



Oregon

Kate Brown, Governor

Department of Land Conservation and Development

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

Date: December 29, 2015
Jurisdiction: City of Central Point
Local file no.: 15024
DLCD file no.: 004-15

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 48 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.: 004-15 {24187}
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.: **15024**

Date of adoption: December 10, 20

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): August 21, 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): Don Burt, Planning Manager

Phone: 541-423-1039

E-mail: don.burt@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:

Transportation System Plan (TSP) Amendment to modify Section 7.222(3) and to add Figure 7.1.1 Identifying the specific realignment and routing for the extension of Gebhard Road. Statewide Planning Goals referenced include; Goal 1-2, 5, 7, 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: 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. 2020, An ordinance amending the Transportation System Plan (TSP) of the Central Point Comprehensive Plan refining the southerly extension of Gebhard Road to East Pine Street.

ORDINANCE NO. 2020

AN ORDINANCE AMENDING THE TRANSPORTATION SYSTEM PLAN (TSP)
OF THE CENTRAL POINT COMPREHENSIVE PLAN REFINING THE
SOUTHERLY EXTENSION OF GEBHARD ROAD TO EAST PINE STREET.

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 October 6, 2015
 - b) City Council hearings on November 12, 2015 and December 10, 2015.

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

Section 1. Amendments to TSP Chapter 7 – Street System, 2008 - 2030 to read:

7.2.2.2 Year 2020 Roadway Deficiencies: By 2020 it is projected that sixteen (16) intersections will exceed performance standards during one or both peak hours without any improvements. This represents 46% of the City's key intersections. The results of the operational analysis for the Year 2020 scenario are summarized in Table 7.3. The table lists each intersection within the study area separately, with the corresponding mobility standard for A.M. and P.M. conditions. The following identifies each of the sixteen intersections and a general description of the improvements needed to meet a minimum LOS "D":

3. Gebhard Road Extension. Between 2020 and 2030 By Year 2020, it is forecast that Gebhard Road, **a designated collector street**, will be extended **southerly** to intersect with E. Pine Street approximately 700 feet west of Hamrick Road (**Figure 7.1**). **The proposed routing and alignment of the Gebhard Road extension is illustrated in Figure 7.1.1 and is expected to be improved as the area develops²¹. The specific alignment of Gebhard Road m be further refined as needed, but will generally follow the routing as illustrated in Figure 7.1.1.** In addition to the extension of Gebhard Road, its intersection with East Pine Street would **will** need to be signalized **as the commercial property along East Pine Street is developed. Both the signalization of Gebhard Road at East Pine Street and the southerly extension of Gebhard Road are compliant with ODOT's IAMP 33²².**

²¹ Gebhard Road Alignment Study, October 6, 2015, City of Central Point.

²² Gebhard Road Intersection Traffic Impact Analysis, City of Central Point, June 4, 2015, JRH Transportation Engineering

Section 2. Codification. Provisions of this Ordinance shall be incorporated in the City Comprehensive Plan 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 3. 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 10th day of December, 2015.


Mayor Hank Williams

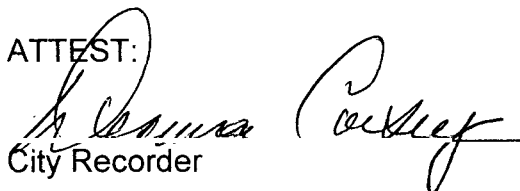
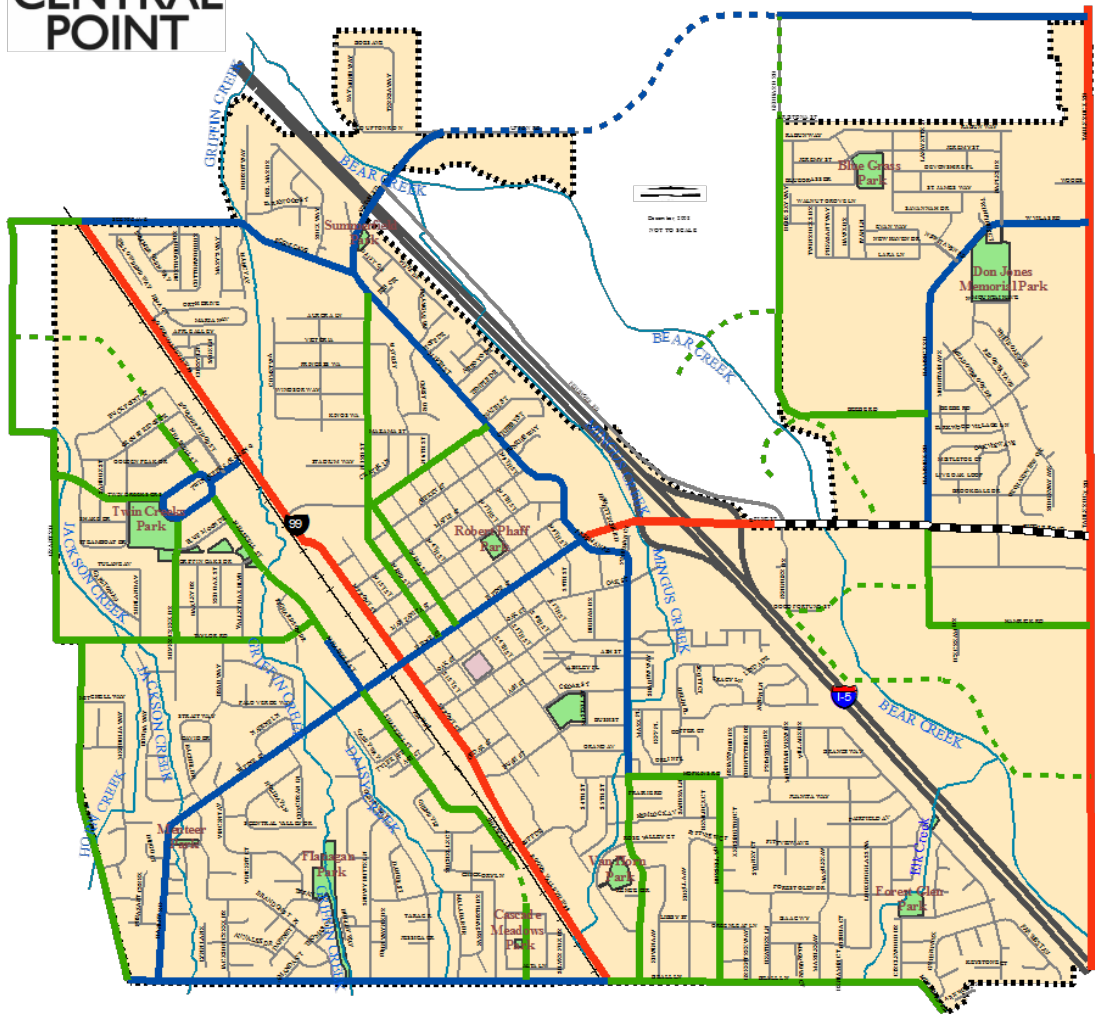
ATTEST:

City Recorder

EXHIBIT "A" - PROPOSED CITY OF CENTRAL POINT ALIGNMENT PLAN FOR GEBHARD ROAD



Legend

- Urban Area
- Principal Arterial
- Collector
- Public Parks
- Intermodal Connector
- Future Collector
- Railroad
- Minor Arterial
- Local
- Future Minor Arterial

Figure 7.1
**Functional Classification &
Street Network Map**
2008-2030

EXHIBIT "A" - PROPOSED CITY OF CENTRAL POINT ALIGNMENT PLAN FOR GEBHARD ROAD



EXHIBIT “A” – PROPOSED CITY OF CENTRAL POINT ALIGNMENT PLAN FOR GEBHARD ROAD

7.2.2.2 Year 2020 Roadway Deficiencies: By 2020 it is projected that sixteen (16) intersections will exceed performance standards during one or both peak hours without any improvements. This represents 46% of the City’s key intersections. The results of the operational analysis for the Year 2020 scenario are summarized in Table 7.3. The table lists each intersection within the study area separately, with the corresponding mobility standard for A.M. and P.M. conditions. The following identifies each of the sixteen intersections and a general description of the improvements needed to meet a minimum LOS “D”:

- 1. Table Rock Road & Vilas Road.** Widen to increase capacity. The intersection is shown to exceed performance standards by the year 2020. Adding an eastbound lane to allow a dual eastbound left turn movement and shared through-right turn movement mitigates the intersection in the year 2020. Additional widening is required to mitigate for the future year 2030 conditions.
- 2. East Pine Street, Table Rock Road to I-5.** An additional westbound through lane will eventually be required based on projected traffic volumes.
- 3. Gebhard Road Extension.** By Year 2020, it is forecast that Gebhard Road, *a designated collector street*, will be extended *southerly* to intersect with E. Pine Street approximately 700 feet west of Hamrick Road (*Figure 7.1*). *The proposed routing and alignment of the Gebhard Road extension is illustrated in Figure 7.1.1 and is expected to be improved as the area develops²¹. The specific alignment of Gebhard Road m be further refined as needed, but will generally follow the routing as illustrated in Figure 7.1.1.* In addition to the extension of Gebhard Road, its intersection with East Pine Street ~~would~~ *will* need to be signalized *as the commercial property along East Pine Street is developed. Both the signalization of Gebhard Road at East Pine Street and the southerly extension of Gebhard Road are compliant with ODOT’s IAMP 33²².*
- 4. Beall Lane & Hwy. 99.** Add protected-permissive phasing to the eastbound and westbound left turn movements. The intersection is shown to exceed performance standards by the year 2020. Changing to protected-permissive phasing mitigates the intersection through future year 2030 conditions during both A.M. and P.M. peak hours.
- 5. Hwy. 99 & Pine Street.** Widen Pine Street. The intersection exceeds performance standards by the year 2020. Possible improvements at that time include striping the eastbound movements to include an exclusive left turn and two through lanes with a shared right-turn, as well as adding protected-permissive phasing to the eastbound and westbound left-turn movement.
- 6. Hamrick Road & East Pine Street & Table Rock Road/Biddle Road.** Major capacity improvements are necessary for these intersections to accommodate heavy left-turn volume demand and added traffic due to developments along East Pine Street that will use existing and proposed cross-streets versus direct access to East Pine Street.

²¹ *Gebhard Road Alignment Study, August 13, 2015, City of Central Point.*

²² *Gebhard Road Intersection Traffic Impact Analysis, City of Central Point, June 4, 2015, JRH Transportation Engineering*