



Oregon

Kate Brown, Governor

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NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

Date: December 18, 2015
Jurisdiction: City of Central Point
Local file no.: 15019
DLCD file no.: 003-15

The Department of Land Conservation and Development (DLCD) received the attached notice of adopted amendment to a comprehensive plan or land use regulation on 12/17/2015. A copy of the adopted amendment is available for review at the DLCD office in Salem and the local government office.

Notice of the proposed amendment was submitted to DLCD less than 35 days prior to the first evidentiary hearing.

Appeal Procedures

Eligibility to appeal this amendment is governed by ORS 197.612, ORS 197.620, and ORS 197.830. Under ORS 197.830(9), a notice of intent to appeal a land use decision to LUBA must be filed no later than 21 days after the date the decision sought to be reviewed became final. If you have questions about the date the decision became final, please contact the jurisdiction that adopted the amendment.

A notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR chapter 661, division 10).

If the amendment is not appealed, it will be deemed acknowledged as set forth in ORS 197.625(1)(a). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

DLCD Contact

If you have questions about this notice, please contact DLCD's Plan Amendment Specialist at 503-934-0017 or plan.amendments@state.or.us



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE
 File No.: 003-15 {23891}
 Received: 12/17/2015

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: City of Central Point

Local file no.: **15019**

Date of adoption: October 8, 2015

Date sent: 12/17/2015

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): July 1, 2015

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No

If yes, describe how the adoption differs from the proposal:

Local contact (name and title): Tom Humphrey, Community Development Director

Phone: 541-423-1025

E-mail: tom.humphrey@centralpointoregon.gov

Street address: 140 South 3rd Street

City: Central Point

Zip: 97502-

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

Adoption of state plans by reference, access management planning, transportation management goals & policies and the revision of transportation projects. The statewide planning goals that were considered include; Goals 1-2, Goal 9, and Goals 11-12.

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address):

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

For a change to the text of an ordinance or code:

Identify the sections of the ordinance or code that were added or amended by title and number:

For a change to a zoning map:

Identify the former and new base zone designations and the area affected:

Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation:	Acres added:	Acres removed:
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Location of affected property (T, R, Sec., TL and address):

List affected state or federal agencies, local governments and special districts: DLCD & ODOT

Identify supplemental information that is included because it may be useful to inform DLCD or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

Ordinance No. 2017, An ordinance amending the Transportation System Plan (TSP) of the Central Point Comprehensive Plan to incorporate by reference the Interchange Area Management Plans (IAMPs) for I-5 Exits 33 and 35.

ORDINANCE NO. 2017

AN ORDINANCE AMENDING THE TRANSPORTATION SYSTEM PLAN (TSP)
OF THE CENTRAL POINT COMPREHENSIVE PLAN TO INCORPORATE BY
REFERENCE THE INTERCHANGE AREA MANAGEMENT PLANS (IAMPS)
FOR I-5 EXITS 33 AND 35.

Recitals:

- A. Words ~~lined through~~ are to be deleted and words **in bold** are added.
- B. The City of Central Point (City) is authorized under Oregon Revised Statute (ORS) Chapter 197 to prepare, adopt and revise comprehensive plans and implementing ordinances consistent with the Statewide Land Use Planning Goals.
- C. The City has coordinated its planning efforts with the State in accordance with ORS 197.040(2)(e) and OAR 660-030-0060 to assure compliance with goals and compatibility with City Comprehensive Plans.
- D. Pursuant to the requirements set forth in CPMC Chapter 17.96.100 Comprehensive Plan and Urban Growth Boundary Amendments – Purpose and Chapter 17.05.500, Type IV Review Procedures, the City has initiated an application and conducted the following duly advertised public hearings to consider the proposed amendment:
 - a) Planning Commission hearing on September 1, 2015
 - b) City Council hearings on September 10, 2015 and October 8, 2015.

THE PEOPLE OF THE CITY OF CENTRAL POINT DO ORDAIN AS FOLLOWS:

Section 1. Amendments to TSP Chapter 2 – Plan Compliance to read:

2.6. Other Plans

Over the course of the past **ten** years, the City has completed three significant transportation studies for Hwy. 99, East Pine Street, and the Twin Oaks Transit Oriented Development district. **The City has worked with ODOT more recently to complete Interchange Area Management Plans for I-5 Exits 33 and 35.** The findings and recommendations from these ~~two~~ plans have been reviewed and incorporated in this TSP. The following is a brief description of each study and its relationship to the TSP.

- 2.6.1. Highway 99 Corridor Plan** – This plan was prepared in 2005 for the purpose of identifying improvements to Hwy. 99 consistent with commercial revitalization of the Hwy. 99 corridor through Central

Point. The findings and recommendations of the Highway 99 Corridor Plan have been incorporated in this TSP.

- 2.6.2. East Pine Street Transportation Plan** – This plan was prepared in 2004 by JRH Transportation Engineering. The purpose of this plan was to provide an assessment of the future transportation infrastructure of the East Pine Street corridor area to accommodate regional and local traffic growth. The plan forecast traffic growth through the year 2023 and recommended improvements necessary to maintain an acceptable level of service. The findings and recommendations of the East Pine Street Transportation Plan have been updated and incorporated in this TSP.
- 2.6.3. Central Point Transit Oriented Development Traffic Impact Study** – This study was completed in August 2000 by JRH Transportation Engineers to evaluate the traffic impacts of Central Points Transit Oriented District. The findings and recommendations have been incorporated in this Plan.
- 2.6.4. I-5 Interchange 33 (Central Point) Interchange Area Management Plan** – This plan was completed in June 2015 by David Evans and Associates to evaluate, maintain and improve freeway performance and safety at Central Point's southern interchange, improving system efficiency and management before adding capacity. This document is being adopted by reference into the Central Point TSP.
- 2.6.5. I-5 Interchange 35 (Seven Oaks) Interchange Area Management Plan** - This plan was completed in September 2013 by David Evans and Associates to evaluate, maintain and improve freeway performance and safety at Central Point's northern interchange, improving system efficiency and management before adding capacity. This document is being adopted by reference into the Central Point TSP.

2.7. Conclusion

The TSP as presented in this document is found to be consistent with all applicable federal, state, regional and local transportation plans. It is the City's intent, throughout the duration of this TSP, to continue monitoring and managing the TSP as necessary to maintain compliance with federal, state, regional, and local transportation system plans and changing transportation and land use needs.

Section 2. Amendments to TSP Chapter 5 – Transportation Management to read:

5.4. Access Management (AM)

5.4.1. Access Management Planning

In recognition of the value of access management, the City of Central Point has prepared access management plans and standards for its arterial and collector street system.

- **Access Management Plan for Front Street (Highway 99)/Pine Street.** This plan was prepared in 2003 to identify access management strategies for the section of Highway 99 generally defined as Front Street. The Plan also included the section of Pine Street from Haskell Street to First Street. Both short-term and long-term access strategies were developed. The findings and recommendations of the Access Management Plan for Front Street (Highway 99)/Pine Street Plan are incorporated in this TSP by reference.
- **Central Point Highway 99 Corridor Plan.** This plan was prepared in 2005 and addressed the land use and transportation needs of Highway 99 as a major transportation corridor. This plan differed from the 2003 Access Management Plan for Front Street (Highway 99)/Pine Street Plan only to the extent that its purpose was broader in scope, including roadway geometry options, bicycle and pedestrian systems, urban design solutions, etc. The access management recommendations in both plans are consistent for the section of Highway 99 referred to as Front Street. The findings and recommendations of the Central Point Highway 99 Corridor Plan are incorporated in this TSP by reference.
- **IAMP for I-5 Exit 33 (Central Point).** The plan was prepared in 2015 to identify improvements for I-5 Exit 33 that can be implemented over time to maximize the function of the existing interchange and address the long-term needs of the Central Point and Rogue Valley communities. The IAMP includes the Access Management Plan that includes access management techniques and objectives for the IAMP study area. The findings and recommendations of the Access Management Plan for IAMP 33 are incorporated in this TSP by reference.

5.6. Transportation Management Goals, Objectives and Policies

GOAL 5.1: TO MAXIMIZE, THROUGH TRANSPORTATION SYSTEM MANAGEMENT TECHNIQUES, THE EFFICIENCY, SAFETY, AND CAPACITY OF THE CITY'S EXISTING TRANSPORTATION FACILITIES AND SERVICES.

Policy 5.1.1. The City shall make every effort to maintain mobility standards that result in a minimum level of service (LOS) "D." The City defines LOS D as the equivalent to a volume-capacity ratio of 0.9.

Policy 5.1.2. The City shall facilitate implementation of bus bays by RVTD on transit routes as a means of facilitating traffic flow during peak travel periods. The feasibility, location and design of bus bays shall be developed in consultation between the City and RVTD.

Policy 5.1.3. The City shall implement the TSM strategies presented in the IAMP for I-5 Exit 33 (Central Point).

GOAL 5.2: TO EMPLOY ACCESS MANAGEMENT STRATEGIES TO ENSURE SAFE AND EFFICIENT ROADWAYS CONSISTENT WITH THEIR DESIGNATED FUNCTION.

Policy 5.2.1. The City shall prepare, adopt, and maintain, either within the zoning ordinance or the Public Works Standards and Details manual, access management standards based on best practices.

*Policy 5.2.2. The City shall implement the access management strategies presented in the Access Management Plan for Front Street (Highway 99)/Pine Street, and the Central Point Highway 99 Corridor Plan, **I-5 Exit 35 IAMP and I-5 Exit 33 IAMP.***

Section 3. Amendments to TSP Chapter 7 – Street System, 2008-2030 to read:

7.1 INTRODUCTION

The City of Central Point's street system contains over sixty miles of roadways serving a variety of functions ranging from local streets, collectors and arterials providing a broad range of transportation services for the City's residential, commercial, and industrial needs. Within in this system there are thirty-five key intersections, which by the year 2030, these intersections and their related street segments will require both modernization and extension to accommodate the City's projected growth as discussed in Chapter 3. In anticipation of this growing demand the City has completed the ~~four~~ **seven** major traffic studies. These studies and their objectives are:

1. **Central Point Transit Oriented Development Traffic Impact Study**, JRH Engineers, Planners & Project Managers, August 1, 2000.
2. **Central Point Highway 99 Corridor Plan**, OTAK/DKS Associates, 2005.
3. **East Pine Street Transportation Plan**, Central Point, Oregon, JRH Transportation Engineering, July 2004. Most of the City's vacant land is

served by E. Pine Street, a major arterial. The City recognizes the impact of development on the service level of E. Pine Street and commissioned a traffic study to evaluate future growth impacts and mitigation options.

4. **City of Central Point Transportation Plan, Existing & Future Conditions Technical Traffic Report**, JRH Transportation Engineering, June 30, 2007. In preparation of this TSP the City commissioned a more comprehensive traffic analysis that took into consideration prior findings of prior traffic studies.
5. **Gebhard Road Intersection, Traffic Impact Analysis**, JRH Transportation Engineering, June 2015. The information in this report confirms that construction of the Gebhard Road – East Pine Street intersection will not adversely affect traffic along East Pine Street between Hamrick Road and the Interstate 5 Ramps.
6. **I-5 Interchange 33 (Central Point) Interchange Area Management Plan**, David Evans and Associates, June 2015. The City recognizes the impact of development on the service level of ODOT's interchanges and is committed to working collaboratively with the state to protect and preserve its regional facilities. This document revisits the East Pine Street Transportation Plan from July 2004 using more current land use information resulting from the Regional Plan.
7. **I-5 Interchange 35 (Seven Oaks) Interchange Area Management Plan**, David Evans and Associates, September 2013. The City recognizes the impact of development on the service level of ODOT's interchanges and is committed to working collaboratively with the state to protect and preserve its regional facilities. This document uses more current land use information resulting from the Regional Plan and the creation of an Urban Reserve Area (URA) at Tolo.

7.4. Streets Goals, Objectives and Policies

GOAL 7.1: PROVIDE A COMPREHENSIVE STREET SYSTEM THAT SERVES THE PRESENT AND FUTURE MOBILITY AND TRAVEL NEEDS OF THE CENTRAL POINT URBAN AREA, INCLUDING PROVISIONS FOR BICYCLE AND PEDESTRIAN FACILITIES.

Policy 7.1.17. The City shall provide a minimum maintenance level for those street improvements that have received state financial assistance to assure the continued benefit of the street improvements to the state highway system and maximize the longevity of the capital investments.

Table 7.4 Transportation Projects, 2008-2030

Ref. No.	Project Location	Improv. Category	Project Description
236	East Pine Street; Bear Creek Bridge to Peninger Road	Pb <u>minor</u>	Widen for turn lanes, bike lanes, add sidewalks and third lane Widen to accommodate a third westbound through travel lane that will feed into the existing right-turn lane at I-5 northbound on-ramp. Add sidewalks where missing.
<u>256</u>	East Pine Street between 9th Street and I-5 Southbound Ramp Terminal	<u>b</u>	Restripe eastbound travel lanes to improve bike lane transitions.
220	Gebhard Rd.: UGB to Beebe Rd. East Pine Street and signalization of intersection at East Pine Street	uu	Realign, widen to 2 & 3 lanes , bike lanes, parking , sidewalks, urban upgrade and extend to East Pine Street and signalization (collector standards).

Table 7.6 City of Central Point Transportation Projects, 2008-2030

Ref. No.	Project Location	Improv. Category	Project Description
916	I-5 & E. Pine St., SB Off-Ramp Southbound Ramp Terminal	major	Extend and channelize southbound off-ramp Add second westbound left-turn lane on E. Pine St. and a second receiving lane on the southbound on ramp.

917	I-5 Central Point Interchange (Exit 33)	major	Interchange reconfiguration.
9178	I-5 & E. Pine St. NB Northbound Ramp Terminal	major	Northbound off-ramp & eastbound capacity improvements
918	E. Pine St. south side between ramp terminals	p	Add 5-to 6-ft. sidewalk.

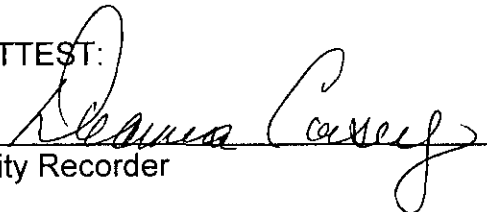
Section 4. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word Ordinance may be changed to "code", "article", "section", "chapter", or other word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions need not be codified and the City Recorder is authorized to correct any cross references and any typographical errors.

Section 5. Effective Date. The Central Point City Charter states that an ordinance enacted by the council shall take effect on the thirtieth day after its enactment. The effective date of this ordinance will be the thirtieth day after the second reading.

Passed by the Council and signed by me in authentication of its passage this 8th day of October, 2015.


Mayor Hank Williams

ATTEST:


City Recorder