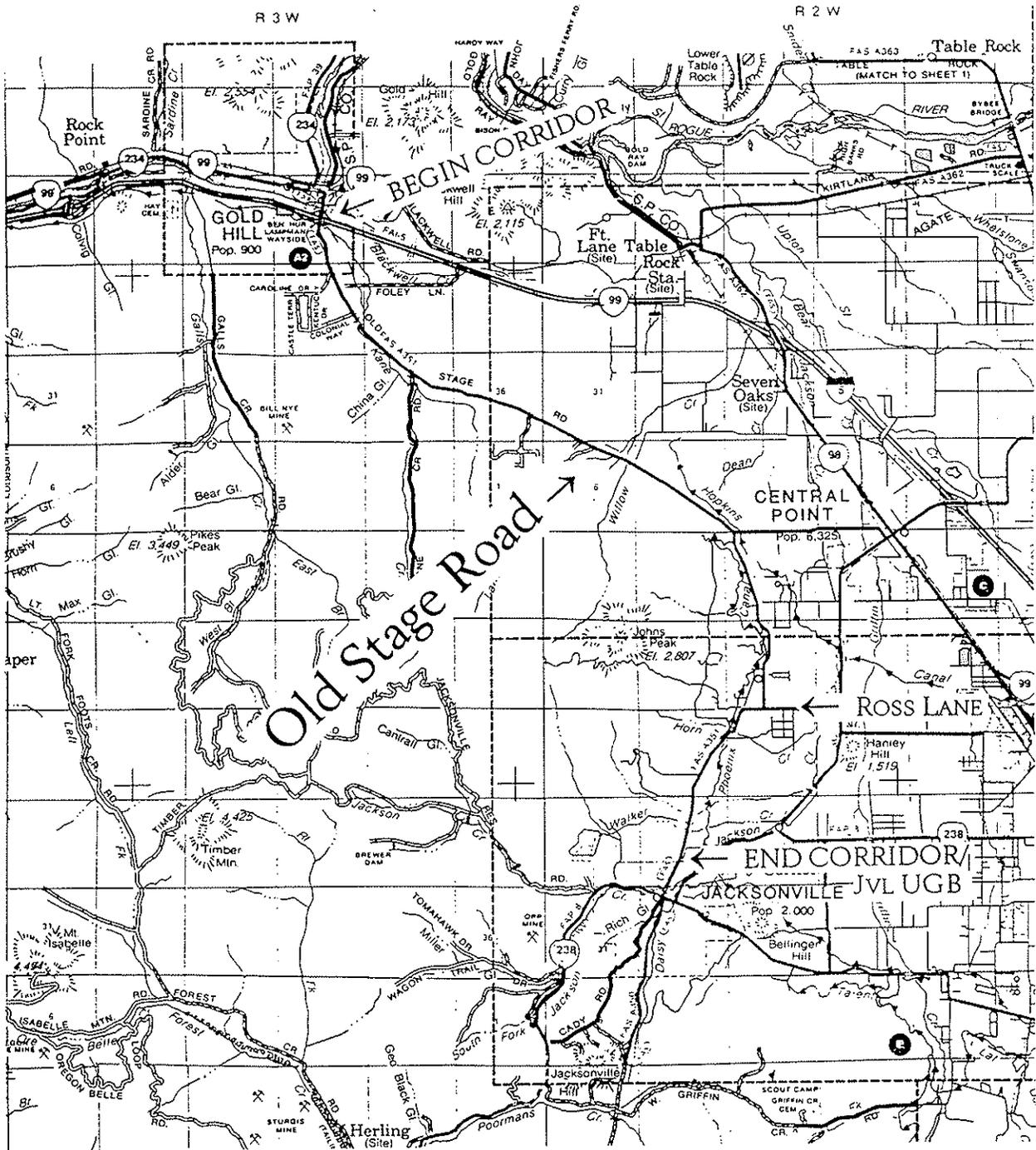
Offered by: Staff

Date: 8-22-96 Received by: ls

NOMINATION

Jackson County Register of Historic Landmarks

**Old Stage Road Corridor
v. Jacksonville to Gold Hill**



MAP 4

Oregon State Highway Division, "Jackson County, Oregon" 1982

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 2

Offered by: *Westside Neighbors*

Date: *8-20-96* Received by: *bs*

**CRITERIA FOR INCLUSION ON THE JACKSON COUNTY REGISTER
OF HISTORIC LANDMARKS**

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 3

Offered by: Staff

Date: 8-20-96 Received by: ls

1) CRITERIA FOR HISTORIC SIGNIFICANCE DESIGNATION

- A) Inclusion on the National Register of Historic Places;
- B) Association with events or periods of development that have made a significant contribution to the broad cultural patterns of history. This association must be direct and the event or activities must have significantly affected past social behavior, historic trends, or community, state or natural development;
- C) Significant architectural design or mode of construction because of:
- i) Representative character of a period or style of architecture or method of construction;
 - ii) Extraordinary or unusual architectural merit by reason of its design detail, use of materials or craftsmanship; or
 - iii) Identification as the work of an architect, designer, or master builder whose individual work has influenced development in the nation, state, region, or county.
- D) Identification with an individual or group who have significantly contributed to the history and development of the County;
- E) Association with an ethnic, religious, or social group with distinctive traits, beliefs, and social forms; and,
- F) Identification as a significant object representing an aesthetic, educational, or scientific feature of the region, such as:
- i) Archaeological sites which contain material evidence of human activities of the prehistoric or historic past; or
 - ii) Natural features which provided habitat or influenced settlement and development of the prehistoric or historic past; or
 - iii) Scenic features which have received value for their aesthetic appearance and recreational use during the historic period; or
 - iv) Conservation areas which represent early attempts at protecting natural resources for public benefit.
- G) Contains interior features of a nonresidential, historic landmark provided the County finds that the feature:
- i) Is in a building or structure that is normally open to the public;

ii) Is physically attached to the building or structure so as to become a part of the building or structure; and

iii) Meets the historic significance, integrity, and conflicting use identification criteria of this section.

2) DETERMINATION OF INTEGRITY, QUALITY AND QUANTITY

In determining whether the proposed historic landmark has integrity of location, design, setting, materials, or workmanship, the County shall consider the criteria below:

A) Findings must be made as to the quality of the proposed resource site's relative value as compared to other examples of the same resource within the study area. Relevant, but not necessary to this finding, are the following:

i) Whether or not the property is in its historic setting and remains essentially as it appeared during the relevant historic period;

ii) Whether or not sufficient original workmanship and material remain to show the construction technique and stylistic character of a given period;

iii) Whether or not the immediate setting of the property retains the planting scheme, plant materials, or land uses of the relevant historic period or the landscaping is consistent with that period; and

iv) Whether or not the property contributes materially to the architectural continuity or scheme of the area (street or neighborhood).

v) Findings must be made as to the relative abundance of the same or similar resource within the study area.

**JACKSON COUNTY PLANNING DEPARTMENT
JACKSON COUNTY REGISTER OF HISTORIC LANDMARKS NOMINATION
COMPREHENSIVE PLAN AND ZONING MAP AMENDMENT (HR)
STAFF REPORT**

DATE: August 15, 1996

FILE: 96-1-HR

HISTORIC NAME(S):

- 1) Road to the Umpqua (1854)
- 2) County Road from Jacksonville to Josephine County Line by way of Willow Springs and Rock Point (1870s)
- 3) Stage Road (1860s-1900s)
- 4) "Millionaire's Row" (portion only, 1910s-1920s)

COMMON NAME: "Old Stage Road" (1927 to present)

OWNER: Jackson County Roads and Parks Services (Public Works)
Atten: Dale Petrusek, County Engineer
200 Antelope Road
White City, Oregon 97503

LOCATION: Beginning at the Jacksonville, Oregon city limits and running in a northwesterly direction toward the I-5 overpass outside of Gold Hill, Oregon. The corridor traverses portions of Sections 22, 27, 26, 35 and 36 of Township 36, Range 3 West; Section 31 of Township 36, Range 2 West and Sections 5, 4, 9, 16, 21, 20 and 29 of Township 37, Range 2 West.

ACREAGE: Total: N/A

Nominated: Road area within the public right-of-way.

ZONING: Rural Residential (RR-5), Suburban Residential (SR-1), Suburban Residential (SR-2.5), Farm Residential (F-5), Interchange Commercial (IC), Woodland Resource and Exclusive Farm Use.

PROPOSAL: Nomination of the Old Stage Road Corridor to the Jackson County Register of Historic Landmarks. Pursuant to Section 266.040 (2)(A) of the Jackson County Land Development Ordinance, the nomination was initiated by Jackson County Roads and Parks Services and the Westside Neighbors Association.

ARCHITECTURAL DESCRIPTION/STATEMENT OF SIGNIFICANCE: A detailed physical description of the Old stage Road Corridor is contained on pages 7 through 9 of the record. The statement of significance and history of the roadway are reviewed within the original application, pages 9 through 15 of the record.

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 4

Offered by: Staff

Date: 8-23-96 Received by: ds

DESIGNATION CRITERIA; SECTION 266.040 (1) (a):

The County shall designate a historic resource as a historic landmark if all of the following findings can be made:

- A) The proposed historic landmark has historic significance;

- B) The proposed historic landmark has integrity of location, design, setting, materials or workmanship; and,

- C) The value of preserving the historic resource as a historic landmark outweighs the value of the identified conflicting uses, taking into consideration the economic, social, environmental, and energy consequences of each alternative.

HISTORIC SIGNIFICANCE CRITERIA SECTION 266.040 (1) (B):

In order for a resource to be determined of historic significance and eligible for listing in the Jackson County Register of Historic Landmarks, it must be at least 50 years of age (if the property is less than 50 years of age it must be shown to be of exceptional significance) and possess one of the following criteria:

- A) Inclusion on the National Register of Historic Places;

- B) Association with events or periods of development that have made a significant contribution to the broad cultural patterns of history. This association must be direct and the event or activities must have significantly affected past social behavior, historic trends, or community, state, or national development;

- C) Significant architectural design or mode of construction because of:
 - i) Its representative character of a period or style of architecture or method of construction;

 - ii) Its extraordinary or unusual architectural merit by reason of its design detail, use of materials or craftsmanship; or

 - iii) Its identification as the work of an architect, designer, or master builder whose individual work has influenced development in the nation, state, region or County.

- D) Identification with an individual or group who has significantly contributed to the history and development of the County;

- E) Association with an ethnic, religious, or social group with distinctive traits, beliefs, and social forms; and,

- H) Identification as a significant object representing an aesthetic, educational or scientific feature of the region, such as:

- i) Archaeological sites which contain material evidence of human activities of the prehistoric or historic past; or
- ii) Natural features which provided habitat or influenced settlement and development of the prehistoric or historic past; or
- iii) Scenic features which have received value for their aesthetic appearance and recreational use during the historic period; or
- iv) Conservation areas which represent early attempts at protecting natural resources for public benefit.

FINDING: The Old Stage Road Corridor is one of the earliest and longest used transportation corridors in southern Oregon. It was the first road to be designated a public right-of-way in Jackson County and today, more than 140 years later, maintains substantial integrity in location, setting, and feeling to its fundamental character. Essentially identical in all pertinent aspects to the configuration of the road following the 1907-1912 realignment along Ross Lane, the Old Stage Road Corridor has long been recognized for its important associations with the development of Jackson County and its role as the primary stage and early automobile transportation route heading north from the first county seat at Jacksonville. The history of cyclical maintenance, re-pavement, and other minor repairs do not dramatically deviate from the route's traditional character and do not diminish the integrity of a resource which by nature and use requires such activity to remain a vital element of the Jackson County road system. The Old Stage Road Corridor, initially established as a public roadway in 1854 and has maintained, more or less, its context and alignment since 1927 to the present, qualifies for inclusion in the Jackson County Register of Historic Landmarks because it satisfies the following criteria:

Criterion B: The Old Stage Road Corridor is significant under Criterion B for eligibility to the Jackson County Register as the oldest travel corridor in continual use in the county. Prior to the arrival of the railroad, during the initial 1851-1883 period of significance, Old Stage served as the primary north-south route in the northern portion of Jackson County. The corridor remained a major wagon route auxiliary to the railroad during the last quarter of the 19th Century. With the advent of the automobile, the Corridor entered a second period of significance, from 1907 to c.1930, as a scenic route for the growing orchard and residential development that grew along its edges. The Old Stage Road Corridor is significant for its 20th Century role as the connecting feature of what was deemed "Millionaires' Row," an exclusive collection of large estates and orchard development that attracted substantial settlement from the Midwest and elsewhere during the 1907-c.1930 period. Many of these orchard homes survive and are now individually identified as significant within a variety of local, state, and national cultural resource inventories. The Old Stage Road is associated with the development of transportation in Jackson County and has a relationship to the cultural history of Jackson County because it expresses the transition in technology and 20th century construction techniques in the area of transportation.

Criterion H (iii): The Old Stage Road Corridor is a significant scenic feature that has received value for its aesthetic appearance and recreational use during the historic

period. As a publicly accessible corridor that offers unmatched and long recognized panoramic views of the valley floor from the Table Rocks to the southern portion of the Bear Creek Valley, the scenic features and vistas associated with the Old Stage Road Corridor add to its significance for eligibility to the Jackson County Register under Criterion H[iii].

The Old Stage Road, which was established greater than 140 years ago, can be found to qualify for inclusion in the Jackson County Register of Historic Landmarks pursuant to criteria B and H(iii).

DETERMINATION OF INTEGRITY, QUALITY AND QUANTITY 266.040(1)(C):

In determining whether the proposed historic landmark has integrity of location, design, setting, materials, or workmanship, the County shall consider the criteria below.

(A) **Location:** The determination of location must include a description or map of the boundaries of the resource site and the impact area to be affected, if different. OAR 660-16-000 (2).

Finding: The Old Stage Road Corridor is located along the western edge of the Bear Creek Valley, and travels in a northerly direction from the City of Jacksonville to I-5 near the City of Gold Hill. The accompanying map delineates the resource's location.

B) **Quality:** In order to meet the requirements of this determination consideration must be made of the resource site's relative values compared to other examples of the same resource in at least the jurisdiction itself. OAR 660-16-000 (3). Findings must be made as to the quality of the proposed resource site's relative value as compared to other examples of the same resource within the study area. Relevant, but not necessary to this finding, are the following:

- i) Whether or not the property is in its historic setting and remains essentially as it appeared during the relevant historic period;
- ii) Whether or not sufficient original workmanship and materials remain to show the construction technique and stylistic character of a given period;
- iii) Whether or not the immediate setting of the property retains the planting scheme, plant materials, or land uses of the relevant historic period or the landscaping is consistent with that period; and,
- iv) Whether or not the property contributes materially to the architectural continuity or scheme of the area (street or neighborhood).

Finding: The Old Stage Road Corridor is one of four historic sections of roadway in Jackson County that has been either identified by a separate nomination to the county's historic register or in the Jackson County Cultural and Historic Resource Survey. The roadway's location, setting and alignment are

significant for their associations with the early development of transportation routes during the settlement period in the Bear Creek Valley and Jackson County. The roadway's continued evolution and use as an early automobile route, bordered by orchards, farmsteads, woodlands and substantial early 20th century residential development, resulted in it's distinction for scenic qualities. The road's long standing recognition for it's historic role and scenic values have contributed to it's level of cultural importance within the community.

Old Stage Road's integrity of location, design, setting, materials and workmanship are reviewed and evaluated by the applicants on pages 17 and 18 of the record.

C) **Quantity:** A determination of quantity requires consideration of the relative abundance of the resource. OAR 660-16-000 (3). Findings must be made as to the relative abundance of the same or similar resource within the study area.

Finding: There are 257 resources within the Bear Creek Valley drainage basin included in the Jackson County Cultural and Historical Survey. Sufficient information has been compiled to nominate approximately 98 of these resources for listing in the Jackson County Register of Historic Landmarks. Of these 98 resources, three are historic road sections identified within the Bear Creek Valley: Siskiyou Highway, Green Springs Highway and Jackson Road. The Old Stage Road Corridor, as with the Green Springs Highway, has an early history associated with the Applegate Trail. Both the Siskiyou Highway and Jackson Road were elements of the early 20th century Pacific Highway; and along with the Green Springs Highway, have remained under the state highway system since the 1910s. Old Stage Road is the only continuously county-owned roadway, with a clear documented history since the 1850s, that essentially follows it's original route.

Conclusion: Based on the above findings as to Location, Quality and Quantity, the Old Stage Road Corridor is determined to be a significant historical resource in Jackson County. Integrity of Location, Design, Setting and Workmanship have been demonstrated by the information provided by the applicants.

CONFLICTING USE IDENTIFICATION SECTION 266.040(1)(D):

In order to carry out the conflicting use analysis contained within Section 266.040 (1)(A)(iii), uses which, if allowed, could negatively impact the historical site must be identified and weighed against the use of the site as a historical landmark. The actual use planned for the property by its owner or owners may be identified as a conflicting use. In the absence of a development proposal, this conflicting use will be the highest and best use (i.e., commercial, industrial, high-density residential, etc.) Of the property, as improved with the most intensive development and structures allowed by the currently applicable zoning and comprehensive plan designation. "Highest and best use" means the reasonable and probable use that is physically possible and financially feasible that supports the highest present value of the land.

When conflicting uses are identified, the economic, social, environmental and energy consequence analysis for the Goal 5 historic resource must be undertaken. A determination of the ESEE consequences of identified conflicting uses is adequate if it enables a jurisdiction to provide reasons to explain why decisions are made for specific

sites. There are three alternative recommendations as per Chapter 660, Division 16 of the Oregon Administrative Rules, Land Conservation and Development Commission:

- 3A If there are no conflicting uses: Preserve the Resource site.
- 3B If there are conflicting uses: Determine Economic, Social, Environmental and Energy and consequences. Both the impacts on the Resource and on the conflicting use must be considered. (Question: If there is a conflict, what consequence will provide the community at large with the greatest benefit? Should the historical resource site be fully protected? Should the conflicting use be protected fully? Should a balance be struck between the two?)
- 3C If there needs to be a balance or compromise reached; What restrictions need to be placed on conflicting uses, if any, to allow for protection of the historical resource?

CONFLICTING USE ANALYSIS

The surrounding zoning is comprised of Rural Residential (RR-5), Suburban Residential (SR-1), Suburban Residential (SR-2.5), Farm Residential (F-5), Interchange Commercial (IC), Woodland Resource and Exclusive Farm Use.

Uses permitted in the residential designations of Rural Residential (RR-5), Suburban Residential (SR-1), Suburban Residential (SR-2.5), and Farm Residential (F-5) include:

- Single-family dwelling
- Home occupations
- Agriculture, including produce stands
- Managing, growing and harvesting of timber and forest products
- Public service utility facilities
- Small scale energy producing facilities
- Recycling dropbox
- Accessory uses
- Kennels
- Improvement of existing public roads and highways

Uses permitted in the Interchange Commercial (IC) zone include:

- Service station
- Gift or antique shop
- Barber or beauty shop
- Hotel or motel
- Drinking establishment with hotel, motel or eating establishment
- Convenience foods and sundries
- Eating establishments
- Agriculture
- Recycling dropbox

Utility facilities necessary for public service in conjunction with permitted or approved conditional uses
Parks and bike paths
Improvement of existing public roads and highways

Uses permitted in the Forest Resource (FR-160), Woodland Resource (WR) and Open Space Reserve (OSR) zones include:

Forest operations or forest practices
Temporary on site structures related to forest operations
Physical alterations to the land auxiliary to forest practices
Conservation of soil, air and water quality, and wildlife and fisheries
Farm uses
Portable facilities related to forest harvesting
Maintenance and repair of existing dwellings
Towers and fire stations for forest fire protection
Road uses
Farm irrigation facilities
Exploration for and production of geothermal, gas, oil, and other associated hydrocarbons
Exploration for mineral and aggregate resources
Public service utility facilities
Dwelling on a tract of at least 160 contiguous acres
Replacement of a lawfully established dwelling

Uses permitted in the Exclusive Farm Use (EFU) zone include:

Farm uses
Propagation or harvesting of a forest products
The breeding, boarding and training of horses for profit
Operations for the exploration/production of geothermal resources or oil and gas
Operations for the exploration for minerals
Road uses within public right-of-way
Creation, restoration, or enhancement of wetlands
Replacement of lawfully established dwelling

The only existing or potential conflicting uses that could reasonably be expected within the above resource zones, would be road uses within the public right-of-way. Improvements to a roadway outside of the right-of-way are required to follow the procedures of a conditional use permit within these zones.

Private development plans: None

Public development plans: Jackson County Roads and Parks Services as co-applicants with the Westside Neighbors Association have expressed a concern and interest in maintaining the Old Stage Road Corridor for it's cultural and historic values as well as a safe public transportation route. In recognition of the need for a multifaceted improvement and management plan, the Jackson County Board of

Commissioners appointed a special Old Stage Road Task Force. This body was to be comprised of residents, several interest groups and Roads and Parks representatives. One of the identified task was to seek local historic designation. Future capital improvement projects and maintenance will be undertaken with the intent to preserve the physical features and visual aspects that contribute to the historic and scenic values associated with the roadway.

Economic, Social, Environmental and Energy Consequence Analysis for Jackson County Goal 5 Historic Resources

Potential impacts on Goal 5 historic resource from conflicting uses:

1. Alteration
2. Relocation
3. New construction
4. Land division
5. Demolition

Goal 5 historic resource designation in conflict with existing land uses:

The conflicts and impacts of historic designation of this resource appear to be limited to the specific bridge and would not preclude its use and maintenance as a transportation feature. Based on the need to protect the historic resource, all requests for alteration and demolition of a designated Historic Landmark must be reviewed under the procedures and criteria in Section 266.060 of the Jackson County Land Development Ordinance.

POSSIBLE ACTIONS: Based on the analysis of the ESEE consequences, the county shall make a determination as to the level of protection to be afforded each site. Each determination shall constitute a decision to comply with Goal 5 for the specific resource, and shall be included on the Jackson County Register of Historic Landmarks, and reflected on the county zoning maps, as appropriate. The county shall make one of the following determinations:

1. Protect the resource site fully, preserve the historic resource. To implement this decision the county shall include the resource on the Register and apply an Area of Special Concern (ASC) overlay zoning designation. Development and physical changes to the designated resource shall be governed by the standards of Section 266.060 of the Jackson County Land Development Ordinance.
2. Balance protection of the resource site and conflicting uses, allow the conflicting use while preserving the resource. To implement this decision the county shall include the resource on the Register and apply an Area of Special Concern (ASC) overlay zoning designation. Development and physical changes to the designated resource shall be governed by the standards of Section 266.060 and any other site-specific requirements designed to avoid or mitigate the consequences of conflicting uses and

adopted as part of the final decision. Identified conflicting uses shall be regulated by Section 266.060 and any other site-specific requirements designed to avoid or mitigate impacts on the resource site and adopted as part of the final decision.

3. Allow conflicting uses, do not preserve the historic resource. To implement this decision, the county shall not include the resource on the Register and apply an Area of Special Concern (ASC) overlay zoning designation. The importance of the conflicting uses outweigh the preservation of the historic resource. The historic resource will not be afforded protection of Section 266.060 from conflicting uses.

ESEE FINDINGS AND CONCLUSION:

	CONSEQUENCE OF ACTION Preserve the Resource	CONSEQUENCE OF NO ACTION Allow Conflicting Use
E C N O M I C	1) Enhance tourism potential. 2) Potential for increased costs to the Roads and Parks Services to preserve and maintain the road based on the standards of the Chapter 266 of the Land Development Ordinance rather than remove it and construct a new wider roadway in the future if needed. 3) The road is a significant component in the Jacksonville/Westside community. Historically preserved areas attract businesses, visitors and concerned residents, all of which can stimulate the economy. Recent efforts by area neighbors to with the county to preserve the road has been supported by the Board of Commissioners.	1) Potential loss of significant historic resource, which could reduce tourism potential in area. 2) The Roads and Parks Services could demolish the road and construct wider new road within the right-of-way. It may be a more usable/feasible road for transportation purposes. 3) Diminish potential within the Old Stage Road/Jacksonville area to interpret their role in the region's transportation history and attract businesses, visitors and residents in order to stimulate the economy.

	CONSEQUENCE OF ACTION Preserve the Resource	CONSEQUENCE OF NO ACTION Allow Conflicting Use
S O C I A L	<p>1) Resource retains scenic, environmental and historical integrity. The Old Stage Road is the oldest public county roadway in Jackson County.</p> <p>2) Historic resource protected to enhance educational understanding and appreciation of County's historical, cultural and transportation heritage.</p> <p>3) Foster neighborhood, community and civic pride.</p> <p>4) Adds to quality of life/community at large and maintains a sense of local identity.</p> <p>5) Protection of the historic resource will preserve the visual/scenic values of the area and assist in the understanding of the transportation development in Jackson County.</p>	<p>1) Scenic, environmental and historical integrity of Goal 5 historic resource lost due to incompatible alterations, realignment or demolition.</p> <p>2) Potential loss of significant County historic resource in terms of understanding and educational awareness of heritage to present and future generations.</p> <p>3) Potential loss to neighborhood livability.</p> <p>4) Potential loss of quality of life/community at large.</p> <p>5) Diminishment of the visual/scenic values of the area and the resource's physical associations with the evolution of transportation development in Jackson County.</p>
E/E N/N V/E I/R R/G O/Y N M E N T A L	<p>1) Energy conservation includes conservation of existing built resources.</p> <p>2) Potential to retain open space, roadside trees and vegetation.</p>	<p>1) Added energy expenditure to rebuild and replace existing road.</p> <p>2) Potential loss of open space and roadside trees and vegetation.</p>

Discussion:

As discussed above, there could be a negative financial impact to the Jackson County Roads and Parks Services if Old Stage Road were designated a Historic Landmark. At this time Roads and Parks Services has not finalized their long range plans for Old Stage Road. The county agency has expressed their intent to preserve the visual and historic ingenuity of the roadway. A potential concern of Roads and Parks Services with the Historic Landmark designation could be the imposed restrictions limiting their options in the future. They might be concerned that repairs, maintenance and possible replacement of the road would be more costly if this were a designated Historic

Landmark. The purpose of the County's Historic Resources Management Program (Chapter 266 Jackson County Land Development Ordinance) is to protect significant historical resources. In order to accomplish this objective the program set direction for Department staff to work with property owners to reach compromises that are compatible with the historic integrity of the resource, while allowing and encouraging the property owners to make use of their property. It is not the intent of Historic Landmark designation to make alterations and repairs more costly.

The ESEE analysis, above looks at the positive and negative consequences to the community at large of preserving the resource or allowing the conflicting use not to preserve the resource. The positive consequences of historic designation are enhanced by the fact that impact will be limited to the subject right-of-way. Historic designation will not adversely affect adjacent property owners by commonly observed intrusions such as increased visibility, noise, or traffic. In weighing the positive and negative ESEE consequences of preserving the resource and not allowing the conflicting uses, the positive benefits to the community at large are greater for preserving Old Stage Road. The provisions of Section 266.060 in the Jackson County Land Development Ordinance will provide for an adequate level of review for physical changes to the bridge which results in a balance between the preservation of the resource and limiting the conflicting uses as identified. Provisions are made in the chapter for demolition of designated resources.

RECOMMENDATION: Historic designation of the Old Stage Road Corridor from the northern city limits of Jacksonville to the I-5 interchange southeast of Gold Hill.

BY: L. Scott Clay, Planner III

NOMINATION

Jackson County Register of Historic Landmarks

**Old Stage Road Corridor
v. Jacksonville to Gold Hill**

DATE: 29-January-1996

- 1. HISTORIC NAME(S):**
- 1) Road to the Umpqua (1854)
 - 2) County Road from Jacksonville to Josephine County Line by way of Willow Springs and Rock Point (1870s)
 - 3) Stage Road (1860s-1900s)
 - 4) "Millionaire's Row" (portion only, 1910s-1920s)

COMMON NAME: "Old Stage Road" (1927 to present, **PREFERRED**)

2. OWNER: Jackson County Roads and Parks Department
 Attn.: Dale Petrasek, County Engineer
 200 Antelope Road
 White City, Oregon 97503

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 5

Offered by: Westside Neighbors

Date: 8-20-96 Received by: LR

3. PREPARER: George Kramer, M.S.
 386 North Laurel
 Ashland, Oregon 97502-1154
 (541) 482-9504, voice
 (541) 482-9438, fax

4. LOCATION: Beginning at the Jacksonville city limits and running in a northwesterly direction toward the I-5 overpass outside of Gold Hill. The corridor traverses portions of Sections 22, 27, 26, 35 and 36 of Township 36-3W, Section 31 of Township 36-2W and Sections 5, 4,9, 16,21, 20 and 20 of Township 37-2W.

5. ACREAGE: Total: N/A

6. ZONING: Rural Residential [RR-5], Suburban Residential 1 [SR-1], Suburban Residential 2.5 [SR 2.5], Exclusive Farm Use [EFU], Farm Residential [F5], Woodland Resource [WR] and Interchange Commercial [IC].

7. APPLICABLE CRITERIA: According to the Criteria for Eligibility as set forth in Jackson County LDO 266.040.(1), the Old Stage Road Corridor is proposed for nomination to the Jackson County Register of Historic Landmarks under the following criteria:

- B) Association with historic events or periods of development in the County.
- E) Relationship to the broad cultural history of the nation, state, region or County.
- H[iii]) Scenic features that have received value for their aesthetic appearance and recreational use during the historic period.

Please refer to the following Summary (Section 12) for detailed commentary on the specific aspects of the Old Stage Road Corridor that apply to each of the relevant criteria.

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8. DESCRIPTION:

As used here, the "Old Stage Road Corridor" includes the entire right-of way from the Gold Hill overcrossing at the north to the boundary line of the City of Jacksonville, Oregon, consisting of all of the corridor that exists within the jurisdiction of Jackson County.¹ Physically, the approximately ten (10) mile long Old Stage Road Corridor is divided into three basic sections; 1) from Gold Hill to Ross Lane, 2) a short segment of Ross Lane, and 3) a portion from the Ross Lane/Hillside intersection to the City of Jacksonville. Paved with asphalt and periodically upgraded as a part of the Jackson County road system, the roadbed of the Old Stage Road Corridor is generally 25-30 feet wide, with a single traffic lane in either direction. Edges are defined by gravel embankments or raw cuts with no curbing, sidewalks, or any other type of substantive edge defining feature. Briefly, the travel experience of the corridor is as follows;

Entering the corridor from the north, the approach to the Old Stage Road Corridor begins at the western line of the modern (c.1963) concrete overpass at Interstate 5, southwest of the City of Gold Hill. Continuing west, the corridor turns sharply at the intersection of "Old Stage Road North," an area of limited commercial use, before continuing through the Kane Creek Valley and its mixed residential and recreational development. Continuing in a southwesterly direction, land to the east of the roadbed is generally rolling pasture, mixed with wooded areas and small single family residential development. To the west, development is of higher density, filtering back to the sharp rise of the wooded hillsides that form the edge of Rogue River Valley. Just south of the Kane Creek Bridge [#120, built 1959] the roadbed begins a series of turns as it winds through small foothills, skirting the base of Pikes Peak and Timber Mountain. Development remains residential, generally of earlier appearing structures than previously encountered.

Exiting the curved section just south of 5421 Old Stage Road, a panoramic view of the Bear Creek Valley spreading out to the south, is available. Sporadic views intermingled with forest, pasture, and residential development characterize the east side of the corridor while the proximate hillside and residential development form the west. At the intersection of Dean Drive an early-appearing barn is opposite the "Old Willow Springs Farm," the c.1870s home of early pioneer Nathaniel C. Dean. (4533 Old Stage Rd, 37S-2W-5-600)

South of Dean Drive, the roadbed drops in elevation and literally follows the base of the foothills, offering spacious and panoramic views of the valley floor to the south and east. Geographic landmarks of the valley such as Upper and Lower Table Rock, Roxy Anne, and Mt. McLaughlin, as well as the development of Central Point, Medford, and the White City are all visible. In the 1950s this view may be that defined as "The Four Cities View." "The point

¹ The Old Stage Road Corridor continues within the City of Jacksonville as "North Oregon" and was identified as a resource of primary significance in the 1994 Survey of Historic and Cultural Resources as the "Old Stage Road Entrance" (See Site 9002)

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gains its name from the fact that cities of Eagle Point, Central Point, Medford and Jacksonville are plainly visible, nestled in a crazy quilt pattern of fields and orchards.”² Continuing south, the route passes intermittent historic residential development, including the Raymond C. Driver House [built 1926, National Register of Historic Places, 4140 Old Stage Road, 37S-2W-5D, 201] entering into the northern reaches of the portion of the corridor known during the 1910-1920s period as “Millionaire’s Row.”

Continuing past the intersections of Taylor and Old Military [north] roads, residential development increases in density with pre-1940s and post-1940s both present. Viewsheds of Mt. McLaughlin and the valley floor remain to the east as the roadbed winds past the Madden-McCaskey House [Built 1911, National Register of Historic Places, 3347 Old Stage Road, 37S-2W-16A, 1506] to the intersection of Beall Lane.

South of Beall Lane, the route visually narrows through a tree-lined series of turns and passes the William McCredie House (Built 1908, National Register of Historic Places, 2685 Old Stage Road, 37S-2W-9, 1800). Then, suddenly, the corridor opens to broad views of the valley floor and the test fields of the J. Herbert Stone Nursery of the Rogue River National Forest (2606 Old Stage Road, 37S-2W-16). The route veers slightly away from the foothills, providing less constricted roadside and development is visible to the west.³ South of the intersection of Hillside Drive, the route continues on toward Ross Lane, on what is assumed to be a post-1900 right-of-way development. At the intersection stands the former “Westside School” (3070 Ross Lane, 37S-2W-16D, 1400), initially constructed in 1909 and subsequently modified though remaining an area focal-point and community center.

Turning onto Ross Lane, past the F.W. Townsend House (3188 Ross Lane, 37S-2W-16C, 1500), the corridor continues west to the southern intersection of Hillside Road and turning sharply south, continues under the “Old Stage Road” name once again.

Here, following a narrow portion with closely spaced residential development including the Walter Bowne/John Tomlin House (built 1917, National Register of Historic Places, 1845 Old Stage Road, 37-2W-21B, 1501) and “Topsides,” the A.S.V. Carpenter House (1677 Old Stage Road, 37S-2W-20, 2300), the roadbed widens and the corridor opens up with the foothills receding visually to the west. Orchard development and continued grand vistas, now including the wooded backdrop of the City of Jacksonville, dominate the scenery. Off to the east the J.F. Ludwig [Lewis] Niedermeyer House (Built 1903, 1176 Old Stage Road, 37S-2W-20, 3000) is set amid open agricultural land. Continuing southwest, the route passes the William

² “Alternate Routes Provided Variety: Farm Views Offered,” unidentified clipping c.1950s in the “Roads” file of the Southern Oregon Historical Society. Reprinted here as the original, this spot more naturally includes views of the Phoenix, Talent and Ashland areas, not of Jacksonville.

³ This is at least partially the result of the move of the major corridor east into the valley floor from the foothill area of Hillside Road.

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Bybee House (Built c.1857, National Register of Historic Places, 883 Old Stage Road, 37S-2W-29, 1702.

As the roadbed winds toward the City of Jacksonville, residential development increases and the corridor ends at the city limits/urban growth boundary of Jacksonville as shown in the attached area maps. Notable resources along the route inside the Jacksonville Urban Growth Boundary, the corridor, *although outside the nominated area*, include the Jeremiah Nunan House and the Judge Frank TouVelle House, both listed on the National Register of Historic Places. Within Jacksonville, as North Oregon Street, the route assumes a closed, tree-lined tunnel aspect that provides a visual focus to the city core of Jacksonville, a National Historic Landmark District. The terminus of the Old Stage Road Corridor, the intersection of North Oregon and California, is visually formed by the IOOF Building and the other c.1850s-70s brick development that characterize the Jacksonville business district.

9. STATEMENT OF SIGNIFICANCE:

The initial settlement of the Rogue River Valley area was the direct result of the need to develop a southerly alternative to the Oregon Trail, an alternative that would avoid the treacherous passage over the Columbia River. In 1846 Jesse and Lindsay Applegate led a party that cut such a route, heading south from Fort Hall, Idaho over what is today the Greensprings [Hwy. 66] southeast of Ashland and into the Bear Creek/Rogue River Valley.⁴ During the late 1840s the so-called Applegate Trail or Southern Emigrant Route, also known as a part of the Oregon Trail, saw increasing traffic as Oregon's population grew and trade connections were established over the Siskiyou Mountains into the burgeoning goldfields of California.

In 1851, the [Federal] government, through the military officers on the Pacific Coast, resolved upon a road for military purposes from Scottsburg to Camp Stewart, on Bear Creek, and in October 1851, Major Alvord completed a survey of that portion of the road lying south of Myrtle Creek, in Douglas County, choosing the Canyon Route...The road, for the greater part of its course, coincided with the old "Oregon Trail." Congress appropriated money for its construction, amounting to the aggregate of \$120,000. (Walling, 1883: 338-9)⁵

Following the creation of Jackson County by the Oregon Territorial Legislature in 1852 one of the first acts of the new county's Board of Commissioners was the designation of public roads and the appropriation of funds for their continued development and maintenance.⁶

⁴ Coming over the northern Oregon Trail in 1843, Jesse Applegate watched in presumed horror as his son Edward capsized and drowned in the Columbia just a short distance from the end of the family's trek to Oregon from Missouri. (See Hendricks, *The Oregon Statesman*, 7-January-1930.)

⁵ Camp Stewart [also spelled "Stuart"] was in the area of modern-day Phoenix, Oregon.

⁶ Despite the creation of the county in 1851, the discovery of gold appears to have delayed any formal institution of public law in the area as most individuals were pursuing the "diggings." The earliest records relative to Jackson County's government, in Commissioners Journal #1, also known as "Road Records," is dated 7-March-1853.

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Whereas it is the opinion of this Board that it is absolutely necessary for the public good and the citizens of this county generally that "Public Roads" should be laid out and located throughout this valley, it is therefore ordered;

That the trail as now traveled from the intersection with the northerly end of Oregon Street in the Precinct of Jacksonville to its junction with the Oregon Trail (so called) near the residence of Nathaniel Dean (at what is known as "the Willow Springs")⁷ be and the same is hereby declared a "Public Highway."

And furthermore, that all the portion of the said "Oregon Trail" from its junction aforesaid to the boundary of Douglas County in said territory be and the same is hereby declared a "Public Highway." (Jackson County Commissioners Journal, 1:6, dated 7-March-1853)

The earliest identified maps of this area following the discovery of gold were based on fieldwork begun on Christmas Day, 1854 for General Land Office, [i.e. the initial Federal survey of the region in Township, Section and Range]. Those maps label the winding trail heading north from Jacksonville, skirting the foothills at the western edge of the valley, as the "Road to Umpqua Valley."⁸

Despite this designation, the "Road" was likely little more than a dusty path, only moderately improved from the narrow trail cut by the Applegates. The growth of Jacksonville and Jackson County, in general, necessarily required substantial improvement to this earliest of transportation routes. In 1862 an editorial reported upon the less than satisfactory conditions of travel by stage between Jacksonville and Salem.

We left Jacksonville on Friday morning last and safely arrived in the Capitol City on Sunday morning — tired, dusty, and sleepy. The dust on the road at this season of the year is nearly suffocating. The contrast between the condition of the road last spring and this season of the year is marked. Then we rolled slowly along through a delightful ocean of mud —now we dash onward through clouds of choking dust. (The Oregon Sentinel, 13-September-1863, editorial correspondence dated Sunday, 8-May-1863)

Despite these seasonal obstacles to comfort, for the first three decades of Euro-American settlement of the southern Oregon region the Old Stage Road Corridor served as the uncontested primary north-south connection between Jacksonville (the county seat) and the northern portion of the state. Also used by local wagon traffic, the route was the principal line of the Oregon and California Stage Company, the sole commercial transportation mode to and through the Rogue River Valley and provided a regular connection to the Umpqua and Willamette valleys.

Throughout the pre-1883 period of the Stage Road's usage as the primary transportation corridor through the Rogue River Valley, various realignments, some undertaken at the request of area residents and others instigated by the Board of Commissioners as a means of improving

⁷ Please see Site #14 in the following table, identifying the surviving known resources associated with Nathaniel Dean.

⁸ See Ives and Hyde, GLO Survey Map 37S-2W-2, on file at the Jackson County Surveyor Office.

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travel conditions, resulted in changes to the Old Stage Road Corridor. During the 1860s and 1870s numerous entries in the Board of Commissioner Journals concern minor changes to the "County Road from Jacksonville to the Josephine County Line by way of Willow Springs and Rock Point."⁹ During this period Commissioners made minor adjustments in the right-of-way, straightened curves, shifted the route toward firmer ground, and were occasionally called upon to arbitrate the disputes of property owners who opposed realignments that would divide their lands. Typical was the complaint of W. Hays, who in 1870 stated that as a result of a proposed change through 36S-3W-20 near the Rock Point Crossing, he would be "...compelled to build about ¾ of a mile of Fence, otherwise unnecessary and useless..." The Board granted Hays' request for \$150 in damages and the route was realigned as proposed. (Jackson County Board of Commissioners Journal, 1:453, dated 7-February-1870)

A major realignment to the route occurred in 1874-75. A Board of Viewers, appointed by the Board in December 1874 to survey improvements in the route, reported;

We the undersigned viewers...(located a county road)...commencing at a point on the County road leading from Jacksonville to the Josephine County line by way of Rock Point about one half Mile North from the Junction of said Road with the Valley Road at a point where the Old Dardanelles Road leaves said Road, have viewed and laid out a County Road from that point to the South bank of the Rogue River at a point where the Chavener (sic) bridge formerly crossed said River...We would further state that the Route Viewed and located is upon good ground for a road being a natural road bed the greater part of the way and would recommend the establishment of the same... (Jackson County Commissioners Journal, 1:263, dated 6-January-1875, capitalization and spelling as in original).

This change was likely related to the construction of Thomas Chavner's "Centennial Bridge" across the Rogue River, completed in 1876. As a result of this realignment a portion of the original route of the stage road along the southern bank of the Rogue River was apparently abandoned as the main transportation corridor. Today this roadbed roughly approximates the route of "Old Stage Road North," which once served the now abandoned communities of The Dardanelles, Kane's Creek (also known as T'Vault's Place) and ultimately, to Rock Point, where an early stage stop remains. (Walling 1883:376-7)¹⁰

⁹ In tracking these changes it is pertinent to note that Jackson County Road Districts 7, 8, and 9 were merged into Districts 6 and 10 in February 1871. Road District 10 would henceforth include the entire route of the Old Stage Road Corridor from "...one mile north from the north line of the Corporation of the Town of Jacksonville...(continuing to) the South Bank of the Rogue River to the Rock Point Bridge thence on the divide South between Gall's Creek and Miller Gulch to the top of the Mountain..." (Record of Road Districts of Jackson County, Southern Oregon Historical Society MS 521, Page 22)

¹⁰ As early as 1883 Walling's history refers to both The Dardanelles and Kane's Creek as being essentially bypassed historic settlements. Rock Point apparently thrived until the establishment of the railroad depot at the new town of Gold Hill in 1883-4. This extension of the original corridor now known as Old Stage Road North was formally named as such by the Jackson County Commissioners in April 1960. It is not known, but is assumed, that the route was given a similar name in local usage sometime prior to that date. (See Jackson County Commissioners Journal 52:26-27)

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With the 1883 arrival of the railroad to the valley, the original stage road lost its role as the primary north-south route. By 1887, with the completion of the railroad line over the Siskiyou Mountains to the south, the era of horse-powered freight and passenger travel as the dominant transportation mode in and out of the Rogue River Valley was over. Horse-powered travel remained, however, an important method for virtually all internal travel and the Old Stage Road Corridor continued as a primary route, used by farmers and travelers heading toward the established communities of Central Point and Gold Hill where goods could be transferred to the railroad connection. Throughout the post-railroad era the Jackson County Board of Commissioners continued periodic realignment and improvement of the stage road, an indication of the on-going use of the route as an important travel corridor.

The increasing dependence on the automobile that characterized the first decade of the 20th Century led to the 1912 expansion of the Old Stage Road Corridor right-of-way to its present sixty feet.¹¹ It was also during this period that the alignment assumed its present configuration, including the Ross Lane segment. Although not specifically dated, it appears that at some point, or in a series of actions between 1907 and 1912, Jackson County re-drew the Old Stage Road Corridor to shift the majority of traffic from Jacksonville onto Ross Lane along the border between Sections 16 and 21, Township 36S-2W. The route then turned north upon a newly built roadbed adjacent to the new Westside School (built 1909) and connected back into the original corridor. This change bypassed the narrow section of the original roadbed that followed the contour of the foothills, isolating the stretch now known as Hillside Drive.

While the primary reason for this dramatic change in alignment was likely the narrow right-of-way of the Hillside Road section and the difficulty in securing additional roadbed width without disrupting established settlement, the interest in providing easy access to the Westside School was likely also a factor in the change. The Westside School District was formed in 1907 upon land donated for the use by Louis and Charlotte Neidermeyer. The one-room school house was completed for the Fall Term, 1909. (R. E. Phillips, A History of the Westside School, 1976) This coincidental timing of the right-of-way change and the construction of Westside School leads to the conclusion that the two developments were related.¹²

As the Old Stage Road Corridor became more popular as an automobile route, the drive became increasingly known for its beauty, as opposed to its utility.¹³ Increased orchard and

¹¹ See Letter to Mr. Jim Brodie from Paul Rynning, 3-March-1948, (Jackson County Public Works Files). Rynning was a longtime Jackson County Engineer.

¹² The history of the Westside School notes elsewhere that "...Old Stage was straightened to eliminate the curves now know as Hillside Road until some time after 1932. Based on Jackson County records and various maps of the period this appears to be incorrect.

¹³ The early 20th Century saw numerous routes connecting the west side of the valley to the central Railroad corridor. The Jacksonville Highway (originally developed as "the Valley Road" or the Road to Fort Lane, was paved before 1910. What became the Pacific Highway, Oregon's first true north-south automobile route was completed by 1913 and paved for its entire length through Jackson County by mid-decade. Roughly paralleling what is now Blackwell Hill Road between Central Point and Gold Hill, the Pacific Highway along

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residential development along the route, beginning before 1900 and achieving "boom" proportions by the 1910-1912 period, saw the Old Stage corridor become a growing area of large estates surrounded by acres of orchards.¹⁴ Typical was the William McCredie House, constructed in 1908 and now listed on the National Register of Historic Places.

Wm. McCredie, who purchased thirty acres of land on the Jacksonville-Central Point Hill some months ago and set it to fruit, now has a \$2000 dwelling nearly completed and will thereto within a couple of weeks...He had made money since coming to Medford, but there are none who deserves to prosper more than he. (Medford Mail, 7-February-1908, 5:2)

The scenic views of both the valley and Mt. Pitt [now Mt. McLaughlin] made the area an attractive one for wealthy newcomers to the valley, drawn by the rampant advertisements of the local chambers of commerce. A friendly competition of sorts developed among the so-called "Chicago Colony," a group of individuals from that Midwestern city who relocated to the valley. Many of these transplants built large "estates" from which they could overlook the valley's growing orchard developments and the Old Stage Road Corridor proved a logical location for development of this type.¹⁵ The scenic qualities of the route were also likely attractive to the valley's burgeoning numbers of recreational "autoists." Jackson County regularly led Oregon in registered vehicles per capita throughout the early years of the 20th century and the vistas of Old Stage Road were likely an obvious draw to the new car owner.

Off early for a long auto ride...motor by Willow Springs to Gold Hill & about two miles beyond on left bank of river we found a fine cold spring near mouth of Galper [Gall's] Creek...(W.J. Dean Diary, 10-August-1916)¹⁶

The unavoidable "bust" that followed Jackson County's orchard boom led to a temporary drop in residential development along Old Stage Road from the mid-1910s to early 1920s. By the middle of the decade construction increased following the development of the Medford Irrigation District and the improved availability of water to the area.¹⁷ This second phase of 20th Century residential development saw additional homes built along the former stage route, taking advantage of the panoramic views of the valley available from the route.

The increased reputation of the route as an area of large homes and influential residents led to some reference to portions of Old Stage as "Millionaire's Row," a term that sporadically appeared in the social events section of the *Medford Mail Tribune*.¹⁸ The new name was

Merriman Road north of Central Point shifted all but Jacksonville's traffic away from the original stage road corridor.

¹⁴ See, for example, Kramer, *Madden-McCaskey House*, NR Nomination forms, 1-August-1993.

¹⁵ See *Medford Mail Tribune*, 19-March-1911, 2:1.

¹⁶ Dean, who joined "...the great Ford army" with his purchase of a second-hand Model T, documented his automobilization and other activities in a sporadic journal now in the possession of the Talent Historical Society. Although a longtime resident of Jackson County, no relationship between Dean and Nathaniel Dean of the Willow Springs area has been documented.

¹⁷ See Kay Atwood, *Blossoms and Branches* (Atwood, Ashland, Oregon, 1980).

¹⁸ The earliest use of this term dates from 1911 — "W.F. Rau has sold his ranch of twelve acres, corner of Ross Lane and Millionaires' Row, three miles northwest of Medford, for \$12,000 to George Robeck of Detroit, Michigan." (*Rogue Magazine*, February 1911, 2:11) Although rarely specifically applied, "Millionaire's Row"

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clearly not appreciated by all and in October 1927 forty-three residents petitioned the Jackson County Commissioners to formally designate the route as the "Old Stage Road."

It is the old historically known highway...over which the stages passed carrying the main traffic. It has been known from earliest days as the [Old] Stage Road and it seems desirable in respect to the memories of pioneer days and in the interest of preservation of historic place names to preserve the original designation. (Jackson County Commissioner's Journal, 20:402)

The Commissioners noted that "...the designation "Millionaire's Row" is understood to have arisen at a much later date, purely as the result of a bit of rumor between two neighbors, and is therefore of no historic or serious importance." They granted the residents' petition on October 5th, 1927 and so formally designated the route as "Old Stage Road."¹⁹ A month later the *Medford Mail Tribune* ran an editorial applauding the Commissioner's actions, noting further;

...it would be an excellent idea to have this highway marked with appropriate signs. It was along its rolling surface that the first settlers to the Rogue River Valley came on the regular stage from Roseburg south to Jacksonville, then the metropolis of southern Oregon. It is the oldest and most picturesque highway in southern Oregon. (Medford Mail Tribune, 2-November-1927, 4:1-2)

In 1939 the Crater Lake Chapter of the Daughters of the American Revolution, as a part of that group's program to recognize and designate historically significant elements of Oregon's pioneer period, placed a granite and bronze marker on Old Stage Road. (*The Sunday Oregonian*, 9-April-1939) The marker, which reads "Along this road passed the early day travel of Oregon," survives on the west side of the corridor, north of Beall Lane in the front of 3685 Old Stage Road. (See attached photograph)

Essentially, the Old Stage Road Corridor remains in much the same configuration as it has since 1907-1912 opening of the Ross Lane segment as described above. For unknown reasons the bypassed section of the original stage road that resulted from that change remained unnamed. In 1949 residents of that bypassed roadbed, headed by Margaret Nason, petitioned the County Commissioners to formally designate the road.

I have talked to several of the neighbors about a name, and as long as we have been told we live on the original Old Stage Road, we wonder if we could have Upper Stage Road or Upper Stage Drive. Old Timers have told us that the Old Stage Road came straight on from Jacksonville and went down our hill, and that the road past the West Side School is comparatively new. If we cant be on the Upper Stage Road how about Hillside Drive?... (Nason, Letter to Mr. Paul Rynning, 18-June-1948, Jackson County Roads and Parks Department Files)

seems most consistently used to refer to the group of large dwellings surrounding the Ross Lane section of the corridor.

¹⁹ The list of petitioners represents a rather exclusive collection of Jackson County residents of the time. The "undersigned residents" include Raymond Driver, William McCredie, Harold Thornily, Helen Bundy Carpenter and Alfred Carpenter, Alice Applegate Sargent, Dr. J. W. Robinson, H. D. and Mary McCaskey, S. W. Richardson, L. Niedermeyer, John Tomlin, Dr. Conroy, and a number of other prominent and pioneer names.

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A week later the Commissioners decided against Upper Stage Road, since that was at one time the name of what is today Old Military Road, and decided upon Nason's suggestion of "Hillside Drive" for this former portion of the stage route between Jacksonville and Gold Hill. (Rynning, Letter to Miss Margaret Nason, 24-June-1949, See also Commissioners Resolution dated 9-December-1949)

10. RELATED RESOURCES:

The Old Stage Road Corridor, with few exceptions, is entirely lined by residential and agricultural uses. County assessors records show approximately 600 individual tax accounts with "Old Stage Road" addresses.²⁰ Based on visual estimates, something less than fifty percent of these likely relate to built improvements facing the Old Stage Road Corridor, with the remainder concerning open lands of various zoning classifications, predominately woodland or farm use. An additional 20-30 tax lots face the short Ross Lane segment. No attempt was made to identify the precise number of built vs. vacant/agricultural parcels lining the corridor from Gold Hill to Jacksonville and it should be clarified that *this nomination concerns only the Old Stage Road Corridor right-of-way, as owned and maintained by the Jackson County Roads and Parks Department.*

Nevertheless, the character of the Old Stage Road Corridor is substantially enhanced by the built development that lines its edge, both those dating from the historic period as well as that of more recent construction. Previous government surveys and owner-initiated National Register nominations have resulted in a number of resources adjacent to the Old Stage Road Corridor as having been identified as significant. These are shown on Table I.

II. INTEGRITY:

Like any roadway, the Old Stage Road Corridor has been periodically maintained, upgraded, and re-paved as a continuing element of Jackson County's transportation network. The records held by the Jackson County Roads and Parks Department document a series of minor right-of-way adjustments, signage changes, speed limits changes, and similar. A major paving project of the "Ross Lane-Jacksonville Section" was undertaken in 1957 and it assumed that similar, although undocumented, paving projects have affected virtually all of the roadbed. The specific date of the original paving of the Old Stage Road Corridor is not known although photographic evidence indicates that portions of the route may have remained dirt or gravel at least through the mid-1920s, if not later.²¹

²⁰ This number includes personal property, mobile home, and similar non-dwelling or commercial units, as well as EFU or woodland parcels.

²¹ See SOHS Negative #8433, Madden-McCaskey House (Bora Da Orchard)

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TABLE I
CURRENTLY IDENTIFIED PROPERTIES OF HISTORIC SIGNIFICANCE
OLD STAGE ROAD CORRIDOR, JACKSON COUNTY, OREGON

No.	Property Name/Description	Address	Status, Inclusion in Surveys
1	John & Nancy Thompson Barn, c.1900	670 Old Stage Rd	Jackson Cty Inventory, #496,
2	John & Nancy Thompson Hse, c.1895	670 Old Stage Rd	Jackson Cty Inventory, #259
3	William Bybee Hse, c.1857	883 Old Stage Rd	Jackson Cty Inventory, #260, NRHP
4	J.F. Ludwig [Lewis] Niedermeyer Hse, 1903	1176 Old Stage Rd	Jackson Cty Inventory, #233
5	A.S.V. Carpenter Hse [Topsides], 1927	1677 Old Stage Rd	Jackson Cty Inventory, #232
6	Walter Bowne-John Tomlin Hse, 1917	1845 Old Stage Rd	Jackson Cty Inventory, #234, NRHP
7	James M. Hurley Hse, 1910	2175 Old Stage Rd	Jackson Cty Inventory, #227
8	Wright-Clark Hse, c.1900	2361 Old Stage Rd	Jackson Cty Inventory, #226
9	Carleton-Goff Hse, c.1908	2569 Old Stage Rd	Jackson Cty Inventory, #225
10	William McCredie Hse, 1908	2606 Old Stage Rd	Jackson Cty Inventory, #213, NRHP
11	Charles Newhall Hse, c.1910 (1925)	2748 Old Stage Rd	Jackson Cty Inventory, #224
12	Madden-McCaskey Hse, 1911	3347 Old Stage Rd	Jackson Cty Inventory, #215, J Cty Landmark, NRHP
13	Raymond E. Driver Hse, 1926	4140 Old Stage Rd	Jackson Cty Inventory, #212, NRHP
14	Nathaniel C. Dean Hse, c.1870s(1970)	4533 Old Stage Rd	Jackson Cty Inventory, #210
15	James G. Birdseye Hse, 1892	7771 Old Stage Rd	Jackson Cty Inventory, #157
16	Hunter Stickel Hse, c.1905	9437 Old Stage Rd	Jackson Cty Inventory, #150
17	Unidentified House, c.1900	4228 Old Stage Rd	State Inventory of Historic Places
19	West Side School, 1909	3070 Ross Lane	Jackson Cty Inventory, #230
20	F.W. Townsend Hse, 1930	3188 Ross Lane	Jackson Cty Inventory, #228
21	Warren-Clarkson Hse, c.1920	3390 Ross Lane	Jackson Cty Inventory, #231

Sources:

- "Jackson Cty Inventory" Clay and Atwood, *Cultural and Historical Resource Survey*, Jackson County Planning Department, 1979/94.
- "National Register of Historic Places" Individually listed or determined eligible for listing by the National Parks Service.
- "J Cty Landmark" Individually recognized as a Jackson County Landmark by action of the Board of Commissioners per LDO, Chapter 266.
- "State Inventory of Historic Places" Included on that county-by-county listing as maintained by the Oregon Historic Preservation Office.

The criteria of the National Register of Historic Places define historic integrity as the composite of seven related qualities; *location, design, setting, materials, workmanship, and feeling*. The application of these characteristics to the evaluation of a linear transportation corridor such as that of Old Stage Road require an underlying recognition of the nature of the resource and the unique nature of its development as opposed to more traditional built resource types. This is particularly significant in the areas of workmanship and materials, which in the case of the Old Stage Road Corridor bear little connection to the road's character as either a stage road or early 20th Century automobile route. With appropriate recognition of the intrinsic character of a transportation corridor that has been in continual use for more than 140 years, the Old Stage Road Corridor meets the issues of integrity as follows:

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- LOCATION: The route of the Old Stage Road Corridor, from the Gold Hill interchange to the Jacksonville City Limits, including the Ross Lane portion, is essentially identical to the corridor established following the bypass of the Hillside Road section in 1907-1912. The majority of the Old Stage Road segments north and south of Ross Lane are virtually identical to the 60' right-of-way established by Jackson County in 1912, and for the majority of the route incorporates the original stage route established as the first public road in southern Oregon.
- DESIGN: Although cyclically modernized and maintained as a functional element in the Jackson County road network, the Old Stage Road Corridor retains substantial relationship to its original design. The Corridor lacks the edge defining features that characterize more recent roadways and at 25' to 30' remains at less-than-standard width for much of its length. The comparatively tight turn radii, grade changes, proximate vegetation, and other features support the historical development pattern of the corridor and remain at odds with modern developments. It is these very elements of the present design of the Old Stage Road Corridor that have in recent years led to interest in straightening and improving the road to modern standards.
- SETTING: The Old Stage Road Corridor for much of its length hugs the foothills of the western slope of the valley and presents the traditional panoramic views that made the route a desirable residential location in the early 20th Century. The corridor generally responds to existing topography and grade, lacking the cuts and fills of modern road design. While recent development of a higher density at points obscures the historic orchard and rural uses of the corridor, substantial vacant and agricultural land survives, augmented by a large number of identified National Register and locally inventory historic built resources which support the overall integrity of the corridor.
- MATERIALS: The intrinsic requirement for periodic maintenance, re-pavement, and improvement result in the materials of the Old Stage Road Corridor being non-historic. Sufficient connection in the area of design, as discussed above, mitigates these changes.
- WORKMANSHIP: With the exception of the small concrete span over Kane Creek, there are no built engineering works or similar improvements associated with the Old Stage Road Corridor. Workmanship related to paving or use of materials, as described above, are necessarily affected by the nature of the resource. In its response to the existing topography the Old Stage Road Corridor reflects the inability of early road development technology to shape the land to the dictates of the automobile.
- FEELING: In defining "Feeling," the National Register states that "Feeling, although intangible, is evoked by the presence of physical characteristics that reflect the historic scene. The cumulative effect of setting, design, materials, and

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workmanship creates a sense of past time and place...²² The combined impact travel along the Old Stage Road Corridor creates a "kinesthetic experience" that is unlike that associated with the standard roadbed, effectively relating the historic nature of travel.²³ The repetitive turns, the narrow tree-lined corridors, and sequentially encountered panoramic openings all contribute to the integrity of the route. The "feeling" of travel through the Old Stage Road Corridor and its continued ability to evoke its historic associations has been repeatedly recognized — first with the 1927 designation of the "Old Stage Road," by the Jackson County Court, and then with the 1939 placement of the D.A.R. marker. Among the most recent recognition of the unique characteristics of Old Stage Road was the 1994 designation of the corridor by Scenic America, a national organization interested the preservation of early travel corridors.²⁴

12. SUMMARY:

The Old Stage Road Corridor is one of the earliest and longest used transportation corridors in southern Oregon. It was the first road to be designated a public right-of-way in Jackson County and today, more than 140 years later, maintains substantial integrity in location, setting, and feeling to its fundamental character. Essentially identical in all pertinent aspects to the configuration of the road following the 1907-1912 realignment along Ross Lane, the Old Stage Road Corridor has long been recognized for its important associations with the development of Jackson County and its role as the primary stage and early automobile transportation route heading north from the first county seat at Jacksonville. The history of cyclical maintenance, re-pavement, and other minor repairs do not dramatically deviate from the route's traditional character and do not diminish the integrity of a resource which by nature and use requires such activity to remain a vital element of the Jackson County road system.

The Old Stage Road Corridor is significant under **Criterion B** for eligibility to the Jackson County Register as the oldest travel corridor in continual use in the county. Prior to the arrival of the railroad, during the initial 1851-1883 period of significance, Old Stage served as the primary north-south route in the northern portion of Jackson County. The corridor remained a major wagon route auxiliary to the railroad during the last quarter of the 19th Century. With the advent of the automobile, the Corridor entered a second period of significance, from 1907 to c.1930, as a scenic route for the growing orchard and residential development that grew along its edges.

²² Linda Flint McClelland, J. Timothy Keller, Genevieve P. Keller and Robert Z. Melnick, "Guidelines for Evaluating and Documenting Rural Historic Landscapes," National Register Bulletin 30, National Parks Service, Interagency Resource Division.

²³ A *kinesthetic* experience is defined as "...the experience of motion through a landscape experienced by a traveler [and] the quality of that experience." See Federal Highway Administration, *Community Guide to Corridor Management Planning*, Fall 1995.

²⁴ See Bill Kettler, Medford Mail Tribune, 1-December-1994, 5A and Roy Scarbrough, The Oregonian, 13-January-1995.

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The Old Stage Road Corridor is significant under **Criterion E** for eligibility to the Jackson County Register for its 20th Century role as the connecting feature of what was deemed "Millionaires' Row," an exclusive collection of large estates and orchard development that attracted substantial settlement from the Midwest and elsewhere during the 1907-c.1930 period. Many of these orchard homes survive and are now individually identified as significant within a variety of local, state, and national cultural resource inventories.

As a publicly accessible corridor that offers unmatched and long recognized panoramic views of the valley floor from the Table Rocks to the southern portion of the Bear Creek Valley, the scenic features and vistas associated with the Old Stage Road Corridor add to its significance for eligibility to the Jackson County Register under **Criterion H**[iii].

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Walling, A.(Ibert) G. History of Southern Oregon. Portland: A.G. Walling, 1884.

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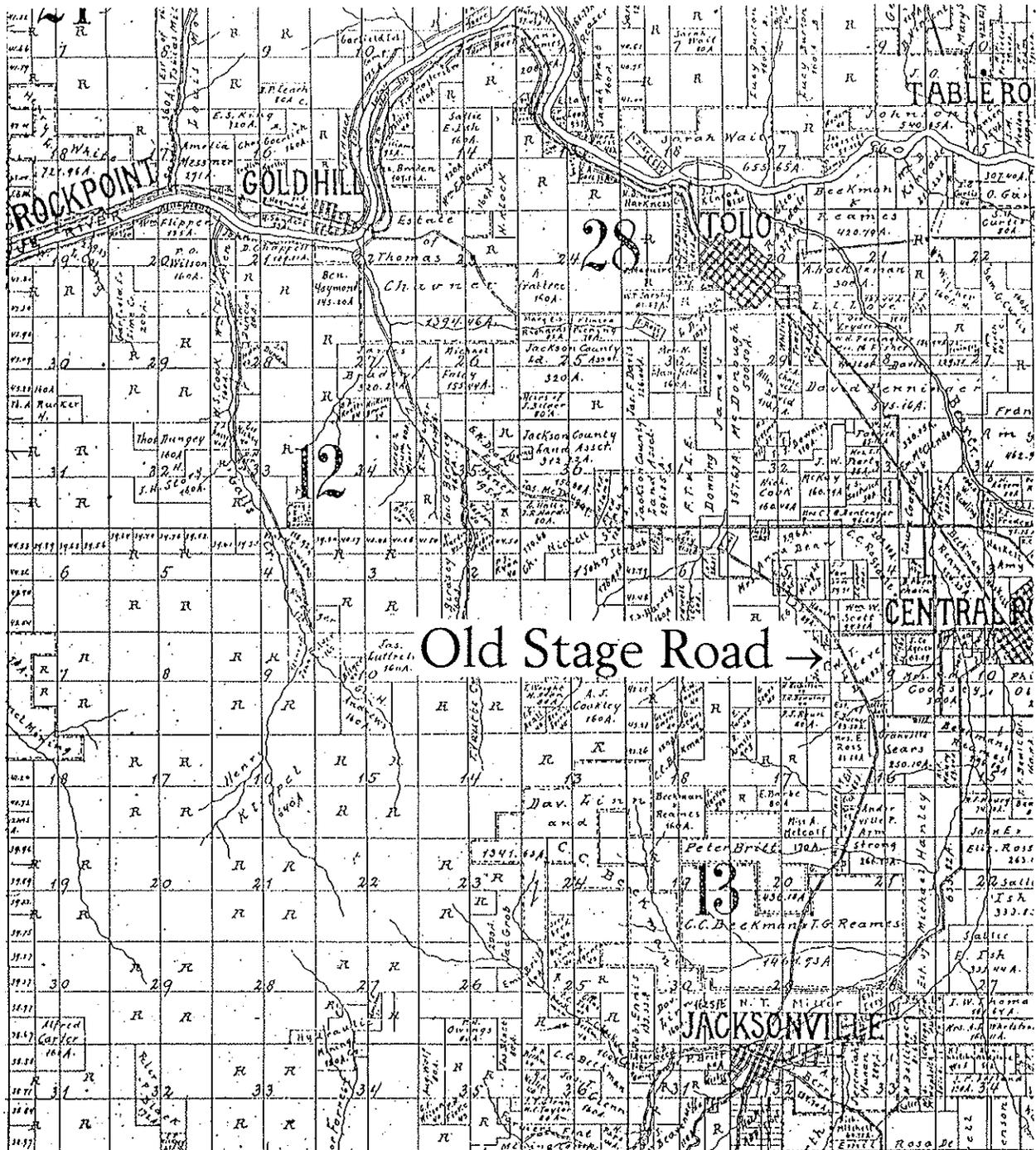
LIST OF APPENDED MATERIALS:

1. HISTORIC AND CURRENT MAPS
 - **Map 1:** Enlarged Section, from "Official Map of Jackson County, Published by Grant Rawlings, 1895. (from SOHS Collection)
 - **Map 2:** Portion, Metsker's Pocket Map of Jackson County, 1920 (from SOHS Collection)
 - **Map 3:** Portion, USGS Topographic, sections of Medford, Oregon (1954) and Gold Hill (1954) 15 min. quadrangles.
 - **Map 4:** Portion, Oregon State Highway Division, "Jackson County Oregon, Sheet 3 of 4, 1982.
2. CURRENT PHOTOGRAPHS
3. JACKSON COUNTY BOARD OF COMMISSIONERS BOARD ORDER 410-95
4. OLD STAGE ROAD TASK FORCE REPORT

NOMINATION

Jackson County Register of Historic Landmarks

**Old Stage Road Corridor
v. Jacksonville to Gold Hill**



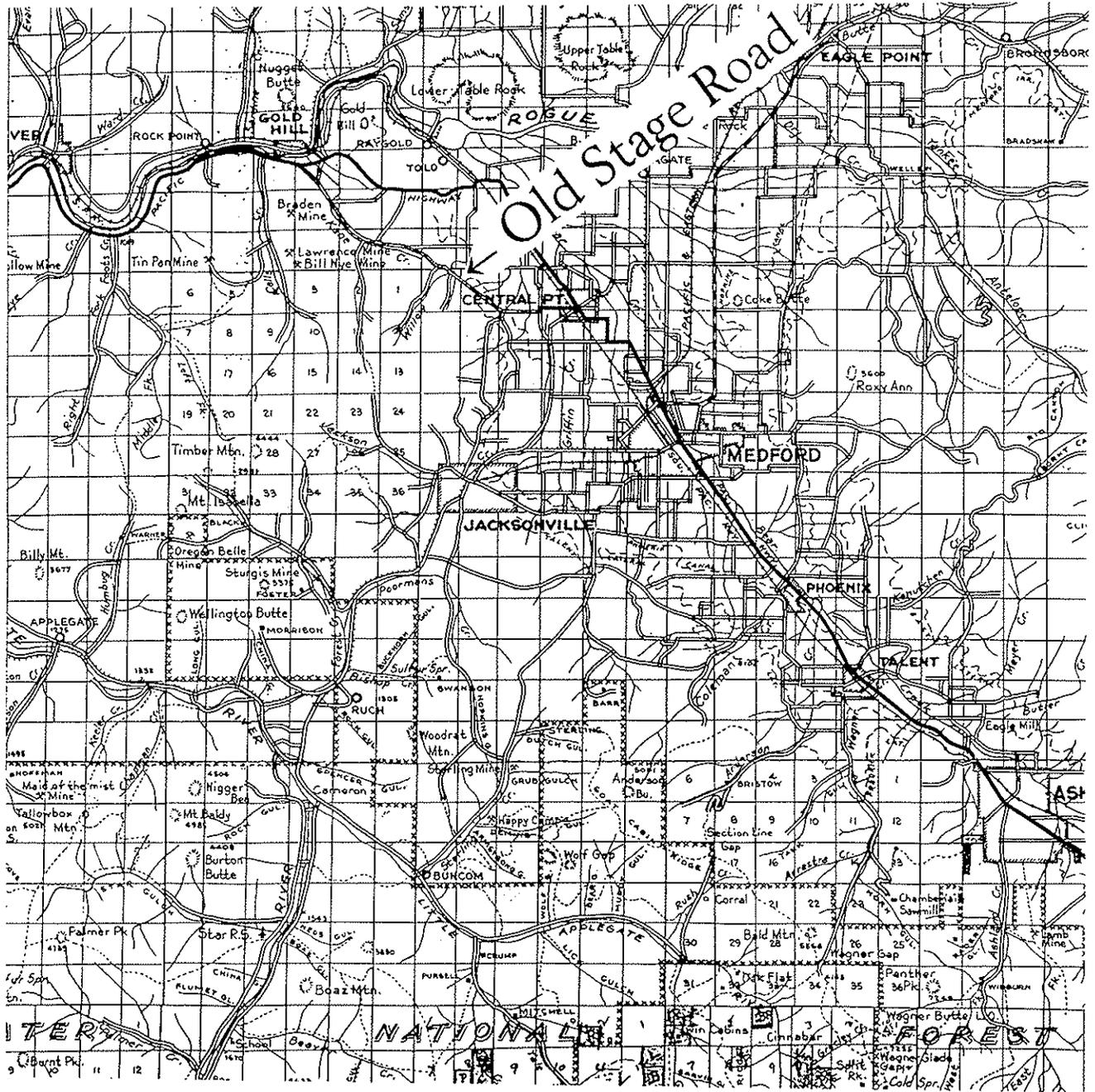
MAP I

from "The Official Map of Jackson County," 1895
Collection of the Southern Oregon Historical Society

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**Old Stage Road Corridor
v. Jacksonville to Gold Hill**



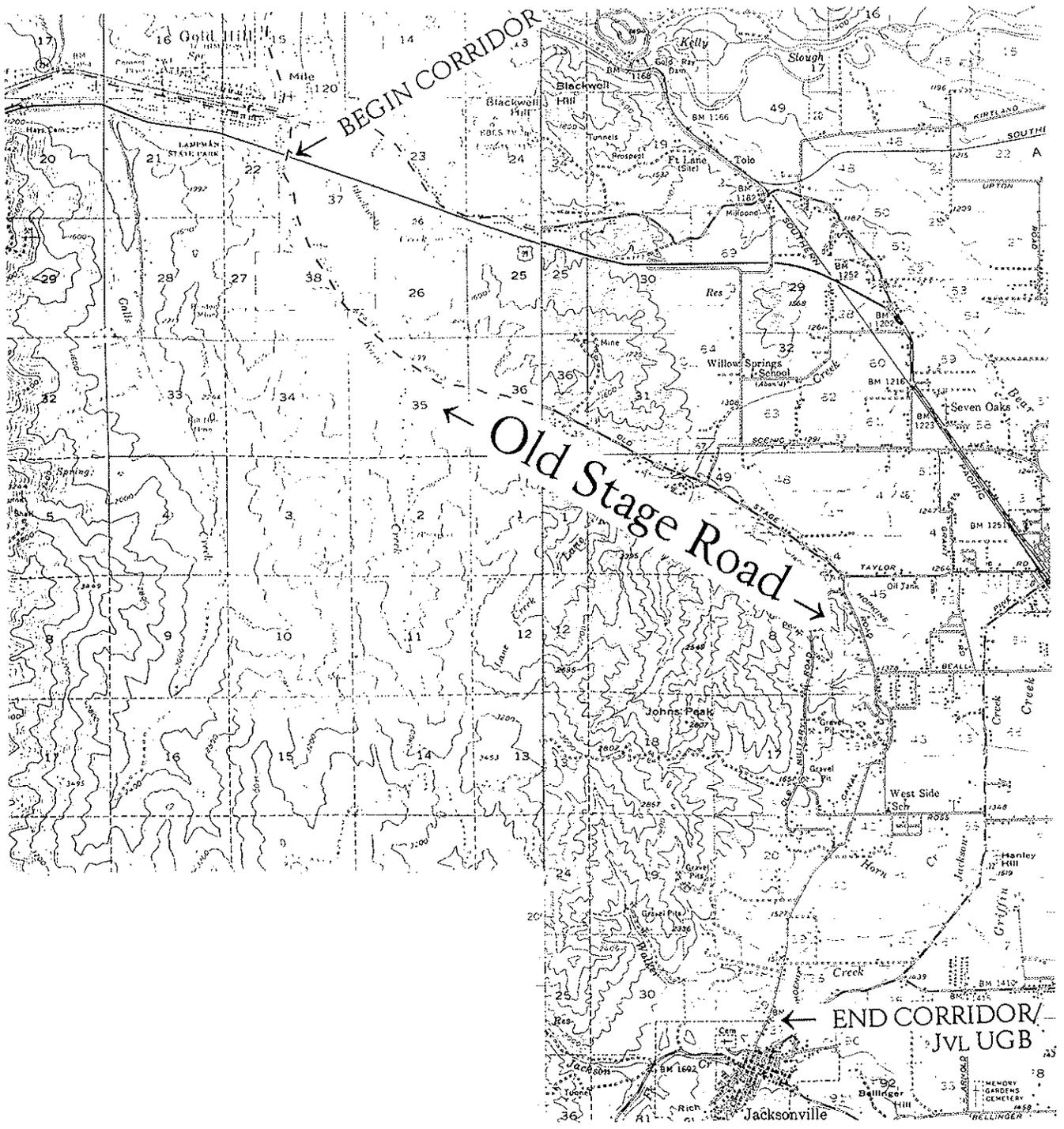
MAP 2

from "Metsker's Pocket Map of Jackson County," 1920
Collection of the Southern Oregon Historical Society

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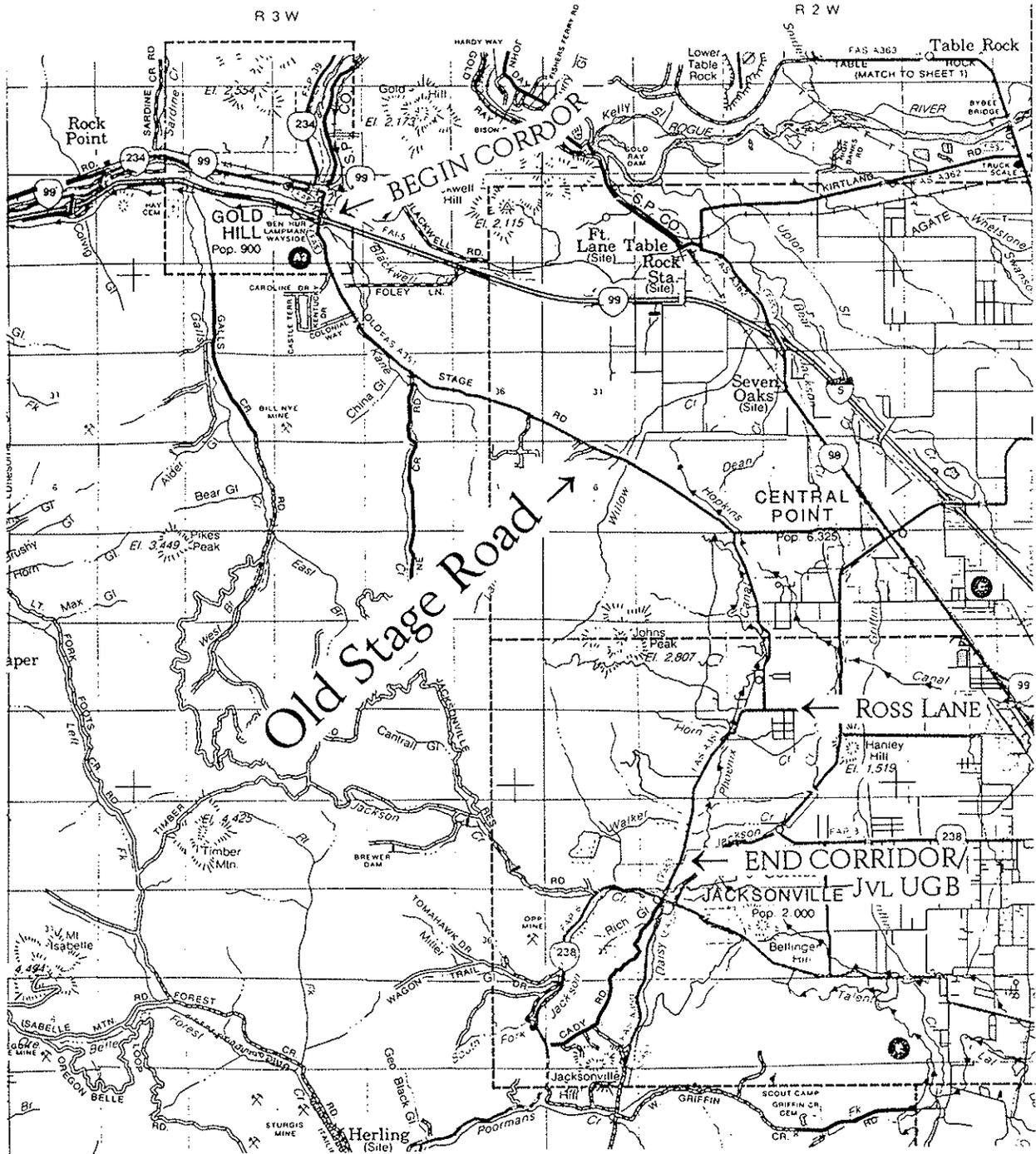
**Old Stage Road Corridor
v. Jacksonville to Gold Hill**



MAP 3

USGS Topographic Map
Sections of Medford and Gold Hill 15m Quadrangle

Old Stage Road Corridor
v. Jacksonville to Gold Hill



MAP 4

Oregon State Highway Division, "Jackson County, Oregon" 1982

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v. Jacksonville to Gold Hill**

PHOTOGRAPH LIST:

ALL PHOTOGRAPHS TAKEN IN JANUARY 1996

1. Looking North from Jacksonville City Limits
2. Looking East on Ross Lane, from intersection of Old Stage Road and Hillside Drive
3. Looking Northwest, just north of Beall Lane (Madden-McCaskey House on photo left, note Table Rock in distance)
4. Looking Northwest, from intersection of Scenic Ave
5. Looking Northwest in Kane's Creek Valley segment
6. Looking Northwest, across Kane's Creek Bridge
7. Close-up, 1939 D.A.R. Old Stage Road Marker, located near 3685 Old Stage Road. (Photo by Arlon Pfohl.)

NOTE: This application also includes thirteen (13) color transparencies for use during presentation.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
STATE OF OREGON, COUNTY OF JACKSON

IN THE MATTER OF AUTHORIZING)
IMPLEMENTATION OF DESIGN ENGINEERING FOR)
OLD STAGE ROAD)

ORDER NO. 410-95

WHEREAS, the County Roads Committee (CRC) has made a recommendation, relative to the realignment, reconstruction, and overlay of Old Stage Road, that the Roads and Parks Services Department retain full authority for the road design, incorporating stakeholder input as feasible; and

WHEREAS, the priorities for the engineering design are: historic preservation, slow/moderate travel speeds, vehicle safety and disabled vehicles issues, and bicycle and pedestrian safety concerns.

Now, therefore,

The Board of County Commissioners of Jackson County ORDERS:

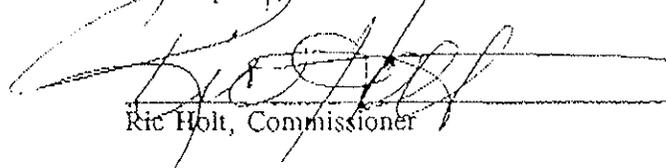
The Jackson County Roads and Parks Services engineers are hereby authorized to begin design for Old Stage Road from Ross Lane to Gold Hill and to submit the designs to the community as they are developed.

DATED this 8th day of November, 1995, at Medford, Oregon.

JACKSON COUNTY BOARD OF COMMISSIONERS



Sue Kupillas, Chair



Ric Holt, Commissioner

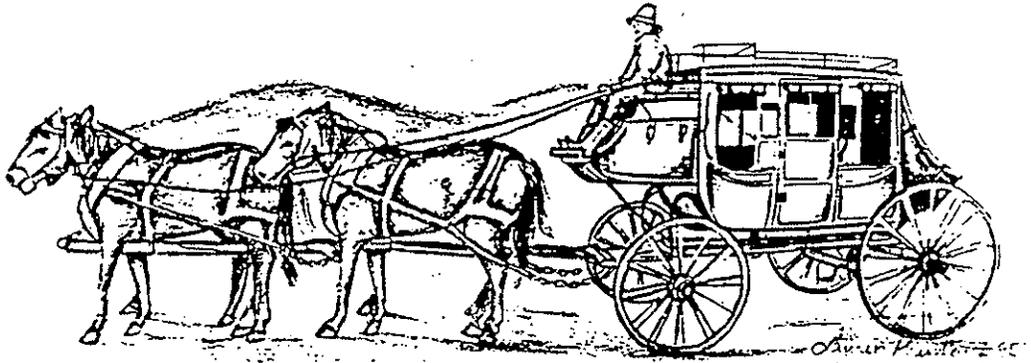


Jack Walker, Commissioner

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410-95

Old Stage Road Task Force Findings and Recommendations



Jackson County, Oregon
October 1995

**Old Stage Road Task Force
Findings and Recommendations
Jackson County, Oregon
October 1995**

Statement of Purpose:

In response to issues concerning proposed Old Stage Road improvements, the Jackson County Board of Commissioners directed formation of the Old Stage Road Task Force in January of 1995 (*Proposed Board Order #123-95*). Upon formation, the Task Force goal was stated as: "To provide a recommendation to the County Roads Committee (CRC) for one or more alternatives for resolving design concerns on Old Stage Road, which are acceptable to stakeholders and Jackson County Roads and Parks Services."

In addition, pending Land Use Board of Appeals (LUBA) challenges to several elements of the Jackson County Comprehensive Land Use Plan and Land Development Ordinance (*Notice of Intent to Appeal, LUBA # 95-015 and Motion to Stay Proceedings, LUBA #95-015*) has made the work and outcome of such a Task Force an important component of resolving those issues raised.

Description of the Old Stage Road:

The Old Stage Road, which connects the towns of Jacksonville and Gold Hill in Jackson County, Oregon, began as little more than a trail in the Spring of 1853. From its intersection with the northerly end of Oregon Street in the Precinct of Jacksonville, to its junction with the old Oregon Trail (so called) near the residence of Nathaniel C. Dean (known as "The Willow Springs"), the second session of the Jackson County Commissioners declared this the first "public highway" in Jackson County. Later named the "Old Stage Road" in 1927, this area is rich in local, regional, state and national history (*Historic Aspects of Old Stage Road, D. Mauerer*).

Jacksonville, once the Jackson County seat, is designated as a National Historic District by the National Trust for Historic Preservation. The road, located on the west side of the Bear Creek Valley; Bear Creek is a tributary of the Rogue River. Vistas include Mount McLoughlin, Roxy Ann, Medford, Central Point, and White City generally to the east, the Table Rocks to the northeast, and foothills of the Siskiyou mountains to the South.

For the most part, this route lies in unincorporated areas of Jackson County, Oregon. The Old Stage Road generally serves a rural residential and agricultural area. Land to the east of the road is extremely high quality, irrigated farmland, outside the urban growth boundaries of Medford and Central Point.

Old Stage Road Task Force Process:

In the course of the eight (8) months the Old Stage Road Task Force (OSRTF) has been working, participants have tended to come and go as required by the process. A core group has continued to be present, representing Jackson County Roads and Parks Services, County Roads Committee, area residents, bicycle interests, law enforcement and safety, and the Rogue Valley Council of Governments.

The process has included a consideration of the entire Old Stage Road corridor from Jacksonville to Gold Hill. Discussions have also included the road management and improvement process for the Old Stage Road, as well as other roads in Jackson County. How to identify and incorporate issues early in the design process remains a significant challenge to Jackson County Roads and Parks Services. Specific design considerations were also evaluated for the proposed project section from Ross Lane to Beall Lane.

Kevin Preister, Rogue Institute for Ecology and Economy, was retained early in the process to assist in issue identification for the various stakeholders in management of the Old Stage Road corridor. OSRTF members then developed a variety of design alternatives, employing various design concepts to test and evaluate their effectiveness in resolving issues and concerns. A field tour was also conducted to review and see first hand the issues and impacts road improvement projects might have in the area.

The issues and concerns regarding the Old Stage Road as identified by Kevin Priester (*Update on Old Stage Road Issue Identification, May 15, 1995*) fall into five main categories:

1. **Safety:** including speeding, bicycle safety, pedestrians, "ditches", sight distances and law enforcement.
2. **Aesthetics:** including ambiance, scenic qualities, trees and vegetation.
3. **Construction:** including steep driveways, property acquisition, costs, utility hookups, impact on wells, pavement and structure condition, and total "real estate" involved.
4. **Citizen participation:** including notification and involvement in original proposal, the need for follow-up and review of any redesign work, future improvements, consistency with land use, compatibility with other transportation planning.
5. **Historic Significance:** including structures, vegetation, and management of the Old Stage Road corridor.

The final step has been to develop specific road design recommendations for the current project proposal. Also included are ongoing action recommendations necessary to implement a project and to address the variety of identified issues and concerns. Due to the complexity of the issues involved, it is felt that these recommendations must be acted upon in combination. It is important to recognize the need for continued support for developing a longer term strategy and plan for the County to efficiently manage the Old Stage Road corridor.

While there is a desire to “get on with it”, at the time of these recommendations resources to do additional design and drawings are not available. Jackson County Roads and Parks Services anticipates that it will be Winter 1995/96 before any new design drawings can be developed. Construction of a project could be scheduled for the 1997 season.

Following a presentation to, and review of recommendations by the County Roads Committee, a neighborhood meeting(s) will be scheduled during Fall 1995 to present OSRTF findings and recommendations to the residents and other concerned individuals and stakeholders. With many specific concerns and issues raised by individual property owners, County staff will continue to meet one on one with residents. However, without a specific road design it is problematic to proceed with addressing many of these issues

To maintain continuity and provide closure to the task force process, it is critical to include a review and participation component by OSRTF members through the remainder of the design and implementation process. Design and right-of-way work is to be completed by Jackson County Roads and Parks Services during Winter 1995/96. Technical representatives of the OSRTF will work closely with the designing engineer to evaluate and apply recommendations during the design process. Again, with design and drawings in hand, Jackson County Roads and Parks Services will present design details in the Spring of 1996 to the OSRTF and the community prior to final acceptance, contracting and construction.

Recommendation Highlights:

Design Context

- Continue community involvement process through project implementation.
- Design “in context”, considering specific safety, terrain, property, drainage, and historic or scenic resource issues.
- Protect and enhance rural, neighborhood and historic resource qualities and design for minimal disturbance to personal property and vegetation.
- Improve road, pedestrian and bicycle safety.
- Design to moderate travel speeds to existing posted speeds.

Engineering

- Develop standards to incorporate traffic management devices.
- Use alternative drainage and road base techniques wherever possible to minimize “real estate” required.
- Accept minimum design structure where priority indicates.
- Priorities for engineering design:
 1. Historic preservation (physical and ambiance).
 2. Slow/moderate travel speeds.
 3. Vehicle safety and disabled vehicle issues.
 4. Address bicycle and pedestrian safety concerns to the extent possible.

Additional Actions

- Historic Landmark designation for the Old Stage Road.
- Development of a Corridor Management Plan for the Old Stage Road area.
- Budget for and conduct required land surveys, traffic counts and traffic flow surveys for planning and development of additional improvement alternatives to the Old Stage Road, north of Beall Lane.
- Review and incorporate new FHA standards and policies concerning historic resource conflicts with transportation system needs into Jackson County road management policies as they become available.
- Review and update community involvement processes related to road and transportation system management to help minimize conflicts and establish broader community support for Jackson County Roads and Parks Services tasks and goals.

Recommendation Discussion and Supporting Information:

Developing recommendations for improvements along the Old Stage Road has been difficult due to the conflicting needs of the many people who use the road. However, safety is clearly a primary concern to everyone. In addition, historic resource protection, aesthetics, design and construction techniques, and the need for continued citizen participation in management of the Old Stage Road corridor were identified as key areas of consideration. Increased capacity or increased speed limits are not requirements for design alternatives on the Old Stage Road.

The Old Stage Road route serves a collector function from westside residential areas, Jacksonville, and Gold Hill, ultimately linking to arterial routes in Central Point and Medford. Design recommendations presented are consistent with that function.

In addition, as outlined in the Jackson County Comprehensive Plan, Transportation Element Findings Section 8 (*emphasis added*):

FINDING:

Urbanizing areas have more alternatives to automobile use, including networks of walkways, sidewalks, bikepaths and various transit options. These alternatives need to be expanded to achieve long-term progress *without devaluing neighborhoods*. The alternative to expand modal choices overlaps road improvement needs.

Policy: The design and routing of new or improved roads should maintain or enhance the livability of neighborhoods. Where new or improved facilities must be located in existing

neighborhoods, alternatives that promote future land use compatibility in the neighborhood should be favored.

Implementation Strategies:

A) Require the proper integration of new road development to achieve minimal adverse impacts on the neighborhoods. This strategy to lessen impacts may result in a minimal suitability on specific roads.

B) May require public participation in the development of individual road designs for new or improved roads.

Any improvements to the Old Stage Road must be designed "in context". That is, road design options must be made available to the designing engineer. Alternatives must then be evaluated from the combined viewpoint of safety, historic resource protection, aesthetics, and community needs. Modification or deviation from existing County road standards and their application will be necessary to accommodate stakeholder concerns. It is important that updated standards allow sufficient flexibility to the designing engineer to accommodate special and unique characteristics and concerns. This is particularly true for existing rural roadways with unique historic or scenic qualities, such as those of the Old Stage Road.

Data and observation indicate that due to the terrain and rural nature of this roadway, excessive speed is a significant contributing factor to accidents. Intrusive road and vehicle noise related to excessive speeds was also identified as an adverse impact for residents.

Maintaining the Old Stage Road as a lower speed travel corridor through this rural and scenic portion of the valley is recommended. Road designs should accommodate and encourage moderated travel speeds, consistent with the character and existing land use of the area. Current posted speeds will be maintained, with a maximum posted speed no greater than 45 MPH. Speed limit postings not to exceed these speeds will continue to be supported by Jackson County Roads and Parks Services. In addition to engineering solutions, law enforcement will be necessary to ensure that speed limits are complied with, and to fully achieve the goal of improved safety.

A key element to improving road safety is to provide for a consistent design that does not present unexpected "surprises" to road users. The road will be engineered to recommended speeds by maintaining minimum sight distances for vertical and horizontal curvature. Where existing road geometry is consistent with sight distance minimums it will be retained. Any required realignment will be engineered to maintain and use existing road structures wherever possible. To help control improvement costs, reconstruction is viewed as the least desirable option. Reconstruction is recommended only where it can be

demonstrated that the existing structure cannot be used, and/or is inconsistent with other desired outcomes.

To address speed, noise, and safety issues in areas of residential land use, it is recommended that traffic management devices be installed and evaluated on a test basis to control and maintain recommended travel speeds. Natural terrain and property constraints should be used to achieve these effects wherever possible. By maintaining minimum sight distances on vertical curvature, introduction of slow points, gateways and humps it is possible to “engineer” for a desired travel speed. The Old Stage Road presents an opportunity to understand the application and effectiveness of these techniques for application elsewhere.

To provide these options to the designing engineer, it is recommended that traffic management device standards be established by Jackson County Roads and Parks Services (*City of Portland, Speed Bump Standard Plans*). Traffic calming devices such as humps, gateways, and slow points are being used safely and effectively in Portland, Oregon as well as elsewhere in the United States, Europe, and Australia. There are likely other areas throughout the County where such techniques may also be a desirable recommendation to addressing speed/safety conflicts.

Discussion with law enforcement agencies and the County Traffic Safety Coordinator clearly indicate the limited capability of impacting the excessive speed problem, and therefore accident rate, through enforcement at existing funding and manpower levels. Budgets, staffing and criminal investigation needs have severely restricted resources for traffic enforcement. Under these conditions, the rural nature and traffic volume of this road makes enforcement difficult.

However, enforcement coupled with engineering and education would have a significant impact on the excessive speed issue on the Old Stage Road. Recommended traffic management devices and techniques along with the application of minimum design criteria provides engineering solutions. Residents are already involved in an education program. Additional support for law enforcement will likely be required to improve overall road safety statistics.

The 1995 Oregon Legislature approved legislation allowing an 18 month test of photo radar systems in the Portland area. Given the financial constraints for ongoing law enforcement, it is recommended that Jackson County support pursuit of similar approval for photo radar use in rural residential areas of Jackson County as part of any statewide legislation allowing the use of photo radar systems (1995 *Summary Senate Bill 382*).

Recommended education solutions include designating the Old Stage Road as a “traffic safety corridor” at the State or County level. Continued use of citizen radar teams and/or traffic watch programs as established by State and County law enforcement agencies is also recommended.

The designing engineer must be provided with a set of priorities to evaluate specific design considerations such as alignment, shoulder width, drainage design, and road base structure. The following priorities are recommended by the Task Force.

1. Historic preservation, including physical features and ambiance.
2. Accommodate and encourage slower/moderated travel speeds, consistent with the character and existing land use of the area.
3. Improved vehicle safety and disabled vehicle issues.
4. Address bicycle and pedestrian safety concerns to the extent possible.

While increased shoulder width and standard width travel lanes are desirable from a vehicle safety and bicycle access perspective, the need for “additional pavement” must be balanced with other goals and priorities. Lesser width and/or alternative drainage will be necessary to address stated priorities at a variety of locations.

For example, the visual impact of wider shoulders may not be consistent with speed/traffic management, aesthetic, and residential livability concerns identified through the issue identification process. Some sort of road “safety shoulders” will improve bicycle and pedestrian safety. At recommended speeds, the need and extent of shoulders must be balance against overall project priorities. The need to acquire or impact personal property, or remove and modify vegetation must also be considered and minimized.

A physically separate travel lane for pedestrians, equestrians, and bicycles is recommended where possible. It is recommended that right-of way or easement acquisition for a separate path be planned for and included at the time of road improvement, even if final construction is not completed during this first phase due to funding constraints. To separate these uses from the primary pavement surface used by motorized vehicles would reduce or eliminate the need for accommodating the mix of uses through increased shoulder width.

This should be a community promoted activity, requiring support from County staff. A partnership approach between the residents and the County could make such a pathway possible. While direct County funds would be limited regarding this type of project, some in kind work would be important to accomplishing the goal. Possibilities may exist for the section adjacent to USFS property through the Beall Lane intersection.

Due to the rural nature and location of the Old Stage Road, it has limited potential for providing alternative modes of transportation for Medford or other urban communities. Use by pedestrians, equestrians, and bicycles are primarily of a recreational nature. Safety for recreational use of the corridor can be improved through better signage indicating bicycle and pedestrian use and warnings for curves. Again, moderated vehicle travel speeds will also improve overall bicycle and pedestrian safety.

Drainage structures can contribute significantly to the “real estate” required to accommodate a road. This impact can require nearly as much property as vehicle travel lands. Several alternative drainage schemes have been identified ranging from rolled curbs

with buried pipe and catch basins, to “shed roof” road surface designs, or asphalt “curbs” with surface drainage to a catch basin. Alternative base materials may also be available to reduce the width requirement for open ditch designs. To design “in context” and minimize visual impact, alternatives to the standard “open ditch” will be evaluated and applied wherever feasible.

The designing engineer must also consider the impact of moving utilities on personal properties and vegetation. Where historic properties, or significant trees or vegetation are involved, attempts will be made to use underground utilities or modify and reduce road and shoulder width to minimum requirements. As with drainage, the goal will be to minimize visual impact and to minimize the “real estate” required to accommodate a road and utilities.

The “look” of the Old Stage Road is important to preserve. Terrain, vegetation, and scenic views are several of the qualities that make this area desirable for recreation and leisure uses. It will be important to minimize the removal of any significant trees or vegetation which are important aspects of the road’s character. Where vegetation must be removed, or substantially modified, it will be replaced and/or enhanced to improve vegetation cover with a combination of native tree and shrub species including, but not limited to, Ponderosa Pine, Incense Cedar, Madrone, Willow, and Oak.

In addition, opportunities to enhance scenic view opportunities through pullouts suitable for use as viewpoints are recommended. Potential locations include; immediately north of the USFS nursery entrance, north of Beall Lane at the end of the current project proposal, and/or at the DAR plaque north of Beall Lane..

Historic resources in the Old Stage Road area are numerous. There are currently twenty-one (21) identified properties on the Jackson County inventory between the city limits of Jacksonville and Gold Hill. Thirty-eight percent (38%) of those properties could be impacted by the current proposal. In addition, the road corridor itself has historic significance to Jackson County. As the first “public” road dedicated in Jackson County in March of 1853, this area is rich with valley history. Research conducted and presented to the OSRTF by George Kramer, Historic Preservation Consultant, clearly indicates that the Old Stage Road, and the corridor it creates, has merit as a significant historic resource (*Preliminary Assessment: Old Stage Road Historic & Scenic Corridor Vicinity, Gold Hill to Jacksonville, Jackson County, OR*).

Consistent with proposed Board Order #123-95, it is recommended that the Old Stage Road be considered for designation as a Jackson County Historic Landmark, similar to the designation for the Old Siskiyou Highway (*Criteria for Inclusion on the Jackson County Register of Historic Landmarks*). By incorporating the Old Stage Road into the Comprehensive Land Use Plan as a Historic Landmark and Area of Special Concern, future decisions specific to the Old Stage Road area will necessarily require a review and consideration of impact on historic and scenic resources.

It is further recommended that the County **support and initiate development of a Corridor Management Plan** for the Old Stage Road. Such a plan for the roadway will further assure that the work and findings of the Old Stage Road Task Force be considered in future road and land use decisions within the Old Stage Road corridor. In addition, a Corridor Management Plan would be the basis for seeking any ISTEA or other funding application for project pertaining to the Old Stage Road area.

The Rogue Valley Council of Governments and Jackson County will provide support to the Westside Neighbors Association in securing a funding source for development of a Corridor Management Plan. There is sufficient interest on the part of the Westside Neighbors Association to also assist in securing private funding sources and participating in development of such a plan. Given the interest in regional planning issues, this project may provide one opportunity for linkage between Central Point, Jacksonville, Gold Hill and Medford planning processes on the westside of the valley.

To help provide adequate information and data for future road improvement activities along the Old Stage Road corridor, north of Beall Lane, it is recommended that the County budget for and **conduct required land surveys, traffic count and traffic flow surveys** for planning and development of additional improvement alternatives. As improvements are considered for connecting County roads such as Taylor and Scenic, it will be important to have the information necessary to interface with the Old Stage Road corridor.

The Federal Highway Administration (FHA) is currently reviewing policies and standards as they relate to the ability of local jurisdictions to adequately address historic resource conflicts with transportation system needs. The OSRTF anticipates that these recommendations, and development of a Corridor Management Plan will be consistent with these new policies and standards. As **new FHA policies and standards** become available the OSRTF recommends that they be reviewed and incorporated into Jackson County road management policies.

Many of the actions and recommendations presented here can and/or must be accomplished prior to construction. Examples might be signage, radar teams, additional enforcement when available, establishing standards and model applications for traffic management devices, and proceeding with Jackson County Historic Landmark designation. Again, it is important to **recognize the ongoing need for developing a longer term strategy and plan** for the County to efficiently manage the Old Stage Road corridor, as well as other transportation issues throughout Jackson County.

Final recommendations by the OSRTF are related to the overall process of conducting the **business of transportation system management and planning** by Jackson County. The OSRTF endorses the following recommendations regarding future work with neighborhoods impacted by transportation system improvements:

1. There must be a balance between citizen input and road “standards” We need to build systems that accommodate how we want to live in the County.

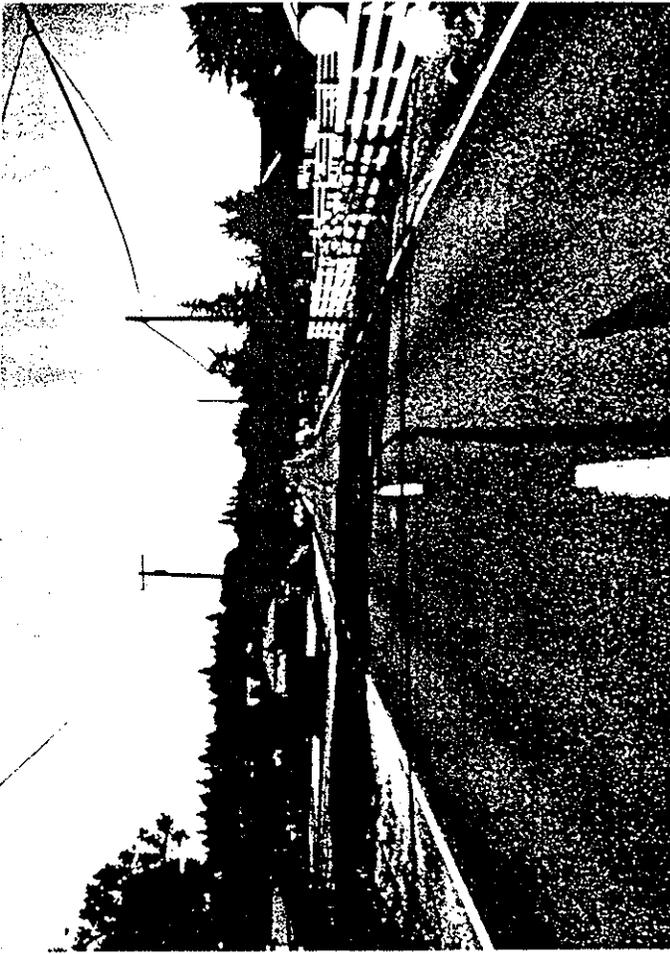
2. Citizens need to have a way to enter the planning process without a formal "petition". By waiting until a neighborhood formally objects, opinions and positions are already established and it is difficult to negotiate any kind of compromise or alternative.
3. The County Roads Committee should be a community facilitator, providing information to affected residents and stakeholders throughout the planning process. Individuals and groups must then decide if they wish to be included in the process. This role will be particularly important as regional efforts attempt to balance neighborhood specific and county wide planning goals.
4. Good planning can occur when a partnership between communities and County representatives is established. It takes time to establish such a partnership, but the trade-off is less time in formal processes which impede projects from going forward. Likewise, technical information (i.e. engineering data) is difficult to present without some face-to-face communication with affected parties or neighborhoods.

In conclusion, the recommendations presented here represent a vast amount of work and effort by a broad spectrum of participants. Great strides have been made in establishing an environment of trust and communication. This "partnership", while strained at various points in the process, has moved the Old Stage Road issues to a level that should allow continued cooperation and balance. The support and acknowledgment of these efforts is appreciated. *Members of the Old Stage Road Task Force look forward to moving ahead on the agreement and consensus developed by this process.*

Task Force Members:

The Old Stage Road Task Force was facilitated by Mary DeLaMare-Schaefer, Executive Director of the Rogue Valley Council of Governments. OSRTF participants have included those listed (in alphabetical order), as well as others not signing attendance sheets:

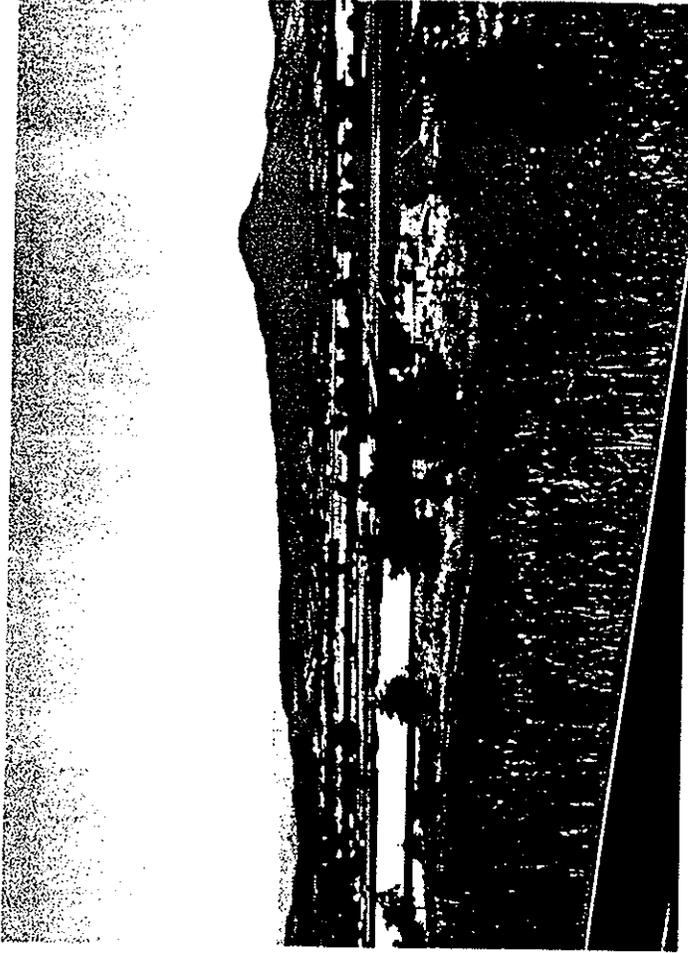
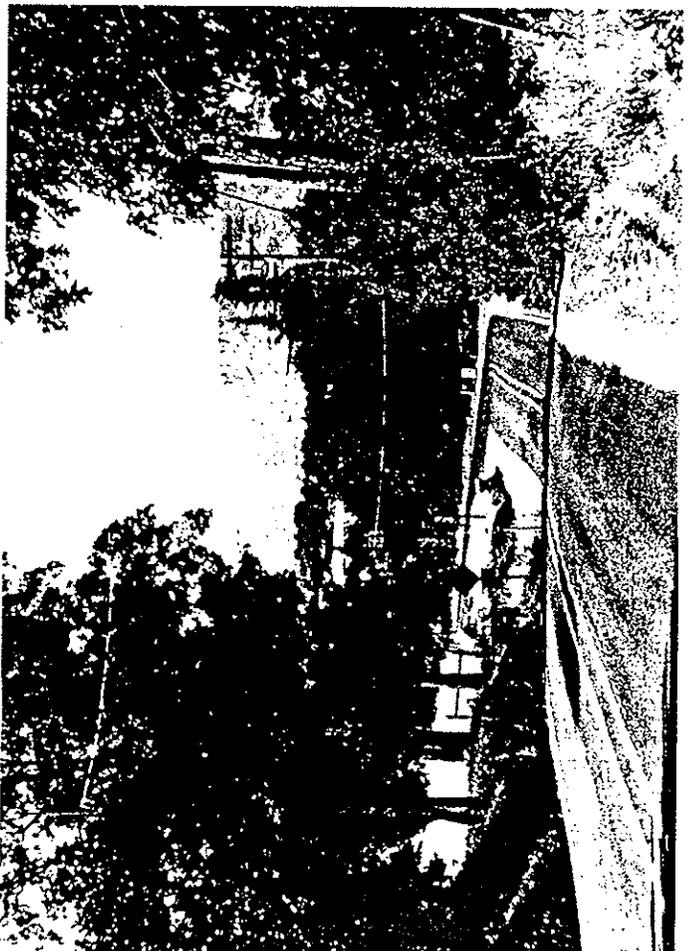
Eileen Adee	Jackson County Bicycle Advisory Committee
Joy and Grant Bailey	Equestrians
Trooper Bill Bedell	Oregon State Police
Donna Adams Bergquist	OSRd area resident
Officer Michael Buckman	Oregon State Police
Duncan Campbell	OSRd area resident
Tim Coffey	Engineer, Jackson County Roads and Parks Services
Curt Crichton	Jackson County Roads Committee
Len Darst	Jackson County Roads Committee
Tyler Deke	
Mary DeLaMare-Schaefer	Rogue Valley Council of Governments
Bill Duhaime	Cyclist
Marsha Fickert	Engineer, Jackson County Roads and Parks Services
Jo Gardiner	Jackson County Sheriffs office
Sandy Gilman	Jackson County Roads Committee
Reeve Hennion	Jackson County Roads Committee
Joe Horn	OSRd area resident
Lucille Horton	OSRd area resident
Lt. Del Hussey	Oregon State Police
Jud Hyatt	Siskiyou Wheelmen
Rees Jones	Bicycle interests
Elsie Lacey	OSRd area resident
Jennifer Lee	
Doug McCollum	Engineer, City of Portland
Irma Mikula	OSRd area resident
Eric Niemeyer	Engineer, Jackson County Roads and Parks Services
Steve and Kathy Patterson	OSRd area residents
Dan Paulsen	OSRd area resident
Dale Petrasek	Engineer, Jackson County Roads and Parks Services
Kevin Preister	Rogue Institute for Ecology and Economy
Brad Prior	
Juanita Rubio	OSRd area resident
Phil Sadlier	OSRd area resident
John Slagter	Siskiyou Wheelmen
Sandy Slate	Jackson County Traffic Safety Coordinator
George Stevens	Cyclist
Jay and Liz Tonelli	OSRd area residents
Fae Vevera	OSRd area resident
Joanne and Bob Wilcox	OSRd area residents



Alternatives must be evaluated based on the combined viewpoint of historic resource protection, aesthetics, community needs and safety. Road designs should accommodate and encourage moderate travel speeds, consistent with the character and existing land use of the area. Where priorities indicate, minimum design structures should be acceptable.

The visual impact of wider shoulders is not consistent with speed/traffic management, aesthetic, and livability concerns in residential areas as illustrated above. The impact of moving utilities on personal property and vegetation must also be considered.





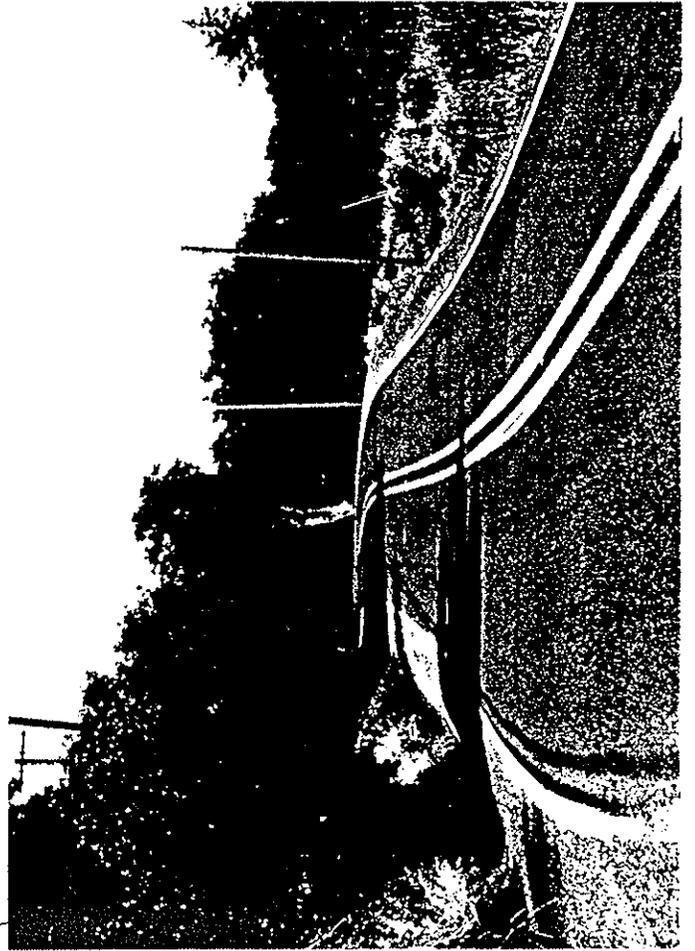
Terrain, vegetation, and scenic views are several of the qualities that make this area desirable for recreation and leisure uses. It will be important to minimize the removal of any significant trees or vegetation which are important aspects of the road's character.

Opportunities to enhance scenic views, such as the view of Mt. McLoughlin, Roxy Ann, and Medford in the above photo, through pullouts suitable for use as viewpoints are recommended.



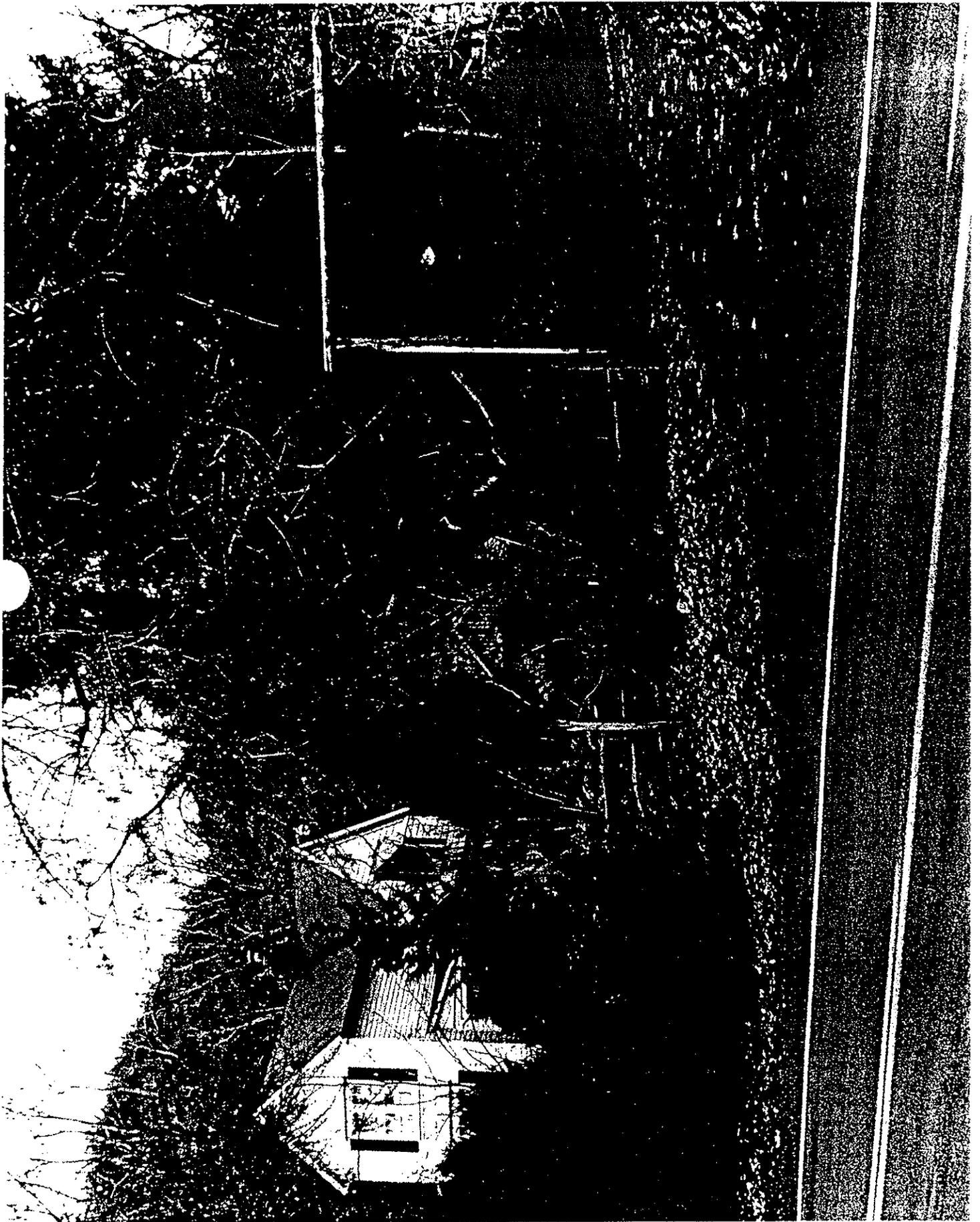
Using existing road geometry and maintaining minimum sight distances for vertical and horizontal curves will help to maintain design travel speeds. Natural terrain and property constraints should be used to achieve these effects wherever possible, as illustrated in the photos to the left.

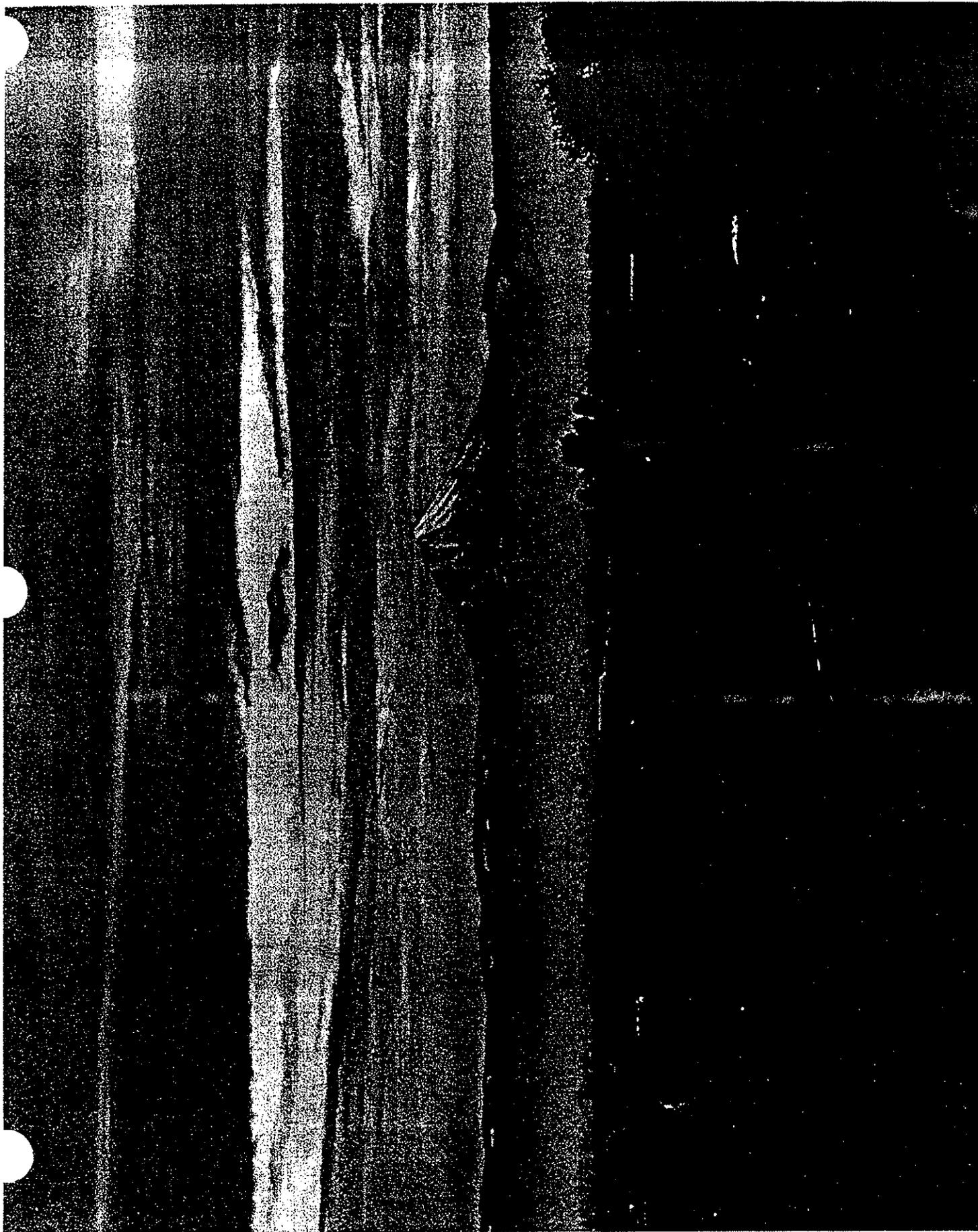
Use of traffic management devices may be necessary to maintain design travel speeds for sections with long sight distances as illustrated in the above photo.

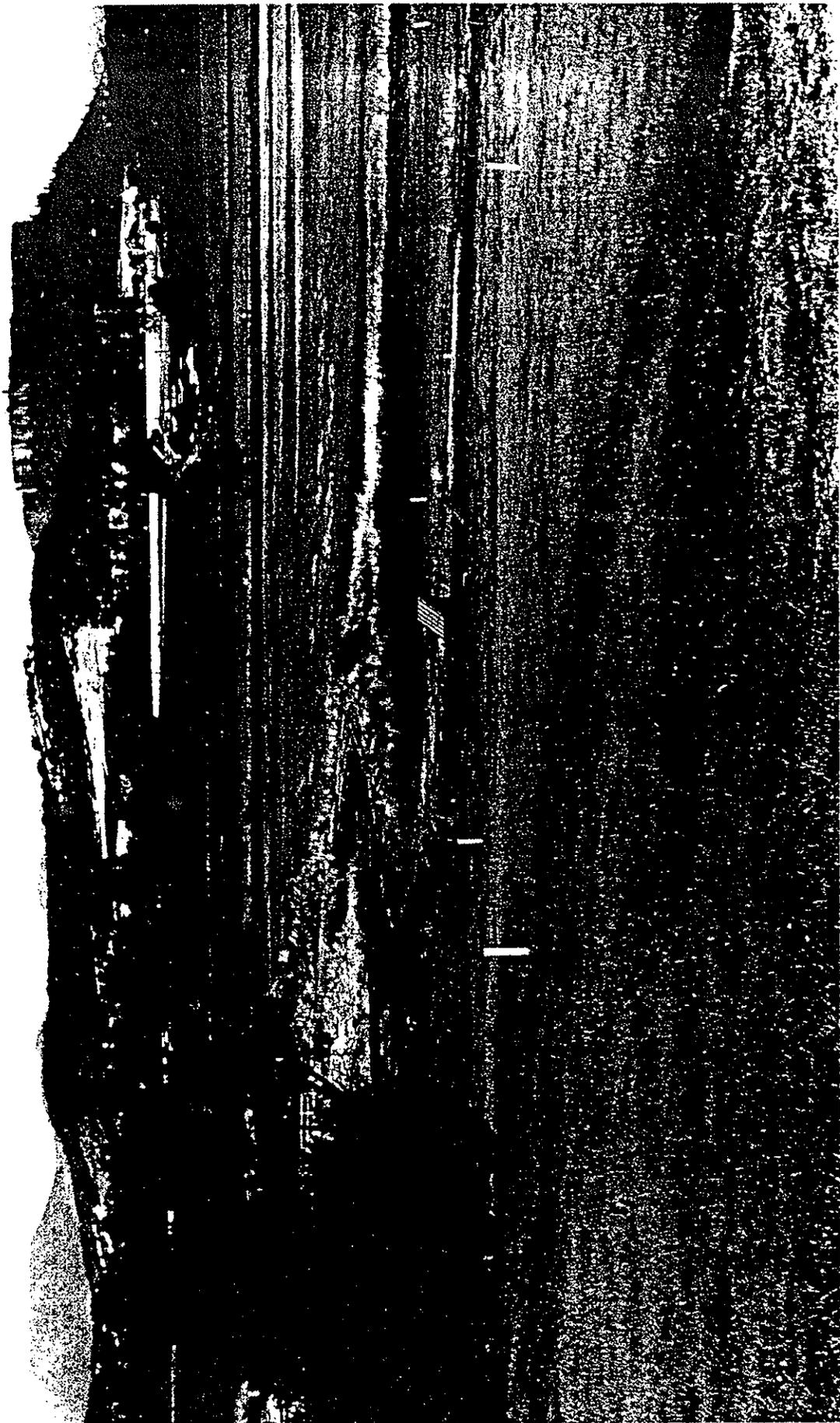


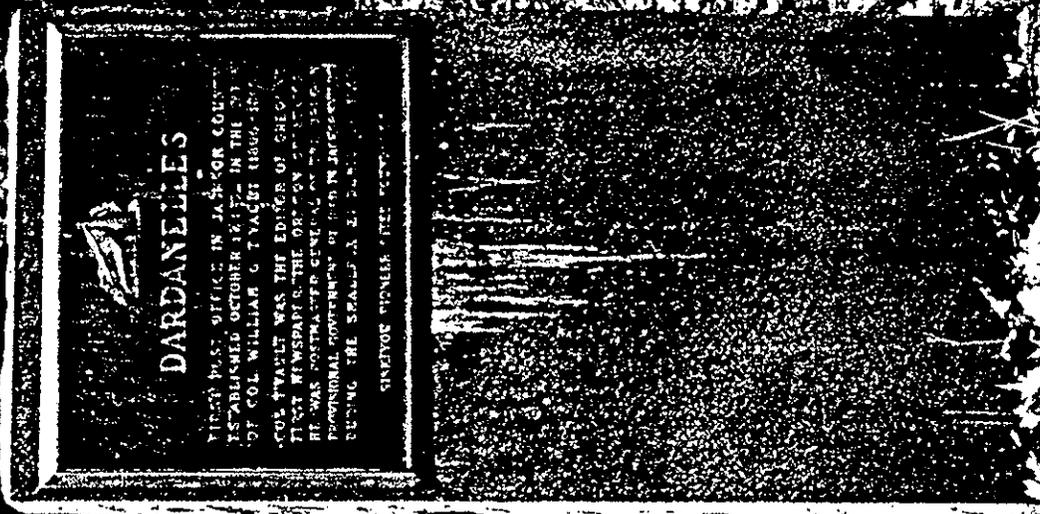


Alternative drainage systems, such as those illustrated in these photos, utilize less "real estate" than the standard "open ditch". To design "in context" and minimize visual impact, alternative to open ditches will be evaluated and applied wherever feasible.









DARDANELLES

HIGH POST OFFICE IN JACKSON COUNTY
ESTABLISHED OCTOBER 1877 IN THE CITY
OF COL. WILLIAM C. TRACHT 1866-1877
COL. TRACHT WAS THE EDITOR OF CHLOE
FIRST NEWSPAPER THE ORIGINATOR
HE WAS POSTMASTER GENERAL OF THE DISTRICT
FEDERAL GOVERNMENT OF 1878 IN JACKSON COUNTY
USING THE SEAL OF A. B. TRACHT

SENATOR DARDANELLES THE HISTORY

BEFORE THE BOARD OF COUNTY COMMISSIONERS
STATE OF OREGON, COUNTY OF JACKSON

IN THE MATTER OF PROPOSED)
ROAD IMPROVEMENTS TO OLD)
STAGE ROAD, A COUNTY OWNED)
AND MAINTAINED ROAD)

ORDER NO. 123-95

RECITALS:

1. Jackson County Roads and Parks Services has recognized a need to improve Old Stage Road from Ross Lane to Gold Hill to reduce certain safety hazards that currently exist.
2. Residents along Old Stage Road are concerned that road improvements will increase traffic speed and volume, thereby adversely affecting the rural quality of their neighborhoods.
3. The Board of County Commissioner encourages Roads and Parks Services staff to work with all stakeholders to design improvements which will reduce existing hazards without adversely affecting the historic, scenic, and neighborhood qualities which are important to the residents.
4. The Board of County Commissioners encourages the County Roads Committee to form an ad hoc task force of affected stakeholders to facilitate their input into the development of old Stage Road alternatives. The County Roads Committee will review the alternatives and present a recommendation to the Board of Commissioners.
5. The Board of County Commissioners recognizes that Old Stage Road may have historic and scenic significance to the citizens of Jackson County.
6. Neighbors on Old Stage Road wish to initiate and fund appropriate research to determine the eligibility of Old Stage Road as a Linear Historic District in 1995.
7. The Board of County Commissioners recognizes that Old Stage Road is a vital part of the surface transportation network in Jackson County and that interest of pedestrians, bicyclists, and other road users must also be met.

NOW, THEREFORE, THE BOARD OF COMMISSIONERS OF JACKSON COUNTY ORDERS AS FOLLOWS:

SECTION 1. FINDINGS

1.1. The Board of County Commissioners find that it is important:

- A. For Roads and Parks staff to gain an understanding of the concerns of the Old Stage Road residents; and

ORDER - 1 (Proposed Road Improvements to Old Stage Road)

B. For the Old Stage Road residents to gain an understanding of the need for and the design and cost constraints of public road reconstruction.

1.2. The Board of County Commissioners find that this understanding can best be accomplished by working together to design a mutually agreeable road improvement plan for Old Stage Road.

SECTION 2. DECISION

2.1. The Board of County Commissioners directs Roads and Parks Services to work with the affected stakeholders to develop design alternatives for Old Stage Road consistent with safety, budgetary constraints, historic and scenic preservation, neighborhood concerns, and the concerns of the general population.

2.2. The Board of County Commissioners retains final design approval authority for any improvements to Old Stage Road.

2.3. In the event that all or portions of the Old Stage Road are determined eligible as a Linear Historic District, the Board of County Commissioners directs Roads and Parks Services and the Jackson County Planning and Development Department to work with the Old Stage Road residents to develop an appropriate set of criteria and process for formally designating the Old Stage Road as a Historic-Scenic Byway in the Jackson County Comprehensive Plan.

This Order approved this _____ day of _____, 1995,
Medford, Oregon.

Jackson County
Board of Commissioners:
(Vote: Y=Yes; N=No; A=Abstain)

Sue Kupillas, Chair ()

Ric Holt, Commissioner ()

Jack Walker, Commissioner ()

APPROVED AS TO FORM:

Georgia F. ...
County Couns

ATTEST:

By: Recording Secretary

ORDER - 2 (Proposed Road Improvements to Old Stage Road)

BEFORE THE BOARD OF COMMISSIONERS
STATE OF OREGON, COUNTY OF JACKSON

ORDINANCE NO. 94-155

AN ORDINANCE AMENDING TRANSPORTATION ELEMENT OF THE JACKSON COUNTY COMPREHENSIVE PLAN, FILE NUMBER 94-16-OA.

RECITALS:

1. Pursuant to Chapter 197 and 215 of the Oregon Revised Statutes and in conformance with the State Planning Goals, Jackson County's Comprehensive Plan and implementing ordinance have been acknowledged by the Oregon Land Conservation and Development Commission.
2. The Transportation Planning Rule, Chapter 660, Division 12 of the Oregon Administrative Rules, was adopted by the Land Conservation and Development Commission on April 26, 1991. The Transportation Planning Rule is effective on May 8, 1994.
3. The Transportation Planning Rule requires all jurisdictions to consider all modes of transportation including rapid transit, air, water, rail, highway, bicycle, and pedestrian.
4. The Jackson County Board of Commissioners held properly advertised public hearings on the proposed amendments to the Transportation Element of the Comprehensive Plan on November 28, 1994, at which time they accepted public testimony and written comments on the proposal. They continued their public hearing for deliberations to December 9, 1994.

The Jackson County Board of Commissioners ordains:

SECTION 1. FINDINGS:

1.1 The Transportation Planning Rule is specified under the Oregon Administrative Rules, Chapter 660, Division 12, (OAR 660-12), which were adopted on April 26, 1991. All jurisdictions in Oregon were required to implement the requirements of the Rule by May 8, 1994.

1.2 The Transportation Planning Rule directs local governments to incorporate transportation planning that will:

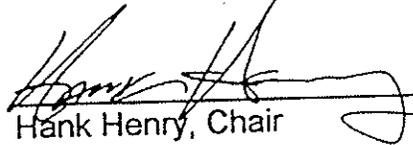
1-ORDINANCE; File 94-16-OA
Date Typed: December 5, 1994
[9416OA.ORD]

SECTION 3. DECISION:

The Board of Commissioners adopts amendments to the Transportation Element, attached as Exhibit A, in order to bring the Comprehensive Plan into compliance with the Transportation Planning Rule.

APPROVED this 28th day of December, 1994, at Medford, Oregon.

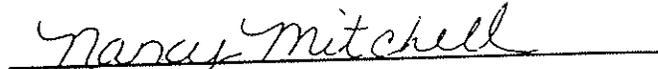
JACKSON COUNTY BOARD OF COMMISSIONERS


Hank Henry, Chair

APPROVED AS TO FORM:


County Counsel

ATTEST:


By: Recording Secretary

The Board of County Commissioner's Ordinance is the final decision on this action. This decision may be appealed to the Oregon Land Use Board of Appeals (LUBA). You must appeal this decision within 21 days of the date it is mailed. This decision is being mailed on _____, 19____, and the LUBA appeal period will expire on _____, 19____. Please contact LUBA for specific appeal information. They are located in the State Library Building, Room 306, 250 Winter Street NE, Salem, Oregon 97310-0590. They can be reached at (503) 373-1265.

BEFORE THE BOARD OF COMMISSIONERS
STATE OF OREGON, COUNTY OF JACKSON

ORDINANCE NO. 94-156

AN ORDINANCE AMENDING CHAPTER 00, DEFINITIONS; CHAPTER 5, DESIGN, DEVELOPMENT AND ACCESS; CHAPTER 20, SUBDIVISIONS; CHAPTER 50, REQUIREMENTS FOR DEDICATION; CHAPTER 200, ESTABLISHMENT OF ZONING REGULATIONS; CHAPTER 220, FARM RESIDENTIAL DISTRICT; CHAPTER 222, RURAL RESIDENTIAL DISTRICT; CHAPTER 224, SUBURBAN RESIDENTIAL DISTRICT; CHAPTER 226, URBAN RESIDENTIAL DISTRICT; CHAPTER 228, URBAN HIGH DENSITY RESIDENTIAL DISTRICT; CHAPTER 230, INTERCHANGE COMMERCIAL DISTRICT; CHAPTER 232, RURAL SERVICE COMMERCIAL DISTRICT; CHAPTER 234, NEIGHBORHOOD COMMERCIAL DISTRICT; CHAPTER 236, GENERAL COMMERCIAL DISTRICT; CHAPTER 238, LIGHT INDUSTRIAL DISTRICT; CHAPTER 240, GENERAL INDUSTRIAL DISTRICT; CHAPTER 242, AIRPORT DEVELOPMENT - MIXED USE DISTRICT; CHAPTER 248, LIMITED USE DISTRICT; CHAPTER 280, SUPPLEMENTAL PROVISIONS; AND CHAPTER 282, SITE PLAN REVIEW PROVISIONS, OF THE JACKSON COUNTY LAND DEVELOPMENT ORDINANCE, FILE NUMBER 94-17-OA.

RECITALS:

1. Pursuant to Chapter 197 and 215 of the Oregon Revised Statutes and in conformance with the State Planning Goals, Jackson County's Comprehensive Plan and implementing ordinance have been acknowledged by the Oregon Land Conservation and Development Commission.
2. The Transportation Planning Rule, Chapter 660, Division 12 of the Oregon Administrative Rules, was adopted by the Land Conservation and Development Commission on April 26, 1991. The Transportation Planning Rule was effective on May 8, 1994.
3. The Transportation Planning Rule requires all jurisdictions to consider all modes of transportation including rapid transit, air, water, rail, highway, bicycle, and pedestrian.

1-ORDINANCE; File 94-17-OA
Date Typed: December 5, 1994
[9417OA.ORD]

Dedication; Chapter 200, Establishment of Zoning Regulations; Chapter 220, Farm Residential District; Chapter 222, Rural Residential District; Chapter 224, Suburban Residential District; Chapter 226, Urban Residential District; Chapter 228, Urban High Density Residential District; Chapter 230, Interchange Commercial District; Chapter 232, Rural Service Commercial District; Chapter 234, Neighborhood Commercial District; Chapter 236, General Commercial District; Chapter 238, Light Industrial District; Chapter 240, General Industrial District; Chapter 242, Airport Development - Mixed Use District; Chapter 248, Limited Use District; Chapter 280, Supplemental Provisions; and Chapter 282, Site Plan Review Provisions of the Land Development Ordinance on April 5, 1993 and April 12, 1994, at which time they accepted public testimony and written comments on the proposal.

The Jackson County Board of Commissioners ordains:

SECTION 1. FINDINGS:

1.1 The Transportation Planning Rule is specified under the Oregon Administrative Rules, Chapter 660, Division 12, (OAR 660-12), which were adopted on April 26, 1991. All jurisdictions in Oregon were required to implement the requirements of the Rule by May 8, 1994.

1.2 The Transportation Planning Rule directs local governments to incorporate transportation planning that will:

- A) Consider all modes of transportation including rapid transit, air, water, rail, highway, bicycle, and pedestrian;
- B) Inventory local, regional, and state transportation needs;
- C) Consider the social consequences that would result from using different combinations of transportation modes;
- D) Avoid total reliance upon any one mode of transportation;
- E) Minimize adverse social, economic, and environmental impacts and costs;
- F) Conserve energy;
- G) Meet the needs of the transportation disadvantaged by improving service;

- H) Facilitate the flow of goods and services so as to strengthen the local and regional economy; and
- I) Conform with local and regional comprehensive plans.

SECTION 2. CONCLUSIONS AND FINDINGS:

2.1 The Board of Commissioners has revised Chapter 00, Definitions; Chapter 5, Design, Development and Access Requirements; Chapter 20, Subdivisions; Chapter 50, Requirements for Dedication; Chapter 200, Establishment of Zoning Regulations; Chapter 280, Supplemental Provisions; and Chapter 282, Site Plan Review Provisions of the County Land Development Ordinance to meet all of the requirements of the Transportation Planning Rule.

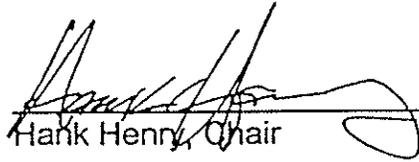
2.2 Chapter 00, Definitions; Chapter 5, Design, Development and Access Requirements; Chapter 20, Subdivisions; Chapter 50, Requirements for Dedication; Chapter 200, Establishment of Zoning Regulations; Chapter 220, Farm Residential District; Chapter 222, Rural Residential District; Chapter 224, Suburban Residential District; Chapter 226, Urban Residential District; Chapter 228, Urban High Density Residential District; Chapter 230, Interchange Commercial District; Chapter 232, Rural Service Commercial District; Chapter 234, Neighborhood Commercial District; Chapter 236, General Commercial District; Chapter 238, Light Industrial District; Chapter 240, General Industrial District; Chapter 242, Airport Development - Mixed Use District; Chapter 248, Limited Use District; Chapter 280, Supplemental Provisions; and Chapter 282, Site Plan Review Provisions of the Jackson County Land Development Ordinance discusses transportation modes and facilities used in Jackson County. These modes of transportation include roads, transit services, bicycles, pedestrian ways, air travel, railroads, and pipelines.

SECTION 3. DECISION:

The Board of Commissioners adopts amendments to Chapter 00, Definitions; Chapter 5, Design, Development and Access Requirements; Chapter 20, Subdivisions; Chapter 50, Requirements for Dedication; Chapter 200, Establishment of Zoning Regulations; Chapter 220, Farm Residential District; Chapter 222, Rural Residential District; Chapter 224, Suburban Residential District; Chapter 226, Urban Residential District; Chapter 228, Urban High Density Residential District; Chapter 230, Interchange Commercial District; Chapter 232, Rural Service Commercial District; Chapter 234, Neighborhood Commercial District; Chapter 236, General Commercial District; Chapter 238, Light Industrial District; Chapter 240, General Industrial District; Chapter 242, Airport Development - Mixed Use District; Chapter 248, Limited Use District; Chapter 280, Supplemental Provisions; and Chapter 282, Site Plan Review Provisions, attached as Exhibit A.

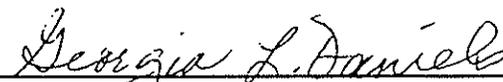
APPROVED this 28th day of December, 1994, at Medford, Oregon.

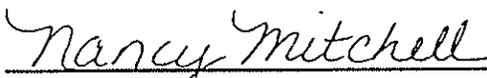
JACKSON COUNTY BOARD OF COMMISSIONERS


Hank Henry, Chair

APPROVED AS TO FORM:

ATTEST:


County Counsel


By: Recording Secretary

The Board of County Commissioner's Ordinance is the final decision on this action. This decision may be appealed to the Oregon Land Use Board of Appeals (LUBA). You must appeal this decision within 21 days of the date it is mailed. This decision is being mailed on _____, 19____, and the LUBA appeal period will expire on _____, 19____. Please contact LUBA for specific appeal information. They are located in the State Library Building, Room 306, 250 Winter Street NE, Salem, Oregon 97310-0590. They can be reached at (503) 373-1265.

1 BEFORE THE LAND USE BOARD OF APPEALS
2 OF THE STATE OF OREGON

3 JOANNE WILCOX, BOB WILCOX,)
4 and DUNCAN CAMPBELL,) LUBA No. _____
5)
6 Petitioners,)
7)
8 v.)
9)
10 JACKSON COUNTY,)
11)
12 Respondent.)

13 NOTICE OF INTENT TO APPEAL

14 I.

15 Notice is hereby given that petitioners intend to appeal that land use decision of
16 respondent that amended the transportation element of the Jackson County Comprehensive Plan
17 and related provisions in the Jackson County Land Development Ordinance, County Ordinances
18 94-155 and 94-156, which was adopted December 28, 1994, and became final January 5, 1995.

19 II.

20 Petitioners are represented by Stephen Mountainspring, P.O. Box 1205, Roseburg,
21 Oregon 97470, telephone (503) 673-5541.

22 Respondent's address is 10 S. Oakdale, Medford, Oregon 97501, and the
23 telephone number is (800) 452-5021. Respondent's legal counsel is Georgia Daniels; the mailing
24 address is 10 S. Oakdale, Room 205, Medford, Oregon 97501, and the telephone number is

DOLE, COALWELL, CLARK & WELLS, P.C.
810 S.E. Douglas Avenue — P. O. Box 1205
Roseburg, Oregon 97470
Telephone: (503) 673-5541

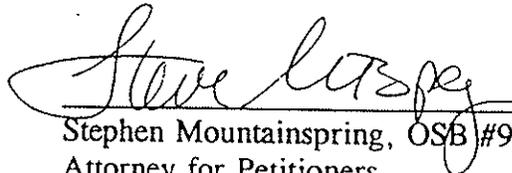
1 (503) 776-7092.

2 III.

3 The applicant was Jackson County, Oregon.

4 Other persons mailed written notice of the land use decision by Jackson County,
5 as indicated by its records in this matter, include the parties listed in Exhibit A.

6 Anyone in paragraph III or Exhibit A of this Notice who desires to participate as
7 a party in this case before the Land Use Board of Appeals must file with the Board a Motion
8 to Intervene in this proceeding as required by OAR 661-10-050.

9 
10 Stephen Mountainspring, OSB #90346
Attorney for Petitioners

Page 2 — NOTICE OF INTENT TO APPEAL

DOLE, COALWELL, CLARK & WELLS, P.C.
810 S.E. Douglas Avenue — P. O. Box 1205
Roseburg, Oregon 97470
Telephone: (503) 673-5541

RECEIVED

FEB 15 1995

DOLE, COALWELL
CLARK & WELLS PC

BEFORE THE LAND USE BOARD OF APPEALS
OF THE STATE OF OREGON

1			
2			
3	JOANNE WILCOX, BOB WILCOX,)	
4	and DUNCAN CAMPBELL,)	LUBA No. 95-015
5)	
6	Petitioners,)	
7)	
8	v.)	
9)	
10	JACKSON COUNTY,)	
11)	
12	Respondent.)	

MOTION TO STAY PROCEEDINGS

Whereas, petitioners, respondent, and other parties to the local proceedings are actively seeking to resolve their differences by mediation through the Rogue Council of Governments, and

Whereas, it would be an inefficient use of scarce resources to adjudicate the correctness of the county ordinances that are the subject of this appeal while mediation is pending,

Now therefore the parties stipulate to the following motion:

All proceedings in this appeal are stayed indefinitely, until one of the following events occurs:

- (1) The parties agree to dismiss the case.
- (2) Either party gives written notice to the other party, any intervenor, and to the

Land Use Board of Appeals that proceedings shall continue, at which point the record shall be

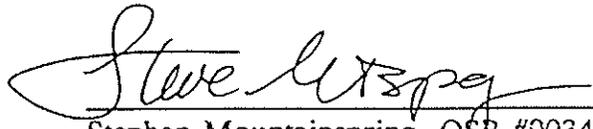
DOLE, COALWELL, CLARK & WELLS, P.C.
810 S.E. Douglas Avenue — P. O. Box 1205
Roseburg, Oregon 97470
Telephone: (503) 673-5541

Original to: Joanne Wilcox
cc: Duncan Campbell
-58- Joe Horn
V.H. D. Thompson

1 due from respondent on the 30th day after said notice.

2 (3) The Land Use Board of Appeals orders the stay lifted, e.g., upon the motion of
3 an intervenor not presently a party, or upon consolidation should a second appeal be filed by
4 someone not presently a party.

5 Date: 1/26, 1995


Stephen Mountainspring, OSB #90346
Attorney for Petitioners

6
7
8 Date: 2/10, 1995


Georgia L. Daniels, OSB #86364
Attorney for Respondent

HISTORIC ASPECTS OF OLD STAGE ROAD

BY DARLENE MAUERER

The Rogue River Valley is blessed by much beauty in land formations, wildlife, its orchards & farmlands, the Table Rocks, Mt. McLaughlin, & the Rogue River. We are also blessed by the historical aspects which have been recorded. The primary focus in this article will be the Old Stage Road area.

At its second session (April 4, 1853), the Jackson County Commissioners decided it "is absolutely necessary for the Public good, and the citizens of this county generally that "Public Roads" should be laid out and located throughout this entire valley. It is therefore ordered that the trail as now traveled from its intersection with the Northerly end of Oregon Street in the Precinct of Jacksonville to its junction with the old Oregon Trail (so called) near the Residence of Nathaniel C. Dean (at what is known as "The Willow Springs") be and the same is hereby declared a "Public Highway".

At that time, they stated that the road was to be continued from Willow Springs (Old Stage Road near Scenic Avenue) to Douglas County and declared a "Public Highway".

Jacksonville was a stagecoach center—a relay station for horses & riders. It was the first town in Southern Oregon & the second town in the state. In the 1860's, Jacksonville was a bustling town of 15,000.

Some of the first freight wagon lines were established between Yreka, California & Jacksonville. The wagons came as far as Phoenix, then detoured to Jacksonville because of the Bear Creek area Indians.

It is recorded that the 6 mile stop north out of Jacksonville on the stage route was the Nathaniel Dean place, "Willow Springs" because of the springs there.

The next stage stop was at the Dardanelles, near Gold Hill. History records a spring there (now covered by Interstate 5) which supplied water for the travelers & horses.

In 1860, gold was found on a hill by men looking for lost horses. A good sized settlement was established at "Gold Hill" with Wells Fargo, Western Union, Opera House, hotel, flour mill, hospital run by the local doctor, & the Jackson County Coroner.

At Dardanelles, a steam quartz mill was set up to reduce rock from the mine. There were so many sightseers at this mill that a daily stage trip was made from Jacksonville. Dardanelles had the third post office located in the Territory of Oregon & the first in Jackson County. A concrete marker for Dardanelles near the Gold Hill overpass marks the location.

That area also had the distinction of having a Col. T. Vault who built his first home where Foley Lane & Old Stage Road intersect. His log home was a fort for protection during the 1850's Indian wars. He was the first Postmaster General for the Provisional Government of Oregon, attorney, editor of Oregon's first newspaper, & held other offices. The growing communities of Jacksonville and Gold Hill made the stage route between them a vital link.

The Daughters of the American Revolution had a commemorative marker dedicated in 1939 on Old Stage Road to mark the road on which pioneers traveled during the early days of Oregon.

A Medford Mail Tribune (MMT) article of 11/2/1927 states the county court officials designated the foothills highway from Jacksonville north as the "Old Stage Road". For a while, it was known as "Millionaire's Road"; this title displeased many residents, however.

This MMT article also stated that it would be an excellent idea to have the highway marked with appropriate signs as it was along the rolling hillside that the first settlers came into the Rogue Valley on the regular stage from Roseburg south to Jacksonville (then the metropolis of Southern Oregon). The article further stated that it is the oldest & most picturesque highway in Southern Oregon.

Along this "highway", homes were built between the 1860's & 1926 with 16 (including one barn) listed on the State of Oregon's Inventory of Historical Places. Approximately five of these are on the National Register by the National Historic Preservation Act of 1966.

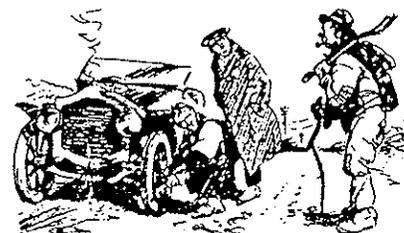
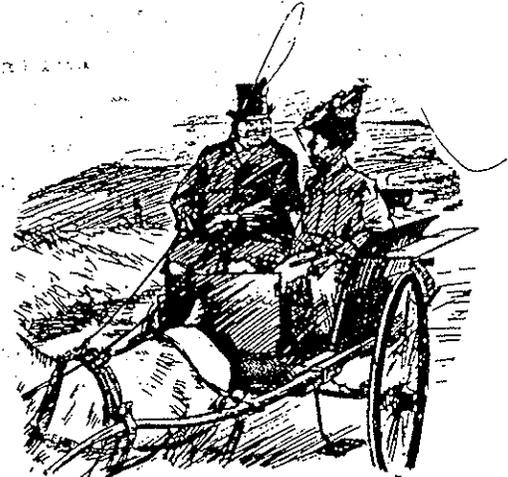
The former Dean residence is believed to be the oldest. The Dean's first log cabin home was built in the 1850's. Nathaniel Dean & his bride were the first white couple to be married in this area. Their homestead comprised 640 acres with more land added to make 4 square miles in the Willow Springs area of the stage route.

Dean made friends with Chief Joseph by sharing grain. This family was spared during the raids when 18 to 24 other cabins burned. The Deans built a frame house in the 1870's. Frank Deal, the grandson of Nathaniel occupied the home until 1970.

Records report that in 1880 President Hayes stayed at the Jacksonville US Hotel. Later, the presidential group in two special stage coaches stopped at the Dean place on their way north from Jacksonville. The President was given apples from the Dean orchard. The Dean residence was one of 43 historic sites marked with a marker in the shape of the state during the Oregon Centennial of 1959.

This is one of many articles that could be written about this area.

Note: The Old Stage Road has the most historical homes listed by Jackson County in its Historical Site Listings.





Rogue Institute
for Ecology and Economy

P.O. Box 3213
Ashland, Oregon 97520
503-482-6031

May 15, 1995

TO: Old Stage Road Task Force

FROM: Kevin Preister

RE: Update on Old Stage Road Issue Identification

Enclosed, I have included a summary of the issues discovered in relation to the county proposal regarding Old Stage Road. I talked with 38 people during the last couple of weeks and I have tried to contact each of the publics affected by the decision, especially, those residents directly affected by Section I, those residents north of Section I (Beall Lane) toward Gold Hill who are not directly affected but would be if the project continues, bicyclers, and joggers. I talked with members of the Westside Neighborhood Association as well as non-members.

I structured the issues into worksheets for use by the Task Force. My suggestion for the overall process is in three steps:

1. Education phase

- identify issues (from the public) and concerns (from the agencies)
- gather necessary information
 - traffic calming
 - accident data

2. Design phase

- brainstorm opportunities to address both issues and concerns
- design alternatives which address the range of issues/concerns
- conduct an effects analysis showing which alternatives best resolve issues/concerns

3. Decision phase

- review alternatives and the effects analysis with all issue holders
- Task Force decides on alternative which best resolves issues/concerns
- Task Force makes recommendations to the County Roads Committee and the Board of Commissioners

According to this schema, we are ending Phase 1 and beginning Phase 2. I also included a worksheet for the analysis of alternatives. Almost all residents contacted wished to be informed of the progress of the Task Force.

**ISSUE-TRACKING
OLD STAGE ROAD TASK FORCE**

[] refers to fieldnote pages in order to link the issue with individuals

Issues (Public) or Concerns (Agency)	Issue Holder (Individual, Network, Group)	Communications Strategy (Rumor control)	Opportunities/ Alternatives	Grounded and Timely Response
<p>1. "The road isn't safe and needs widening." "I can't get out of my driveway." (cars go too fast) "The road should not be dangerous as a way to control speed. Some intersections are bad, like at Taylor."</p>	<p>County (6th most unsafe road) LS [16]; MH [17] Wells Fargo residents CM [3]</p>	<p>Irma Mikula</p>	<p>Broaden sweep of curves Widen the road "The County put up big signs at the first tight corner from Jacksonville and the skid marks disappeared." PH [7] Relocate speed signs before hill crests. [Task Force]</p>	
<p>"The post office pulled the boxes off OSRd years ago and put them here because they couldn't pull safely off the road." "Our carriers can't get off the road all the way. Unless there's a pull out, it's not safe."</p>	<p>Central Point postmaster</p>			

Issues (Public) or Concerns (Agency)	Issue Holder (Individual, Network, Group)	Communications Strategy (Rumor control)	Opportunities/ Alternatives	Grounded and Timely Response
2. "Road improvements will increase the speed."	WNA BB [4] JJ [6]		The County plans no speed zone changes.	
"We want traffic slowed."	CM [3]; KG [16]	Irma Mikula	The County stresses this is a safety project, not a capacity project.	
"If the road is improved, cars will go 60-70 MPH."	PH [7]; JW [13]; JB [17] JW [14]; JS [14]; SC [19]		Increase enforcement Use the OSP radar board	
"We don't want a freeway. (or, a "boulevard," a "throughway"; or a	Siskiyou Wheelmen [9] Runners, JV [20] BW [3]		Explore traffic calming Support photo/radar	
connecting route between Gold Hill and Jacksonville)	JJ [6] CM [3] KG [16] PE [18]		Use road funds to finance enforcement officer Citizen actions -letters to offenders -use neighbors to create radar program	
"I've been driven off the road."	CM [3]		Create a special enforcement district	
"The only time the road is jammed up is when someone goes the speed limit."	DP [12]		Reduce speed on the Gold Hill side from 55 MPH Put bumpers in median to keep cars in their lane Put stop signs at Beall, Scenic, Taylor Route construction trucks elsewhere	

Issues (Public) or Concerns (Agency)	Issue Holder (Individual, Network, Group)	Communications Strategy (Rumor control)	Opportunities/ Alternatives	Grounded and Timely Response
			Continue Rossanley for Central Point and J'ville traffic to avoid a 4th parallel major street (I-5, Hwy 99, Hanley)	
3. "Road improvements will increase the number of cars."	same as #2 GB [8] PE [18] SC [18]		Could explore research on this question	
"It won't be a neighborhood anymore because it will attract traffic."				
"Traffic on Sunday from Britt and the Applegate Fellowship is just horrible."				
4. "The improvements will negatively affect the aesthetics of the road." (loss of vegetation)	WNA Irma Mikula Siskiyou Wheelmen [9] BB [4]			
"Keep it rural."				

Issues (Public) or Concerns (Agency)	Issue Holder (Individual, Network, Group)	Communications Strategy (Rumor control)	Opportunities/ Alternatives	Grounded and Timely Response
4. (continued) "Improvements' to the lower section by Jacksonvill ruined it. We direct tourists to that road because it's scenic."	PS [7] MG [16]			
5. "The road's OK the way it is."	MM [16] MG [16]			
6. We'd like some improvements but not so extensive. Do the pavement overlay, knock the rise off Beall, put a curb at Taylor, cut the weeds so you can see corners. Then add a 2 ft. shoulder instead of a 4 ft. shoulder and be done. "Truck traffic last summer beat it up; it needs at least an overlay."	JG [2]; BW [3]; BB [4]; JJ [6]; PS [7] DF [13] JV [14] JS [14] MC [16] KG [16] JW [13]			

165

Issues (Public) or Concerns (Agency)	Issue Holder (Individual, Network, Group)	Communications Strategy (Rumor control)	Opportunities/ Alternatives	Grounded and Timely Response
7. "If section standards are applied to Section One, they will apply to the whole road." (and the standards are too stringent for this road)	WNA Residents on north OSRd			
8. "It doesn't fit in with an overall plan."	WNA			
"If Hanley is to be the main traffic router, don't spend the money up here."	EM [3]			
"Hanley was already improved. J'ville needs a by-pass. Extend Hanley to South Stage."	PS [7]			
9. "We want the road designated a historic and scenic by-way."	WNA, other residents Irma Mikula SC [19]			
Promote the road as recreational and slow the traffic.	JW [13] PS [7]			

- 66 -

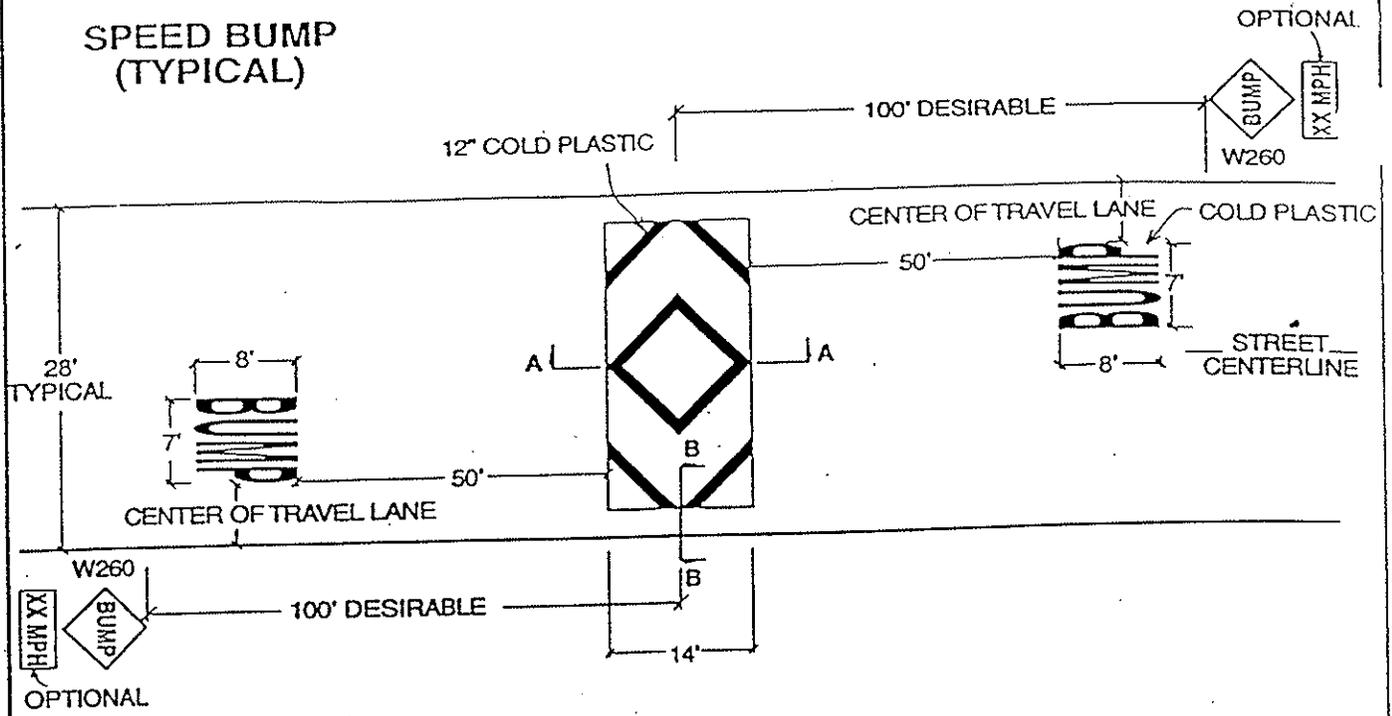
Issues (Public) or Concerns (Agency)	Issue Holder (Individual, Network, Group)	Communications Strategy (Rumor control)	Opportunities/ Alternatives	Grounded and Timely Response
<p>"We live here and bike often. It's safer here than Hanley. A 2' shoulder would be enough."</p>	<p>JV [14]</p>			
<p>"The road is dangerous for bikers and there are lots of them."</p>	<p>MC [16]</p>			
<p>"I never let my kids bike here when growing up. A bike path would make it safer."</p>	<p>SC [18]</p>			
<p>11. "Walking is dangerous."</p>	<p>BW [3] WNA</p>			
<p>"We were out walking with visitors and got the finger when we motioned cars to slow down."</p>				
<p>"I walk the road a lot and it's easy to get off when cars come. A shoulder isn't worth more cars."</p>	<p>JW [13]</p>			

Issues (Public) or Concerns (Agency)	Issue Holder (Individual, Network, Group)	Communications Strategy (Rumor control)	Opportunities/ Alternatives	Grounded and Timely Response
12. "Horse use has declined because of the traffic and loss of access to irrigation districts. How would the road improvements affect horse use? Is a multi-use trail by the road possible?"	Grant Bailey, Coalition of Equestrian Clubs Elsie Lacey CM [3]; BB [4]			
13. "If the road is widened, these people should get on the sewer system at the same time--it would solve a lot of problems."	BW [3]			
14. "Our driveway will be so steep if they take all they say they want." "I won't be able to get out of my driveway." (too steep)	LA [4] JJ [6]		County will deal with landowners once project is underway; it could pave the driveway (allowing steeper grade) or build a more circuitous driveway.	

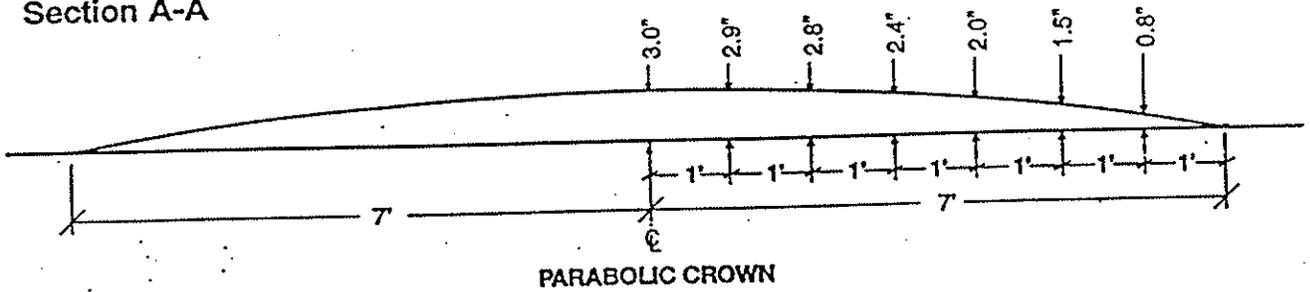
Issues (Public) or Concerns (Agency)	Issue Holder (Individual, Network, Group)	Communications Strategy (Rumor control)	Opportunities/ Alternatives	Grounded and Timely Response
15. "Our well will be affected if they decide on a 45' right of way. A 30' right of way will miss it."	LA [13]			
16. "The MID irrigation lines are above ground for 400 ft. of our property. If the pipes are affected, let's get them buried."	LA [13]			
17. "They'll take the hedge and some of our property. We've been here 40 years."	DF [13]			
18. "Why is a big ditch necessary?"	JV [14]			
19. "It costs too much."	MC [16]			
20. "Roadside ditch hazards are not addressed with the project."	Task Force; WNA			
21. "Too much property is 'taken' with the project."	WNA; affected residents			

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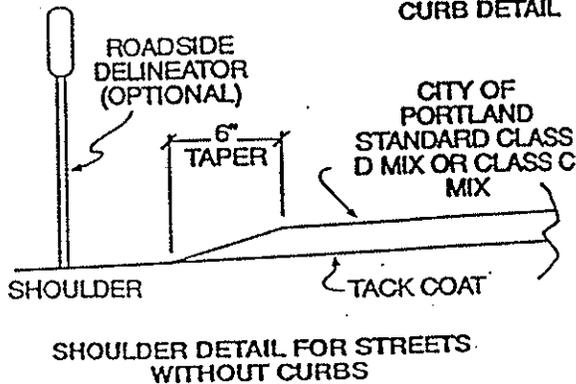
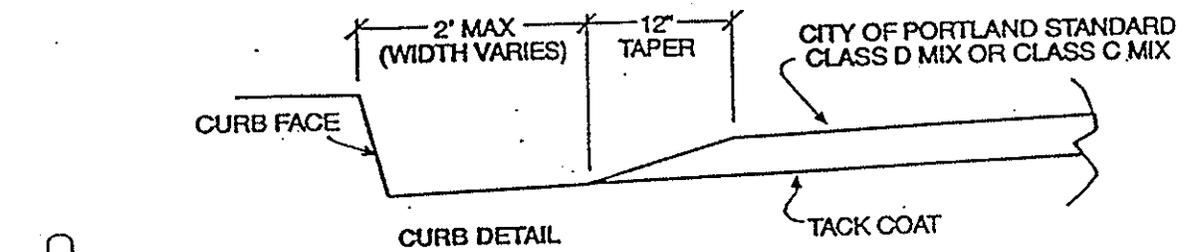
SPEED BUMP (TYPICAL)



Section A-A



Section B-B



CITY OF PORTLAND, OREGON		STANDARD PLAN N 3-181
TITLE OF STANDARD PLAN 14' LOCAL SPEED BUMP		
APPROVED	DATE	
CITY TRAFFIC ENGINEER	DATE	
APPROVED	DATE	
CITY ENGINEER		

Senate Bill 382

Sponsored by Senators BAKER, CEASE; Representatives EIGHMEY, MARKHAM

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure as introduced.

Authorizes Gresham and Portland to operate photo radar demonstration project. Prescribes requirements of demonstration project. Requires that project begin after January 1, 1996. Authorizes issuance of speeding citations on basis of photo radar operated by police officer to owner of vehicle with certain restrictions. Allows citation to be delivered by mail.
Sunsets December 31, 1997.

A BILL FOR AN ACT

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Relating to traffic infractions.

Whereas speeding by drivers of motor vehicles creates serious safety concerns in Oregon's local communities and is a frequently occurring driver error-related cause contributing to crashes; and

Whereas local governments require new tools to enforce speeding laws that they are currently unable to enforce due to lack of personnel and other hindrances; and

Whereas "photo radar" is a system that combines a photograph of a vehicle and its driver with a record of speed checked by radio microwaves or other electrical device staffed during operation by a police officer; and

Whereas the use of photo radar may enable local governments to enforce speeding laws and improved safety in local communities; and

Whereas this technological tool should be evaluated after actual use by selected jurisdictions in this state; now, therefore,

Be It Enacted by the People of the State of Oregon:

SECTION 1. (1) The following jurisdictions may, at their own cost, operate a photo radar demonstration project after January 1, 1996:

(a) City of Gresham.

(b) City of Portland.

(2) Each jurisdiction operating a photo radar demonstration project in the state shall:

(a) Provide a public information campaign to inform local drivers about the use of photo radar before citations are actually issued; and

(b) Conduct a process and outcome evaluation of the demonstration project for the Department of Transportation that includes:

(A) The effect of the project on traffic safety;

(B) The degree of public acceptance of the project;

(C) The process of administration of the project; and

(D) Suggestions for design or planning changes that might reduce traffic congestion on residential streets or use of such streets as thoroughfares.

(3) A photo radar system operated under this section:

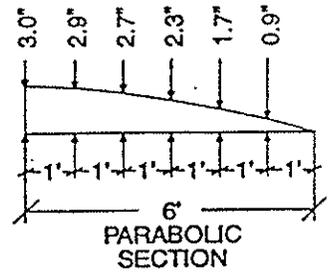
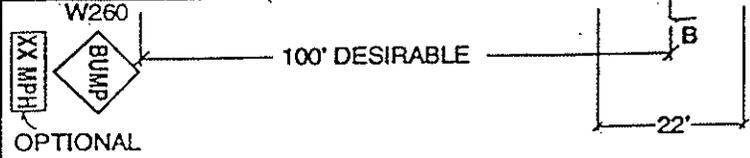
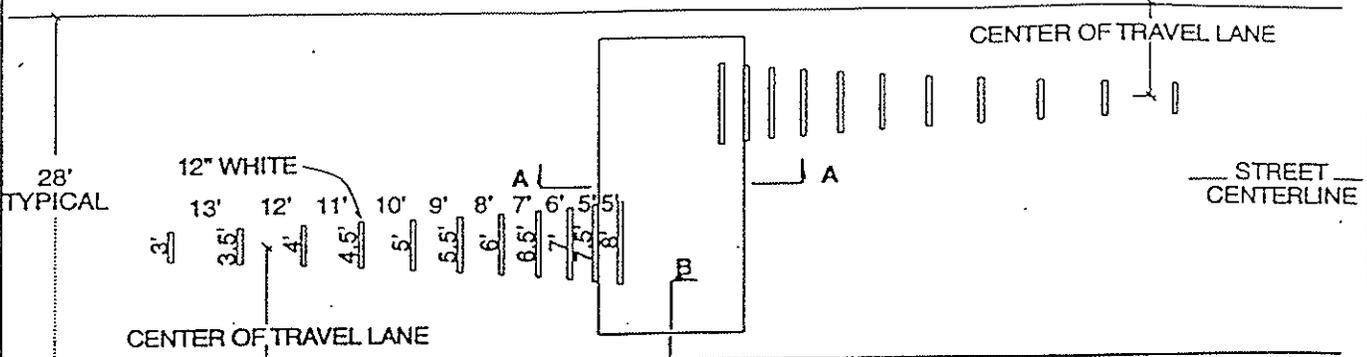
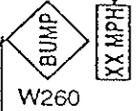
(a) Shall be confined to local streets in residential areas or school zones.

NOTE: Matter in boldfaced type in an amended section is new; matter (*italic and bracketed*) is existing law to be omitted. New sections are in boldfaced type.

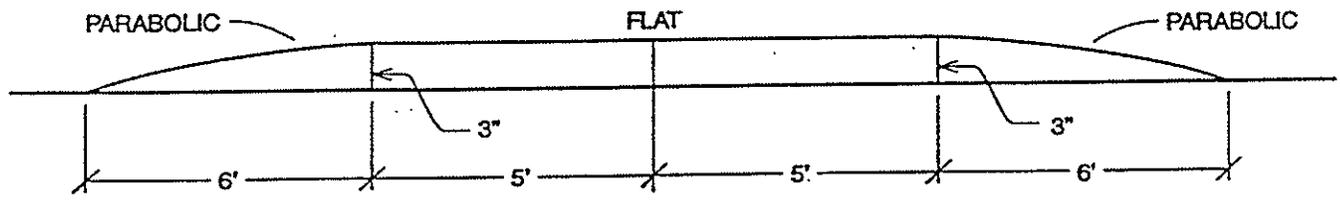
SPEED BUMP (TYPICAL)

OPTIONAL

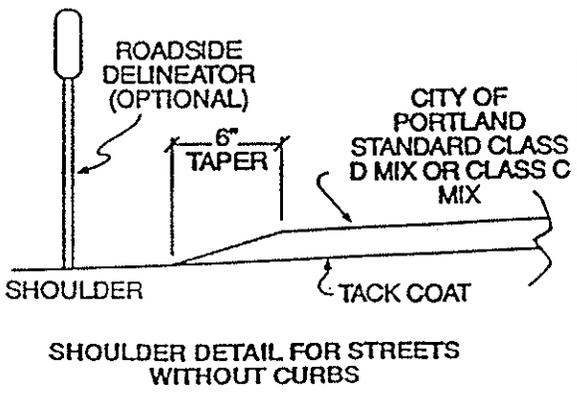
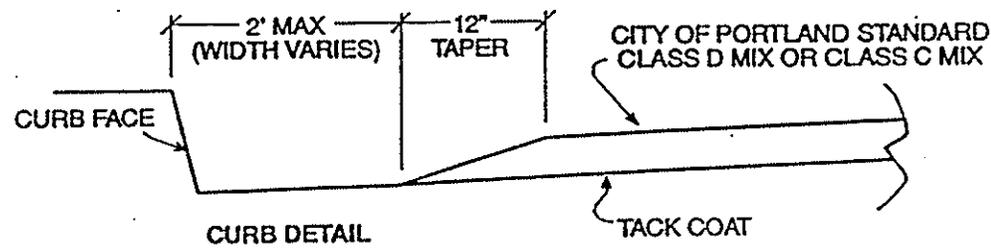
100' DESIRABLE



Section A-A



Section B-B



CITY OF PORTLAND, OREGON		STANDARD PLAN NO. 3-180
TITLE OF STANDARD PLAN		
22' ARTERIAL SPEED BUMP		
APPROVED	DATE	
CITY TRAFFIC ENGINEER		
APPROVED	DATE	
CITY ENGINEER		

NOTICE OF PROPOSED AMENDMENT

This form must be received by DLCD at least 45 days prior to the final hearing
ORS 197.610 and OAR Chapter 660, Division 18

See reverse side for submittal requirements

Date Mailed: 7-17-96

Jurisdiction Jackson County

Date of Final Hearing October 23, 1996 Local File # 96-1-HR

Comprehensive Plan Text Amendment Comprehensive Plan Map Amendment
 Land Use Regulation Amendment Zoning Map Amendment (application of
an overlay designation, Area of Special
Concern (ASC #90-4)
 New Land Use Regulation

Briefly summarize the proposal. Do not use technical terms. Do not write "See Attached."

The nomination of Old Stage Road on the Jackson County Register of Historic Landmarks, beginning at the Jacksonville city limits and running in a northwesterly direction towards the I-5 overpass, outside of the city of Gold Hill. A public hearing is scheduled before the Historic Advisory Committee on August 29, 1996, at 6:30 p.m.

in the Auditorium of the County Offices, 10 South Oakdale, Medford, Oregon 97501.
RR-5, SR-1, SR-2.5, EFU,

Plan Map Change From F-5, WR, and IC to Same/Overlay (ASC #90-4)

Zone Map Change From Same to Same/Overlay (ASC #90-4)

Location: West foothills, Bear Creek Valley Acres Involved: n/a

Specified change in Density: Current Density n/a Proposed Density n/a

Applicable Goals: 1, 2 and 5 Is an Exception proposed? Yes No

Affected State or Federal Agencies, Local Governments or Special Districts: Or. St. Historic Preservation Office; Jackson County Roads and Parks; City of Jacksonville; and City of Gold Hill

Local Contact: L. Scott Clay, Planner III Phone: 1-541-776-7554

Address: Planning & Development Services, Room 100, County Offices,
10 South Oakdale, Medford, Oregon 97501

DLCD File # _____

Date Rec'd _____

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 6

Offered by: Staff

Date: 8-20-96 Received by: bs

NOTARY PAGE

STATE OF OREGON)
)
COUNTY OF JACKSON)

I, Beverley M. Sanne, being first duly sworn, depose and say that on behalf of Jackson County Planning and Development Services, I gave notice of the public hearing described in the attached notice of hearing by mailing a copy thereof by regular mail to each of the following named persons at their respective last known addresses, to wit: (as attached)

Each of said copies of the notice was enclosed in a sealed envelope addressed to the persons at the addresses above set forth, with postage thereon fully prepaid and was deposited in the post office at Medford, Oregon, on July 26, 1996, a day at least 20 days prior to the date of hearing set forth in said notice.

Beverley M. Sanne
Signature

Personally appeared the above name Beverley M. Sanne, who has acknowledged the foregoing affidavit to be her voluntary act indeed.



Before Me Donio Taldott
My Commission Expires 11-22-96

NOTICE OF PUBLIC HEARING SENT TO: PROPERTY OWNERS ALONG OLD STAGE ROAD, HAC, AGENCIES, AND MEDIA

NAME: WESTSIDE NEIGHBORHOOD ASSOC

FILE NO: 96-1-HR (OLD STAGE ROAD)

[a-notary.frm]

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 7

Offered by: Staff

Date: 8-20-96 Received by: bs



JACKSON COUNTY OREGON

10 S. OAKDALE • MEDFORD, OREGON 97501

PLANNING AND
DEVELOPMENT
SERVICES
(503) 776-7554
FAX: (503) 776-7384

July 26, 1996

Westside Neighbors Association
Box 193
Jacksonville, Oregon 97530

Re: File #96-1-HR; Nomination of Old Stage Road

Dear Sirs:

This will confirm that the Jackson County Historic Advisory Commission will hold a public hearing on Thursday, August 29, 1996, at 6:30 p.m. in the Auditorium of the Jackson County Offices, 10 South Oakdale, Medford, Oregon, for the purpose of considering your application for nomination of Old Stage Road, from the city limits of Jacksonville to the I-5 overpass, outside of the city of Gold Hill, to the Jackson County Register of Historic Landmarks. Information related to the application will be sent to you one week prior to the public hearing.

If you have any questions, please contact L. Scott Clay of my staff.

Sincerely,

Laurel Prairie-Kuntz

Laurel Prairie-Kuntz
Planning Director

LPK:bs
Enclosure

[961hr.ltr]B wp61

cc: Roads & Parks Services, Property Owner
George Kramer, Agent

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Jackson County Historic Advisory Commission will hold a public hearing on **Thursday, August 29, 1996, at 6:30 p.m.** in the Auditorium of the Jackson County Offices, 10 South Oakdale, Medford, Oregon. The purpose of the public hearing will be:

Consideration of an application for nomination of Old Stage Road, from the city limits of Jacksonville to the I-5 overpass, outside of the city of Gold Hill, to the Jackson County Register of Historic Landmarks, and the application of an overlay designation known as an Area of Special Concern (ASC #90-4) in addition to the present zoning districts that intersect Old Stage Road. The Old Stage Road corridor traverses portions of Sections 22, 27, 26, 35, and 36 of Township 36 South, Range 3 West; Section 31 of Township 36 South, Range 2 West; and Sections 5, 4, 9, 16, 21, and 20 of Township 37 South, Range 2 West. The criteria for reviewing this application is attached. The application was submitted by The Westside Neighbors Association, Box 193, Jacksonville, Oregon 97530. Old Stage Road is owned by Jackson County Roads and Parks Services, 200 Antelope Road, White City, Oregon 97503. File #96-1-HR.

Oregon law and Section 285.120 of the Jackson County Land Development Ordinance state that failure to raise an objection concerning this application, either in person or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue, precludes your right of appeal to the Land Use Board of Appeals (LUBA). A copy of the rules (Chapter 286 of the Land Development Ordinance) governing conduct of the hearing and submission of evidence and testimony at the hearing may be inspected at the Department at no cost any time prior to the hearing and will be provided at reasonable

ORAL TESTIMONY ON THIS HEARING SHALL BE LIMITED TO FIVE MINUTES PER PERSON. AN EXTENSION OF TIME MAY BE GRANTED BY APPROVAL OF A MAJORITY OF THE HISTORIC ADVISORY COMMISSION. ANY PERSON WHO HAS ADDITIONAL TESTIMONY TO GIVE (BEYOND THE FIVE MINUTE LIMIT) IS ENCOURAGED TO SUBMIT IT IN WRITING.

NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR, OR SELLER: ORS CHAPTER 215 REQUIRES THAT IF YOU RECEIVE THIS NOTICE IT MUST BE PROMPTLY FORWARDED TO THE PURCHASER.

A copy of the application, all documents and evidence relied upon by the applicant and applicable criteria is available for inspection at no cost and will be provided at reasonable cost, if requested. A copy of the staff report will be available for inspection seven days prior to the hearing and will be provided at reasonable cost, if requested. Failure to specify which ordinance criteria an objection is based on also precludes your right of appeal to LUBA on that criterion. Additional information is available by contacting **L. Scott Clay** at Planning and Development Services, Room 100, 10 South Oakdale, Medford, Oregon 97501. Telephone: Medford 776-7554; Jackson County residents outside of Medford's local calling area 1-800-452-5021.

Laurel Prairie-Kuntz, Planning Director
JACKSON COUNTY PLANNING & DEVELOPMENT SERVICES

[96-1-HR]bwp61

Planning Map and Criteria Attached

Copy of Applicant's Map of Old Stage Road

96-1-HR
*****PROPERTY OWNER LABELS
E 96-1-HR
LSIDE NEIGHBORS ASSN
6-17-96

APPLICANT 96-1-HR
*****WESTSIDE NEIGHBORS ASSN
BOX 193
JACKSONVILLE OR 97530

AGENCY 96-1-HR
**JACKSON CO ROADS & PARKS
DALE PETRASEK

372W05B 1102 96-1-HR
ABERNETHY RICHARD HARRISON
4711 OLD STAGE RD
CENTRAL POINT OR 97502

372W16B 701 96-1-HR
ADAMS RICHARD M/LA DONNA R
2685 OLD STAGE RD
CENTRAL POINT OR 97502

363W22D 2501 96-1-HR
AHERN G BRENT/LINDA L
1575 REDWOOD DR
CENTRAL POINT OR 97502

363W35 900 96-1-HR
ALLISON JOE D/OPAL R
1196 FOOTS CREEK RD
GOLD HILL OR 97525

372W21B 600 96-1-HR
ANGEL HERMAN L/GERALDINE J
3195 ROSS LN
CENTRAL POINT OR 97502

372W06A 900 96-1-HR
ANGELONE JOSEPH
5268 OLD STAGE RD
CENTRAL POINT OR 97502

363W35 1101 96-1-HR
BACOLINI FREDERICK J
217 N SAN ANSELMO AVE
SAN BRUNO CA 94066

372W05D 1200 96-1-HR
BALL DONALD M/BETSY
4259 OLD STAGE RD
CENTRAL POINT OR 97502

372W05 704 96-1-HR
BALLASH HOWARD W TRUSTEE
4360 OLD STAGE RD
CENTRAL POINT OR 97502

363W36D 2100 96-1-HR
BALOGH DESZO/JEAN K
5252 GLEN ECHO WAY
CENTRAL POINT OR 97502

363W35 207 96-1-HR
BARDEN RONALD G/JONI R
7117 OLD STAGE RD
CENTRAL POINT OR 97502

372W16C 800 96-1-HR
BARKER JACKIE B/NICOLEE S
2214 HILLSIDE DR
CENTRAL POINT OR 97502

363W35 2800 96-1-HR
BARRETT RANDAL D/PATRICIA L
7929 OLD STAGE RD
CENTRAL POINT OR 97502

372W21B 200 96-1-HR
BAUER TED J/JANICE R
3085 ROSS LN
CENTRAL POINT OR 97502

372W16B 200 96-1-HR
BAUERNFEIND RICHARD J
3006 OLD STAGE RD
CENTRAL POINT OR 97502

372W05B 800 96-1-HR
BEARD CHARLES TRUSTEE
4802 OLD STAGE RD
CENTRAL POINT OR 97502

372W16C 104 96-1-HR
BELL RAYMOND W/JEANENE
41652 CHABLIS CT
TEMECULA CA 92591

372W05 604 96-1-HR
BERGQUIST DONNA
4530 OLD STAGE RD
CENTRAL POINT OR 97502

372W09D 4300 96-1-HR
BETTENCOURT DEBRA J
3088 OLD STAGE RD
CENTRAL POINT OR 97502

363W36D 1400 96-1-HR
BIRKEY DONALD B/MARY E
6412 OLD STAGE RD
CENTRAL POINT OR 97502

372W05B 702 96-1-HR
BLAYLOCK DEAN/KATHLEEN
1680 PATRICIA LANE
MERCED CA 95340

372W05D 201 96-1-HR
BLOWER NANCY J TRUSTEE FBO
4140 OLD STAGE RD
CENTRAL POINT OR 97502

372W05B 1000 96-1-HR
BRIDGE IRVIN E/LINDA J
4732 OLD STAGE RD
CENTRAL POINT OR 97502

372W09B 1600 96-1-HR
BROOKINS THOMAS J/PAULA R
3848 OLD MILITARY RD
CENTRAL POINT OR 97502

3W36C 200 96-1-HR
WN ROBIN A/BRENDA G
6501 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 2102 96-1-HR
BRUMMER S D MD/C M BYERS MD
3333 OLD STAGE RD
CENTRAL POINT OR 97502

372W05D 600 96-1-HR
BUCK LEE TRUSTEE
PO BOX 3880
CENTRAL POINT OR 97502

363W36C 500 96-1-HR
BUOY DENNIS L/MARGIE R
507 OLD STAGE RD
CENTRAL POINT OR 97502

372W29 501 96-1-HR
CAMPBELL THOMAS C/DEBBIE K
670 OLD STAGE RD
CENTRAL POINT OR 97502

372W16C 106 96-1-HR
CASPERSON ARLIN J/SHIRLEY I
2350 HILLSIDE DR
CENTRAL POINT OR 97502

372W16D 700 96-1-HR
CHAPLIN MARION/SHIRLEY
2320 OLD STAGE RD
CENTRAL POINT OR 97502

363W27 1202 96-1-HR
CORTNER LYNN R/THEO LOUISE
8755 OLD STAGE RD
CENTRAL POINT OR 97502

372W29 500 96-1-HR
CRANK WALLACE M TRUSTEE FBO
P O BOX 1771
MEDFORD OR 97501

372W16A 1200 96-1-HR
CROUCHER GARY MILTON/LINDA
3010 SYLVIA WAY
CENTRAL POINT OR 97502

372W20 3204 96-1-HR
CRYSTAL SPRINGS PKG CO INC
441 S FIR
MEDFORD OR 97501

363W35 203 96-1-HR
DAHL BARBARA W
7249 OLD STAGE RD
CENTRAL POINT OR 97502

363W35 1402 96-1-HR
NIKEN GILBERT/HELEN
P O BOX 216
GOLD HILL OR 97525

363W26 200 96-1-HR
BURNS LOUIS K/MARGARET J
HARVEY MARGOT A TRUSTEE
P O BOX 1178
CEDAR RIDGE CA 95924

363W35 209 96-1-HR
CARSE VERNON R/BARBARA S
7081 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 2503 96-1-HR
CENTRAL POINT CITY OF
155 S SECOND
CENTRAL POINT OR 97502

363W35 1306 96-1-HR
CLUCK HENRY G/JEAN R
P O BOX 3891
CENTRAL POINT OR 97502

363W22D 1100 96-1-HR
COX CYNTHIA L
9625 OLD STAGE RD
CENTRAL POINT OR 97502

372W05D 1000 96-1-HR
CRANSTON RICHARD L/MARGIE J
4305 OLD STAGE RD
CENTRAL POINT OR 97502

363W26 910 96-1-HR
CROUCHER STEVEN M/JILL I
8131 OLD STAGE RD
CENTRAL POINT OR 97502

372W05D 300 96-1-HR
CUMMINGS KENNETH P/PAULA A
4194 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 2113 96-1-HR
DAHL RAYMOND T TRUSTEE
3205 WINTERBROOK LN
CENTRAL POINT OR 97502

372W09B 2600 96-1-HR
DAVIDSON MARIE J TRSTEE FBO
3541 OLD STAGE RD
CENTRAL POINT OR 97502

372W05 900 96-1-HR
CADY DONALD J/ELOISE A
4381 OLD STAGE RD
CENTRAL POINT OR 97502

372W16A 1300 96-1-HR
CASON ROBERT L JR/KELLY M
P O BOX 1148
JACKSONVILLE OR 97530

372W09C 1502 96-1-HR
CHANDLER MARIE LINN
3366 OLD STAGE RD
CENTRAL POINT OR 97502

372W05 1200 96-1-HR
COFFMAN FRED H/ARLENE M
4613 OLD STAGE RD
CENTRAL POINT OR 97502

372W21B 1300 96-1-HR
COX JESSE D/MARIANNA M
1925 OLD STAGE RD
CENTRAL POINT OR 97502

372W16B 600 96-1-HR
CROUCHER GARY M/LINDA L
3010 SYLVIA WAY
CENTRAL POINT OR 97502

372W16C 107 96-1-HR
CROWDER PAUL S
2331 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 1304 96-1-HR
CUTLER GEOFFREY WILLIAM
503 AIRPORT RD
MEDFORD OR 97504

372W16C 108 96-1-HR
DAILEY CHARLES E JR/MARY J
3113 VIEW CIRCLE
CENTRAL POINT OR 97502

372W29 202 96-1-HR
DE BOER JACK R/JULIE A
924 N E SAVAGE
GRANTS PASS OR 97526

363W36D 1200 96-1-HR
DETERING DENNIS S/ELVA D
8 OLD STAGE RD
CENTRAL POINT OR 97502

363W22D 2100 96-1-HR
DEYOUNG LARRY L/BARBARA M
9401 OLD STAGE RD
CENTRAL POINT OR 97502

363W26 909 96-1-HR
DIAZ GENARO/IRMA
8120 OLD STAGE RD
CENTRAL POINT OR 97502

363W36D 2700 96-1-HR
DIRKSEN LARRY W/LINDA J
6195 OLD STAGE RD
CENTRAL POINT OR 97502

363W36C 400 96-1-HR
DOBSON JAMES M/KIM C
6575 OLD STAGE RD
CENTRAL POINT OR 97502

372W09B 2200 96-1-HR
DOBSON JOE F/PATRICIA A
3685 OLD STAGE RD
CENTRAL POINT OR 97502

372W09B 1400 96-1-HR
DOMBRAS LEONARD T/ANN (LE)
3765 OLD STAGE RD
CENTRAL POINT OR 97502

372W29 1812 96-1-HR
DONLON JAMES M JR/ROSWITHA
8147 LAKELAND DR
GRANITE BAY CA 95746

372W21B 400 96-1-HR
DUNLAP WARREN H/WILMA R
3115 ROSS LN
CENTRAL POINT OR 97502

372W06A 2001 96-1-HR
DURHAM RODNEY A
5035 LANE CREEK RD
CENTRAL POINT OR 97502

372W21B 1001 96-1-HR
EAGLE LEE P TRUSTEE
1953 OLD STAGE RD
CENTRAL POINT OR 97502

372W21B 3000 96-1-HR
EBER HERBERT DALE TRUSTEE
1816 OLD STAGE RD
CENTRAL POINT OR 97502

372W05B 700 96-1-HR
ELD STEVEN/TONI
4770 OLD STAGE RD
CENTRAL POINT OR 97502

362W31 1000 96-1-HR
ENDEMAN CAROLYN J
P O BOX 995
JACKSONVILLE OR 97530

372W06A 1200 96-1-HR
FARNSWORTH ROSELEE F
5227 OLD STAGE RD
CENTRAL POINT OR 97502

372W09B 1101 96-1-HR
FAULKENBERG PEGGY A
P O BOX 1528
JACKSONVILLE OR 97530

363W36D 2200 96-1-HR
FERNANDEZ PAUL A/DANA M
321 VINE ST
VACAVILLE CA 95688

363W35 210 96-1-HR
FINCK DAVID M/GERALDENE
97 N RANCHO PL
EL SOBRANTE CA 94803

363W27 1000 96-1-HR
FINDLEY DENZIL L/FRANCES E
8963 OLD STAGE RD
CENTRAL POINT OR 97502

372W16C 900 96-1-HR
FLEEGER JOHN P TRUSTEE
2175 OLD STAGE RD
CENTRAL POINT OR 97502

372W06A 1400 96-1-HR
FORD TIMOTHY C/DONNA M
5201 OLD STAGE RD
CENTRAL POINT OR 97502

372W09B 2800 96-1-HR
FOX DOYLE ELLIS/CONNIE MARY
5877 UPTON ROAD
CENTRAL POINT OR 97502

372W05 605 96-1-HR
FULLER OREN A/FLORENCE C
4500 OLD STAGE RD
CENTRAL POINT OR 97502

363W27 1917 96-1-HR
GARRINGER RONALD R/LADONA E
8641 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 2105 96-1-HR
GIBBS DANIEL E/CONNIE J
3200 WINTERBROOK LN
CENTRAL POINT OR 97502

363W35 1200 96-1-HR
GIBSON KELLY D/KAREN A
7934 OLD STAGE RD
CENTRAL POINT OR 97502

363W35 1301 96-1-HR
GILSDORF THOMAS M/JULIE D
7785 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 1000 96-1-HR
GORMAN NANCY BELLE
3470 OLD STAGE RD
CENTRAL POINT OR 97502

372W09D 4000 96-1-HR
GOBLE REX C/HAZEL L
3184 OLD STAGE RD
CENTRAL POINT OR 97502

372W06A 2000 96-1-HR
GORMAN RHONDA JEAN/JOEL F
4881 OLD STAGE ROAD
CENTRAL POINT OR 97502

372W09B 900 96-1-HR
GORMLEY JERILYN SMITH
9 SHOTGUN CT
INGFIELD VA 22153

363W36C 1200 96-1-HR
GORSKI JOSEPH J/CELESHA D
6741 OLD STAGE RD
CENTRAL POINT OR 97502

363W22D 400 96-1-HR
GRANGER ASSOCIATES INC
P O BOX 167
GOLD HILL OR 97525

363W27 100 96-1-HR
GRANGER HARVEY T/JANET S
P O BOX 177
GOLD HILL OR 97525

363W35 1003 96-1-HR
GREEN KENNETH E/ROSHELLE L
7497 OLD STAGE RD
CENTRAL POINT OR 97502

372W29 1717 96-1-HR
GREENSTONE LEONARD TRUSTEE
6029 VENICE BLVD
LOS ANGELES CA 90034

372W09C 1400 96-1-HR
GRIGSBY CHARLOTTE TRSTE FBO
3445 OLD STAGE RD
CENTRAL POINT OR 97502

362W31 800 96-1-HR
GUCHES DOUGLAS W/REBECCA S
5718 OLD STAGE RD
CENTRAL POINT OR 97502

372W05D 2500 96-1-HR
HAMILTON ROBERT S
1021 LAKE SHORE RD
LAKE OSWEGO OR 97034

363W26 912 96-1-HR
HAMRICK DON G/JOANNE
8025 OLD STAGE RD
CENTRAL POINT OR 97502

363W27 400 96-1-HR
HANNEN MICHAEL P/TAMARA J
6920 CYPRUS DR
CENTRAL POINT OR 97502

372W21B 701 96-1-HR
HARDING THERESE M
3199 ROSS LN
CENTRAL POINT OR 97502

372W21B 1000 96-1-HR
HARRIGAN JOHN M/HEATHER L
1975 OLD STAGE RD
CENTRAL POINT OR 97502

372W21B 1500 96-1-HR
HEAVENS CHRISTOPHER/SUSAN
1765 OLD STAGE RD
CENTRAL POINT OR 97502

363W22D 500 96-1-HR
HEDRICH ROSS R
P O BOX 2583
VISTA CA 92085

363W36D 400 96-1-HR
HILDES STEVEN
6032 OLD STAGE RD
CENTRAL POINT OR 97502

363W22D 1200 96-1-HR
HIRSCH FRANCES L
9575 OLD STAGE RD
CENTRAL POINT OR 97502

372W05B 600 96-1-HR
HIX DAVID G/HEIDI
4942 OLD STAGE RD
CENTRAL POINT OR 97502

372W09D 4100 96-1-HR
HOLLOWELL VELYMA
939 KINGS BLVD #B-12
CORVALLIS OR 97330

372W21B 500 96-1-HR
HOOKER RUTH M
3125 ROSS LN
CENTRAL POINT OR 97502

372W16D 500 96-1-HR
HORN JOSEPH E/JANET A
2398 OLD STAGE RD
CENTRAL POINT OR 97502

372W05 612 96-1-HR
HORTON NORMAN L/LUCILLE C
4582 OLD STAGE RD
CENTRAL POINT OR 97502

363W36C 700 96-1-HR
IRIGOYEN ANGELO/SHARON
6637 OLD STAGE RD
CENTRAL POINT OR 97502

363W36C 100 96-1-HR
IRWIN JOHN A III/CAROL ANN
6570 OLD STAGE RD
CENTRAL POINT OR 97502

.362W31 600 96-1-HR
JACKSON COUNTY
PROPERTY MANAGEMENT-FINANCE
NARROW STRIP-OLD STAGE RD

372W20C 909 96-1-HR
JANGAARD KENNETH/ANNEMARIE
983 OLD STAGE RD
CENTRAL POINT OR 97502

372W20C 900 96-1-HR
JANGAARD LUCILLE J TRUSTEE
973 OLD STAGE RD
CENTRAL POINT OR 97502

7W09C 1900 96-1-HR
NSON F S JR/JENNIFER K
6 DEXTER PLACE
CINCINNATI OH 45206

372W29 1716 96-1-HR
JOHNSON JAMES K/LINDA JEAN
837 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 901 96-1-HR
JOHNSON JAMES V/IMOGENE C
3498 OLD STAGE RD
CENTRAL POINT OR 97502

372W29 1714 96-1-HR
JOHNSON LINDA JEAN
OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 1501 96-1-HR
JOHNSON STANLEY E/JESSICA L
3380 OLD STAGE RD
CENTRAL POINT OR 97502

372W29 1702 96-1-HR
JONES HUGH D/CARLA A
883 OLD STAGE RD
CENTRAL POINT OR 97502

363W36D 1000 96-1-HR
KARLAS JAMES A/ANNETTE
6234 OLD STAGE RD
CENTRAL POINT OR 97502

372W06A 1001 96-1-HR
KERCHER ROSE M
5351 OLD STAGE RD
CENTRAL POINT OR 97502

372W05D 702 96-1-HR
KIRBY RICHARD A/TERESA A
4310 OLD STAGE RD
CENTRAL POINT OR 97502

372W20 2500 96-1-HR
KIRKPATRICK GEORGE M/CINDY
1555 OLD STAGE RD
MEDFORD OR 97501

363W27 1400 96-1-HR
KNOUFF JERYLD EUGENE
8419 OLD STAGE RD
CENTRAL POINT OR 97502

363W27 1301 96-1-HR
KNOUFF MARK ALAN/LAURA D
8431 OLD STAGE RD
CENTRAL POINT OR 97502

363W27 1300 96-1-HR
KNOUFF RICHARD FLOYD
7689 COLONIAL WAY
CENTRAL POINT OR 97502

372W06A 1500 96-1-HR
KONRADY WAYNE
5153 OLD STAGE RD
CENTRAL POINT OR 97502

372W05D 1300 96-1-HR
LA VIA JAMES C/MARCIA A
4233 OLD STAGE RD
CENTRAL POINT OR 97502

372W06A 3000 96-1-HR
LA VIA JAMES C/MARCIA A
P O BOX 3790
CENTRAL POINT OR 97502

372W05D 2600 96-1-HR
LACEY ELSIE VERA
4021 OLD STAGE RD
CENTRAL POINT OR 97502

363W35 201 96-1-HR
LAMB JANET B
7132 OLD STAGE RD
CENTRAL POINT OR 97502

363W35 200 96-1-HR
LAMB RUSSELL L
7132 OLD STAGE RD
CENTRAL POINT OR 97502

372W06A 800 96-1-HR
LAND ALDA LUMELLA
5146 OLD STAGE RD
CENTRAL POINT OR 97502

372W06A 1600 96-1-HR
LARSON OLE/KIRSTINE
5101 OLD STAGE RD
CENTRAL POINT OR 97502

372W06 200 96-1-HR
LAWLESS ROBERT LEE/SHIRLEY
5409 OLD STAGE RD
CENTRAL POINT OR 97502

372W29 1200 96-1-HR
LAWRENCE R J/RUTH
P O BOX 356
JACKSONVILLE OR 97530

363W36C 1300 96-1-HR
LEANORD LARRY B
6732 OLD STAGE RD
CENTRAL POINT OR 97502

363W36D 1600 96-1-HR
LEE ART W/DAWN A
6421 OLD STAGE RD
CENTRAL POINT OR 97502

363W36C 1500 96-1-HR
LEFFLER GARY G/MARILYN L
6901 OLD STAGE RD
CENTRAL POINT OR 97502

363W27 300 96-1-HR
LEWIS MELVIN
9175 OLD STAGE RD
CENTRAL POINT OR 97502

363W36D 1800 96-1-HR
LIMON MARTIN C SR
2488 DAVID LN
MEDFORD OR 97501

363W22D 900 96-1-HR
LINGREN HERBERT TRUSTEE FBO
42 ROSS CT
MEDFORD OR 97501

372W20 2600 96-1-HR
LLOYD ALFRED W/DONNA J
1545 OLD STAGE RD
MEDFORD OR 97501

372W16A 1506 96-1-HR
LANE BRUCE S/MELANIE L
6448 OLD STAGE RD
CENTRAL POINT OR 97502

363W27 1201 96-1-HR
LOLLAR GARY O/Z 'LEE'
8663 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 1200 96-1-HR
LOUNT SARAH GLENDA R
3497 OLD STAGE RD
CENTRAL POINT OR 97502

363W27 1602 96-1-HR
MAC DIARMID JOHN
DEAN DR
FRAL POINT OR 97502

363W35 206 96-1-HR
MACKENZIE WAYNE D
7065 OLD STAGE RD
CENTRAL POINT OR 97502

363W35 204 96-1-HR
MACKEY DUANE E/VIOLET G
7199 OLD STAGE RD
CENTRAL POINT OR 97502

372W05D 2401 96-1-HR
MAGRUDER ROBERT M/KAREN Y
4107 OLD STAGE RD
CENTRAL POINT OR 97502

363W27 1100 96-1-HR
MARTON ROBERT C/BETTE J
8877 OLD STAGE RD
CENTRAL POINT OR 97502

363W26 903 96-1-HR
MATHES SARAH A
8150 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 1500 96-1-HR
MATTOS GEORGE F/LORRAINE A
P O BOX 757
JACKSONVILLE OR 97530

372W06A 1100 96-1-HR
MATZNICK DARWIN
5265 OLD STAGE RD
MEDFORD OR 97501

372W05 700 96-1-HR
MAURER LESTER L/DARLENE
4396 OLD STAGE RD
CENTRAL POINT OR 97502

363W35 1000 96-1-HR
MAXWELL CRAIG S
7431 OLD STAGE RD
CENTRAL POINT OR 97502

372W20 3001 96-1-HR
MAYERSKY LOUIS F/CAMILLE
972 OLD STAGE RD
CENTRAL POINT OR 97502

372W06A 300 96-1-HR
MAYFIELD DOROTHY
2607 HELLCREST RD
MEDFORD OR 97504

372W16A 1500 96-1-HR
MC CLEARY TOMMY E/DARCY L
2877 SYLVIA RD
CENTRAL POINT OR 97502

372W16D 1000 96-1-HR
MC CURLEY GENE T/LORRAINE A
2250 OLD STAGE RD
CENTRAL POINT OR 97502

372W16A 1600 96-1-HR
MEDARIS STEPHEN W/SANDRA R
2708 OLD STAGE RD
CENTRAL POINT OR 97502

372W05D 800 96-1-HR
METZGER HELEN M TRUSTEE
4357 OLD STAGE RD
CENTRAL POINT OR 97502

372W29 300 96-1-HR
MIGLIARESE ANTONIO/VIRGINIA
970 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 1503 96-1-HR
MIKULA GEORGE/IRMGARD
3440 OLD STAGE RD
CENTRAL POINT OR 97502

363W27 402 96-1-HR
MIKULA RICHARD O/ANN
6844 CYPRUS DR
CENTRAL POINT OR 97502

363W22D 2500 96-1-HR
MILLER KEN H
9251 OLD STAGE RD
CENTRAL POINT OR 97502

363W36D 2000 96-1-HR
MILLER NADINE R
6155 OLD STAGE RD
CENTRAL POINT OR 97502

363W36C 1600 96-1-HR
MILLER WILLIAM LLOYD
6801 OLD STAGE RD
CENTRAL POINT OR 97502

372W05D 900 96-1-HR
MORGAN JAMES R/MARGO
4323 OLD STAGE RD
CENTRAL POINT OR 97502

363W36 100 96-1-HR
MORRIS EARL W
8785 BLACKWELL RD
CENTRAL POINT OR 97502

372W16D 1300 96-1-HR
MOSS ROBERT E TRUSTEE
2190 OLD STAGE RD
CENTRAL POINT OR 97502

372W16D 600 96-1-HR
NELSON VERN T
2362 OLD STAGE RD
CENTRAL POINT OR 97502

363W36D 1900 96-1-HR
NEWELL MICHAEL A/PATTI A
6233 OLD STAGE RD
CENTRAL POINT OR 97502

372W09D 4200 96-1-HR
DERMEYER MICHAEL D
1108 OLD STAGE RD
CENTRAL POINT OR 97502

372W06A 1300 96-1-HR
NORTH PAC UNION CONF ASSN
P O BOX 16677
PORTLAND OR 97216

363W35 1100 96-1-HR
O'CONNOR TIMOTHY W/AUTUMN S
7800 OLD STAGE RD
CENTRAL POINT OR 97502

372W16B 1500 96-1-HR
OBERG VERNON
7 OLD STAGE RD
CENTRAL POINT OR 97502

372W16B 801 96-1-HR
OBERHAUSER LOUIS B TRUSTEE
1421 EAST WAYZATA BLVD
WAYZATA MN 55291

372W16B 800 96-1-HR
OBERHAUSER LOUIS B TRUSTEE
1421 EAST WAYZATA BLVD
WAYZATA MN 55391

372W29 1500 96-1-HR
OFFORD RAY JR
P O BOX 118
JACKSONVILLE OR 97530

372W05 603 96-1-HR
OH JAMES W/JOYCE
4482 OLD STAGE RD
CENTRAL POINT OR 97502

372W09B 1300 96-1-HR
ORE STATE/DIR VETS AFFAIRS
700 SUMMER ST NE
SALEM OR 97310

372W09B 1300 96-1-HR
ORR IRA V/LILLIAN M
ORR IKE V
3770 OLD STAGE RD
CENTRAL POINT OR 97502

372W21B 1600 96-1-HR
OUTFLEET RICHARD H/LINDA J
202 N BARNEBURG
MEDFORD OR 97504

372W09B 2100 96-1-HR
OVESON DAVID K/MARIE-FRANCE
3701 OLD STAGE RD
CENTRAL POINT OR 97502

372W29 700 96-1-HR
PACIFIC POWER/LIGHT CO
ATTN: ROBERT G STRONG
700 NE MULTNOMAH, STE 700
PORTLAND OR 97232

372W21B 3100 96-1-HR
PARADIS THERESE ANNE
1729 OLD STAGE RD
CENTRAL POINT OR 97502

372W05 702 96-1-HR
PATTERSON DIANA D
4400 OLD STAGE RD
CENTRAL POINT OR 97502

372W05B 1300 96-1-HR
PATTERSON NANCY J/CRAIG L
4584 OLD STAGE RD
CENTRAL POINT OR 97502

363W26 900 96-1-HR
PAULSEN DAN B/DEANNA C
4197 OLD STAGE RD
CENTRAL POINT OR 97502

363W36D 900 96-1-HR
PAULSEN DAN B/DEANNA C
6234 OLD STAGE RD
CENTRAL POINT OR 97502

372W09B 1000 96-1-HR
PEARCE GENE G/LINDA L
3895 OLD STAGE RD
CENTRAL POINT OR 97502

372W16C 1500 96-1-HR
PETERSON EARL D/CHARLOTTE F
3188 ROSS LN
CENTRAL POINT OR 97502

372W06A 2100 96-1-HR
PINGLE SCOTT D
4823 OLD STAGE RD
CENTRAL POINT OR 97502

363W36D 800 96-1-HR
PLOUSE H SCOTT/NAOMI R
117 ASHLAND AVE
MEDFORD OR 97504

363W26 901 96-1-HR
PORCHER THOMAS L/CONNIE L
8044 OLD STAGE RD
CENTRAL POINT OR 97502

363W22D 2400 96-1-HR
POWELL JAMES F/MARILYN K
9307 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 1700 96-1-HR
PRIMAVERA LOUIS TRUSTEE
8701 JOHN DAY DR
GOLD HILL OR 97525

363W36C 1400 96-1-HR
PRINCE LARRY E/DOROTHY C
6803 OLD STAGE RD
CENTRAL POINT OR 97502

372W21B 702 96-1-HR
RADAFORD JERRY M/BONNIE J
3235 ROSS LN
CENTRAL POINT OR 97502

372W04 2203 96-1-HR
RAMBO GEORGE W/MARGARET R
3396 TAYLOR RD
CENTRAL POINT OR 97502

363W22D 1900 96-1-HR
RAMIREZ TERI L
9457 OLD STAGE ROAD
CENTRAL POINT OR 97502

363W22D 1700 96-1-HR
RANDS RANDALL J/ANGELA M
9487 OLD STAGE RD
CENTRAL POINT OR 97502

372W22D 1000 96-1-HR
D LEONARD H/WILLEAN M
P O BOX 638
GOLD HILL OR 97525

363W36D 500 96-1-HR
REIZMAN VICTOR J/ELIZABETH
333 MT SHASTA DR
SAN RAFAEL CA 94903

363W35 1004 96-1-HR
ROBBINS CHARLES B II/WILLIE
7455 OLD STAGE ROAD
CENTRAL POINT OR 97502

363W35 202 96-1-HR
ROBERTS ROGER A/DONNA M
17 OLD STAGE RD
CENTRAL POINT OR 97502

372W21B 2900 96-1-HR
ROBIN L P/JOYCE W
1774 OLD STAGE RD
CENTRAL POINT OR 97502

372W16B 700 96-1-HR
ROBINSON JAMES H/VICKI L
295 COACHMAN DR
JACKSONVILLE OR 97530

363W35 1300 96-1-HR
RODDAM HUBERT M/PATRICIA A
7771 OLD STAGE RD
CENTRAL POINT OR 97502

363W35 211 96-1-HR
ROGGE STANLEY E/DOROTHIE
7472 OLD STAGE RD
CENTRAL POINT OR 97502

372W21B 700 96-1-HR
ROHLF IRLENE R
1930 OLD STAGE RD
CENTRAL POINT OR 97502

363W27 1921 96-1-HR
ROMERO AUDRI ANN
8551 OLD STAGE RD
CENTRAL POINT OR 97502

372W09B 1200 96-1-HR
ROUSH DARRELL L II/CHARMANE
JACKSON COUNTY TITLE #11172
502 W MAIN ST
MEDFORD OR 97501

372W06A 1700 96-1-HR
ROWDEN DONALD B/MARY K
5081 OLD STAGE RD
CENTRAL POINT OR 97502

372W05D 700 96-1-HR
RUBIO JOSEPH P/JUANITA F
4326 OLD STAGE RD
CENTRAL POINT OR 97502

363W27 1203 96-1-HR
RUDE CECIL C TRUSTEE
RUDE CECIL C MR/MRS
8701 OLD STAGE RD
CENTRAL POINT OR 97502

372W05 705 96-1-HR
RUTTER ELEONORA O
2476 HERITAGE WAY
MEDFORD OR 97504

372W05D 200 96-1-HR
RUTTER PAUL H/JOSIE N
4110 OLD STAGE RD
CENTRAL POINT OR 97502

362W31 203 96-1-HR
RUXER CHARLES E
5705 OLD STAGE RD
CENTRAL POINT OR 97502

362W31 202 96-1-HR
RUXER MAURINE G
5723 OLD STAGE ROAD
CENTRAL POINT OR 97502

372W21B 1501 96-1-HR
SADLIER PHILIP A/ARLENE M
1845 OLD STAGE RD
CENTRAL POINT OR 97502

372W08 100 96-1-HR
SAFLEY GARY H/JUDITH A
3959 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 2502 96-1-HR
SALADE' TOM/JONLYN
3033 OLD STAGE ROAD
CENTRAL POINT OR 97502

372W05 607 96-1-HR
SALYER JIM D/JODI L
P O BOX 5202
CENTRAL POINT OR 97502

363W36C 800 96-1-HR
SATERLEE JACK L/JUNEITA H
6705 OLD STAGE RD
CENTRAL POINT OR 97502

372W21B 800 96-1-HR
SCHLOSSER JOHN R/SHIRLEY V
1964 OLD STAGE RD
CENTRAL POINT OR 97502

372W20 3000 96-1-HR
SCHONEBERGER WILLIAM/KARLA
1176 OLD STAGE RD
CENTRAL POINT OR 97502

372W16D 1400 96-1-HR
SCHOOL DISTRICT 549C
500 MONROE ST
MEDFORD OR 97501

372W05D 500 96-1-HR
SCHULZKE ELVIRA H
4270 OLD STAGE RD
CENTRAL POINT OR 97502

363W35 205 96-1-HR
SHERMAN MARTIN LEE/JOANNE
7059 OLD STAGE RD
CENTRAL POINT OR 97502

372W09D 4400 96-1-HR
SHIMKUS DONNA B
P O BOX 1042
JACKSONVILLE OR 97530

372W16A 1400 96-1-HR
SIMPSON JAMES R/JUDY A
2792 OLD STAGE RD
CENTRAL POINT OR 97502

363W22D 1800 96-1-HR
PERSON JOHN E/LISA E
1175 OLD STAGE ROAD
CENTRAL POINT OR 97502

372W16C 1401 96-1-HR
SKINNER MICHAEL L/VICKI
2195 OLD STAGE RD
CENTRAL POINT OR 97502

372W16C 1402 96-1-HR
SKINNER MICHAEL L/VICKI J
2195 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 2500 96-1-HR
SLOPER CONNIE D TRUSTEE FBO
1100 ROGUE RIVER HWY
ANTS PASS OR 97526

363W22D 2000 96-1-HR
SMITH ALBERT H/LUCILLE M
9437 OLD STAGE RD
CENTRAL POINT OR 97502

363W35 1400 96-1-HR
SMITH CARLTON J TRUSTEE FBO
7615 OLD STAGE RD
CENTRAL POINT OR 97502

372W09B 2000 96-1-HR
SMITH ESTELLE V TRUSTEE FBO
3637 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 1800 96-1-HR
SMITH GARY/FRANCES L
82 DEAN DR
CENTRAL POINT OR 97502

372W16B 3200 96-1-HR
SMITH ROBERT H TRUSTEE
2351 HILLSIDE DR
CENTRAL POINT OR 97502

363W36C 600 96-1-HR
SMITH WILLIAM A/LUCILLE R
1421 GRAND VIEW
CERES CA 95307

372W29 601 96-1-HR
SMITH WILLIAM R/DOROTHY G
2501 MONTELIUS
KLAMATH FALLS OR 97601

372W29 600 96-1-HR
SMITH WILLIAM R/DOROTHY G
650 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 2501 96-1-HR
SMITHERS HUBERT G/VIRGINIA
795 WOODBRIDGE DR
MEDFORD OR 97504

372W20 3200 96-1-HR
SNYDER BILL M/CALLIE ARLENE
P O BOX 1479
JACKSONVILLE OR 97530

372W05D 2400 96-1-HR
SOCIA RAYMOND/DEBRA
4133 OLD STAGE RD
CENTRAL POINT OR 97502

372W05D 2200 96-1-HR
SOCIA RAYMOND/DEBRA C
4133 OLD STAGE RD
CENTRAL POINT OR 97502

363W27 200 96-1-HR
SPEES MICHAEL J SR/BARBARA
9201 OLD STAGE RD
CENTRAL POINT OR 97502

363W26 902 96-1-HR
STARKS LELAN E/JOE ANN
8100 OLD STAGE RD
CENTRAL POINT OR 97502

372W06A 1800 96-1-HR
STATON MIKEL W/JENNIFER S
5031 OLD STAGE RD
CENTRAL POINT OR 97502

372W06A 500 96-1-HR
STECK PAUL/DONNA L
5072 OLD STAGE RD
CENTRAL POINT OR 97502

372W20 2300 96-1-HR
STEOVICH MIKE/MATILDA
1677 OLD STAGE RD
CENTRAL POINT OR 97502

372W20 2700 96-1-HR
STETS FRANK J/GAYLE L
5089 PEBBLEWOOD CT
PLEASANTON CA 94566

372W06A 1900 96-1-HR
STURGEON M R JR/L L ROSS
4981 OLD STAGE RD
CENTRAL POINT OR 97502

372W16B 3100 96-1-HR
SUMMERS MICHAEL J
2483 OLD STAGE RD
CENTRAL POINT OR 97502

372W16B 300 96-1-HR
SURGEON R ALLEN/TERI L
2976 OLD STAGE RD
CENTRAL POINT OR 97502

363W36C 900 96-1-HR
THIESFELD GERALDINE I TRSTE
6721 OLD STAGE RD
CENTRAL POINT OR 97502

372W09B 1500 96-1-HR
THOMAS MARK/KOERBER NANCIE
3783 OLD STAGE RD
MEDFORD OR 97501

372W09B 906 96-1-HR
THORNHILL NOVA L TRSTE FBO
RT 1 BOX 1840 TWOMILE RD
BANDON OR 97411

363W27 1200 96-1-HR
THORPE ALVIN F
8747 OLD STAGE RD
CENTRAL POINT OR 97502

363W22D 2300 96-1-HR
TIMMONS THOMAS R/SHIELA M
9339 OLD STAGE RD
CENTRAL POINT OR 97502

372W16D 800 96-1-HR
WELLI JAY/ELIZABETH
P O BOX 8419
MEDFORD OR 97504

363W36D 1100 96-1-HR
UNDERWOOD JOHN A/KATHLEEN C
6366 OLD STAGE RD
CENTRAL POINT OR 97502

372W21B 1700 96-1-HR
UNITED FAMILY PRESERVATION
1868 OLD STAGE RD
CENTRAL POINT OR 97502

.372W16A 1800 96-1-HR
UNITED STATES OF AMERICA
S FOREST SERVICE
WEST 8TH
MEDFORD OR 97501

372W05D 1100 96-1-HR
URTON RAYMOND D/ROBIN L
4287 OLD STAGE RD
CENTRAL POINT OR 97502

372W16D 1301 96-1-HR
VANDERBEEK R D/LA DONNA J
2182 OLD STAGE RD
CENTRAL POINT OR 97502

372W05 615 96-1-HR
VANDERSTAR RALPH/BARBARA
4533 OLD STAGE RD
CENTRAL POINT OR 97502

372W05D 100 96-1-HR
VANDERVEEN JAMES TRUSTEE
2834 FREDRICK DR
MEDFORD OR 97504

372W20 2900 96-1-HR
VAUGHN JOSEPH E
532 NW PORTLAND
BEND OR 97701

372W21B 601 96-1-HR
WALKER JACK D/JO ANN
3189 ROSS LANE
MEDFORD OR 97501

363W36D 1700 96-1-HR
WASNIEWSKI JOHN L/MARY R
6475 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 1600 96-1-HR
WATSON PETER G/SUZANNE A
PO BOX 331
WILLIAMS OR 97544

372W16B 2600 96-1-HR
WEBBER CHARLOTTE E
3246 WESTOVER DR
MEDFORD OR 97501

372W16B 2700 96-1-HR
WEBBER ROBERT S
324 HIGHLAND DR
MEDFORD OR 97504

363W36C 300 96-1-HR
WEILAND DANIEL J/DORIS K
21744 SAN JOSE ST
CHATSWORTH CA 91311

372W09C 1300 96-1-HR
WEISIGER CARY/JUDY
3355 OLD STAGE RD
CENTRAL POINT OR 97502

372W09C 1100 96-1-HR
WEISZ ROBERT J/BONNIE L
3465 OLD STAGE RD
CENTRAL POINT OR 97502

372W21B 1800 96-1-HR
WENDT WARREN C TRUSTEE
4931 ALZEDA DR
LA MESA CA 91941

372W16B 2701 96-1-HR
WILCOX ROBERT F/JOANNE R
2569 OLD STAGE RD
CENTRAL POINT OR 97502

363W27 1101 96-1-HR
WILKINS WILLIAM J/NOMA L
8789 OLD STAGE RD
CENTRAL POINT OR 97502

363W36C 1100 96-1-HR
WILLIAMS DONALD K
JACKSON CO TITLE CE#8616
502 W MAIN ST
MEDFORD OR 97501

363W26 908 96-1-HR
WILLIAMS JOYCE A
2010 LAWRIDGE
MEDFORD OR 97504

362W31 900 96-1-HR
WILLIAMSON WILLIAM D
P O BOX 2560
WHITE CITY OR 97503

372W06 100 96-1-HR
WILSON ARTHUR E
7222 SW BRIER PL
PORTLAND OR 97219

372W06 800 96-1-HR
WILSON FAMILY CORPORATION
4600 WESTWOOD DR
HOOD RIVER OR 97031

372W05B 100 96-1-HR
WOLFF EDNA
4237 SCENIC AVE
CENTRAL POINT OR 97502

372W05 606 96-1-HR
WOOD GEORGE T/CAROLE A
75 DEAN DR
CENTRAL POINT OR 97502

372W09C 1301 96-1-HR
WOODALL MILTON RAY/DOROTHY
3385 OLD STAGE RD
CENTRAL POINT OR 97502

372W29 1400 96-1-HR
WORDEN WESTON A/C MARLENE
637 OLD STAGE RD
CENTRAL POINT OR 97502

363W36D 1500 96-1-HR
WORLEY THOMAS D/TERRY L
6448 OLD STAGE RD
CENTRAL POINT OR 97502

372W21B 3200 96-1-HR
ST ALFREDA E TRUSTEE FBO
PO BOX 146
HANA HI 96713

372W29 1000 96-1-HR
WRIGHT DAVID L/LINDA L
928 CARPENTER HILL ROAD
MEDFORD OR 97501

372W16B 804 96-1-HR
WRIGHT ROBERT L/JAKKI
1468 BEALL LN
CENTRAL POINT OR 97502

372W05 1000 96-1-HR
WROBEL LEONARD/MARILYN
725 ORCHARD HOME CT
FORD OR 97501

363W27 1500 96-1-HR
WYNANT GUY A/DAWN A
8321 OLD STAGE RD
CENTRAL POINT OR 97502

372W05D 102 96-1-HR
YOUNG GARY L/CANDACE LEA
4048 OLD STAGE RD
CENTRAL POINT OR 97502

363W22D 1600 96-1-HR
YOUNG MARGARET K
9511 OLD STAGE RD
CENTRAL POINT OR 97502

372W09B 2900 96-1-HR
YOUNG STEPHEN/CONNIE DAVIS
3602 OLD STAGE RD
CENTRAL POINT OR 97502

372W21B 100 96-1-HR
YUNGEN JOHN A/VIRGINIA M
1875 NIEDERMEYER DR
CENTRAL POINT OR 97502

96-1-HR
LD STAGE ROAD
HAC & AGENCIES:

WILLIAM ALLEY
BOX 4434
MEDFORD OR 97501

GEORGE KRAMER
386 NO LAUREL
ASHLAND OR 97520

SANDY GARCIA-MYERS
574 EAST MAIN ST #3
ASHLAND OR 97520

PHILIP SCHWIMMER
501 LITTLE APPLGATE
JACKSONVILLE OR 97530

BRAD LINDER
SO HISTORICAL SOC
106 NO CENTRAL AVE
MEDFORD OR 97501

JENNY WINDSOR
228 EAST MAIN ST #J
MEDFORD OR 97501

TOM MOULDER REP
1209 TALENT AVE
TALENT OR 97540

AGENCIES:

CITY PLANNER
CITY OF GOLD HILL
BOX 308
GOLD LHILL OR 97525

CITY PLANNER
CITY OF JACKSONVILLE
BOX 7
JACKSONVILLE OR 97530

RICHARD BENNER
DLCD
1175 COURT ST N E
SALEM OR 97310-0590

JAMES HAMRICK
SHPO
1115 COMMERCIAL N E
ALEM OR 97310-1001

[961HR.LAB]BWPDIR

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Jackson County Historic Advisory Commission will hold a public hearing on Thursday, August 29, 1996, at 6:30 p.m. in the Auditorium of the Jackson County Offices, 10 South Oakdale, Medford, Oregon. The purpose of the public hearing will be to consider the following:

Consideration of an application for nomination of Old Stage Road, from the city limits of Jacksonville to the I-5 overpass, outside of the city of Gold Hill, to the Jackson County Register of Historic Landmarks, and the application of an overlay designation known as an Area of Special Concern (ASC #90-4) in addition to the present zoning districts that intersect Old Stage Road. The Old Stage Road corridor traverses portions of Sections 22, 27, 26, 35, and 36 of Township 36 South, Range 3 West; Section 31 of Township 36 South, Range 2 West; and Sections 5, 4, 9, 16, 21, and 20 of Township 37 South, Range 2 West. The criteria for reviewing this application is attached. The application was submitted by The Westside Neighbors Association, Box 193, Jacksonville, Oregon 97530. Old Stage Road is owned by Jackson County Roads and Parks Services, 200 Antelope Road, White City, Oregon 97503. File #96-1-HR.

Oregon law and Section 285.120 of the Jackson County Land Development Ordinance state that failure to raise an objection concerning this application, either in person or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue, precludes your right of appeal to the Land Use Board of Appeals (LUBA). A copy of the rules (Chapter 286 of the Land Development Ordinance) governing conduct of the hearing and submission of evidence and testimony at the hearing may be inspected at the Department at no cost any time prior to the hearing and will be provided at reasonable

ORAL TESTIMONY ON THIS HEARING SHALL BE LIMITED TO FIVE MINUTES PER PERSON. AN EXTENSION OF TIME MAY BE GRANTED BY APPROVAL OF A MAJORITY OF THE HISTORIC ADVISORY COMMISSION. ANY PERSON WHO HAS ADDITIONAL TESTIMONY TO GIVE (BEYOND THE FIVE MINUTE LIMIT) IS ENCOURAGED TO SUBMIT IT IN WRITING.

A copy of the application, all documents and evidence relied upon by the applicant and applicable criteria is available for inspection at no cost and will be provided at reasonable cost, if requested. A copy of the staff report will be available for inspection seven days prior to the hearing and will be provided at reasonable cost, if requested. Failure to specify which ordinance criteria an objection is based on also precludes your right of appeal to LUBA on that criterion. For further information, contact L. Scott Clay at Planning and Development Services, Room 100, 10 South Oakdale, Medford, Oregon 97501. Telephone: Medford 776-7554; Jackson County residents outside of Medford's local calling area 1-800-452-5021.

Laurel Prairie-Kuntz, Planning Director
JACKSON COUNTY PLANNING & DEVELOPMENT SERVICES

[961hr.med]bwp61

TO BE PUBLISHED IN THE SUNDAY, AUGUST 18, 1996, EDITION OF THE MEDFORD MAIL TRIBUNE.

cc: Legal Notices Section - Medford Mail Tribune
Gary Nelson - Medford Mail Tribune
Doug O'Loughlin - Ashland Daily Tidings
Receptionist - Planning Department
Board's Bulletin Board

~~David~~ Scott

RECEIVED

JUL 31 1996

7-28-96

Jackson Co. Planning

RE: Consideration of application for nomination of Old Stage Road to Jackson County Register of Historic Landmarks.

We do not agree. Old Stage is a much traveled road and needs more safety -- ie. bike paths, visiability, lowered speed limit.

I could not find even one area in the criteria I received that would include a long, narrow and dangerous old road like Old Stage.

It needs to be brought up to modern safety standards.

I have lived on Old Stage Road for 19 years and my husband has lived here on this property for 36 years.

Noma L Wilkins

Noma L. Wilkins

William J Wilkins

William J Wilkins

8789 Old Stage Road

Central Point, OR 97502

541 855-7445

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 8

Offered by: *Noma & Wm Wilkins*

Date: 8-30-96 Received by: *bs*

CITY OF JACKSONVILLE
P. O. Box 7
110 E. Main Street
Jacksonville, Oregon 97530
(541) 899-1231 FAX (541) 899-7882

RECEIVED
AUG 06 1996
Jackson Co. Planning

August 2, 1996

L. Scott Clay
Planning and Development Services
Room 100, 10 South Oakdale
Medford, OR 97501

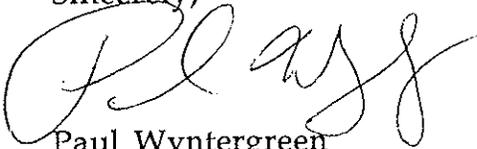
Dear Scott,

In response to your Notice of Public Hearing for the Jackson County Historic Advisory Committee on Thursday, August 29, please enter the following comments from the City of Jacksonville into the record.

The City of Jacksonville supports the nomination of Old Stage Road to the Register of Historic Landmarks and its designation as an Area of Special Concern. The city does request that the County integrate your designations with our previously submitted viewshed inventory and our proposed Area of Mutual Concern that is now before the County. Also, we would like this Area of Special Concern to recognize that the city's proposed bypass will intersect and cross the south end of Old Stage Road at or near the city limits. This intersection may cause some road modifications for the purposes of traffic safety.

Please call me with any questions.

Sincerely,



Paul Wyntergreen
Administrator/Planner

PW/kmh

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 9

Offered by: City of Jacksonville

Date: 8-20-96 Received by: As

RECEIVED

AUG 20 1996

Jackson Co. Planning

August 20, 1996

Scott Clay
Jackson County Planning & Development Services
10 South Oakdale
Medford, OR 97501-2952

Re: Application for Nomination of OSRd

Dear Mr. Clay:

We are excited about the application for nomination of Old Stage Road to the Jackson County Register of Historic Landmarks.

We feel, Old Stage Road as the first designated road in Jackson County, meets one of the criteria for Historic Significance Designation.

We hope to preserve this historic and scenic road.

Please see that this letter is entered into the record.

Thank you.

Regards,

Marilyn A. Dahl

Raymond & Marilyn Dahl
3205 Winterbrook Lane
Central Point, OR 97502
(541) 664-3384

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 10

Offered by *Raymond & Marilyn Dahl*

Date: 8-20-96 Received by: *bs*

August 18, 1996
2569 Old Stage Road
Central Point, OR 97502

RECEIVED
AUG 20 1996

Jackson Co. Planning

Jackson County Historic Advisory Commission
c/o Scott Clay
Planning & Development Services
10 South Oakdale Room 100
Medford, OR 97501

Dear Commission Members,

This year's 150th anniversary of the Applegate Trail has heightened the awareness of many valley residents regarding the Rogue Valley's pioneer history. Apparently, the southern Oregon (Applegate) Trail eventually brought as many people into Oregon as the route along the Columbia River. Often the people coming in from the south would see the Rogue Valley & decide to live here.

In 1853, at their second session, the Jackson County Board of Commissioners declared the first "Public Highway":

"that the trail as now travelled from its intersection with the Northerly end of Oregon Street in the Precinct of Jacksonville to its junction with the old Oregon Trail (so called) near the Residence of Nathaniel C. Dean (at what is known as The Willow Springs) be, and the same is hereby declared a Public Highway..."

This junction of the so-called "Oregon Trail" with the Dean Residence indicates a close approximation of the Old Stage Road, if not actually coinciding with it from Willow Springs (near Scenic Avenue) to Gold Hill.

The Klamath County Historical Society's Klamath Echoes, Number 14 (1976), article "West of the Cascades", Applegate Trail II, p. 23:

"It will be noted that the original Applegate Trail followed down the left bank of Bear Creek to a point in present north Medford at the Crater Lake & Interstate 5 junction. Then it headed straight across the valley toward a notch in the hills at Willow Springs. This route was possible because the emigrant trains always arrived in that neighborhood during the fall of the year when streams were at their lowest, and the boggy condition of the valley was practically non-existent. Later, with the discovery of gold in California, and later still at Jacksonville, traffic took place throughout the year. Therefore the route moved to higher and drier ground and through the supply center of Jacksonville, to later become the "Old Stage Road" of today."

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 11

Offered by: Mrs. Mrs. Wilcox

Date: 8-22-96 Received by: ds

As the first "Public Highway" in Jackson County, the Old Stage Road has been closely associated with the development of the towns of Jacksonville & Gold Hill. This roadway has made a significant contribution to local history in every phase of the county's development. Therefore, we urge the Jackson County Historic Advisory Commission to approve this application & nominate the Old State Road to the Jackson County Register of Historic Landmarks.

Sincerely,

Joanne R. Wilcox

Joanne R. Wilcox

Robert F. Wilcox

Robert F. Wilcox

RECEIVED

AUG 26 1996

I. Avi Scott Clay

August 22, 1996

Jackson Co. Planning

Jackson County Planning & Development
Laurel Prairie-Kentz - Planning Director

Ms. Prairie-Kentz:

I am now purchasing property at 4086 Old Stage Road, Central Point, Oregon. This property is now in escrow at Amertitle, 100 east Main St. Medford, Oregon 97501.

My concern is I do not want this property to become listed on the Jackson County Register of Historic Landmarks or inclusion on the National Register of Historic Places.

I am against all criteria (A through G) for the following reason:

Any additional regulations by the Jackson County Register of Historic Landmarks or the National Register of Historic Places concerning any future development on this property would be ordinances I do not wish to have.

Thank You,

Jean Schuckterman
2840 Fredrick Drive
Medford, Or. 97504

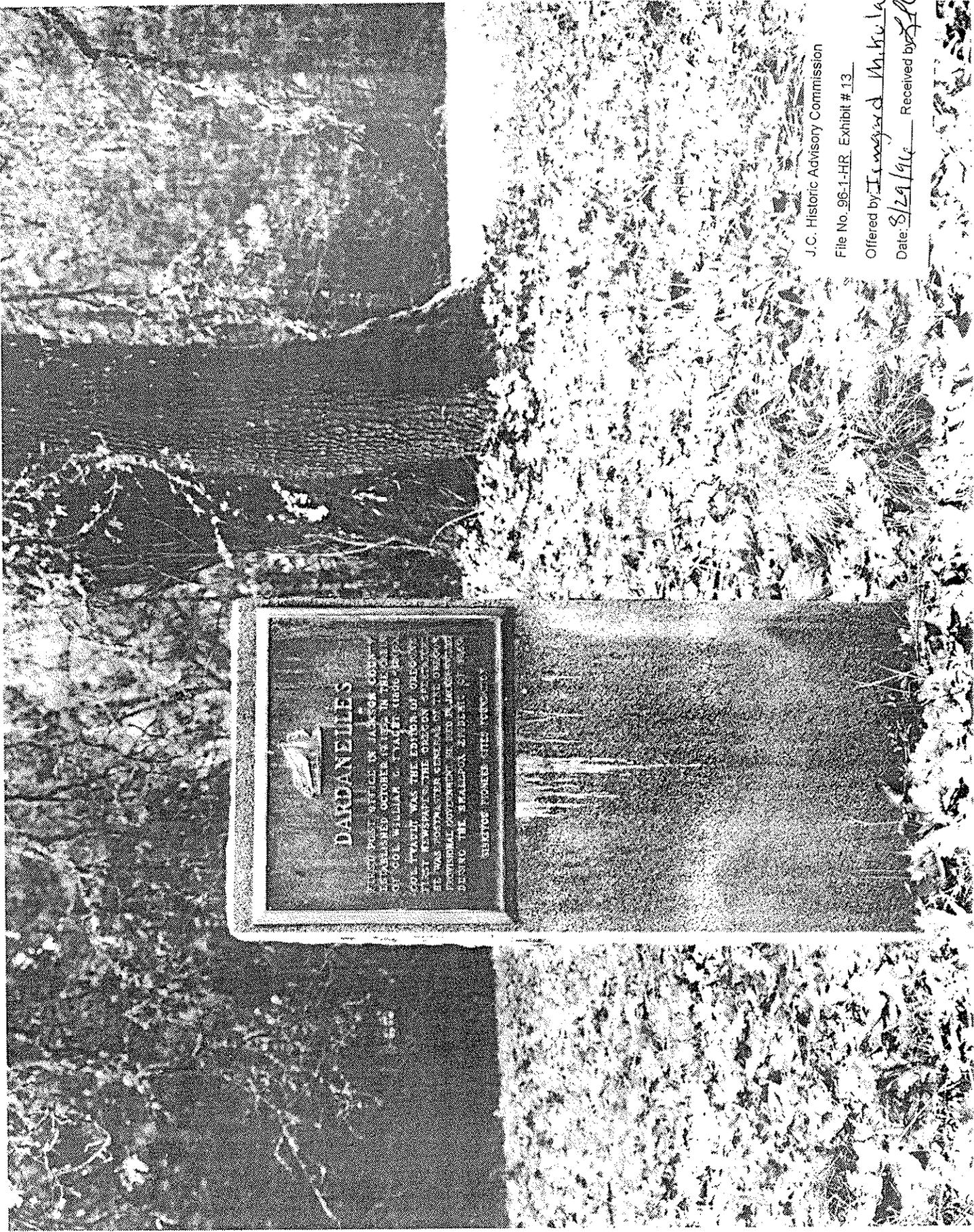
Tel. 779-2649

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 12

Offered by: Jean Schuckterman

Date: 8-28-96 Received by: bs



DARDANELLES

THIS PLACE SETTLED IN JACKSON COUNTY
ESTABLISHED OCTOBER 18 1822 IN THE LANDS
OF COL WILLIAM C. VAUGHN (1806-1870)
COL VAUGHN WAS THE EDWARD OF OREGON
FIRST EXPLORER THE OREGON TRAIL
HE WAS ASSISTANT SENSIBLE OF THE OREGON
PROVINCIAL GOVERNMENT SETTLED IN JACKSON COUNTY
DURING THE EARLY 1820'S

HERITAGE MONUMENT SITE, VTC 000

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 13

Offered by Isingard M. Kula
Date: 8/29/96 Received by [Signature]

Madison records

*Brett
Tashum Co. dr.
St. d. rds*

THE SUNDAY OREGONIAN, PORTLAND, APRIL 9, 1939

Marker Dedicated Along Old Oregon Stage Road



CENTRAL POINT, April 8 (Special)—Daughters of the American Revolution dedicated the above marker along the pioneer Old Stage road near Central Point April 4. Thomas R. Burnett, 82, stagecoach driver for many years, stands by the American flag. Others in the picture, left to right, are: Mrs. J. H. H. Cochran, Miss Sarah Van Meter, Mrs. G. B. Harding, Frank Van Dyke, Mrs. G. Q. D'Albini and Mrs. Burt Lowry.

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 14

Offered by: Ernest M. Jula

Date: 8/29/96 Received by: [Signature]



Thomas R. Burnett (82) Stagecoach driver
Mrs. Burt Lowry, D.A.R.
Mark dedicated along Old Stage Road, 1939

(S.O....S.)

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 15

Offered by: Ivengard Mikula

Date: 8/29/40 Received by: ZCC

Stage Inn (883 Old Stage; 800/877-8243) occupies an 1857 farmhouse built by pioneer William Bybee. Today's owners, Hugh and Carla Jones, serve wonderful breakfasts. Rates start at \$90. A little bit north is *Colonial House Bed & Breakfast* (1845 Old Stage; 800/397-2515), so much a model of Georgian country elegance that you half-expect to see Tom Jones riding to hounds across its 5-acre grounds. Rates start at \$95.

IN JACKSONVILLE

After your jaunt up or down Old Stage, turn your attention to Jacksonville. With its 19th-century downtown, its antiques shops and inns, Jacksonville walks that narrow line between charming and precious. So far, charm wins out.

Your first stop should be the *Jacksonville Information Center*, in the old Rogue River Valley Railway Station (185 N. Oregon St.; 503/899-8118), where you can pick up maps and brochures. The *Jacksonville Museum of Southern Oregon History* (206 N. Fifth St.; 773-6536) occupies the stately 1883 former Jackson County Courthouse. Permanent exhibits include works by pioneer photographer Peter Britt.

For dining, two of Jacksonville's best restaurants are in historic inns. The two-story, red-brick *Jacksonville Inn* (175 E.

California St.; 800/321-9344) dates from 1863. You dine downstairs (specialties include rack of lamb and salmon, with a good selection of Northwest wines) and can stay upstairs in one of eight smartly appointed rooms; rates from \$80. *The McCully House Inn* (240 E. California; 800/367-1942) dates from 1860. Here, chef William Prah gives an international spin to Northwest cuisine, and the three guest rooms have an appealing Victorian earnestness about

them: rates from \$95. If you're in Jacksonville in summer, hit *The Britt Festivals*, a first-rate gathering of classical, folk, and other musicians performing in a natural amphitheater. This year's festival runs June 14 through September 1. For tickets and a brochure, call (800) 882-7488. ■

By Peter Fish

J.C. Historic Advisory Commission

File No. 96-1-HR Exhibit # 16

Offered by: *Irma Mikula*

Date: *8/29/96* Received by: *JFC*

THE COUNTRY CHARACTER of Old Stage Road has been retained, thanks to the people who live along it. Jacksonville, below, is a crossroads at Old Stage's southern end.

The slow lane preserved in southern Oregon

Drive the Old Stage Road, then visit Jacksonville

SMALL TOWNS AND LAZY COUNTRY roads are practically endangered species. But in southern Oregon, beautiful examples of each are thriving, thanks in part to the hard work of local residents.

As Western byways go, Old Stage Road is ancient. It dates from the 1850s, when gold seekers and farmers began pouring into the Rogue River Valley and settling in towns like Jacksonville at the road's southern terminus. For most of this century, Old Stage has been a poky two-lane highway running roughly parallel to Interstate 5, its hills, curves, and quirks beloved by the people who lived along it.

Then, three years ago, Jackson County officials announced that they wanted to widen and straighten Old Stage.

"When you undo something historical, you can never return it." That's how Irma

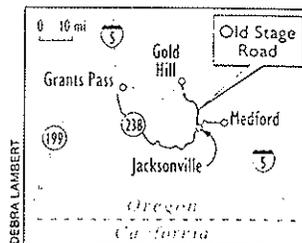
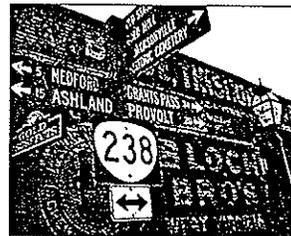
Mikula, and many others, felt. They banded together as the Westside Neighbors Association to halt or at least alter the project, holding meetings and fundraisers and inspiring the national group Scenic America to name Old Stage among America's 10 most endangered scenic byways of 1994.

Two years later, the neighbors have prevailed. The county now plans to redesign the road in such a way that it can safely support additional traffic but still retain its historic integrity.

Right now you can enjoy the road in its unaltered state (construction on the redesign won't start until 1997). If you are driving south on I-5, pick up the road at Gold Hill. If you are driving north, exit I-5 at Medford, and take Oregon Highway 238 west to Jacksonville.

From here, take Oregon Street north; it becomes Old Stage Road, which runs north for 11 miles to intersect with I-5. Along the way you have eastern views across the verdant Rogue River Valley and beyond to Mount McLoughlin.

Given the road's ancestry as a vital Rogue River Valley route, it's fitting that today it boasts two roadside inns. *Old*



JOHN RIZZO

DEBRA LAMBERT

LOCATION , DESIGN & SETTING
of
OLD STAGE RD.

My name is Duncan Campbell and I live at 3365 Old Stage Rd.

As the engineer of the group I have been asked to discuss the location, design and setting of the road and how these factors relate to the historical development of the county and how these factors have impacted the aesthetic value and recreational use of the road since its inception.

Each morning I drive along Old Stage Rd. on my way to work. There is a certain ambiance about the road that is absent on other roads I must traverse. As I meander along, the road climbs a hillock then dips and turns to the right. It hugs the shoulder of a hill for a while and then meanders down a tree lined section before breaking out into an open field. This is in stark contrast to "modern" road design! Today's roads are straight, flat and wide; they are efficient Brutally efficient. Have our engineers lost their sense of beauty or was Old Stage Rd. designed with a different criteria in mind.

In reviewing this question, my mind turned to St. Paul's Letter to the Ephesians.

No! I am not going to get into a discourse on biblical theology.

A couple of years ago I was sitting on the top course of seats in a Greco-Roman Amphitheater overlooking the archeological site of Ephesus. The very amphitheater where St. Paul was arrested for causing a riot. At the foot of that amphitheater is a column lined avenue leading to a wharf where in Christ's time ocean going merchant ships landed their goods. Over the past two thousand years, the river that supplied the water for Ephesus deposited alluvial silt in the harbor and Ephesus is at least 5 miles from the Aegean.

As I sat there watching the sun go down, I could see the meandering course of the river as it continued its work of moving Ephesus farther from the coast. I wondered why the river meanders across its flood plain? Why doesn't the river go flat, straight and wide to the sea? The answer to that question is the same reason Old Stage Rd meanders along the foothills of the western boundary of the Rogue Valley. **The answer is minimization of energy!!!**

When you push on the gas pedal of your auto to climb a hill, you are expending chemical energy while gaining potential energy. At the top of the hill you take your foot off the gas and as you coast down the opposite side you convert your potential energy into kinetic energy (i.e. speed, momentum etc.). The process is efficient and little energy is wasted.

J.C. Historic Advisory Commission
File No. 96-1-HR Exhibit # 17
Offered by: Duncan Campbell
Date: 8/29/96 Received by: PC

Now consider the era of horse drawn vehicles. As you urge your horse up the hill, the animal converts chemical energy into potential energy as before. But when you reach the top of the hill you can not just coast down the opposite side; you would run over the horse. You must dissipate the potential energy into heat by rubbing a block of wood against the wheel. This is not efficient. It is far more efficient to meander around the perimeter of the hill rather than climb over it.

Old Stage Rd. was designed for muscle powered propulsion. It is one of the few left in our county. As such it sets a precedent and landmark of what the ambiance of our community was and could be when life can meander along.

Oh! By the Way! The name of the river in Greek is Meandros and in English; **Meander** from which we get our word meander.

EXHIBIT #18

Large print of zoning map depicting the portion of Old Stage Road to be
nominated to the Historic Register submitted by staff on 8-29-96.
Too large to duplicate.