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Community Development
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STAFF REPORT

September 1, 2015

AGENDA ITEM: File No. 15024

Consideration of an Amendment to the Comprehensive Plan, Transportation System Plan (TSP) to incorporate Option "C" as the preferred routing for the southerly extension of Gebhard Road. **Applicant:** City of Central Point.

STAFF SOURCE:

Don Burt AICP , Planning Manager

BACKGROUND:

The City's Development Commission contracted with JRH Transportation Engineering to assist with the evaluation of route alternatives for the southerly extension of Gebhard Road to East Pine Street as generally illustrated in Figure 7.1 of the TSP. The purpose of evaluating route alternatives is to pre-define, and adopt as part of the City's TSP, a route that will be applied to area development proposals, thus assuring completion of the extension of Gebhard Road.

The identification of a preferred route for Gebhard Road included considerable public input, particularly from the study area residents. The following is an accounting of the public meeting dates and outcomes:

February 11, 2015 a public workshop was conducted to discuss and identify alternative routes. Most of the workshop participants were stakeholders (property owners) within the Study Area. At the workshop the participants identified fourteen (14) alternative route ideas for Gebhard Road. Each of the alternatives were compared and consolidated into four basic options (See attached draft *Gebhard Road Alignment Study, June 17, 2015*).

June 17, 2015 another workshop was held, inviting property owners within and adjacent to the Study Area to comment on the draft *Gebhard Road Alignment Study*. At the workshop each of the four options were presented and discussed. At the end of the workshop a vote was taken on each of the options. The consensus was for Option "C".

July, 7, 2015, a draft of the Gebhard Road Alignment Study dated June 17, 2015 was presented to the Planning Commission for their initial review. The public was again invited to comment. Discussion was continued to the August 4th Planning Commission meeting.

July 14, 2015 the *Gebhard Road Alignment Study, June 17, 2015* was presented to the Citizens Advisory Committee (CAC). The CAC's consensus was for Option "C".

August 4, 2015 the *Gebhard Road Alignment Study, June 17, 2015* was presented and discussed with the Planning Commission and the public. It was the Planning Commission's recommendation to proceed with Option "C".

August 13, 2015 the *Gebhard Road Alignment Study, June 17, 2015* was presented and discussed with the Development Commission. The Commission's consensus was to accept Option "C" as

recommended by the Planning Commission and to proceed with incorporation of Option "C" as part of the City's TSP.

The June 17th draft *Gebhard Road Alignment Study* has been updated to incorporate all comments and is presented herein as Attachment "A – *Gebhard Road Alignment Study, October 6, 2015*" identifying Option "C" as the preferred route for the Gebhard Road extension. At this time Option "C" is being reviewed for inclusion as a minor amendment to the TSP per Section 17.96 of the City of Central Point Municipal Code (CPMC).

FINDINGS

INTRODUCTION: The City's 2008 Transportation System Plan (TSP) currently designates Gebhard Road as a collector street, with the expectation that by 2020 it will be exended southerly to East Pine Street[1]. Figure 7.1 of the TSP identifies, in a very general manner, the extension of Gebhard Road to East Pine Street. The purpose of this TSP amendment is to provide a more definitive alignment of Gebhard Road to be applied as a condition of the area's development. The functional classification of Gebhard Road remains as a minor collector street.

A recommendation or a decision to approve or to deny an application for an amendment to the comprehensive plan is based on written findings and conclusions that address the following:

A. Approval of the request is consistent with the applicable statewide planning goals;

B. Approval of the request is consistent with the Central Point comprehensive plan; and

C. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule.

FINDING: Pursuant to OAR 660-12-0005(25)(36), the identification of the future alignment of Gebhard Road is considered a "Refinement Plan" and "Transportation Plan Development" providing additional information regarding the alignment and development standards for Gebhard Road, a designated collector street. The proposed alignment of Gebhard Road is considered a minor amendment for the following reasons:

1. It moves the alignment easterly to avoid prior physical conflicts with environmental lands and topography.

2. The currently designated function and standards for Gebhard Road remains as a minor collector street. The proposed Gebhard Road alignment does not re-define Gebhard Road's current minor collector street designation, or design.

3. The proposed alignment does not alter, or otherwise adversely affect, lands within the vicinity of the proposed alignment or their zoning and land use designations.

FINDING, Citizen Involvement: The proposed TSP amendment is considered a minor amendment per CPMC Section 17.96 and is subject to procedural Type III notification per CPMC Section 17.050.400. The notification requirement for Type III actions have been met. Additionally, the City has conducted numerous neighborhood work sessions to gather in put and discuss alignment options (see Background above).

FINDING: Pursuant to OAR 660-12-0005(36), identification of the future alignment of Gebhard Road is considered "Transportation Project Development", the intent of which is to refine and facilitate implementation of Project No. 220 of the City's TSP, the southerly extension of Gebhard Road. The TSP

[1] City of Central Point 2008 Transportation System Plan, Section 7.2.2.2(3) and Figure 7.1

is being amended to include reference to the *Gebhard Road Alignment Study* as relates to the already existing Project No. 220.

FINDING: OAR 660-0012, This amendment has been prepared in compliance with Oregon state adopted rules governing preparation and coordination of transportation system plans which are collectively referred to as the Transportation Planning Rule (TSP).

FINDING: OAR 660-012-0010(1). The proposed alignment of Gebhard Road is considered "transportation project development" for Project No. 220 of the TSP. the intent of the alignment of Gebhard Road is to identify a refined location, alignment, and preliminary design for Gebhard Road as per Project No.220.

FINDING: OAR 660-012-0010(2). The proposed TSP amendment will reference the *Gebhard Road Alignment Study, October 6, 2015* as the official alignment of Gebhard Road as it extends southerly. In addition ti the reference the TSP amendment will also include amendments to prior illustrations in the TSP as relates to Gebhard Road.

FINDING: OAR 660-012-0060. The proposed amendment does not require, or cause, any changes in the area's land use designations, or zoning. As such OAR 660-012-0060 is not applicable. The purpose of the amendment is to refine the location and design criteria for the southerly extension of Gebhard Road, and to reference the *Gehard Road Alignment Study* as a support document to the TSP.

In an effort to assist Planning Commissioners in their review and recommendation to the City Council, staff has limited attachments to excerpts from the TSP chapters that should be amended (Attachment "B") and the Planning Commission Resolution (Attachment "C"). Copies of one or both IAMPs are available upon request.

ATTACHMENTS

Attachment "A" – Gebhard Road Alignment Study, October 6, 2015
Attachment "B" – Proposed TSP Amendments
Attachment "C" – Planning Commission Resolution No. 824

ACTION

Open public hearing and consider the proposed admendment to the TSP, close public hearing and 1) recommend approval to the City Council ; 2) recommend approval with revisions; 3) recommend denial of the proposal.

RECOMMENDATION

Recommend approval of the Gebhard Road TSP Amendment to the City Council based upon findings of fact and Conclusions of Law in the staff report and information from the public hearing. A Planning Commission Resolution No. 824 is included as Attachment "C" for the Commission's consideration.

GEBHARD ROAD ALIGNMENT STUDY

An Alignment Plan for the Southerly Extension of Gebhard Road to East Pine Street

City of Central Point
October 6, 2015

City of Central Point Community Development Department

City of Central Point Public Works Department

JRH Transportation Engineering

CONTENTS

SUMMARY 2
BACKGROUND 3
STUDY OBJECTIVE 3
OPTION “A” – WESTERLY ALIGNMENT 7
OPTION “B” – EASTERLY ALIGNMENT 10
OPTION “B” – EASTERLY ALIGNMENT ALTERNATIVE 11
OPTION “C” ROUNDABOUTS 14
GEBHARD ROAD INTERSECTION ANALYSIS 18
CONCLUSION 18
APPENDIX “A” 19

CITY OF CENTRAL POINT
GEBHARD ROAD ALIGNMENT PLAN

October 6, 2015

SUMMARY

The City's 2008 Transportation System Plan (TSP) noted that that by 2020 Gebhard Road, a local collector street, would eventually be extended south to intersect with East Pine Street[1]. As extended, Gebhard Road would provide north/south connectivity to the vacant lands north of East Pine Street. The TSP did not identify a specific route for Gebhard Road's extension, nor did it include Gebhard Road's extension as a specific project in the TSP. Because the area served by the Gebhard Road extension is one of the City's largest areas of vacant land it is appropriate at this time to identify a specific route in advance of development, and to refine the TSP to include the alignment as a southerly collector to East Pine Street.

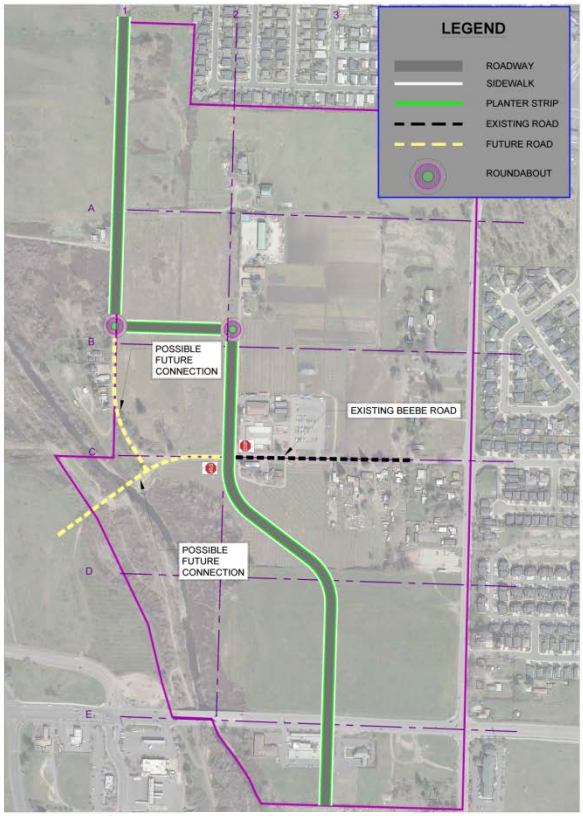


Figure 1, OPTION "C"

After many months and public meetings the City, in collaboration with the Study Area stakeholders identified Option "C" of this Report as the preferred alignment (Figure 1) for the southerly extension of a collector street to East Pine Street. Initially, it was believed that Gebhard Road could be extended south across Beebe Road using its current alignment. However, it soon became evident that this option had topographic and environmental issues relative to its proximity to Bear Creek, and that its extension was not consistent with the Studies other evaluation criteria. To meet the alignment objectives it was determined that Gebhard Road had to move easterly, away from bear creek.

Although peculiar in its alignment configuration (use of multiple redirecting roundabouts and street segments, and not totally reliant on Gebhard Road) Option "C" does establish, as a collector, a route that manages traffic speed, preserves the areas residential character, and provides connectivity to East Pine Street. The existing

[1] City of Central Point 2008 TSP, Section 7.2.2.2(3)

southerly end of Gebhard Road, south of the first roundabout will be retained as a standard residential street intersecting with Beebe Road.

Under Option "C" the proposed alignment will be built to City residential collector street standards, with bike lanes, parking, and landscape row adjacent to curb for the areas zoned residential (ST-20). For commercially zoned areas the three lane collector street standards with bike lanes, turn lane and landscape row adjacent to the curb will be used (ST-21). The two roundabouts, because of their location on multiple properties, will need to be designed and staged to be constructed over time. During the interim, if adequate right-of-way cannot be assembled, ninety degree elbows will be acceptable, provided adequate roundabout right-of-way is obtain as a condition of any initial development proposal(s). The section of existing Gebhard Road south of the proposed roundabout would be constructed to standard local street standards (ST-15).

BACKGROUND

On February 11, 2015 the City held a workshop to introduce and discuss alignment options for the southerly extension of Gebhard Road to East Pine Street. At the conclusion of the workshop over ten (10) alignment proposals were presented. Each alignment proposal was evaluated, and where appropriate consolidated with other similar proposals. The result was four alignment options. Each alignment option was then compared against the criteria listed in this report (see Evaluation Criteria). On June 17, 2015 the City met with the Stakeholders to discuss each of the four options and how they measured against the evaluation criteria. On February 3, 2015 and July 7, 2015 the Planning Commission, at a regularly scheduled meeting discussed the purpose of the route analysis and identified a preferred alignment option. Both the Stakeholders and the Planning Commission identified Option "C" as the preferred route.

STUDY OBJECTIVE

Gebhard Road currently terminates at its intersection with Beebe Road, with continuing traffic diverting east on Beebe Road. In the City's Transportation System Plan (TSP) Gebhard Road is designated as a north/south collector street extending from Wilson Road south to East Pine State. However, a specific route for the southerly extension of Gebhard Road has not been identified. The current TSP[2] shows Gebhard Road generally meandering south to intersect with East Pine Street.

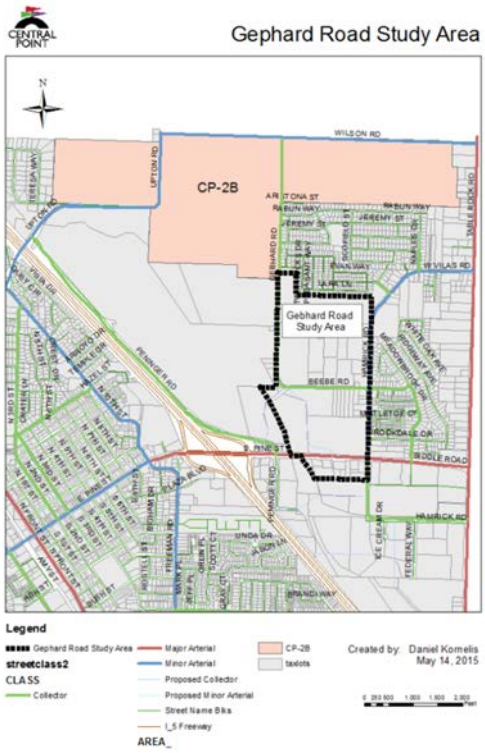


Figure 2. Gebhard Road Study Area

[2] City of Central Point 2008 TSP, Figure 4.1

As a collector street Gebhard Road is expected to have an estimated 2038 average daily traffic (ADT) count of 3,000 trips (Appendix “A”). As a collector the preferred design should complement the planned residential character of the Study Area, including abutting lands to the west and north. The end result would be an alignment that supports north/south connectivity through the Study Area and achieves the following objectives:

1. Encourages pedestrian and bicycle use;

2. Seamlessly integrates into, and enhances the residential character of the Study Area;

3. Provides north/south connectivity through the Study Area; and

4. Retains the westerly extension of Beebe Road across Bear Creek.

Haskell Street in Twin Creeks (Figure 4) is an example of the type of environment to be achieved with the extension of Gebhard Road, particularly in the residentially zoned areas.

Figure 3. Residential Collector – North Haskell Street

Design Elements

The Gebhard Road Re-alignment proposes to utilize the City’s Residential Collector standard (Figure 4) where it traverses residentially zoned lands and the commercial collector standard through commercially zoned lands (Figure 5).

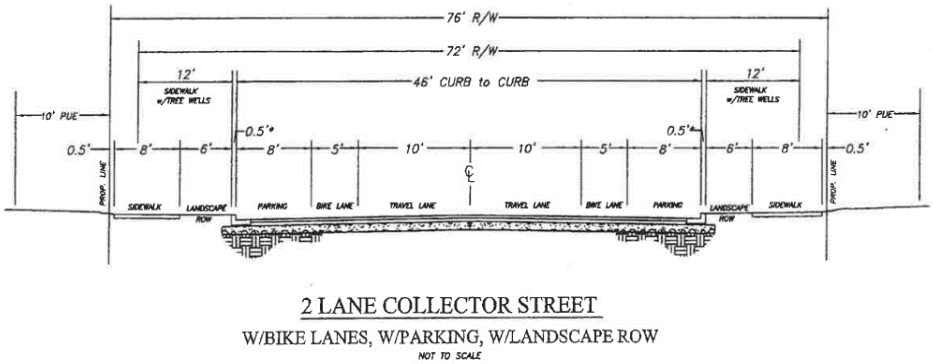


Figure 4. Residential Collector

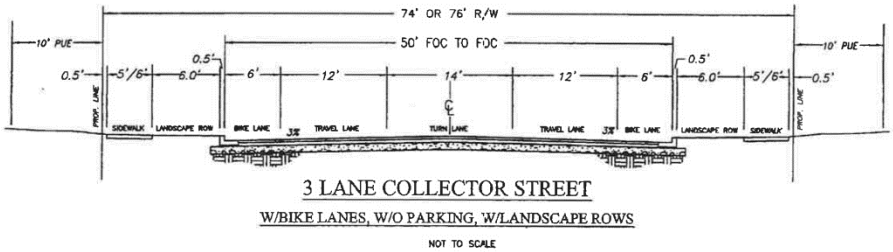


Figure 5. Commercial Collector

Each of the alignment options includes design elements to achieve the residential and commercial character planned for the general area as provided below. This is primarily accomplished through the use of traffic calming techniques.

- All residential development will be designed and constructed to front on Gebhard Road with vehicular access from a rear alley. Commercial development should also front on Gebhard Road, or one of the other higher order streets (East Pine Street or Hamrick Road).

- Posted Speed – 25 mph preferred, reflecting the desire to provide reasonably safe and comfortable residential speeds for all modes. Currently, Haskell Street is posted with a 25 mph speed limit.

- Design Speed – 30-40 mph. The design speed should be slightly higher than the posted speed, but not so high as to encourage speeding.

- Number of through Lanes – 1 in each direction (2 total), or as an option 1 in each direction plus an intermittently landscaped, or back-to-back, turning lane at busier intersections.

- Lane Width – Minimum 10 ft. lanes.

- Minimum curve radius 300 feet.

- Bicycle Accommodations – Bicycle lanes are especially important to complete or continue a bicycle network. Bicycle lanes shall be a minimum 5 ft. wide and striped.

- Sidewalks – Pedestrian activity is expected and encouraged. Therefore, minimum 8 ft. wide unobstructed sidewalks shall be provided along residential areas and a 12 ft. wide sidewalk for commercial areas.

- Planting Strips – A design priority necessary to separate pedestrians from vehicles, provide a better walking environment, and enhance the streetscape. For residential development the planting strip should be a minimum of 6 ft. between curb and sidewalk to allow adequate area for meaningful landscaping. For commercial development the planting strip shall be replaced with a 12 ft. sidewalk with street trees in tree wells.

- Bus Stops – Gebhard Road should be designed to accommodate future bus services.

- Lighting – Decorative street lighting is to be provided. Pedestrian lighting should be sufficient to illuminate the sidewalk, as well as to provide for pedestrian visibility and safety from crime.

- Block Length – Maximum is 600 feet (CPMC 17.67.040(A)) to provide more frequent and accessible opportunities for crossings and to enhance connectivity for all modes.

- On-Street Parking – For residential development on-street parking is required as a traffic calming design element providing further separation from cars and pedestrians. For commercial development the on-street parking may be removed to allow for a third center turn lane.

- Driveways – For residential development driveways shall be limited to side streets/alleys. For commercial development driveways shall be limited to common/shared use driveways.

- Traffic Calming – On-street parking, short block lengths, roundabouts, landscape strip, curb extensions are all part of the design to reduce traffic speeds.

Evaluation Criteria

Each option can be divided into two distinct areas; the area north of Beebe Road, and the area south of Beebe Road. Most of the variation in options occurs in the northerly area, while the southerly area remains rather constant.

The following criteria were used in evaluating each option:

1. **Development of abutting lands**. Evaluates the efficiency of a proposed alignment on:

    a. Neighborhood Connectivity – The preferred alignment must allow for connectivity to abutting and future neighborhood street networks.

    b. Residual property – The preferred alignment should minimize the creation of small residual properties, or properties that are difficult to develop.

    c. Existing Homes – The preferred alignment should minimize impacts on existing residential units.

2. **Construction phasing**. Because the realignment and extension of Gebhard Road will be the responsibility of separate developers, occurring at different times, it is important that the preferred option be easily phased without major disruption to current travel routes.

3. **Westerly extension of Beebe Road**. The preferred alignment must include provisions for the future westerly extension of Beebe Road across Bear Creek.

4. **North/South connectivity**. The preferred alignment must provide convenient north/south connectivity to East Pine Street (across from Sonic).

5. **Environmental impacts**. The preferred alignment should minimize impact on environmentally sensitive areas.

6. **Cost** – This criterion is a proxy measurement comparing the net relative cost of each option. The measurement is based on the amount of new right-of-way needed for each option.

7. **Safety** – The primary safety concern is the curve radius. A minimum radius of 300 feet is the accepted standard. A radius less than that is considered unsafe. Other safety issues are mitigated through use of the Design Elements previously noted.

Options involving routes easterly of the Shepherd of the Valley Church were looked at, but quickly abandoned due to the impact on existing homes and phasing.

OPTION "A" – WESTERLY ALIGNMENT

North Area: The northerly area of Option "A" (Figure 6) relies heavily on the continued use of the existing Gebhard Road right-of-way. At the southerly end of this section of Gebhard Road the right-of-way transition radius has been increased and moved slightly to the east to align with the continued extension of Gebhard Road south of Beebe Road.

South Area: South of Beebe Road the extension of Gebhard Road would continue diagonally southeast across the Beebe Farms property before turning south to intersect with East Pine Street.

Beebe Road is proposed to extend westerly across Bear Creek, but to do so requires that said alignment be moved south of the current old crossing. This southerly movement was necessary to maintain minimum sight distance standards along Gebhard Road.

Positive

1. **Development of abutting lands**.
    a. *Neighborhood Connectivity* (Good). For development north of Beebe Road this option retains most of the current right-of-way and as such does not alter the current development options of properties to the north, west, and east. The one exception is the property at the northeast corner of Beebe Road and Gebhard Road (White Hawk) through which Gebhard Road would be slightly realigned (new right-of-way) easterly cutting into the property.

    b. *Residual Property* (Fair). For the northerly area the future development status of the properties is unaffected when compared to current conditions. Again, the only exception is the southwesterly corner of the White Hawk property.

    South of Beebe Road the extension of Gebhard Road will require new right-of-way through two (2) undeveloped parcels. The parcel immediately south of Beebe Road (Beebe Farms) would be diagonally traversed by the proposed right-of-way resulting in two triangular shaped parcels. The property is zoned MMR with a density of 14-32 units/net acre. Without the extension a road network would still be required to serve the property when developed. For the property (Wal-Mart) south of Beebe Farms the proposed alignment will roughly bisect the parcel. This property is zoned for commercial use.

2. **Construction phasing** (Good). Option "A" can reasonably accommodate phasing for the extension of Gebhard Road. Phasing can be accomplished without disruption to the current traffic routing. The needed new right-of-way is limited to three (3) undeveloped properties (White Hawk, Beebe Farms, and Wal-Mart) that have the potential for development by 2025.

3. **North/south connectivity** (Good). Convenient uninterrupted north/south connectivity is provided.

Neutral

1. **Development of abutting lands.**
    a. *Existing homes* (Fair). Because of the wider right-of-way requirement for development as a collector the existing residences (4) on the west side of Gebhard Road will be affected to varying degrees. One of the residences is currently very close to Gebhard Road.

Negative

1. **Westerly extension of Beebe Road** (Poor). This option does not provide for direct extension of Beebe Road west across Bear Creek. This is not possible due to a combination of minimum curve radius requirements and the presence of a planned north/south street along the west side of the Shepherd of the Valley Church. Access to the west side of Bear Creek is provided, but via Gebhard Road.

2. **Environmental impacts** (Poor). The proposed future westerly extension of Beebe Road will impact lands within the flood hazard area, and that are part of the Bear Creek Greenway.

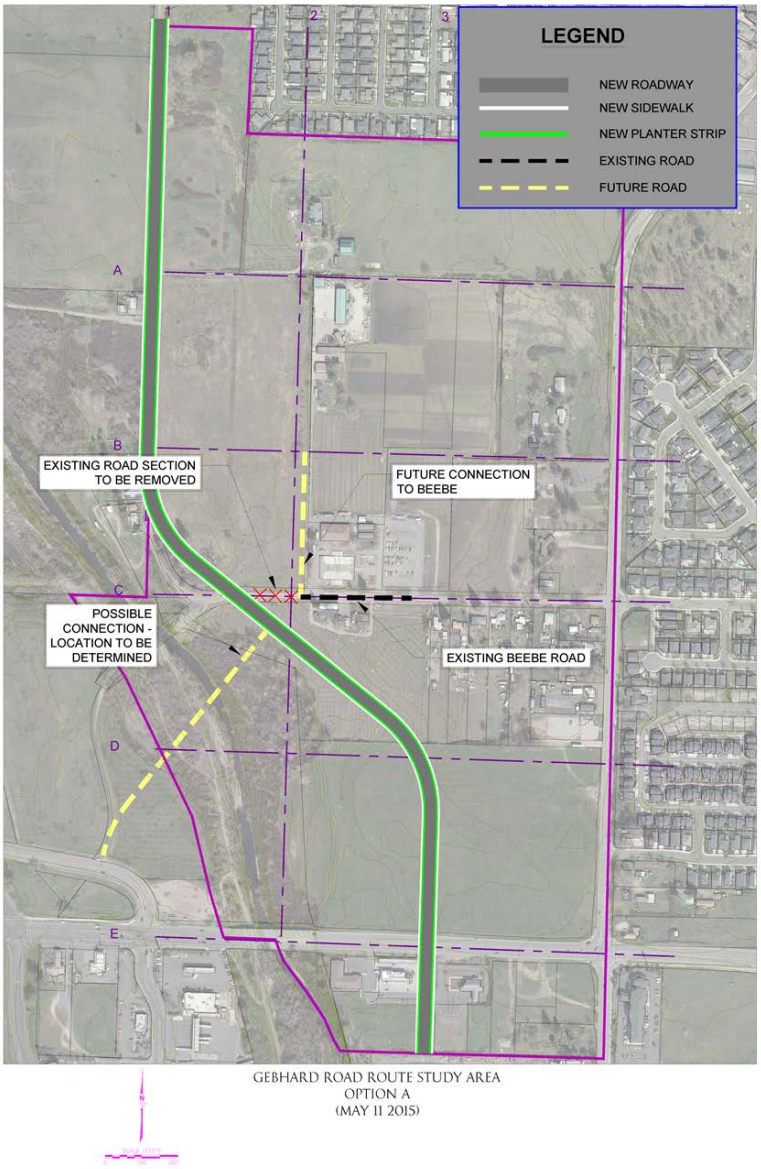


Figure 6. Option "A"

OPTION "B" – EASTERLY ALIGNMENT

North Area: Option "B" (Figure 7) is similar to Option "A", but moves most of the northerly Gebhard Road realignment in an easterly direction approximately 600 feet. The remnant right-of-way (south of where Gebhard Road turns east) would be incorporated into the future neighborhood circulation system for abutting properties.

South Area: Although similar to Option "A" the southerly alignment differs slightly at the northwest corner of the Beebe Farms property, which has been eliminated.

Positives

1. **Development of abutting lands.**
    a. *Neighborhood connectivity:* (Fair). Due to the introduction of two curves in the proposed alignment access to abutting lands is subject to sight distance requirements, which will control access points along Gebhard Road. Ample opportunity remains for the development of a local street network, but not to the extent of Option "A".

    b. *Existing homes* (Good). Option "B" will not impact any existing homes. The impacted homes in Option "A" will be served by existing southerly section of Gebhard Road that will be converted to a local residential street.

2. **Westerly Extension of Beebe Road** (Good). The westerly extension of Beebe Road across Bear Creek is accommodated in this option through the use of the old right-of-way for Beebe Road as it crosses Bear Creek.

3. **North/south connectivity** (Good). Convenient direct north/south connectivity.

Neutral

4. **Environmental Impacts** (Good). The proposed future westerly alignment of Beebe Road relies on the existing old right-of-way for Beebe Road. Construction of a bridge across will require special permitting.

5. **Development of abutting lands**
    a. *Residual property* (Fair). Although access to abutting lands was previously noted as a positive this option does create more triangular remnant parcels (4). This option also interferes with the park in the northeastern corner of the proposed White Hawk development.

Negative

6. **Construction phasing** (Poor). Because the construction phasing involves two additional properties vs. Option "A" the construction phasing for Option "B" is not as accommodating as Option "A". Construction phasing will likely require interim use of the existing Gebhard right-of-way and use of dead ends in the White Hawk development until phasing can be completed.

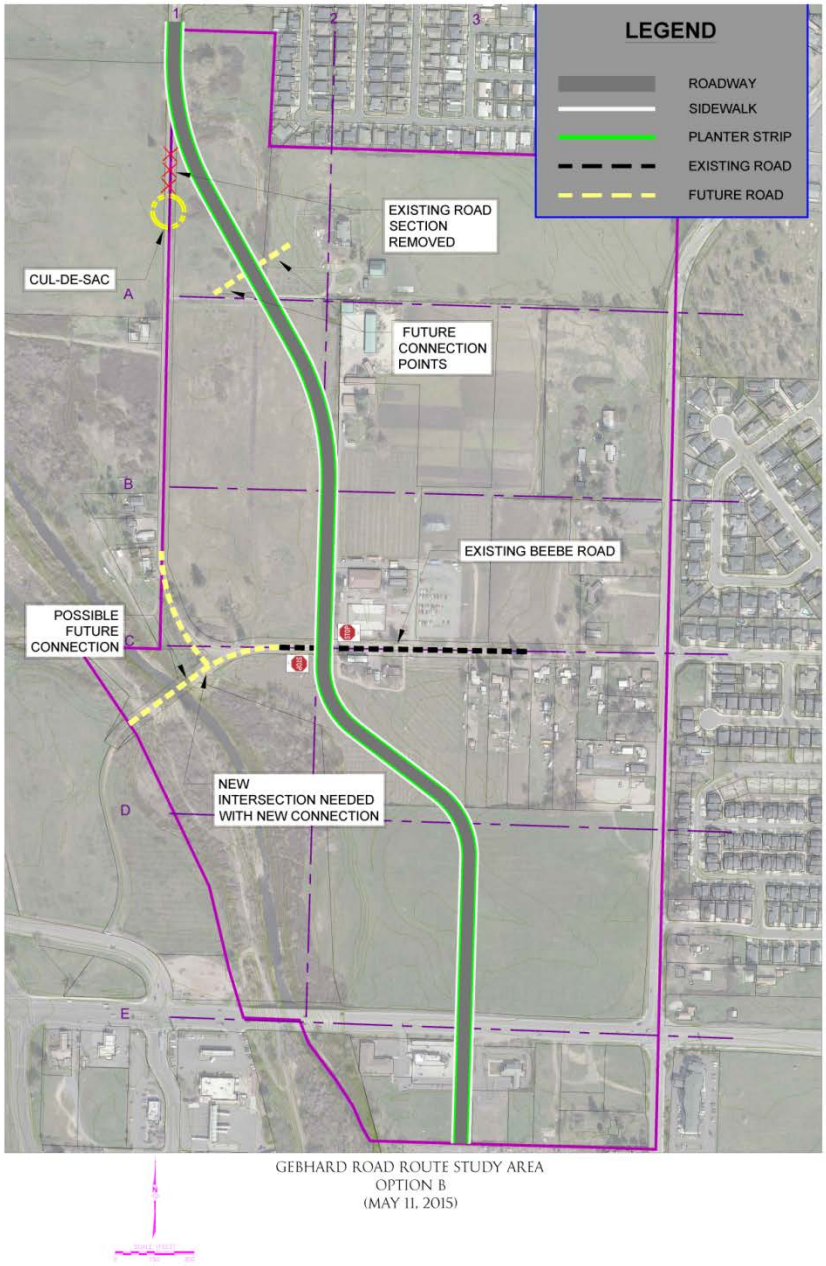


Figure 7. Option "B"

OPTION "B" – EASTERLY ALIGNMENT ALTERNATIVE

North Area: Option "B-1" (Figure 8) differs from Option "B" by replacing the two northerly 1,000 ft. curve radius with a 300 ft. curve radius. This was done to improve phasing and to avoid much of the park in the proposed White Hawk development; otherwise this option is the same as Option "B".

South Area: The South Area is the same as Option "B".

Positives

1. **Development of abutting lands**.
    a. *Neighborhood connectivity* (Fair). The development of abutting lands is somewhat improved over Option "B" in that the two northerly properties have been removed from the proposed right-of-way through the use of a 300 foot radius vs. the 1,000 ft. radius. The tighter radius does restrict access points to a greater extent than Option "B". Given the variable development standards of the TOD this should not result in a reduction in density.

    b. *Existing homes* (Good). Option "B" will not impact any existing homes. The impacted homes in Option A will be served by existing southerly section of Gebhard Road that will be converted to a local residential street.

2. **Westerly Extension of Beebe Road** (Good). The westerly extension of Beebe Road across Bear Creek is accommodated in this option through the use of the old right-of-way for Beebe Road as it crosses Bear Creek.

3. **North/south connectivity** (Good). Convenient direct north/south connectivity.

4. **Construction phasing** (Good). The construction phasing for Option "B-1" is similar to Option "A". This has been accomplished by removing the northerly most parcel from the alignment.

Neutral

5. **Neighborhood Connectivity**
    a. Residual property (Fair). Although access to abutting lands was previously noted as a positive this option does create more triangular remnant parcels (4). This option also conflicts with the park in the northeastern corner of the proposed White Hawk development, although to a lesser extent than Option "B". This option also conflicts with the proposed White Hawk development (See Figure 9).

6. **Environmental Impacts** (Good). The proposed future westerly alignment of Beebe Road relies on the existing old right-of-way for Beebe Road.

Figure 8. Option B-1

Negative

None

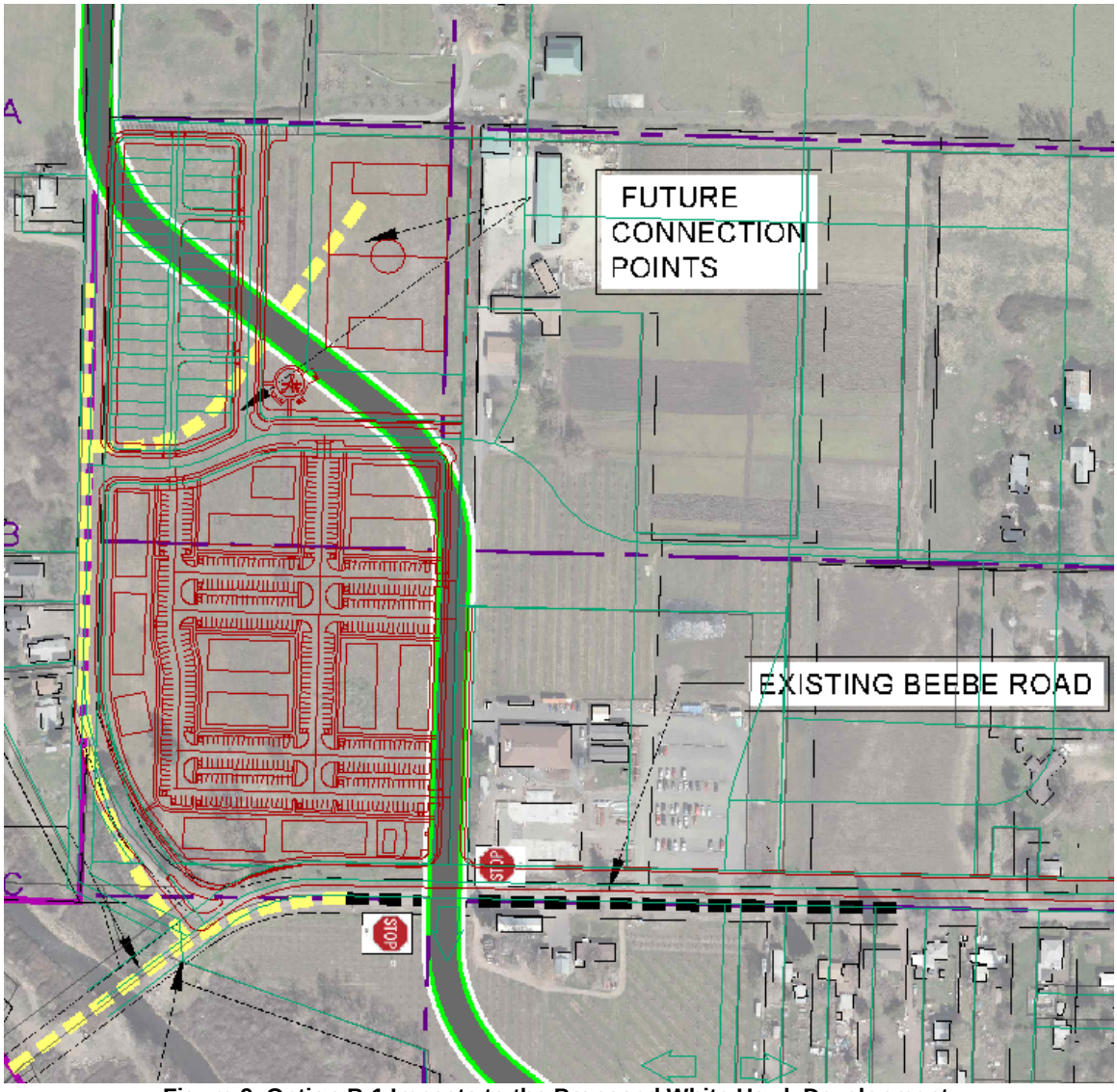


Figure 9. Option B-1 Impacts to the Proposed White Hawk Development.

OPTION "C" ROUNDABOUTS

Option "C" is unique in that it relies on three or more distinct street segments to connect Gebhard Road to East Pine Street. Each directional change is facilitated by the use of a roundabout. The roundabout both traffic speed and direction.

North Area: Option "C" (Figure 10) relies on the use of roundabouts (2) at key intersections to connect Gebhard Road to East Pine Street.

South Area: Option "C" would use the same alignment as proposed on Option "B" and

“B-1”. The diagonal alignment is shown for the southerly area, but this diagonal alignment could also be replaced with roundabouts (2) on the property known as Beebe Farms (located immediately south of Beebe Road) in a manner similar to the North Area.

Positive

1. **Development of abutting lands**.
    a. *Neighborhood Connectivity*. Allows for the extension of local street networks throughout the Study Area, similar to Option “A”.

    b. *Residual Property (Good).* For the North Area the proposed alignment uses a grid system, which avoids diagonal alignments. As previously noted the diagonal in the South Area could be replaced with roundabouts avoiding any unusable residual property. However, because of the higher density zoning on this property the use of roundabouts may not be necessary.

    c. *Existing Homes (*Good). Option “C” will not impact any existing homes.

2. **Construction phasing** (Good). The construction phasing for Option “C” north of Beebe Road is very feasible (1 parcel dependent). As each parcel is developed the current Gebhard/Beebe alignment can be used. South of Beebe Road two (2) large undeveloped parcels are affected, both of which have potential for development by 2025.

3. **Westerly Extension of Beebe Road** (Good). The westerly extension of Beebe Road across Bear Creek is accommodated in this option, using of the old right-of-way for Beebe Road as it crosses Bear Creek.

ROUNDABOUT ON 2-LANE COLLECTOR STREET

Neutral

1. **Environmental impacts** (Fair). The proposed future westerly alignment of Beebe Road relies on the existing old right-of-way for Beebe Road.

2. **North/south connectivity** (Fair). North/South connectivity may be considered less convenient due to the use of roundabouts. However, the roundabouts will

moderate traffic speeds, assisting in retaining the residential character of the neighborhood, while at the same time allowing for north/south connectivity. The section of Gebhard Road south of the proposed roundabout would be constructed to standard local street standards.

3. **Phasing** (Fair/Poor). As a result of the additional right-of-way needs for the roundabouts and the location of the roundabouts, two additional properties are necessary for the completion of the roundabouts, thus complicating construction phasing. In the interim standard intersection design could be used.

Negative

None

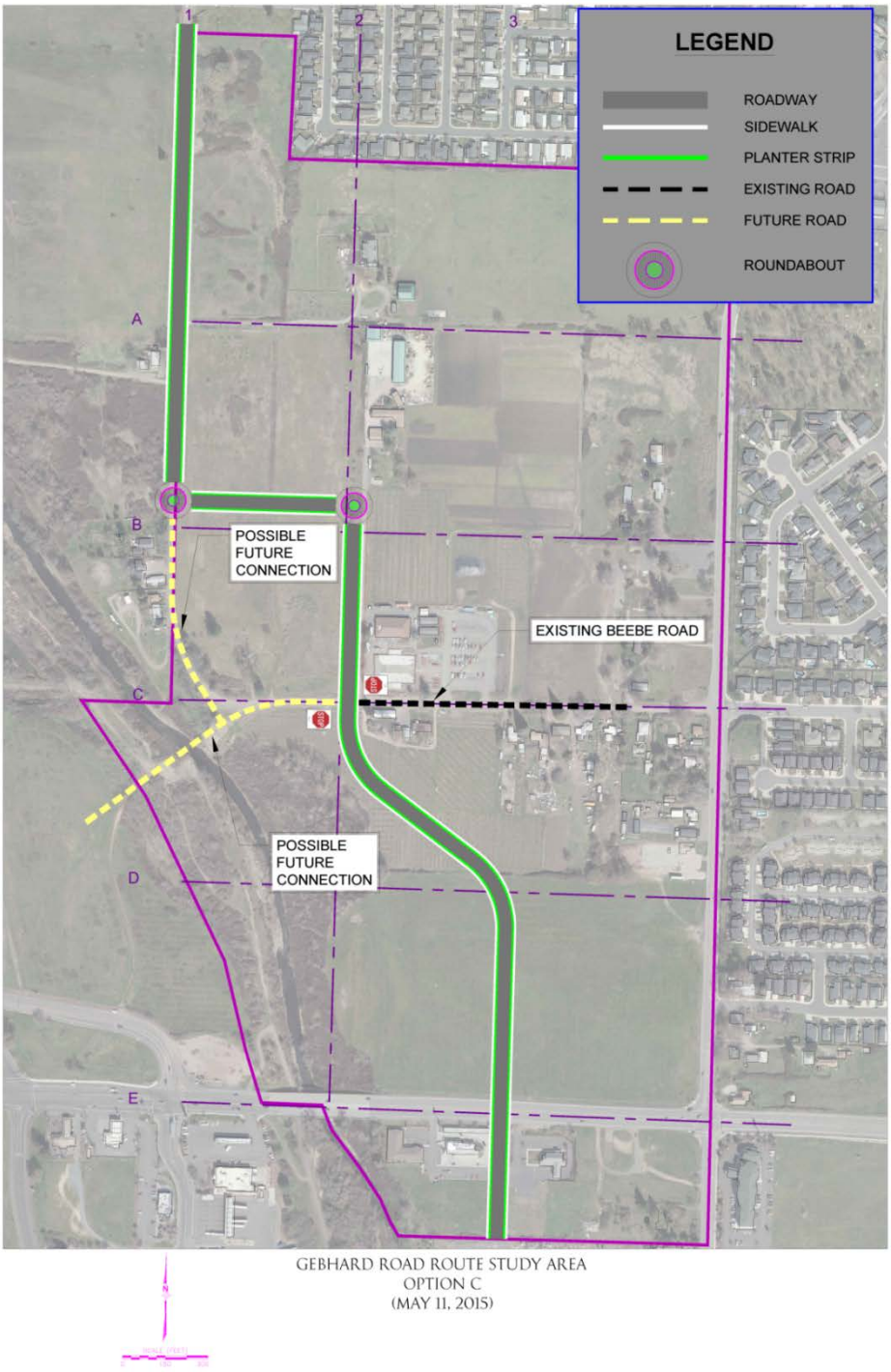


Figure 10. Option "C"

GEBHARD ROAD INTERSECTION ANALYSIS

In the current TSP Gebhard Road is expected to intersect with East Pine Street approximately 700 feet west of Hamrick Road[3]. It is expected that this intersection will be development driven and require signalization at time of development. This proposed intersection is common to all tested Gebhard Road route options. As a part of Gebhard Road Route Analysis the compatibility of the proposed intersection with ODOT's IAMP-33 modelling has been confirmed. Confirmation of the intersections compatibility with IAMP-33 was tested against four ODOT criteria as follows:

1. The new intersection must meet the mobility standards adopted for the corridor.

2. The new intersection must not cause any ODOT intersection to exceed a mobility standard adopted for the corridor. The City of Central Point has the authority to adopt local performance standards so ODOT is neutral on non-ODOT intersections.

3. The new intersection must not increase congestion between the Interstate-5 northbound ramps and Penninger Road to the extent that it results in a backup on to the freeway, and

4. Traffic progression along East Pine Street can be maintained if the Gebhard Road intersection is completed and controlled by a traffic signal.

In a report prepared by JRH Transportation Engineers entitled *Gebhard Road Intersection Traffic Impact Analysis, City of Central Point, June 4, 2015* (Appendix "A") all the ODOT criteria were addressed and found to be compatible and consistent with the modeling used in IAMP-33.

CONCLUSION

Option "C" is the preferred option of both the Study Area stakeholders and the City of Central Point. The alignment proposed in Option "C" serves as a refinement of the proposed extension of Gebhard Road as presented in the 2008 TSP.

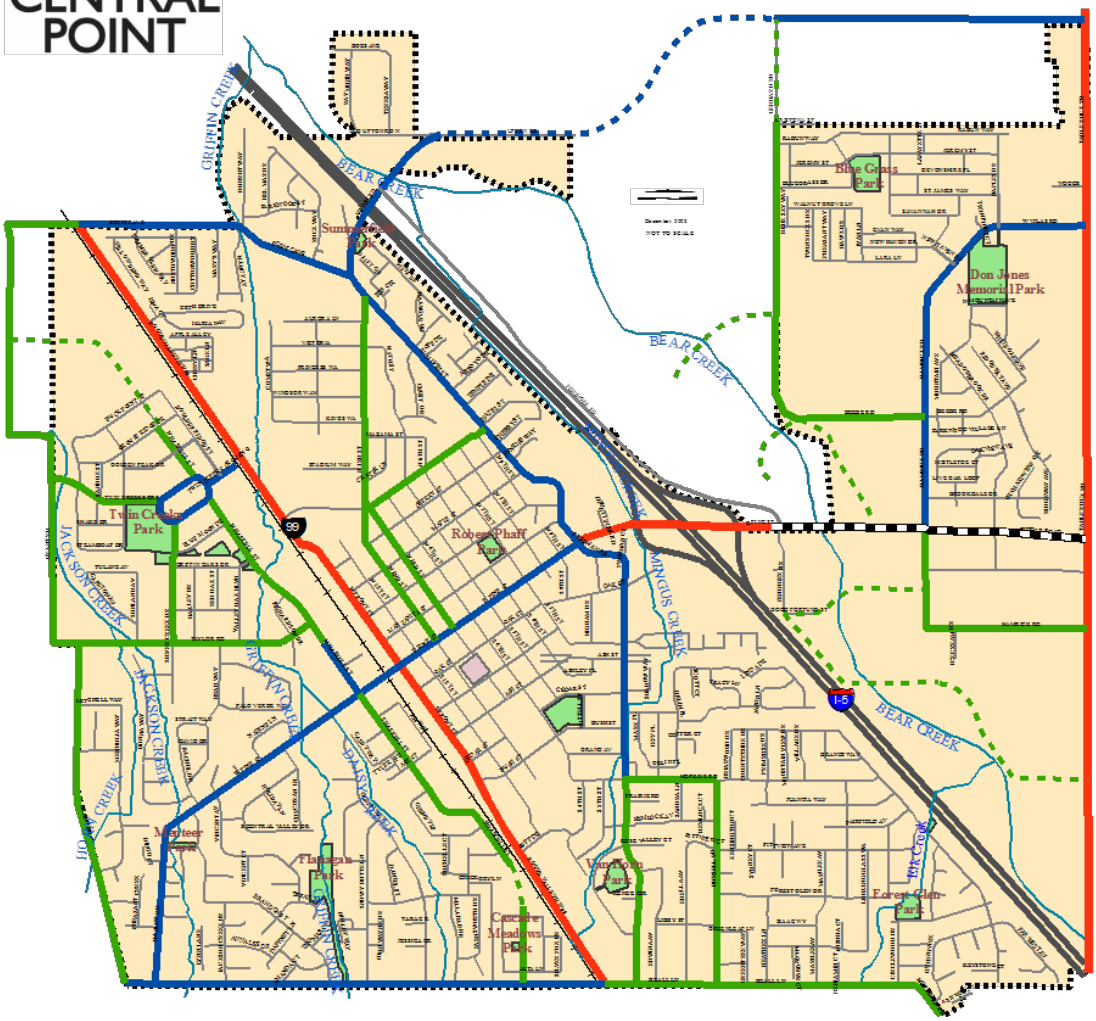
[3] City of Central Point 2008 Transportation System Plan, p. 69

APPENDIX "A"

Gebhard Road Intersection
Traffic Impact Analysis
Central Point, OR
June 4, 2015

JRH Transportation Engineers

ATTACHMENT "A" – TRANSPORTATION SYSTEM PLAN AMENDMENTS FOR GEBHARD ROAD ALIGNMENT



Legend

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

Figure 7.1
Functional Classification & Street Network Map
2008-2030

ATTACHMENT "A" – TRANSPORTATION SYSTEM PLAN AMENDMENTS FOR GEBHARD ROAD ALIGNMENT

Figure 7.1.1 Gebhard Road Alignment

ATTACHMENT "A" – TRANSPORTATION SYSTEM PLAN AMENDMENTS FOR GEBHARD ROAD ALIGNMENT

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 develops[21]. 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 33[22].***

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[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*

ATTACHMENT "C"

PLANNING COMMISSION RESOLUTION NO. 824

A RESOLUTION OF THE PLANNING COMMISSION FORWARDING A FAVORABLE RECOMMENDATION TO THE CITY COUNCIL TO AMEND THE COMPREHENSIVE PLAN TO INCORPORATE OPTION "C" OF THE GEBHARD ROAD ROUTE STUDY AS PART OF THE TRANSPORTATION SYSTEM PLAN

(File No: 15024)

WHEREAS, on October 6, 2015 the Planning Commissions of the City of Central Point held a duly-noticed public hearing, reviewed, staff reports, findings of fact and heard public testimony on a minor revisions to the Central Point Comprehensive Plan, Transportation System Plan clarifying the location and design criteria for the southerly extension of Gebhard Road to East Pine Street; and

WHEREAS, after reviewing the requested proposal and considering public testimony it is the determination of the Central Point Planning Commission that the proposed amendments as set forth in attached Exhibit "A" dated October 6, 2015 are adjustments that do not alter, or otherwise modify the uses and character of development and land use within the City of Central Point, and is therefore determined to be consistent with all of the goals, objectives, and policies of the City's Comprehensive Plan and State Planning Goals.

NOW, THEREFORE, BE IT RESOLVED that the City of Central Point Planning Commission by Resolution No. 824 does hereby accept, and forward to the City Council a recommendation that the City Council favorably consider amending the City of Central Point Comprehensive Plan, Transportation System Plan (TSP) as set forth in the attached Staff Report, including Exhibit "A" and Exhibit "B", dated 6th day of October, 2015.

_____
Planning Commission Chair

ATTEST:

_____
City Representative

Approved by me this 6th day of October, 2015.

_____
Planning Commission Chair