

ORDINANCE NO. 2022-05

**ORDINANCE APPROVING AMENDMENTS TO THE FOREST GROVE
TRANSPORTATION SYSTEM PLAN AFFECTING THE PEDESTRIAN, BICYCLE,
AND STREET NETWORKS IN THE HIGHWAY 47/OAK STREET AREA
FILE NUMBER: 311-22-000026-PLNG**

WHEREAS, City Council adopted Ordinance 2014-03 updating the Forest Grove Transportation System Plan (TSP) Update; and

WHEREAS, the TSP includes a planned future pedestrian, bicycle, and roadway network for the City; and

WHEREAS, City Council adopted Ordinance 2016-02 adding a preferred route for the Council Creek Regional Trail into the TSP; and

WHEREAS, the TSP identifies several street extensions in the Highway 47 and Oak Street area of the City; and

WHEREAS, planned street extensions include 26th Avenue from Kingwood Street to Oak Street, Laurel Street from the Portland and Western Railroad Corridor to north of the 26th Avenue extension and 23rd Avenue to Martin Road; and

WHEREAS, the proposed future street extensions bisect and divide property zoned for General Industrial land uses; and

WHEREAS, an affected property owner submitted an application to the City requesting legislative approval of the proposed TSP amendments; and

WHEREAS, the affected property owner desires modification to the proposed future transportation network to preserve land for large scale, large lot, industrial uses consistent with Forest Grove Comprehensive Plan Industrial and Employment Objective 3: "Ensure the availability of at least one large industrial tract comprising at least 50 gross acres in land area"; and

WHEREAS, information provided by the applicant and included in the record indicates the proposed changes to the future transportation network will not cause degradation to the transportation system where minimum level of service standards are not met; and

WHEREAS, the applicant has demonstrated to the satisfaction of the Planning Commission and City Council that the proposed TSP amendments are consistent with the applicable goals, policies and objectives of the Forest Grove Comprehensive Plan, Forest Grove Transportation System Plan, Metro Regional Framework Plan, Metro Regional Transportation Functional Plan, Oregon Transportation Planning Rule (Oregon Revised Statutes Chapter 660-012-0060), and Oregon Highway Plan; and

WHEREAS, the Planning Commission held a duly-noticed Public Hearing on the proposed Transportation System Plan amendments on August 8, 2022, and considered the testimony provided; and

WHEREAS, the Planning Commission approved a motion recommending City Council approve the proposed amendments to the Forest Grove Transportation System Plan; and

WHEREAS, City Council held a duly-noticed Public Hearing on the Planning Commission's recommendation on August 22, 2022, and considered the information included in the record; and

WHEREAS, City Council continued the public hearing to September 12, 2022, and adopted a motion approving the proposed TSP amendments.

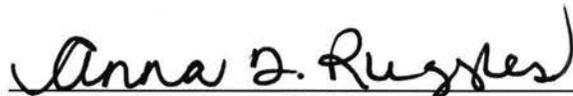
NOW, THEREFORE, THE CITY OF FOREST GROVE ORDAINS AS FOLLOWS:

Section 1. The City Council hereby accepts the Planning Commission's findings and recommendation that City Council approve the proposed amendments to the Forest Grove Transportation System Plan as shown on Exhibit A and described more fully in Planning Commission Decision No. 2022-07 attached as Exhibit B.

Section 2. This ordinance shall be effective 30 days following its enactment by the City Council.

PRESENTED AND PASSED the first reading the 22nd day of August 2022.

PASSED the second reading the 12th day of September 2022.



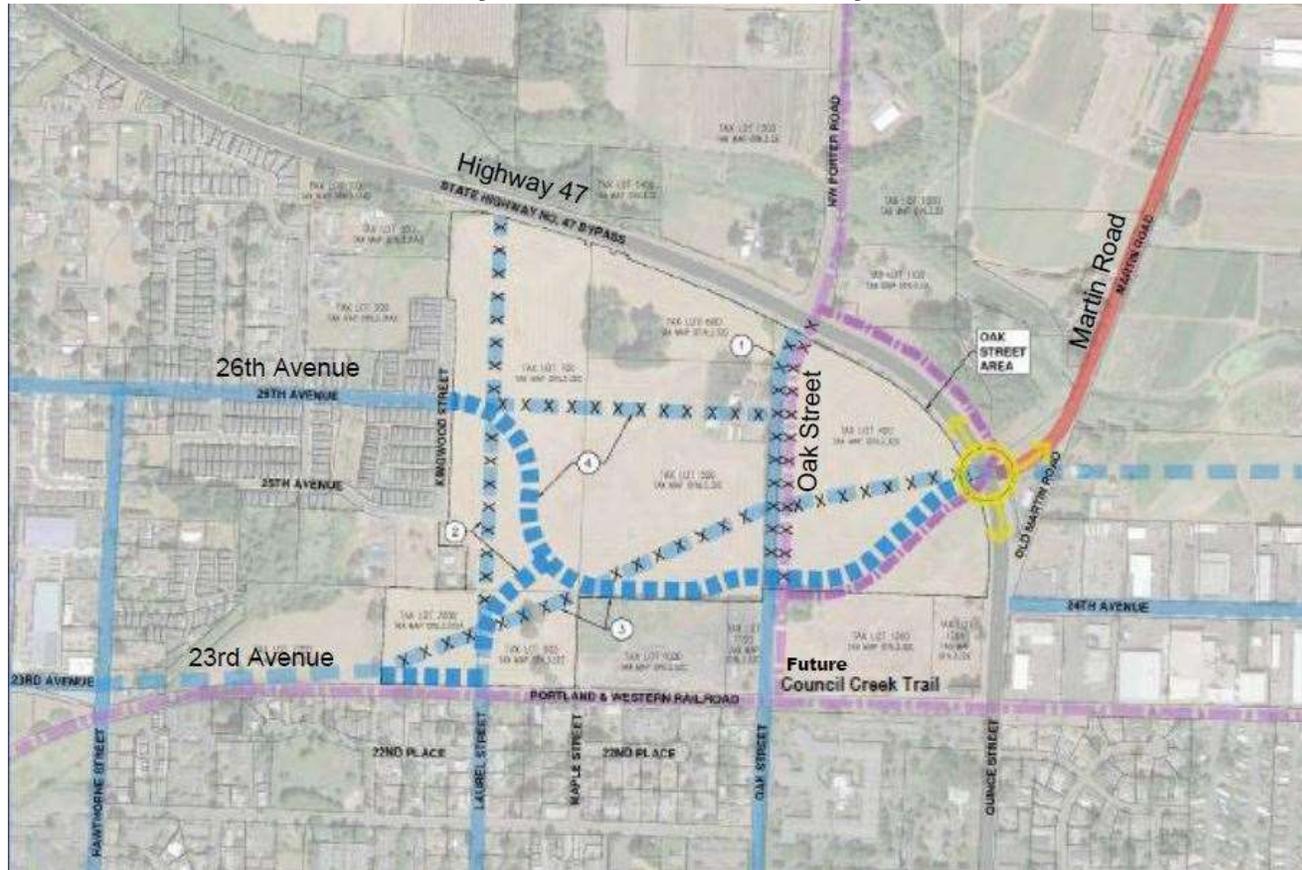
Anna D. Ruggles, City Recorder

APPROVED by the Mayor this 12th day of September 2022.



Peter B. Truax, Mayor

EXHIBIT A Amended Roadway, Pedestrian and Bicycle Network Plan



Blue dashed line = future roadway extension alignment

Purple dashed line = trail alignment (Council Creek Regional Trail and Tualatin Valley Scenic Bikeway)

XXX = roadway and trail segments to delete

**Amend
TSP Table 1-2
Forest Grove Financially-Constrained Plan Projects**

#	Name	Description	Jurisdiction Owner/ Operator	Metro Project ID	RTP Financially Constrained	Total Cost	Non-City Funds	City Funds	Project Timing
15	Council Creek Trail	16-mile multi-use trail from Hillsboro to Banks. Multi-use trail from the end of the Westside MAX in Hillsboro, thru Washington County, & Cities of Cornelius, Forest Grove, & Banks, connecting to Banks-Vernonia State Trail, with added short trail south to Tualatin River. <u>To support the Oregon Tualatin Valley Scenic Bikeway and the Council Creek Trail users, a study of the roundabout at OR47/Martin Road shall be conducted in coordination with ODOT to identify appropriate enhancements for pedestrians and cyclists crossing the highway. Any improvements to the roundabout require approval of the State Traffic/Roadway Engineer.</u>	TBD	10806	Yes	\$5.20 **	\$4.1	\$1.10	6-10 years
26	26th Avenue Extension	Construct 2-lane collector between <u>Boyd Lane and Oak Street existing terminus and Highway 47/Martin Road roundabout.</u>	City	NA	No	\$2.14 ***	\$0.71	\$1.43	6-10 Years
30	23rd Avenue Extension	Extend from Hawthorne Avenue east to <u>26th Avenue Extension Highway 47.</u>	City	10774	Yes	\$4.26 **/**	\$2.86	\$1.4	11-20 years

Amended Table 3-6: Major Street Network Summary

Street	Functional Classification			Lanes
	Forest Grove	Washington County	Metro	
19th Avenue	Arterial	Arterial	Minor Arterial	2
B Street (south of Pacific)	Arterial	Arterial	Minor Arterial	2
E Street	Arterial	Arterial	Minor Arterial	2
Gales Creek Road	Arterial	Arterial	Minor Arterial	2
Highway 47	Principal Arterial	Principal Arterial	Principal Arterial	2
Pacific Avenue (east of E St.)	Arterial	Arterial	Minor Arterial	2
Quince Street	Principal Arterial	Principal Arterial	Principal Arterial	2
Thatcher Road	Arterial	Collector	Minor Arterial	2
TV Highway (Highway 8)	Arterial	Arterial	Major Arterial	4
David Hill Road	Collector/NA	NA	Future Minor Arterial	2
Sunset Drive	Collector	Collector	NA	2
University Avenue	Collector	Collector	NA	2
23rd Avenue	Collector	Collector	NA	2
24th Avenue	Collector	Collector	NA	2
26th Avenue	Collector	Collector	NA	2
B Street (north of Pacific)	Collector	Collector	NA	2
Elm Street	Collector	Collector	NA	2
Forest Gale Drive	Collector	Collector	NA	2
Gales Way	Collector	Collector	NA	2
Hawthorne Street	Collector	Collector	NA	2
Main Street (north of 19th)	Collector	Collector	NA	2
Maple Street	Collector	Collector	NA	2
Fern Hill Road	Collector	Arterial	NA	2
Mountain View Lane	Collector	Collector	NA	2
Oak Street (north of Pacific Ave approx. 1,800 feet)	Collector	Collector	NA	2
Porter Road	NA	NA	NA	2
Sunset Drive	Collector	Collector	NA	2
Watercrest Road	Collector	Collector	NA	2
Willamina Avenue	Collector	Collector	NA	2
Yew Street	Collector	Collector	NA	2
Pacific Avenue (west of E. St.)	Collector	Collector	NA	2

Amend
TSP Table 5-1 (Pedestrian System Plan)
TSP Table 6-2 (Bicycle System Projects and Programs)

Project	Segment	Description	Planning-Level Cost Estimate (thousands)
Council Creek Regional Trail Improvements	Three	Construct the Council Creek Regional Trail through Forest Grove consistent with the Council Creek Regional Trail Master Plan (August 2015) Figure 5-4. To support the Oregon Tualatin Valley Scenic Bikeway and the Council Creek Trail users, a study of the roundabout at OR47/Martin Road shall be conducted in coordination with ODOT to identify appropriate enhancements for pedestrians and cyclists crossing the highway. Any improvements to the roundabout require approval of the State Traffic/Roadway Engineer.	\$5,200

Amend TSP Figure 5-4



**Council Creek Regional Trail
Master Plan**
Preferred Alternative
Segment 3
Forest Grove August 2015

- Trail Type**
- Multiuse Trail
 - Street-adjacent Multiuse
 - On-Street
 - Multiuse Rail-with-Trail
 - Multiuse Boardwalk
 - Bridge or Undercrossing
 - Conceptual Trailhead Location

- Crossing Type**
- X Collector/Arterial Road Crossing
 - X Major Stream Crossing
 - X Minor Stream Crossing
 - ⊕ New Railroad Crossing
 - Trail Segment Boundary
 - + Railroad
 - Taxlot Boundary

- Park
- Natural Area
- Private Recreation Area
- Cemetery
- Public Land
- Streams
- Waterbody
- Wetland Area
- FEMA 100 Yr. Flood Plain

**Amended Project Descriptions
TSP Table 8-3**

Table 8-3 Continued. Roadway Projects and Programs (2014 Dollars in Millions)

No.	Name	Description	Purpose	Metro Project ID*	Total Cost \$Million
27	25 th Avenue	Construct 2-lane local roadway between Cedar and Hawthorne Streets	Improve local street system connectivity	NA	\$1.55
28	Laurel Street Extension	Construct 2-lane collector between northern terminus of Laurel Street and just south of Hwy 47 and the 23 rd Avenue/26 th Avenue extension. Will require railroad crossing.	Improve connectivity and balance traffic flow	NA	\$2.33
29	26 th Avenue Extension	Construct 2-lane collector between Boyd Lane and Oak Street and the Oregon Highway 47 and Martin Road roundabout.	Improve connectivity and balance traffic flow	NA	\$2.14
30	Taylor Way Extension (West)	Construct 2-lane industrial road between Elm Street and western terminus of Taylor Street	Improve connectivity and balance traffic flow	NA	\$7.84
31	26 th Avenue	Improve 26 th Avenue to City standards	Improve operational deficiencies	NA	\$9.8
32	Willamina Avenue	Improve Willamina Avenue to City standards	Improve operational deficiencies	NA	\$1.4
TOTAL					\$122.44

Notes:

* Projects will require ODOT approval. Inclusion of a project in this table does not obligate or imply the obligation of funds for any specific project.

**Amended Project Descriptions
Table 10-3**

Table Error! No text of specified style in document.-1. Forest Grove Financially-Constrained Plan Projects (2014 Dollars in Millions)

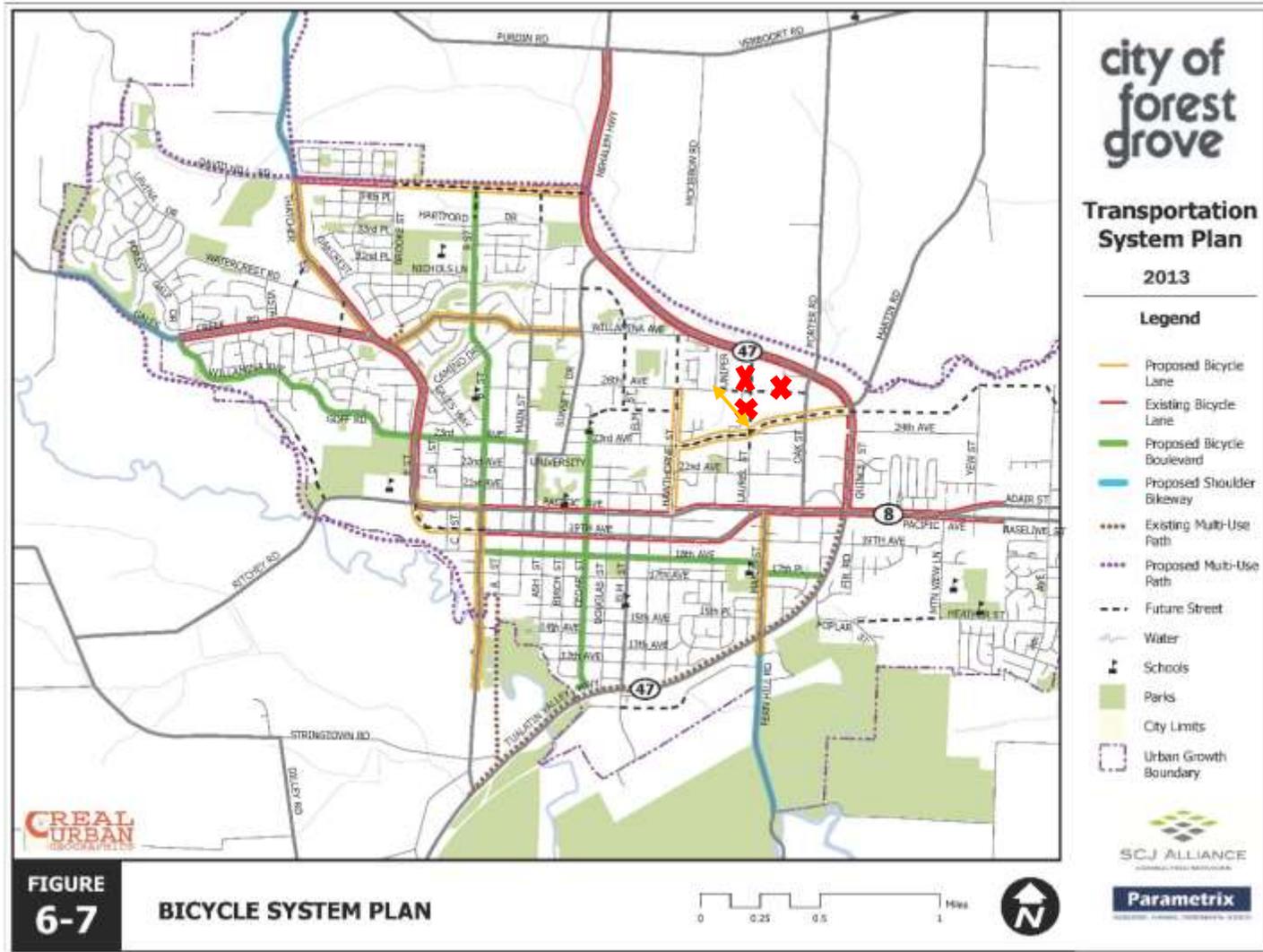
#	Name	Description	Jurisdiction Owner/ Operator	Metro Project ID	RTP Financially Constrained	Total Cost	Non-City Funds	City Funds	Project Timing
14	Council Creek Trail	16-mile multi-use trail from Hillsboro to Banks. Multi-use trail from the end of the Westside MAX in Hillsboro, thru Washington County, & Cities of Cornelius, Forest Grove, & Banks, connecting to Banks-Vernonia State Trail, with added short trail south to Tualatin River. <u>To support the Oregon Tualatin Valley Scenic Bikeway and the Council Creek Trail users, a study of the roundabout at OR47/Martin Road shall be conducted in coordination with ODOT to identify appropriate enhancements for pedestrians and cyclists crossing the highway. Any improvements to the roundabout require approval of the State Traffic/Roadway Engineer.</u>	TBD	10806	Yes	\$5.20 **	\$4.1	\$1.10	6-10 years
26	26th Avenue Extension	<u>Construct 2-lane collector between Boyd Lane and Oak Street-existing terminus and Highway 47/Martin Road roundabout.</u>	City	NA	No	\$2.14 ***	\$0.71	\$1.43	6-10 Years
31	23rd Avenue Extension	<u>Extend from Hawthorne Avenue east to 26th Avenue Extension Highway 47.</u>	City	10774	Yes	\$4.26 **/**	\$2.86	\$1.4	11-20 years

**Revise
Figure 3-4: Oregon Scenic Bikeway**

Figure 3-4. Oregon Scenic Bikeway

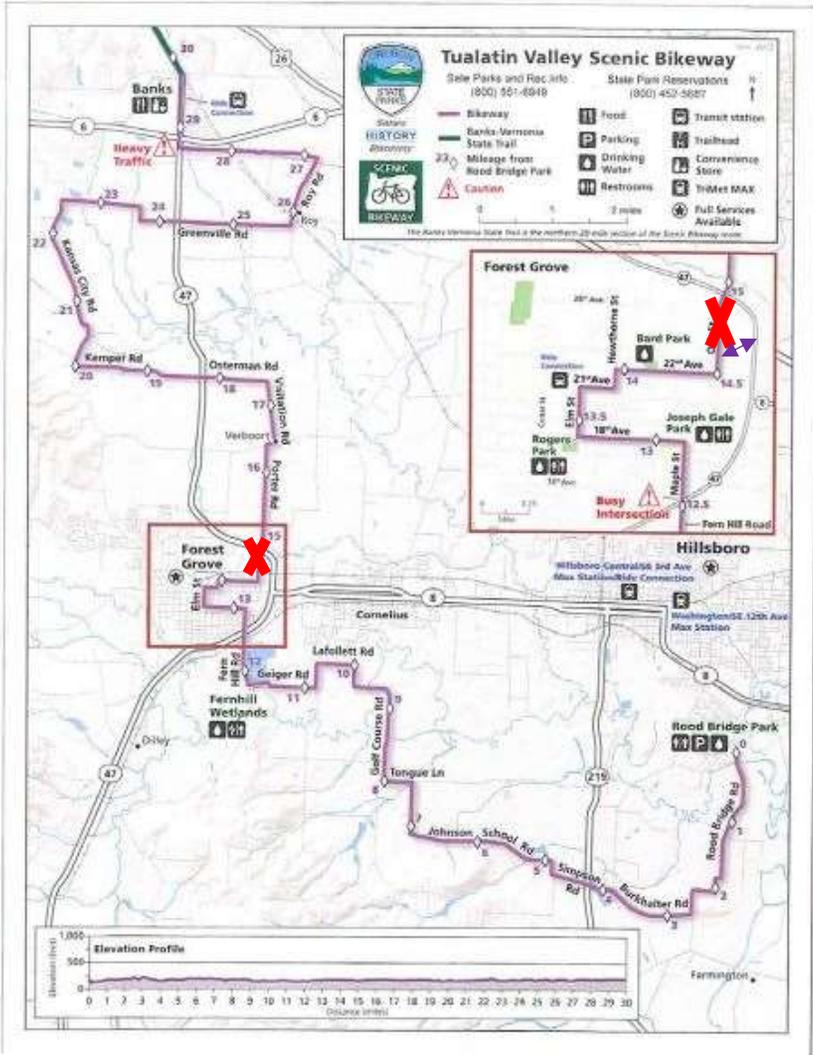


Revise
 Figure 6-7: (Bicycle System Plan)



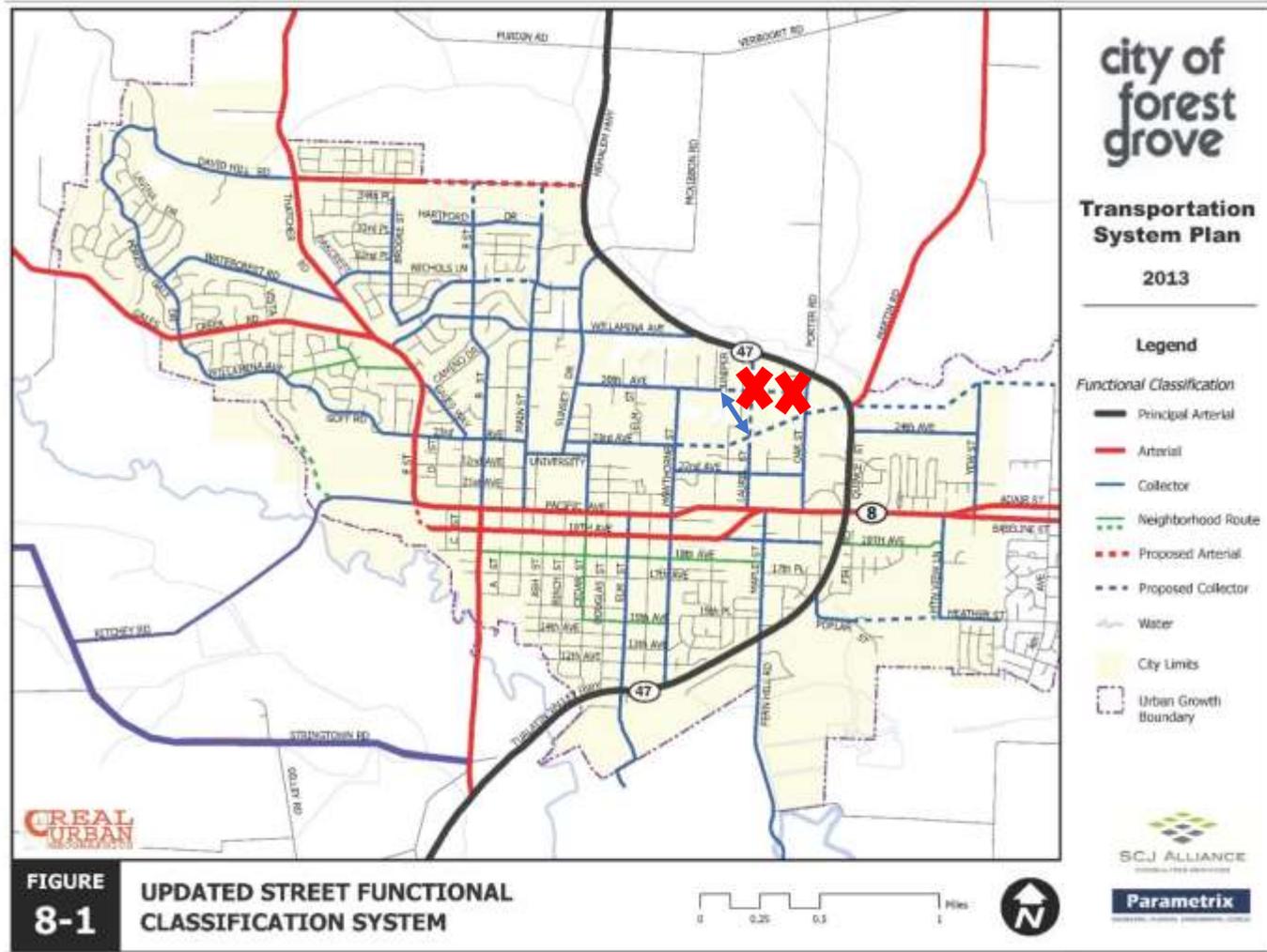
Revise Figure 6-8: Oregon Scenic Bikeway

Figure 6-8. Oregon Scenic Bikeway



Revise

Figure 8-1: Updated Street Functional Classification System



Revise
Figure 8-7: Preferred Roadway Network Plan

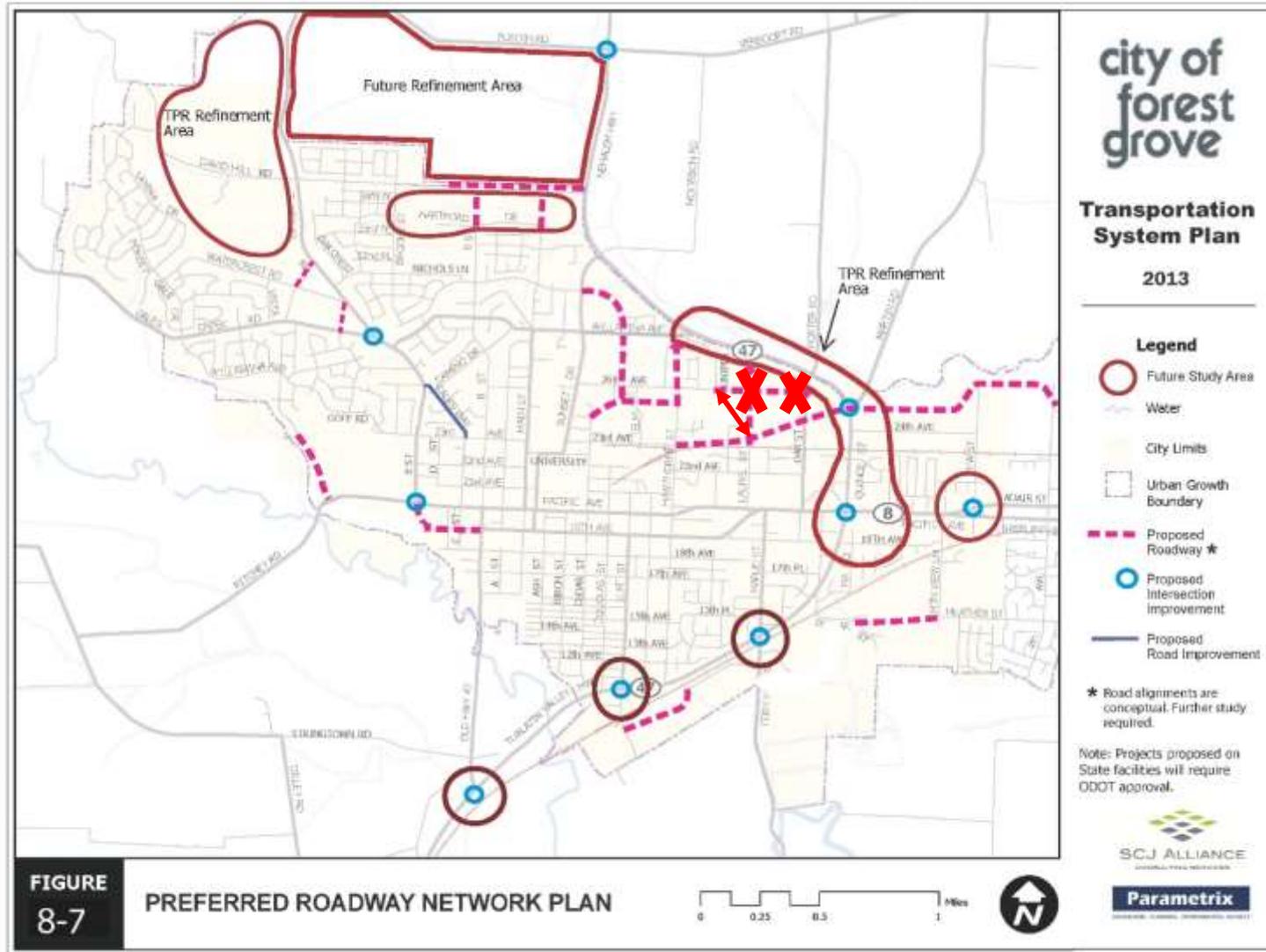


Exhibit B

Planning Commission Findings and Decision Number 2022-07

To Recommend City Council Approval of Amendments to the Forest Grove Transportation System Plan Affecting the Pedestrian, Bicycle, and Street Networks in the Highway 47/Oak Street Area

File Number: 311-22-000026-PLNG

WHEREAS, the Forest Grove City Council adopted the Forest Grove Transportation System Plan (TSP) Update in 2014; and

WHEREAS, the TSP includes a planned future pedestrian, bicycle, and roadway network for the City; and

WHEREAS, the TSP shows corridors for several street extensions in the Highway 47 and Oak Street area of the City; and

WHEREAS, planned street extensions include 26th Avenue from Kingwood Street to Oak Street, Laurel Street from the Portland and Western Railroad Corridor to north of the 26th Avenue extension and 23rd Avenue to Martin Road; and

WHEREAS, the proposed future street extensions bisect and divide property zoned for General Industrial land uses; and

WHEREAS, the affected property owner submitted an application to the City requesting approval of TSP amendments; and

WHEREAS, the affected property desires modification to the proposed future transportation network to preserve land for large scale, large lot, industrial uses consistent with Forest Grove Comprehensive Plan Industrial and Employment Objective 3: "Ensure the availability of at least one large industrial tract comprising at least 50 gross acres in land area"; and

WHEREAS, information provided by the applicant and included in the record indicates the proposed changes to the future transportation network requested by the applicant will not cause degradation to the transportation system to the point where minimum level of service standards are not met; and

WHEREAS, the applicant has demonstrated to the satisfaction of the Planning Commission that the proposed TSP amendments are consistent with the applicable goals, policies and objectives of the Forest Grove Comprehensive Plan, Forest Grove Transportation System Plan, Metro Regional Framework Plan, Metro Regional Transportation Functional Plan, Oregon Transportation Planning Rule (Oregon Revised Statutes Chapter 660-012-0060), and Oregon Highway Plan; and

WHEREAS, the Planning Commission held a duly-noticed public hearing on the proposed Transportation System Plan amendments on August 8, 2002, and considered the testimony provided.

NOW THEREFORE, The Forest Grove Planning Commission does hereby recommend City Council approval of the Transportation System Plan amendments, making the following specific findings and conclusions in support of this decision:

General Findings and Conclusions

Finding: The Planning Commission is relying on the following documents which provide the factual basis for the Planning Commission decision and recommendation:

1. Staff Report and Attachments, August 8, 2022
2. Application Including Applicant's Narrative Responses to Decision Considerations, Prepared by AKS Engineering & Forestry, LLC, dated June 2002 and Received by the Forest Grove Community Development Department on June 21, 2022
3. Forest Grove Comprehensive Plan (2014)
4. Forest Grove Transportation System Plan (TSP) (2014)
5. Washington County Transportation Plan (2015)
6. Oregon Administrative Rules OAR 660-012-0060 (Transportation Planning Rule)
7. Oregon Highway Plan
8. Metro Regional Transportation Framework Plan

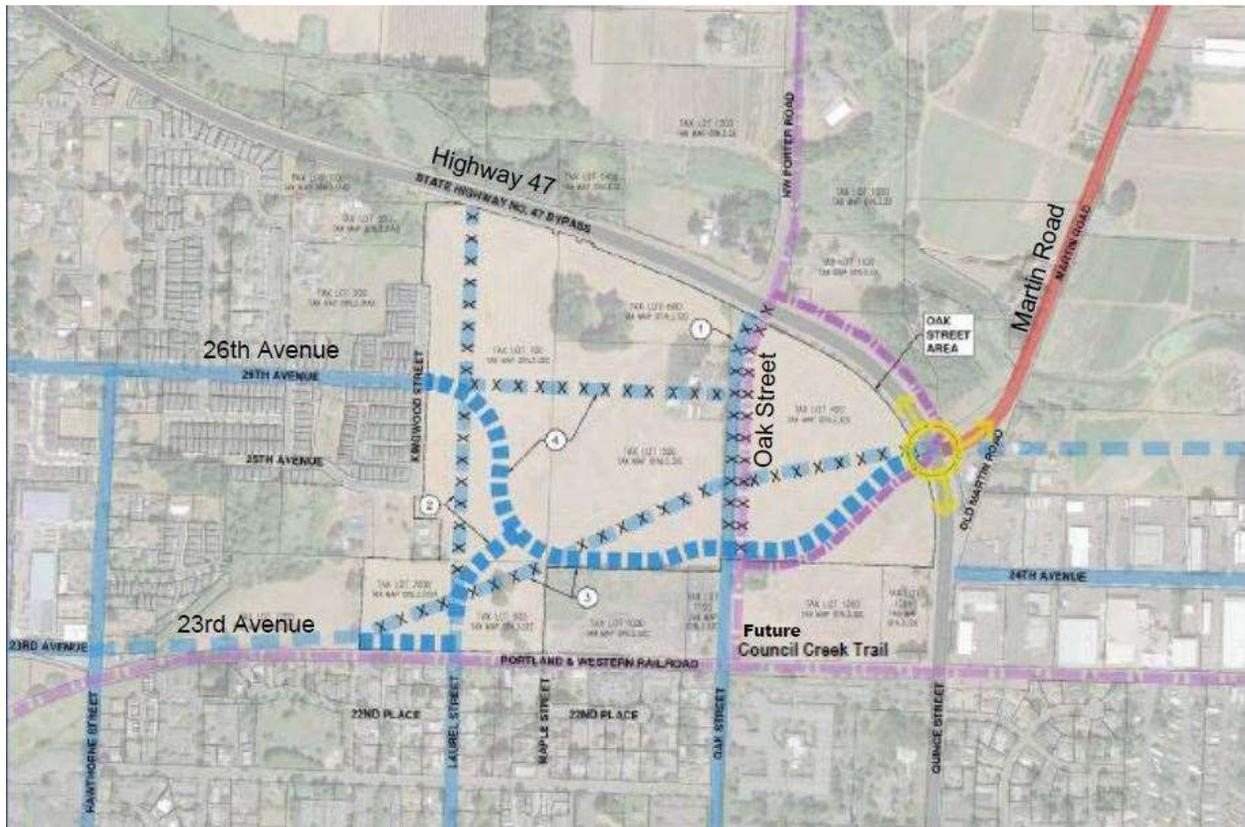
Finding: The Planning Commission makes the determination that the TSP amendments are legislative and subject to the requirements of the Forest Grove Comprehensive Plan and Forest Grove Development Code, Introductions and Procedures, Type IV, Legislative Land Use Decisions (17.1.700 – 17.1.740). This determination is based on the premise that the existing and future planned transportation system affects individual land owners and the broader community. Furthermore, ensuring an efficient and equitable traffic circulation system is a matter of city-wide significance.

Finding: The Planning Commission recommendation to City Council is based on the transportation analysis requirements contained in the Oregon Transportation Planning Rule (OAR 660-012-00060), land use, economic development and transportation goals, objectives and policies contained in the Forest Grove Comprehensive Plan especially Industrial and Employment Objective 3 to; "Ensure the availability of at least one large industrial tract comprising at least 50 gross acres of land area", goals and objectives contained in the Forest Grove Transportation System Plan, the highway mobility policies contained in the Oregon Highway Plan, and the transportation planning requirements contained in the Metro Regional Transportation Functional Plan.

Finding: The Planning Commission is not basing this recommendation on the merits of any specific development proposal since an application for development on potentially affected property has not been submitted for review by the City. This Planning Commission decision is not conditioned or predicated on any specific development proposal.

Finding: The Planning Commission is basing this recommendation on the general land uses allowed in the General Industrial(GI) zoning district as described in Forest Grove Development Code Article 3 (17.3.520) and the desire to ensure implementation of transportation systems that supports the land uses allowed by the current zoning of the affected area.

Finding: The Planning Commission supports and recommends the TSP amendments shown on the map below:



Oregon Transportation Planning Rule Findings (OAR 660-012-0060)

Finding: The Planning Commission finds, the Oregon Transportation Planning Rule states that an amendment significantly affects a transportation facility if its traffic impacts are found to change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan). The Planning Commission finds the proposed TSP amendments will result in a significant affect to Oak Street since the amendment will result in a change in the functional classification of Oak Street from a collector street to a local, private street. The Planning Commission further finds this significant effect does not rise to the level of requiring mitigation since traffic will have access to Highway 47 via the modified 26th Avenue extension and Martin Road roundabout and based on the traffic analysis provided the applicant the Martin Road roundabout will continue to function at or above minimum acceptable level of service standards.

Finding: The Planning Commission finds; the proposed amendments will not change the functional classification of an existing or planned transportation facility owned by the Oregon Department of Transportation (Oregon Highway 47 and Oregon Highway 8). Both Oregon Highway 47 and Oregon Highway 8 is designated as Statewide Routes in the 1999 Oregon Highway Plan. The proposed amendments will not result in a change to these classifications. Therefore, the proposed amendments will not have a “significant affect” on the state highway system.

Finding: The Planning Commission finds the Metro Regional Transportation Plan designates Oregon Highway 47 as a Throughway and Principal Arterial and Oregon Highway 8 as a Regional Street and Major Arterial roadway. The proposed amendments will not result in a change to these classifications. Therefore, the proposed amendments will not have a “significant affect” on the state highway system.

Finding: The Planning Commission finds the Forest Grove Transportation System Plan designates Oregon Highway 47 as a Major Arterial and Oregon Highway 8 as an Arterial roadway. The proposed amendments will not result in a change to these classifications. Therefore, the proposed amendments will not have a “significant affect” on the state highway system.

Finding: The Planning Commission finds the Washington County Transportation System Plan designates Oak Street, north of Pacific Avenue, as a Collector roadway. The proposed amendments include re-designating Oak Street from a Collector roadway to a local, private roadway. This amendment changes the functional classification of an existing facility. The proposed amendment will significantly affect Oak Street since the street classification is proposed to change.

Finding: The Planning Commission finds the Metro Regional Transportation Plan does not classify Oak Street since it is not part of the regional arterial or throughway network. Therefore, changing the classification of Oak Street from a Collector to a local, private street, does not affect the Regional Transportation Plan.

Finding: The Planning Commission finds the proposed amendments will result in a new alignment for the 26th Avenue extension and the Forest Grove Transportation System Plan classifies 26th Avenue as a Collector roadway. The Planning Commission further finds, the proposed amendments will not result in a change to the functional classification of 26th Avenue. Therefore, the proposed amendment will not significantly affect 26th Avenue.

Finding: The Planning Commission finds the proposed amendments will result in a change to the alignment for the 23rd Avenue/24th Avenue extension. As proposed, the 23rd/24th Avenue extension would terminate at the Laurel Street extension. The Forest Grove Transportation Plan classifies 23rd/24th Avenue as a Collector roadway. The proposed amendment will not result in a change to the functional classification of 23rd/24th Avenue. Therefore, the Planning Commission determines the proposed amendment will not significantly affect 23rd/24th Avenue.

Finding: The Planning Commission finds the proposed amendments would result in a modification to the proposed Laurel Street extension. Laurel Street is designated as a Collector roadway in the Forest Grove Transportation System Plan. The current Forest Grove Transportation System Plan shows an extension from its current terminus at the Portland and Western Railroad tracks to north of the 26th Avenue extension. The proposed amendment would terminate Laurel Street at the re-aligned 26th Avenue reducing its length by approximately 1,500 feet. While this change affects local traffic circulation, the Planning Commission determines, it does not result in a “significant affect” to a planned transportation facility since the functional classification of Laurel Street will not change.

Finding: The Planning Commission finds the Oregon Transportation Planning Rule states that an amendment significantly affects a transportation facility if it changes the standards implementing a functional classification system. The Function classification standards are contained in the TSP (Section 8.6.1) and Development Code (Article 8, Section 17.8.610, Table 8-8). The standard for a collector street is two vehicle travel lanes, a center median/turn lane, and bike lanes with 48 feet of pavement. The standard for a local industrial street is two lanes with 40 feet of pavement including parking. The proposed amendments do not change standards implementing a functional classification system.

Finding: The Planning Commission finds the Oregon Transportation Planning Rule states that an amendment significantly affects a transportation facility if it results in any of the following at the end of the planning period identified in the adopted TSP.

- Generate types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility.

- Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or
- Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Finding: Based on the traffic analysis technical memorandum and the 2040 Intersection Operations Analysis Worksheets, prepared by Kittelson and Associates, dated June 9, 2002, and submitted by the applicant, the Planning Commission determines the TSP amendments do not significantly affect a state transportation facility or facility on the regional highway network contained in the Regional Transportation Plan. The traffic analysis shows that affected intersections including the Porter Road and Oregon Highway 47, Martin Road and Oregon Highway 47, 24th Avenue and Oregon Highway 47, and Pacific Avenue and Quince Street (Oregon Highway 47) will operate at or above minimum acceptable level of service of LOS D for City of Forest Grove owned facilities (26th Avenue extension, Oak Street and Oregon Highway 47), Level of Service E for Washington County owned facilities (Porter Road and Martin Road), and vehicle to capacity ratio of 0.99 for Oregon Department of Transportation Facilities 0.99 (Oregon Highway 47 and Oregon Highway 8).

Finding: The Planning Commission finds that except for Oak Street the proposed amendment will not generate types or levels of travel that are inconsistent with the functional classification of any existing or planned transportation facility. The Planning Commission further finds mitigation is not required since traffic will be diverted from the Oak Street/Highway 47/Porter Road intersection to the Martin Road roundabout.

Finding: The Planning Commission finds the proposed amendment will result in a change to access if Oak Street is re-designated from a Collector roadway to a local, private roadway and the Oak Street with Highway 47 intersection is closed or travel is restricted. Although access to property from Oak Street will change due to the amendment the traffic analysis prepared by Kittelson and Associates indicates other nearby intersections will continue to meet acceptable level of service criteria. Specific impacts to nearby intersections will be reviewed further when an application for development is submitted.

Finding: The Planning Commission finds the traffic analysis prepared by Kittelson and Associates demonstrates the proposed amendments will not degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan. Performance standards are applied based on type of facility and jurisdiction. The Forest Grove Transportation System Plan establishes a minimum level of service standard of LOS D for City-owned facilities. The Washington County Transportation System Plan establishes an acceptable level of service standard of LOS E for County-owned facilities not located within Regional Centers, Town Centers, Main Streets, Stations Communities, and Rural Areas. The Oregon Department of Transportation has a minimum acceptable level of service standards based on a vehicle-to-capacity-ratio of 0.99 for state-owned facilities. The traffic analysis prepared by Kittelson and Associates shows that none of the street intersections potentially affected by the amendments will result in intersections operating below minimum acceptable level of service standards.

Pursuant to OAR 660-012-0060(2), if a local government determines that a proposed amendment will have a significant effect, approval of the proposal requires measures that will ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility as measured at the end of the planning period in the adopted TSP. The local government must:

- Adopt measures that ensure that the allowed land uses are consistent with the planned function, capacity, and performance standards of the affected facility;
- Amend the TSP or comprehensive plan to provide transportation system improvements sufficient to support the proposed land uses and/or;
- Amend the TSP to modify the function, capacity, or performance standards of a non-state facility. An example would be changing the functional classification of roadway and/or its level of service standard.
- Require transportation system management measures or transportation improvements, including a timeframe for implementation, as a condition of development approval.

Finding: The Planning Commission finds the amendments will result in a significant impact to Oak Street if redesignated from a Collector Street to a local, private street.

Finding: The Planning Commission finds the area affected by the Transportation System Plan amendments is designated General Industrial on the Forest Grove zoning map and comprehensive plan map. The uses allowed by the General Industrial zoning are consistent with re-designating Oak Street as local, private street since traffic can be routed to the Oregon Highway 47 and Martin Road intersection. Based on the traffic analysis prepared by Kittelson and Associates the projected 2040 PM Peak Hour vehicle-to-capacity ratio is 0.89. With the proposed amendment the projected 2040 PM Peak Hour vehicle-to-capacity-ratio increase to 0.96. This is below the minimum acceptable vehicle-to-capacity ratio of 0.99. Since the traffic analysis indicates performance standards will be met adoption of measures mitigating impacts are not required. Specific impacts to the street network, including the state highway system, will be assessed further when an application for development is submitted for City approval.

Forest Grove Transportation System Plan Findings

Goal 1: Develop and maintain a balanced transportation system that provides travel choices and reduces the number of trips by single occupant vehicles.

Policy e. Encourage local employment and commercial opportunities to reduce the number of locally generated regional work and shopping trips.

Finding: The Planning Commission finds the area affected by the proposed Transportation System Plan Amendment is designated General Industrial on the zoning map and comprehensive plan maps. The proposed amendment is consistent with encouraging local employment opportunities by maximizing developable site area for large scale/large lot industrial development including manufacturing, food processing, call centers, research and development activities, warehouses, wholesale operations, and information related uses. Encouraging local employment opportunities through a supportive transportation network Establishing a future street network supportive of employment opportunities may reduce regional work trips

Goal 2: Develop and maintain a transportation system that reduces the length of travel and limits congestion.

Policy a. Enhance street system connectivity wherever practical and feasible.

Policy b. Maintain traffic flow and mobility on arterial and collector roadways.

Finding: The Planning Commission finds the proposed amendment reduces street system connectivity due to fewer street intersections and longer block lengths if Oak Street is redesignated from a Collector street to a local private roadway. However, connectivity to Highway 47 will be improved since traffic will be directed to the planned Highway 47, Martin Road, and 26th

Avenue roundabout. With this improvement a crossing at Highway 47 and Oak Street will no longer be necessary. This will result in safer access to Highway 47.

Finding: The Planning Commission determines removing the Oak Street and Highway 47 intersection will maintain traffic flow and mobility on Highway 47 which is designated as a Major Arterial in the Forest Grove Transportation System Plan by reducing opportunities for vehicle conflicts and potential traffic accidents.

Goal 3: Develop and maintain a transportation system that is safe.

Policy a. Safe and secure pedestrian and bicycle ways shall be designed between parks and other activity centers.

Finding: The Planning Commission finds the preferred alignment for the Council Creek Regional Trail adopted into the Forest Grove Transportation System Plan follows the Portland and Western Railroad Corridor and Oak Street north to Highway 47. The Tualatin Valley Scenic Bikeway also follows Oak Street. Oak Street is currently substandard with no sidewalks, no bike lanes or improved shoulders present north of the Portland and Western Railroad Corridor. Pedestrians and bicyclists must share travel lanes with vehicles.

Goal 4: Design and construct transportation facilities in a manner that enhances the livability of Forest Grove.

Policy a. Maintain the livability of Forest Grove through proper location and design of transportation facilities.

Policy b. Increase the health and physical well-being of citizens by providing safe and convenient opportunities for walking and bicycling.

Policy c. Protect residential neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas.

Policy d. Provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serve the needs of all people and businesses, including people with low income, children, seniors and people with disabilities.

Finding: The Planning Commission finds the transportation system is intended to enhance the livability of Forest Grove residents, businesses, workers and visitors by providing access to properties, reducing traffic conflicts and providing alternative routes of travel to destinations. Since the proposed TSP amendment does not eliminate the 26th Avenue extension and continues 26th Avenue to Highway 47 at planned Martin Road roundabout, opportunities for access to property will be provided as envisioned in the adopted Transportation System Plan. In addition, the 26th Avenue extension will provide an alternative east/west route of travel through the north-central part of Forest Grove separate from Pacific Avenue.

Finding: The Planning Commission finds the proposed Transportation System Plan amendments include routing the Council Creek Regional Trail along Oak Street from the Portland and Western Railroad Corridor to the realigned 26th Avenue connection across the Highway 47 and Martin Road roundabout and along the northside of Highway 47. This realignment will provide a seamless, safe and convenient pedestrian and bicycling connection from the Portland and Western Railroad corridor to the Martin Road roundabout consistent with designing transportation facilities in a manner that enhances the livability of Forest Grove. This connection will also serve the residential area south of the railroad corridor and west Oak Street consistent with Policy b. and Policy d.

Goal 5: Promote the development of Forest Grove, the state, and the national economy through the efficient movement of people, goods, services, and information in a safe manner.

Policy d. Provide transportation facilities that support land development that is consistent with the Comprehensive Plan.

Finding: The Planning Commission finds the area affected by the Transportation System Plan is designated General Industrial on the Forest Grove Comprehensive Plan Map and Zoning Map. The proposed changes to the future street network support land development that is consistent with the Comprehensive Plan Map by preserving land for large lot industrial development. The current future street network in the Transportation System Plan for the area bisects the land designated for industrial development due to the extension of 26th Avenue from its current terminus to Oak Street, the Laurel Street extension north of the Portland and Western Railroad corridor to just south of Highway 47, and the 23rd Avenue/24th Avenue extension as shown in the Transportation System Plan (Figure 8-1 and Figure 8-7).

Goal 6: Establish and maintain a context sensitive set of transportation design and development regulations.

Policy a. Streets should be designed to support their intended users.

Policy d. Promote context-sensitive transportation facility design, which fits the physical context, responds to environmental resources, and maintain safety and mobility.

Finding: The Planning Commission finds the modified future street network will be constructed to the Collector street standards as shown in the Transportation System Plan (Figure 8-3). The complete cross-section includes sidewalks and bike lanes supporting these travel modes in addition to auto and truck traffic.

Finding: The Planning Commission finds the modified future street network fits the physical context of the area which is flat and largely vacant. This physical context allows for alternative roadway alignments to maintain safety and mobility through the area.

Goal 7: Provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs.

Policy a. Encourage an energy efficient transportation system.

Policy b. Increase the use of walking and bicycling for all travel purposes.

Finding: The Planning Commission finds the Forest Grove Transportation System Plan includes performance measures related to reducing climate change impacts due to the transportation network (Transportation System Plan Table 2-1). One performance measure is reducing vehicle miles traveled by 10% compared to 2010. The TSP notes that commuting to jobs outside the city contributes to vehicle miles traveled. The TSP also notes a more completed bicycle and pedestrian network will help to decrease per capita vehicle miles traveled and the associated transportation-related emissions to meet the vehicle miles traveled reduction goal. The transportation network included in the amendments will maximize employment opportunities in the area by preserving land for large scale industrial development. In addition, the transportation network included in the amendments will add to the bicycle and pedestrian network.

Goal 8: Provide transportation performance measures set and maintained by the City.

Policy a. A minimum intersection level of service standard shall be set for the City of Forest Grove. All public facilities under the city's jurisdiction shall be designed to meet this standard. (Note: the City's adopted level of service (LOS) standard is LOS D).

Finding: The Planning Commission finds that the traffic analysis technical memorandum and the 2040 Intersection Operations Analysis Worksheets, prepared by Kittelson and Associates, dated June 9, 2002, and submitted by the applicant, demonstrates this TSP amendment does not significantly affect a state transportation facility or facility on the regional highway network contained in the Regional Transportation Plan. The traffic analysis shows that affected intersections including the Porter Road and Oregon Highway 47, Martin Road and Oregon Highway 47, 24th Avenue and Oregon Highway 47, and Pacific Avenue and Quince Street (Oregon Highway 47) will operate at or above minimum acceptable level of service of LOS D for City of Forest Grove owned facilities (26th Avenue extension, Oak Street and Oregon Highway 47), Level of Service E for Washington County owned facilities (Porter Road and Martin Road), and vehicle to capacity ratio of 0.99 for Oregon Department of Transportation Facilities 0.99 (Oregon Highway 47 and Oregon Highway 8).

Goal 9: Develop a transportation system that is consistent with the City's Comprehensive Plan and adopted state and regional plans.

Policy a. Coordinate and cooperate with adjacent jurisdictions and other transportation agencies to develop transportation projects that benefit the City of Forest Grove and the region as a whole.

Policy b. Work collaboratively with other jurisdictions and agencies so the transportation system can function as one system.

Finding: The Planning Commission finds the applicant conducted outreach to other transportation agencies including the Oregon Department of Transportation and Washington County and discussed the transportation amendments and benefits to the City of Forest Grove and the region if the transportation system network is amended to preserve land for large scale, large lot development.

Goal 10: Efficiently use funding sources to implement transportation system improvement projects recommended in the TSP.

Policy a. Provide a cost-effective transportation system where the public, land use development and users pay their respective share of the system's costs proportional to their respective demands placed on the multimodal system.

Policy c. Ensure maintenance of the transportation system as a priority.

Finding: The Planning Commission finds the Washington County Transportation Development Tax will apply to development in the Oak Street Industrial Area. The Transportation Development Tax provides a revenue stream for transportation projects on the City's project list. The proposed transportation network will maximize development potential of the area by preserving large lots for large scale industrial development. This will in turn maximize revenue potential for transportation projects.

Finding: The Planning Commission finds the estimated annual cost of maintaining roadways under the jurisdiction of Forest Grove was estimated at \$1.1 million which is paid for by gas tax revenues from the state and county (Transportation System Plan Section 10.3.2). Costs associated with maintaining the transportation network is influenced by length of roadway segment, construction material, types of vehicles using the facility and traffic volume. Reducing the length of Laurel Street, combining the 26th Avenue extension with the 23rd Avenue/24th Avenue

extension and redesignating Oak Street from a public collector to private local roadway could reduce overall maintenance costs for the transportation network in the Oak Street area.

Finding: The Transportation System Plan amendments will affect the alignment of the Tualatin Valley Scenic Bikeway and future Council Creek Regional Trail. In response to a letter submitted by the Oregon Department of Transportation, dated July 28, 2022, regarding the need for a safe pedestrian and bicycle crossing of Oregon Highway 47, the Planning Commission desires to amend the project description in the Transportation System Plan for the Council Creek Regional Trail in TSP Table 5-1 as follows:

Construct the Council Creek Regional Trail through Forest Grove consistent with the Council Creek Regional Trail Master Plan (August 2015) Figure 5-4. To support the Oregon Tualatin Valley Scenic Bikeway and the Council Creek Trail users, a study of the roundabout at OR 47/Martin Road shall be conducted in coordination with ODOT to identify appropriate enhancements for pedestrian and cyclists crossing the highway. Any improvements to the roundabout require approval of the State Traffic/Roadway Engineer.

Finding: The Transportation System Plan amendments will affect the alignment of the Tualatin Valley Scenic Bikeway and future Council Creek Regional Trail. The Planning Commission desires to amend TSP Figure 5-4 to modify the trail alignment to follow the proposed re-aligned 26th Avenue to the future Martin Road roundabout consistent with the proposed amendments.

Forest Grove Comprehensive Plan Findings

Industrial and Employment Objective 3: Ensure the availability of at least one large industrial tract comprising at least 50 gross acres in land area.

Finding: The Planning Commission finds the Woodfold ownership in the Oak Street area includes six parcels with a total land area of approximately 71.3 acres. These parcels could be consolidated into larger parcels to accommodate larger industrial uses. Another vacant parcel designated industrial is the TTM property at Mountain View Lane and Heather Street. This parcel is zoned Light Industrial and totals approximately 35 acres. The Woodfold property provides the opportunity to create the largest industrial tract in the City if parcels are consolidated and not bisected by streets. The proposed TSP amendment realigning streets supports Comprehensive Plan Industrial and Employment Objective 3 to ensure the availability of at least one large industrial tract comprising at least 50 gross acres in land area.

Tax Lot	Gross Acres
1N332C000400	18.35
1N332C000500	18.48
1N332C000600	6.21
1N332C000700	20.04
1N332C000900	4.08
1N331DA07800	4.1
Total	71.26

Industrial and Employment Objective 9: Coordinate the designation of industrial and other land use activities in the Comprehensive Plan with the Transportation Element.

Finding: The Planning Commission finds the proposed Transportation System Plan amendments take into account the General Industrial land use designation assigned to the Oak Street. The amendments also recognize the need for at least one large industrial tract in the City. For these

reasons the transportation element of the Comprehensive Plan is coordinated with the land use element including the designation of industrial land use activities in the Comprehensive Plan. Industrial and Employment Objective 10: Access to industrial sites shall be from arterials or local industrial streets, oriented away from residential areas wherever feasible.

Finding: The Planning Commission finds access to the Oak Street area is currently provided from Highway 47 via Oak Street. Highway 47 is designated as a Major Arterial in the Forest Grove Comprehensive Plan. Future access also currently planned via an extension of 26th Avenue and an extension of 23rd Avenue/24th Avenue. 26th Avenue and 23rd/24th Avenue are designated as collector roadways in the Forest Grove Transportation System Plan. Both 26th Avenue and 23rd/24th Avenue serve residential areas west of the Oak Street area.

The proposed amendments would re-designate Oak Street from a collector roadway intersection with Highway 47 to a local private street with limited or no access to Oak Street. Access to the Oak Street area would be provided via the realigned 26th Avenue extension to the future Highway 47 at Martin Road roundabout. As such, access to the Oak Street area would be from a Major Arterial street (Highway 47) consistent with Industrial and Employment Objective 10. In addition, allowing access to the area from the Martin Road roundabout will orient traffic away from residential areas also consistent with Industrial and Employment Objective 10.

Oregon Highway Plan Findings

Policy 1H, Action 1H.2.c: Access Management and Connections

1. Limit the number of public approaches based on the roads function and maintenance of the capacity for regional and statewide transportation circulation. In most cases, connections will be limited only to state highways but in certain cases connections may be to local arterials.

Finding: The Planning Commission finds the applicant's narrative and accompanying transportation technical memorandum and intersection operations analysis goes into detail about possible impacts arising from the proposed Transportation System Plan amendments. The analysis indicates the proposed amendments will not have a significant effect state highway bypass and by limiting access into and out of the area at the Highway 47 and future Martin Road roundabout could improve operation of the bypass.

Metro Regional Framework Plan Findings

Finding: The Planning Commission finds the Metro Regional Framework Plan integrates Metro's land use planning policies and requirements. The Framework Plan includes policies for planning including transportation planning. The policies address intergovernmental coordination, local street design, regional pedestrian access and connectivity and bicycle connectivity. The policies aim to implement the Region 2040 growth concept including providing transportation facilities that support a balance of jobs and housing. Policy 2.13.1 states in part, "it is the policy of the Metro Council to plan local street systems to complement planned land uses and to reduce dependence on major streets for local circulation. The proposed transportation system plan amendments support Policy 2.13.1 by reducing the need to use Highway 47 for localized traffic circulation since 26th Avenue would be extended to the Highway 47/Martin Road roundabout providing east/west traffic circulation as envisioned in the current Transportation System Plan.

Finding: The Planning Commission finds the Metro Regional Framework Plan Transportation Chapter in Policy 2.22.1 states it is the policy of the Metro council to plan for a continuous regional network of safe and convenient bikeways connected to other transportation modes and local bikeway systems, consistent with regional design guidelines. The proposed Transportation System Plan amendments are consistent with Policy 2.22.1 since the Council Creek Regional Trail will continue through the Oak Street area following Laurel Street and the realigned 26th Avenue extension to Martin Road. Although the trail alignment will not be on Oak Street as envisioned in the Council Creek Regional Trail Master Plan and Forest Grove Transportation System Plan as amended by Ordinance 2016-02, a safe and convenient connection serving the Oak Street area will remain.

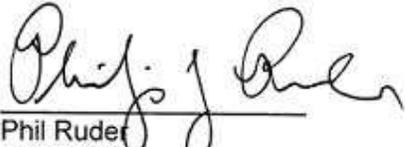
Metro Regional Transportation Functional Plan Findings

Finding: The Planning Commission finds the Metro Region 2040 Growth Concept, partially implemented through the Metro Regional Transportation Plan, has sixed desired outcomes. Outcomes include: equity, vibrant communities, economic prosperity, safe and reliable transportation, clean air and water and climate leadership. The outcome most applicable to the proposed amendments to the Forest Grove Transportation System Plan is safe and reliable transportation where people have safe and reliable transportation choices that enhance their quality of life.

Finding: The Planning Commission finds the Regional Transportation Functional Plan addresses transportation system design, development and update of transportation system plans, transportation project development, regional parking management, amendment of comprehensive plans, and compliance procedures. The portion of the Regional Transportation Functional Plan most applicable to the proposed amendments to the Forest Grove Transportation System Plan is development and update of transportation system plans. The provision requires that each city and county shall update its TSP to incorporate regional and state transportation needs identified in the 2035 RTP and its own transportation needs. This includes identification of facilities that exceed deficiency thresholds and operating standards in the Regional Transportation Functional Plan. The applicant's narrative and traffic analysis prepared by Kittelson and Associates demonstrates the proposed amendments to the Forest Grove Transportation System Plan will not result in any affected street or intersection operating below minimum acceptable standards.

Finding: The Planning Commission finds that Title 5 of the Regional Transportation Functional Plan in Section 3.08.510(A) that when a city or county proposes to amend its comprehensive plan or its components, it shall consider strategies in Section 3.08.220(A) as part of the analysis required by Oregon Administrative Rules Chapter 660-012-0060. The Forest Grove Transportation System Plan is a component of the Forest Grove Comprehensive Plan. The applicant prepared an analysis demonstrating compliance with Oregon Administrative Rules Chapter 660-012-0060. No additional analysis is required to demonstrate compliance with the Regional Transportation Function Plan since Section 3.08.510(E) states this section does not apply to city or county transportation projects that are financed locally and would be undertaken on local facilities. All roadway projects subject to the proposed Forest Grove Transportation System Plan amendments are local facilities and will be funded through local transportation system development charges or developer exactions.

Finding: The Planning Commission finds Title 6 of the Regional Transportation Functional Plan provides authority to Metro to review transportation system plan amendments. Metro was notified of the proposed amendments more than 35-days prior to the scheduled Planning Commission hearing.



Phil Ruder
Planning Commission Chair

August 9, 2022

Date



A place where families and businesses thrive.

<i>CITY RECORDER USE ONLY:</i>	
AGENDA ITEM #:	F. 2.
MEETING DATE:	09/12/2022
FINAL ACTION:	SECOND READING ORD 2022-05

CITY COUNCIL STAFF REPORT

TO: *City Council*

FROM: *Jesse VanderZanden, City Manager*

MEETING DATE: *September 12, 2022*

PROJECT TEAM: *Dan Riordan, Senior Planner*
Bryan Pohl, Director of Community Development

SUBJECT TITLE: *Second Reading of Ordinance Amending the Forest Grove Transportation System Plan Affecting the Pedestrian, Bicycle, and Street Networks in the Highway 47/Oak Street Area; File No. 311-22-000026-PLNG*

ACTION REQUESTED: Ordinance Order Resolution Motion Informational
X all that apply

ISSUE STATEMENT: Additional correspondence received regarding proposed amendments to the Forest Grove Transportation System Plan affecting the Oak Street area.

BACKGROUND: On August 22, 2022, conducted first reading of Ordinance 2022-05 amending the Forest Grove Transportation System Plan. Additional correspondence was received by staff after first reading of the ordinance. The correspondence is attached for City Council’s consideration prior to Council’s consideration a motion on September 12th approving second reading of the ordinance and approving the Transportation System Plan amendments.

ATTACHMENT(s):

- A. Correspondence received from Hubbell Communications, dated August 29, 2022
- B. Correspondence received from State Senator Janeen Sollman, dated September 1, 2022



Forest Grove City Council
1924 Council St.
Forest Grove, OR 97116

Hubbell Communications
6605 S Macadam Ave. #200
Portland, OR 97239

August 29, 2022

Mayor Truax and members of the council,

In response to Councilor Valenzuela's understandable concerns, raised during the public hearing on Aug. 22, over the Meriwether Data Center project team's outreach to Spanish-speaking communities, I'd like to clarify for the record the efforts that this team did make to reach this specific population and offer our ongoing commitment to ensuring all necessary stakeholders have the most up to date information on this process. An overview of community engagement was also included as an exhibit in the TSP amendment application.

From the start of this project, our team has been very intentional about casting a wide net in terms of stakeholder outreach, including to the Spanish-speaking population. That is why we more than tripled the number of formal notices that went out to nearby neighbors, which included Spanish-language translated material that provided clear instruction on how to access the virtual community meetings. The community meetings themselves were broadcast simultaneously in Spanish, with translation services for both the mailed package and meetings provided by the Immigrant and Refugee Community Organization.

Councilor Valenzuela raised specific concerns over the outreach done to Centro Cultural and Adelante Mujeres. The project team provided a comprehensive presentation to the Forest Grove Economic Development Commission in May 2022, for which a representative from Adelante Mujeres was present. The presentation included logistical information for the virtual community meetings and the project team did make the request that all commission members share the information with their networks. In addition, while the meeting was scheduled through his position on the Metro Council and not Centro Cultural, the team met with Councilor Juan Carlos Gonzalez and he and his team were directly invited to the community meetings.

Additionally, the applicant provided public comment regarding this effort to the Forest Grove City Council in December 2021, and the project team reached out via email and phone to all city councilors in March 2022 to offer additional information about this project. The project website and community meeting notices were also posted on the city website, in the Forest Grove/Cornelius Chamber of Commerce weekly newsletter, and communicated directly via email and phone to several organizations and members of the public.

We do take Councilor Valenzuela's comments very seriously and recognize that the public process can always be improved. To that end, we are strongly committed to continuing direct outreach with the relevant community organizations throughout the remainder of this process and beyond.

Sincerely,

Nathaniel Brown
Manager, Public Affairs

JANEEN SOLLMAN
STATE SENATOR
DISTRICT 15

ATTACHMENT B



OREGON STATE SENATE

September 1, 2022

Senator Janeen Sollman
900 Court St. NE, S-207
Salem, Oregon 97301

Forest Grove City Council
1924 Council St.
Forest Grove, OR 97116

Mayor Truax and members of the Council:

As a strong advocate for smart economic development and efficient local land use planning, I am encouraged by the application from Rowan Digital Infrastructure to amend the Transportation System Plan to preserve a large industrial parcel in Forest Grove that will have important benefits throughout the community. From the significant economic footprint to enhanced safety for cyclists, I believe this TSP amendment is a win-win for Forest Grove and Washington County.

If the TSP is amended and Rowan is allowed to propose their vision for a green data center, we will see thousands of direct and indirect jobs through construction, and roughly 105 permanent jobs available upon completion of the center at wages well above the average for our community. This is the kind of investment that helps Forest Grove attract and retain workers and support our local families.

Beyond the economic benefits, this project meets my high standard for environmental sustainability, and I believe has the potential to set a positive precedent for industrial development throughout the county. With a proven commitment to net-zero water and net-zero carbon use, this company is proving that robust economic development and environmental standards can coexist.

Finally, I'd like to highlight the importance of the applicant's commitment to comprehensive community outreach. I have been working to help them make connections with organizations in our community and it is my understanding the team has had productive conversations with several community organizations, local elected officials, and impacted neighbors. This collaboration is important to the ultimate success of any project, and I am encouraged by the steps they have taken so far and look forward to their continued partnership with this community.

Thank you for your consideration of my perspective.

Sincerely,

A handwritten signature in black ink that reads "Janeen Sollman". The signature is written in a cursive, flowing style.

Senator Janeen Sollman
Senate District 15

900 Court St. NE., Salem, OR 97301- 503-986-1715
sen.janeensollman@oregonlegislature.gov



City Council Public Hearing:

Oak Street Area Transportation System Plan (TSP) Amendments

File No. 311-22-000026-PLNG

Dan Riordan, Senior Planner

8/22/22

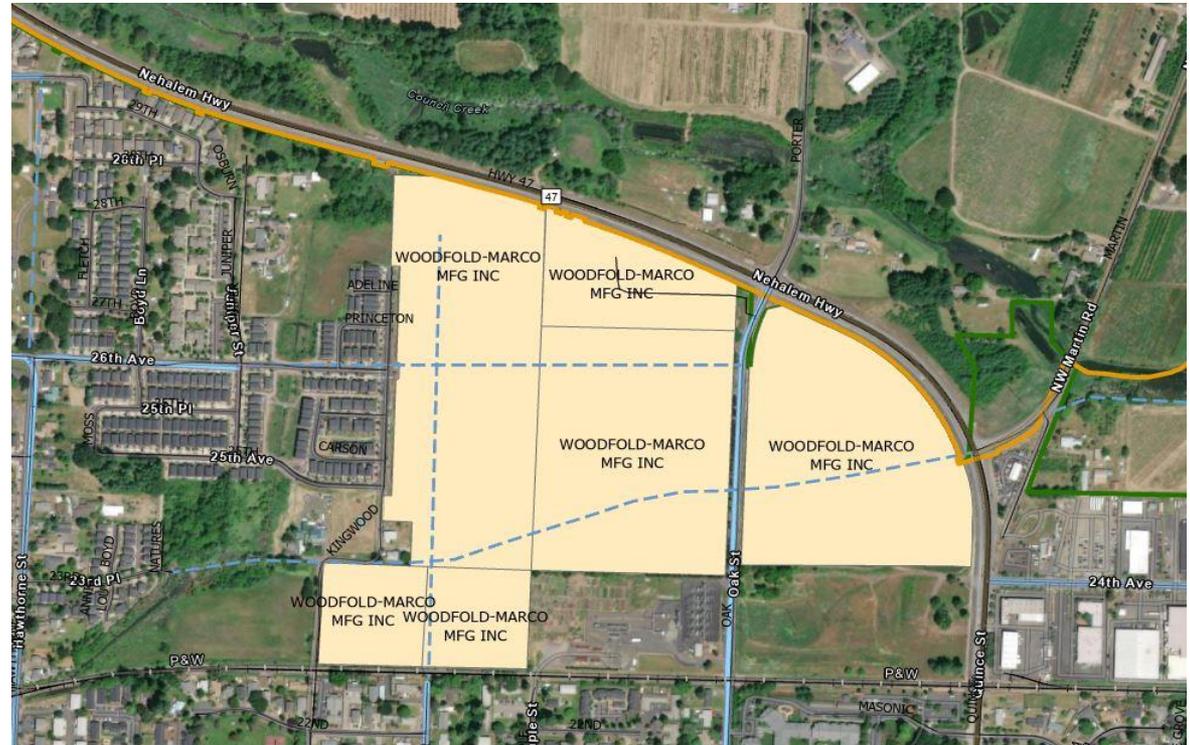
Public Hearing Purpose

- ❑ The City received a request from a party interested in changes to the future street, pedestrian and bicycle network in the Oak Street area.
- ❑ The planned transportation network is part of the City's Transportation System Plan (TSP).



The Issue

- ❑ Woodfold Mfg. owns about 70 acres of land in the Oak Street Area zoned General Industrial.
- ❑ The TSP includes several proposed collector streets bisecting the property.
- ❑ This situation prompted the TSP amendment request.

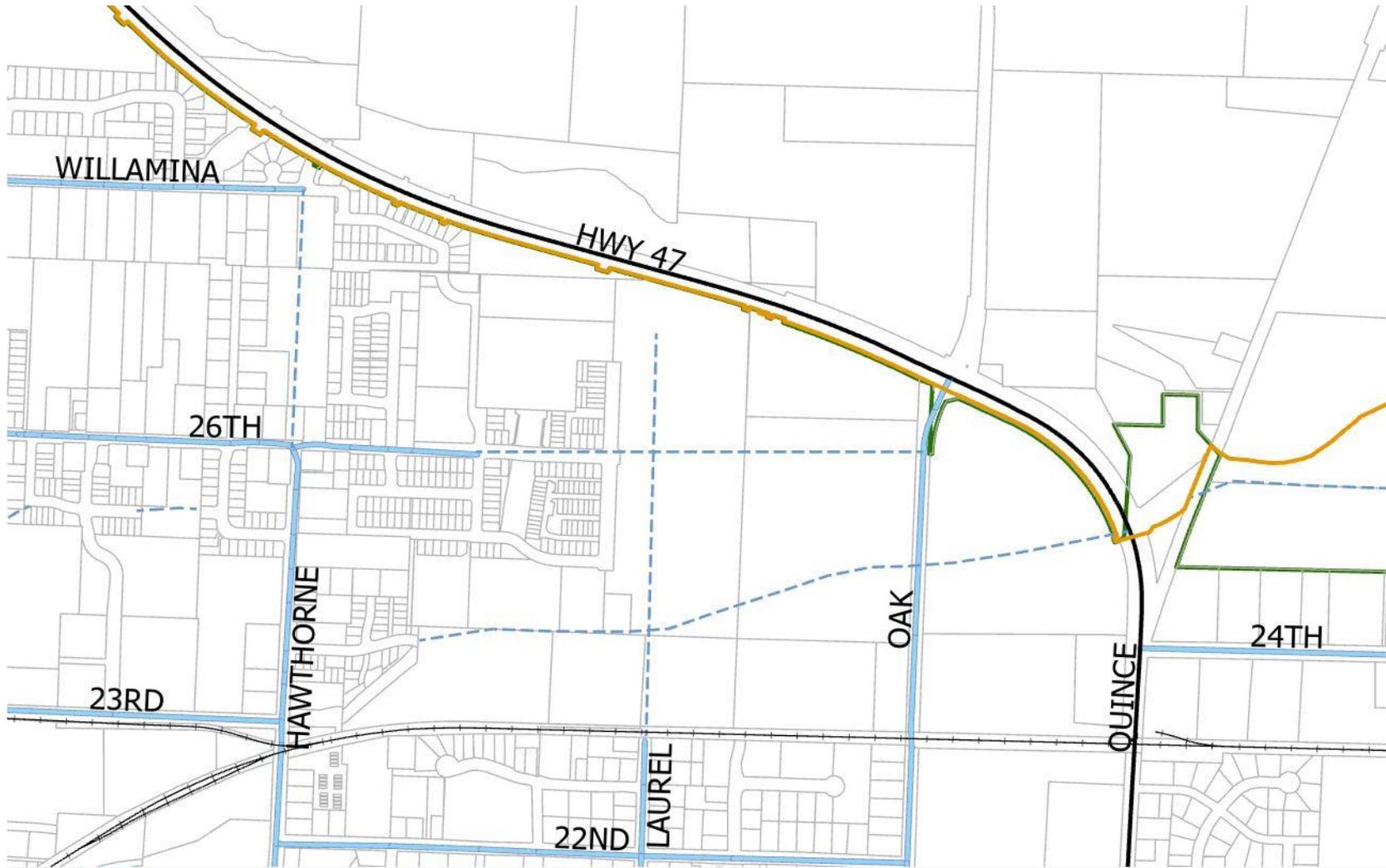


Process

- ❑ Although a property owner made the request, this is a legislative decision since the TSP prescribes policy (location and classification of roadways and trail alignments) and affects the general public in terms of how they travel. (Forest Grove Development Code 17.1.700 & 17.1.705).
- ❑ Furthermore, Statewide Land Use Planning Goal 1 (Community Involvement) acknowledges that property owners affected by transportation and land use policies may propose changes needed to carry-out comprehensive Plans which extends to plan elements such as the TSP.
- ❑ Legislative decisions require the greatest amount of discretion and evaluation of subjective approval criteria and must be reviewed by the Planning Commission and heard by the City Council for final action.

Current TSP

Future Street Alignments



Current TSP

Existing Council Creek Regional Trail Alignment



Council Creek Regional Trail Master Plan
Preferred Alternative
Segment 3
Forest Grove August 2015

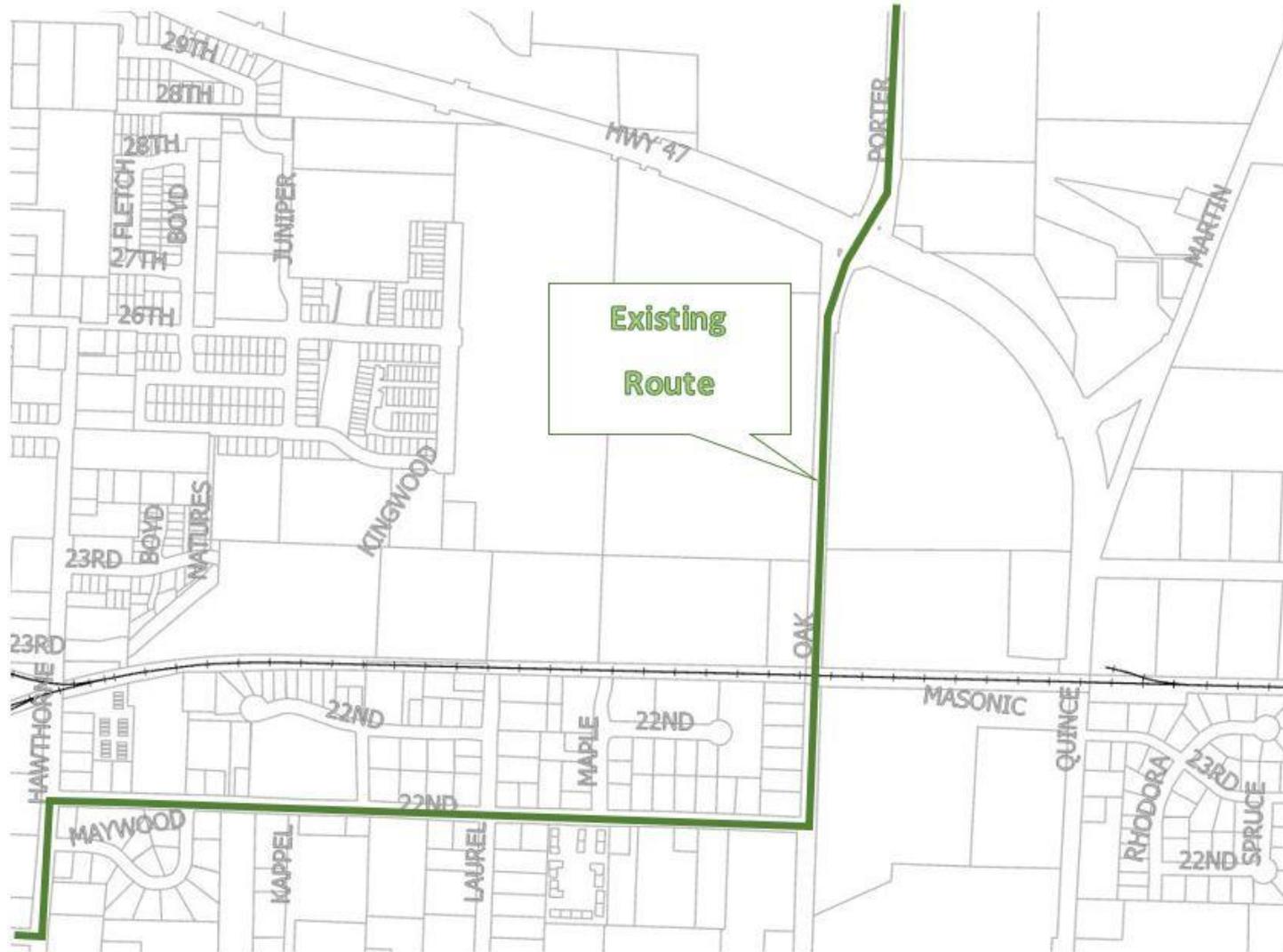
Trail Type	
	Multiuse Trail
	Street-adjacent Multiuse
	On-Street
	Multiuse Rail-with-Trail
	Multiuse Boardwalk
	Bridge or Undercrossing
	Conceptual Trailhead Location

Crossing Type	
	Collector/Arterial Road Crossing
	Major Stream Crossing
	Minor Stream Crossing
	New Railroad Crossing
	Trail Segment Boundary
	Railroad
	Taxlot Boundary

	Park
	Natural Area
	Private Recreation Area
	Cemetery
	Public Land
	Streams
	Waterbody
	Wetland Area
	FEMA 100 Yr. Flood Plain

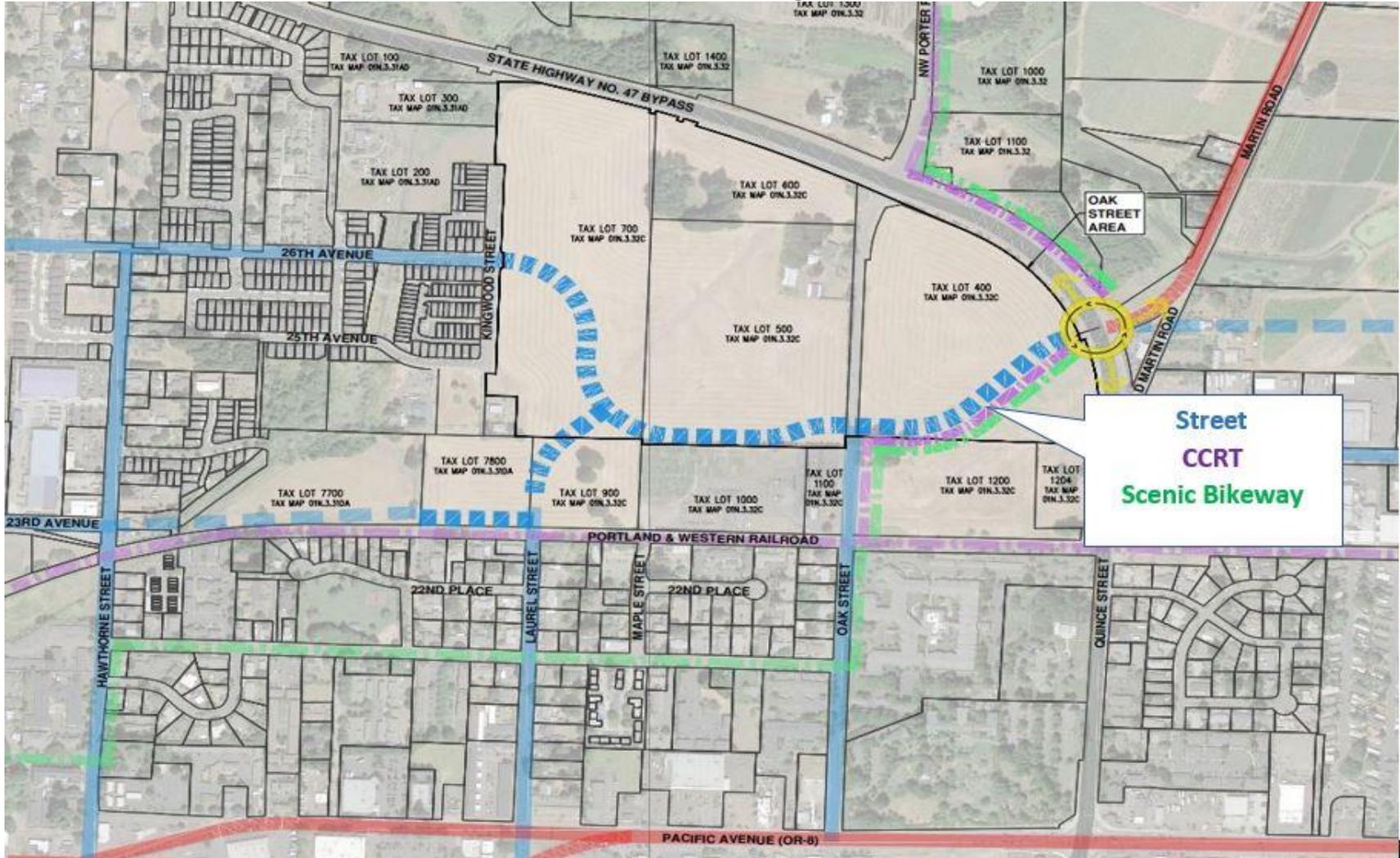
Current TSP

Tualatin Valley Scenic Bikeway



Proposed TSP Amendments

Proposed Changes



TSP Amendments Summary

- ❑ Relocate future collector roadways in the Oak Street area to preserve land for large scale/large lot industrial development consistent with the Forest Grove Comprehensive Plan.
- ❑ Amend the Tualatin Valley Scenic Bikeway and future Council Creek Regional Trail routes (TSP Figure 5-4) consistent with the revised street network.
- ❑ Amend the Council Creek Regional Trail project description (TSP Table 5-1) to require further study of a safe pedestrian and bicycle crossing of Highway 47 at the future Martin Road roundabout. Requested by ODOT.
- ❑ Re-designate Oak Street north of the electrical substations from a collector roadway to a private access drive. This will allow possible future vacation of the Oak Street north of the substations through a separate process and closure of the Oak Street at Highway 47 intersection.

TSP Amendment Considerations

Local

- Transportation System Plan Goals and Objectives
- Comprehensive Plan Land Use Goals

State

- Statewide Planning Goal 9 (Economic Development)
- Oregon Transportation Planning Rule (Statewide Planning Goal 12)
- Oregon Highway Access Management and Highway Mobility Policies

Metro

- Regional Functional Plan
- Regional Transportation Functional Plan Policies

Future Development

- ❑ Development review is not part of the TSP amendment package.
- ❑ Development review will occur after a land use application is submitted for City approval.
- ❑ Industrial development applications are reviewed by staff. Public notice and a two week public comment period are provided before a staff decision is made.
- ❑ Staff decisions are appealable to the Planning Commission.
- ❑ Planning Commission decisions are appealable to City Council.

Community Comments

- ❑ For the record, correspondence was received from the following interested parties. The letters are included with the written materials for tonight's hearing:
 - ❑ Forest Grove / Cornelius Chamber of Commerce
 - ❑ Washington County Chamber of Commerce
 - ❑ Washington County Board of County Commissioners
 - ❑ Westside Economic Alliance
 - ❑ Tualatin Valley Irrigation District (2 letters in the record)
 - ❑ Greater Portland Inc.
 - ❑ Oregon Department of Transportation
 - ❑ Washington County Visitors Association
 - ❑ Woodfold
 - ❑ Forest Grove Light and Power
 - ❑ US Bureau of Reclamation

Planning Commission Recommendation

- ❑ The Planning Commission held a public hearing on the request on August 8th.
- ❑ The Planning Commission unanimously approved a motion recommending that City Council approve the amendments requested by the applicant and the Oregon Department of Transportation.
- ❑ The Planning Commission written decision is included with the materials provided to Council for tonight's hearing and provides the basis for the Planning Commission's recommendation.

Staff Recommendation

- ❑ Staff recommends:
 - ❑ City Council consider a motion tonight to approve first reading the proposed ordinance and continue the public hearing to September 12th for second reading and a final decision.
- ❑ In the interest of time, staff respectfully requests that Council defer specific questions about the amendments until after the applicant's presentation, and public testimony.
- ❑ Are there general questions or questions about the decision-making process or decision considerations?

Date: September 12, 2022

Agenda Item: F. 2.

Subject: CONTINUE PUBLIC HEARING SECOND READING OF ORDINANCE NO. 2022-05 AMENDING FOREST GROVE TRANSPORTATION SYSTEM PLAN AFFECTING NORTH-CENTRAL FOREST GROVE; FILE NO. 311-22-000026-PLNG

CITY COUNCIL MEETING

Request to Testify at Public Hearing

Public Hearings: Hearings are held on each matter required by state law or City policy. Sign in before the meeting on the Public Hearing form posted in the foyer. The presiding officer will review the hearing instructions prior to testimony. The presiding officer will call the individual or group by the name given on the sign-in form. When addressing the Council, please use the witness table (center front of the room), provide your full name and please limit your remarks to three (3) minutes unless the presiding officer grants an extension. Written or oral testimony is heard prior to any Council action. All testimony is electronically recorded. Written testimony may be submitted by 3:00 p.m. the day of the meeting to: CityCouncilors@forestgrove-or.gov.

Please sign-in below to testify:

PROPONENTS: (Please print legibly)

First & Last Name:

Katie Hyneman

Address:

City, State & Zip Code:

Porter Rd Marten Rd Farms

OPPONENTS: (Please print legibly)

First & Last Name:

David Moulth

Address:

City, State & Zip Code:

1320 Cedar St Forest Grove OR 97116

OTHERS: (Please print legibly)

First & Last Name:

Address:

City, State & Zip Code:



<i>CITY RECORDER USE ONLY:</i>	
AGENDA ITEM #:	<u>F. 3.</u>
MEETING DATE:	<u>08/22/2022</u>
FINAL ACTION:	<u>FIRST READING ORD 2022-05</u>

CITY COUNCIL STAFF REPORT

TO: *City Council*

FROM: *Jesse VanderZanden, City Manager*

MEETING DATE: *August 22, 2022*

PROJECT TEAM: *Dan Riordan, Senior Planner
Bryan Pohl, Director of Community Development*

SUBJECT TITLE: *First Reading of Ordinance Amending the Forest Grove Transportation System Plan Affecting the Pedestrian, Bicycle, and Street Networks in the Highway 47/Oak Street Area; File No. 311-22-000026-PLNG*

ACTION REQUESTED: Ordinance Order Resolution Motion Informational
X all that apply

ISSUE STATEMENT: On June 21, 2022, an application for legislative amendments to the Forest Grove Transportation System Plan (TSP) was received by the Community Development Department (Attachment A). The application requests modification to the planned street and trail system in the area adjacent to Oak Street, south of Highway 47 and West of Quince Street. This area is also known as the Oak Street planning area.

The Planning Commission held a public hearing and considered the application on August 8th. The Commission approved a motion recommending City Council approval of the requested amendments as explained more fully below. Staff requests that City Council open a public hearing on August 22nd and consider first reading of an ordinance accepting the Planning Commission’s recommendation and amending the TSP.

BACKGROUND: The Oak Street planning area has been zoned General Industrial for decades and is largely vacant. The TSP identifies several future collector street extensions including extending 26th Avenue from its terminus near the Casey Meadows neighborhood and Kingwood Street, extending Laurel Street from the Portland and Western Railroad Tracts to north of the 26th Avenue extension, and an extension of 23rd Avenue west to Highway 47 and the future Martin Road roundabout.

The future street extensions in the current TSP are shown on the map below. As the map shows, the proposed street extensions bisect property owned by Woodfold Manufacturing a local manufacturer of wood doors.



Woodfold Mfg. desires changes to the future pedestrian, bicycle, and street network to preserve land for large scale/large lot development. The map below shows the proposed changes. The proposed changes will also affect the Council Creek Regional Trail (CCRT) and Tualatin Valley Scenic Bikeway routes. Please see below.



In addition to changing to planned street and trail network, the request includes changing the classification of Oak Street adjacent to the Woodfold property and north of the City and Bonneville Power Administration electrical substations. The proposed change is from a collector street to a local, private accessway. This will allow for vacating the Oak Street public right-of-way and closing the Oak Street at Highway 47 intersection. As a result, traffic would be routed through the future Highway 47/Martin Road roundabout. Vacating the Oak Street right-of-way would occur through a separate and will require City Council approval. As such, approving the TSP amendments will not vacate the Oak Street right-of-way.

Planning Commission Recommendation

The Planning Commission held a work session on July 18th to discuss the legislative amendment process and applicable decision considerations. Generally, legislative decisions are based on compliance with adopted local, state and regional land use and transportation policies. Legislative decisions affect the broader community as well as individual property owners. For example, the TSP establishes policies supporting conditions of development for dedicating public right-of-way needed for streets. The TSP also affects how the broader community travels throughout the City. This is especially true for the collector and arterial street system.

On August 8th the Planning Commission conducted a public hearing on the proposed TSP amendments. Written comments included in the record were received from:

- Forest Grove / Cornelius Chamber of Commerce
- Washington County Chamber of Commerce
- Washington County Board of County Commissioners
- Westside Economic Alliance
- Tualatin Valley Irrigation District (TVID)
- Greater Portland Inc.
- Oregon Department of Transportation (ODOT)
- Washington County Visitors Association
- Woodfold
- Forest Grove Light and Power
- US Bureau of Reclamation.

The written comments (Attachment B) indicated general support for the proposed TSP amendments and development that could occur in the Oak Street area. It should be noted that review of a development proposal will occur through a separate process only after a land use application is submitted to the City for review. It should also be noted that applications for approval of industrial uses are reviewed and approved by staff based on approval criteria and development standards contained in the Forest Grove Development Code. Staff decisions are appealable to the Planning Commission and Planning Commission decisions are appealable to City Council.

In addition to the general comments received during the application and public process, substantive comments were received from ODOT, Tualatin Valley Irrigation District and the US Bureau of Reclamation. These comments are summarized below.

Oregon Department of Transportation Comments

ODOT's comments focused on proposed changes to the pedestrian and bicycle network in the Oak Street area including changes to the Council Creek Regional Trail and Tualatin Valley Scenic Bikeway routes. ODOT expressed preference for a safe pedestrian and bicycle crossing of Highway 47 at the future Martin Road roundabout rather than a crossing at Oak Street and Highway 47. ODOT indicated they would likely not approve an enhanced marked crossing with flashing beacon at Oak Street and Highway 47. ODOT recommends further study be done to determine how pedestrians and bicyclists will navigate through the roundabout. Staff recommended and the Planning Commission endorsed amending the Council Creek Regional Trail project description to include wording addressing ODOT's comments.

Tualatin Valley Irrigation District and US Bureau of Reclamation Comments

TVID and US Bureau of Reclamation commented on the presence of a 48" waterline that runs parallel to Oak Street. The proposed TSP amendments include reclassifying Oak Street from a collector roadway to a local private accessway to allow for vacating the Oak Street right-of-way and closure of the Oak Street/Highway 47 intersection through a process separate from the TSP amendments. TVID indicates support for the proposed TSP amendments contingent on reserved access to the waterline. Discussions between TVID and party interested in developing the Woodfold property regarding possible relocation of the waterline. A solution for addressing TVID's requirements is necessary before vacating Oak Street is approved. The prospective developer of the Woodfold property has committed to finding an agreeable solution.

The US Bureau of Reclamation also commented on the need to maintain access to the TVID waterline. The letter states deleting Oak Street from the TSP and subsequently vacating Oak Street from public use might not fully realize the intent of the property owner to create a single, unencumbered, parcel for future industrial development. The letter goes on to say that based on current plans the water pipeline will remain in its current location as will the need for vehicle access along the pipeline corridor. A solution for addressing TVID's requirements is necessary before vacating Oak Street is approved. The prospective developer of the Woodfold property has committed to finding an agreeable solution.

Jane Thompson: During the public hearing the owner of industrial property north of 24th Avenue and west of Quince Street commented on the proposed Council Creek Regional Trail realignment north of Highway 47 between the Martin Road roundabout and Porter Road. Ms. Thompson expressed concern about safety and introducing pedestrian and bicycle traffic north of Highway 47 between the roundabout and Porter Road. This will be assessed further as part of the Council Creek Regional Trail project.

Ms. Thompson also commented on the proposed Holladay Street extension shown in the TSP. The image below shows the proposed alignment which affects the owner's property. The property owner indicated a desire that the street extension be removed from the TSP.

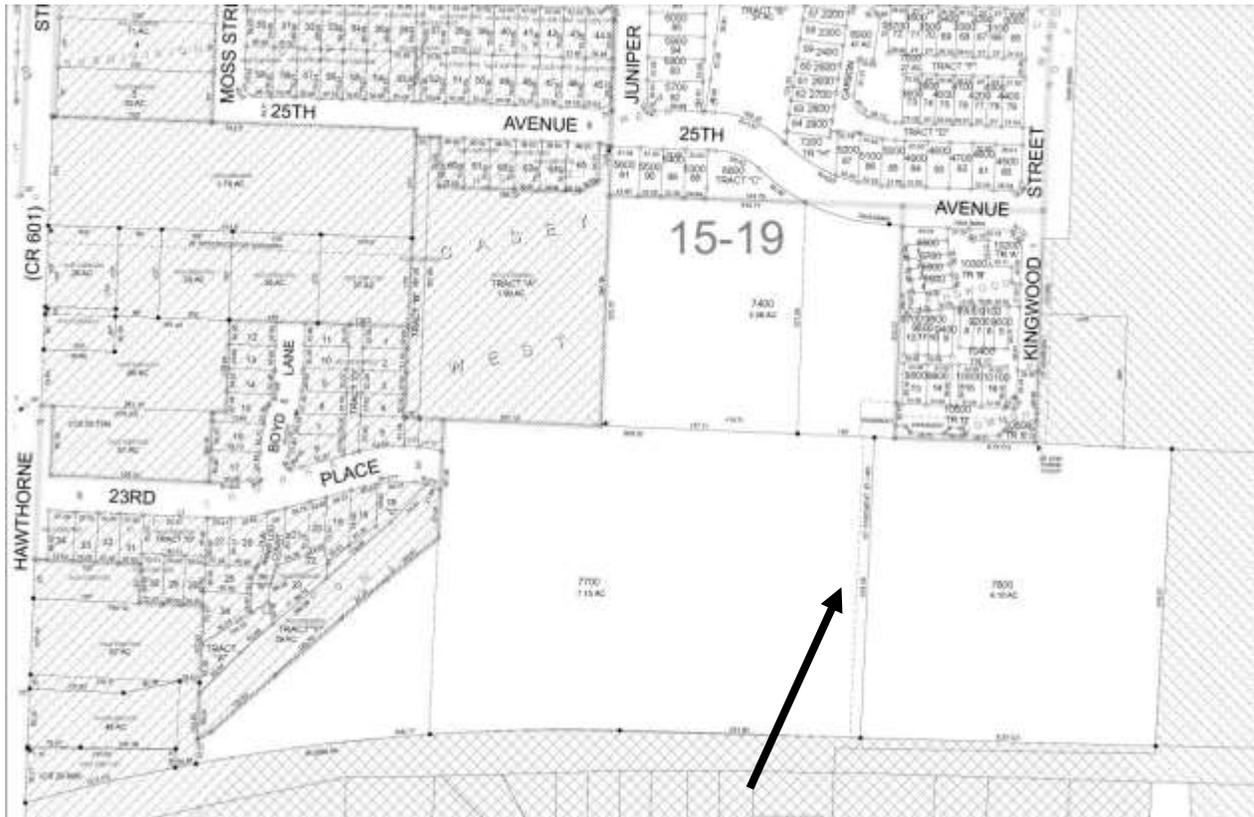
As background, the Holladay Street alignment was adopted during the last major TSP update in 2014. The proposed extension north of and parallel to 24th Avenue is a result of concern about

introducing non-freight and employment traffic to 24th Avenue if Holladay Street connects with 24th Avenue from its current terminus in Cornelius. This concern was mostly due to construction of the Wal-Mart in the area and possible cut through traffic. Now that the Wal-Mart has been open and traffic issues have not materialized the Holladay Street extension could be re-evaluated during the next general TSP update. Before the alignment is modified additional traffic analysis is needed to determine how changing the alignment could affect operation of nearby street intersections. The next TSP update will occur after the Metro Regional Transportation Plan (RTP) is updated. That RTP update process has recently begun.



R. Scott Smith, Heritage Pacific, LLC: Heritage Pacific is the property owner and developer of Kingwood Commons, a twenty-unit townhome project adjacent to the Oak Street area. Mr. Scott expressed concern about possible noise impacts associated with development of the Woodfold property for a possible data center. As noted above, development review will occur after a development application is submitted to the City for review and more is known about the project. The site plan review criteria contained in the Development Code requires that off-site impacts including noise be oriented away from nearby residential areas or mitigated through design techniques.

Chris Engstrom: Mr. Engstrom owns property near Kingwood Street south of the Kingwood Commons project near 25th Avenue. Mr. Engstrom noted there is an access easement through this property. The easement location is shown on the map below. The proposed TSP amendments will not affect the access easement. Possible development impacts will be reviewed when a development application affecting the property is submitted.



Access Easement

After consideration of the application, staff review and the information contained in the record, the Planning Commission adopted a motion on a 7-0 vote to recommend City Council approval of the proposed TSP amendments and ODOT recommendation pertaining to a safe pedestrian and bicycle crossing of Highway 47 at the future Martin Road roundabout. The ordinance provided for City Council approval reflects the Planning Commission recommendation.

FISCAL IMPACT: Approving the ordinance modifying the future transportation network may have a direct fiscal impact on the City related street construction and maintenance costs. These costs are undetermined. Cost estimates will be developed prior to facility design and engineering.

Developers will be responsible for constructing some improvements identified in the Transportation System Plan based on direct traffic impacts from the development. If the developer constructs the full collector street, the project could be eligible for credits against applicable Transportation Development Tax (TDT) charges. This is because collector streets serve the broader community. This will reduce TDT revenue but would result in a more complete roadway.

STAFF RECOMMENDATION: Staff recommends City Council accept the Planning Commission's recommendation and approve the ordinance (Attachment C), after second reading of the ordinance on September 12th amending the Forest Grove Transportation System Plan to preserve land for large scale uses consistent with the Forest Grove Comprehensive Plan policy for industrial and employment land referenced in the Planning Commission's decision.

ATTACHMENT(s):

- A. Application and Planning Commission record available for viewing or download at:
<https://www.forestgrove-or.gov/bc-pc/page/planning-commission-meeting-transportation-system-plan-amendments>
- B. Correspondence submitted into the record
- C. Ordinance with exhibits
- D. PowerPoint presentation

**City Council - Public Hearing Script
August 22, 2022, Agenda Item F3**

**First Reading of Ordinance 2022-05
Transportation System Plan Amendments
File No. 311-22-000026-PLNG**

Presiding officer, please read blue text below:

1. **OPEN THE PUBLIC HEARING**: I will now open the public hearing on File Number 311-22-000026-PLNG; ordinance approving proposed legislative amendments to the Forest Grove Transportation System Plan. Amendments to the Transportation System Plan must comply with state, regional and local goals and policies for transportation as described in the written materials provided for tonight's hearing.
2. **STAFF REPORT**: Senior Planner Dan Riordan will now provide the staff report.
3. **QUESTIONS OF STAFF**: Does the Council have questions about the decision-making process, decision-making considerations or correspondence received?
4. **APPLICANT'S PRESENTATION**: I will now invite the applicant team to present their proposal. *[Note the applicant is not restricted to a fixed amount of time for presentation]*
5. **CITY COUNCIL QUESTIONS**: Do any Councilors have clarifying questions for the applicant?
6. **PUBLIC TESTIMONY AND RESPONSE TO QUESTIONS**: Is there anyone in the audience who would like to comment on the proposal. Please state your name and address for the record. Please limit your comments to three minutes.
7. **MOTION**: I will now ask for a motion to adopt Ordinance 2022-05 by title for FIRST READING.

STATE THE MOTION: This motion is...

Is there a second?

Ask if Councilors have any questions or further discussion; if none;

Will the City Manager please read the ordinance by title only for FIRST READING?

City Recorder, please call the roll for FIRST READING of Ordinance 2022-05.

8. **CONCLUSION**: The public hearing on Ordinance 2022-05 is continued to the September 12th City Council meeting, at which time the Council will deliberate and consider a second motion approving, modifying or denying the ordinance.

Date: August 22, 2022

Agenda Item: F. 3.

Subject: PUBLIC HEARING FIRST READING: ORDINANCE NO. 2022-05 APPROVING AMENDMENTS TO FOREST GROVE TRANSPORTATION SYSTEM PLAN AFFECTING PEDESTRIAN, BICYCLE, AND STREET NETWORKS IN THE HIGHWAY 47/OAK STREET AREA; FILE NO: 311-22-000026-PLNG

CITY COUNCIL MEETING

Request to Testify at Public Hearing

Public Hearings: Hearings are held on each matter required by state law or City policy. Sign in before the meeting on the Public Hearing form posted in the foyer. The presiding officer will review the hearing instructions prior to testimony. The presiding officer will call the individual or group by the name given on the sign-in form. When addressing the Council, please use the witness table (center front of the room), provide your full name and please limit your remarks to three (3) minutes unless the presiding officer grants an extension. Written or oral testimony is heard prior to any Council action. All testimony is electronically recorded. Written testimony may be submitted by 3:00 p.m. the day of the meeting to: CityCouncilors@forestgrove-or.gov.

Please sign-in below to testify:

PROPONENTS: (Please print legibly)

First & Last Name: - Applicant Team
Mimi Doukas - AKS Engineering

Address: City, State & Zip Code:
12965 SW Herman Rd Tualatin 97062

OPPONENTS: (Please print legibly)

First & Last Name:

Address: City, State & Zip Code:

OTHERS: (Please print legibly)

First & Last Name:

Address: City, State & Zip Code:

Item F. 3.
08-22-2022 Council Meeting
Applicant (PPT): Mimi Doukas,
AKS Engineering

City of Forest Grove Oak Street Area Transportation System Plan Amendment

City Council Public Hearing
August 22, 2022 at 7:00 pm



Project Team



- » Woodfold-Marco MFG, Inc.
 - » Property Owner
- » Rowan Digital Infrastructure
 - » Applicant
 - » David Shiflett
- » AKS Engineering & Forestry, LLC
 - » Land Use Planning, Civil Engineering, Surveying, Landscape Architecture, Arborist, and Natural Resources Consultant
 - » Mimi Doukas, Marie Holladay, Cody Street
- » Hubell Communications
 - » Public Relations Consultant
 - » Nathaniel Brown
- » Kittelison & Associates, Inc.
 - » Transportation Engineering
 - » Chris Brehmer, Julia Kuhn
- » Johnson Economics
 - » Land Use Economics Consultant
 - » Brendan Buckley



Project Team

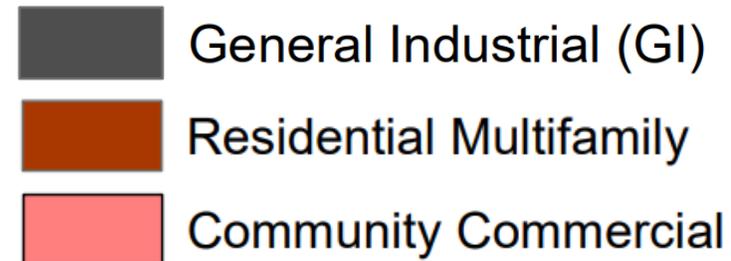
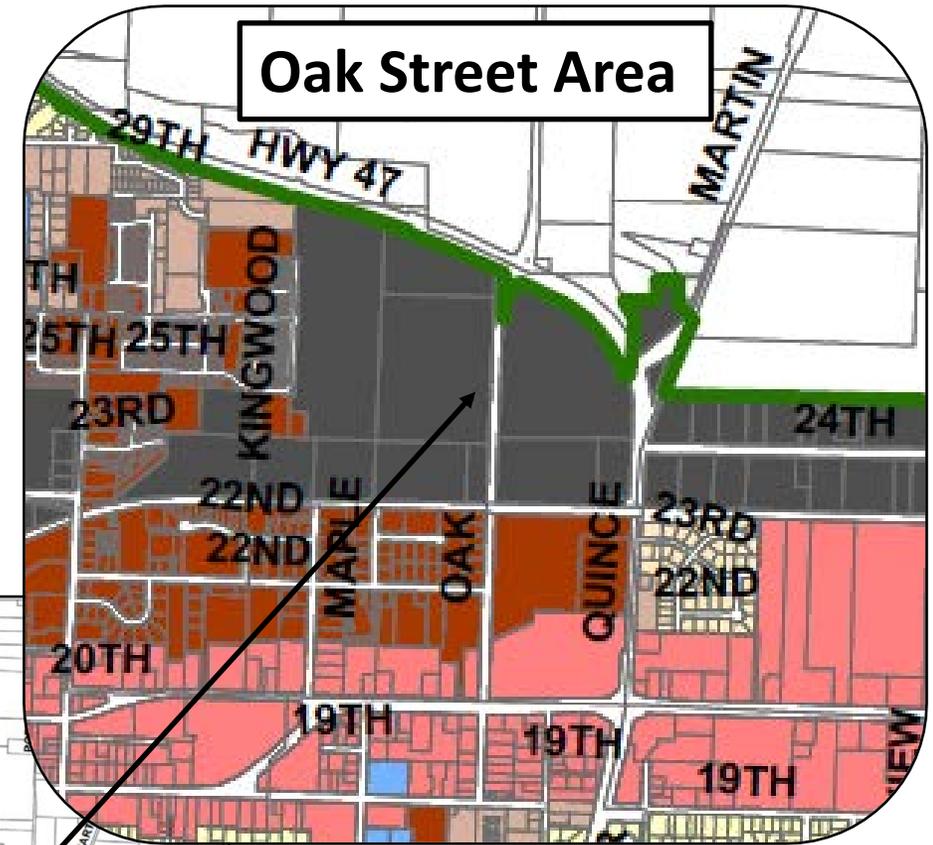
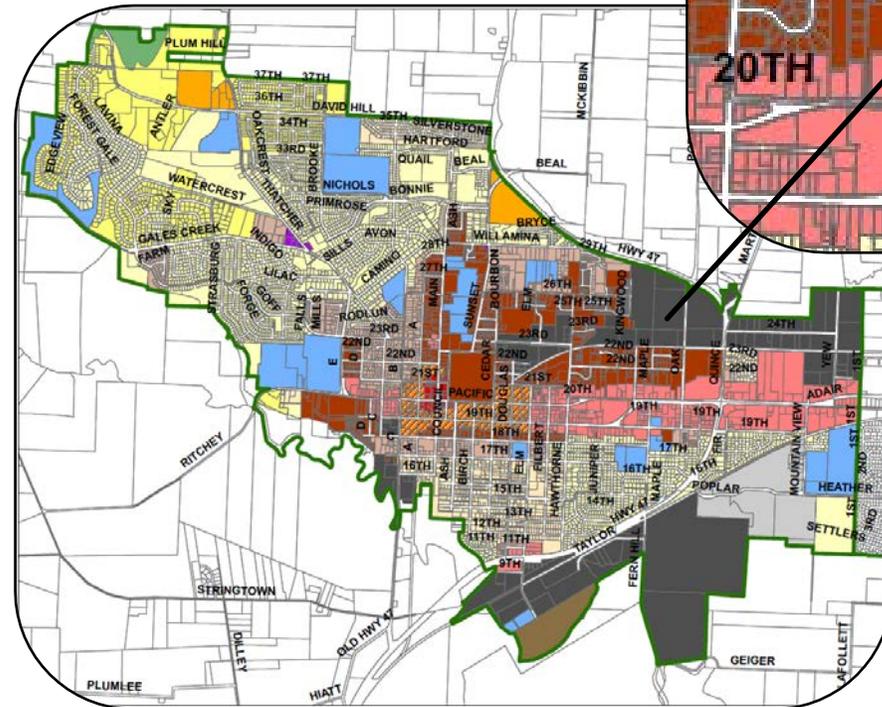


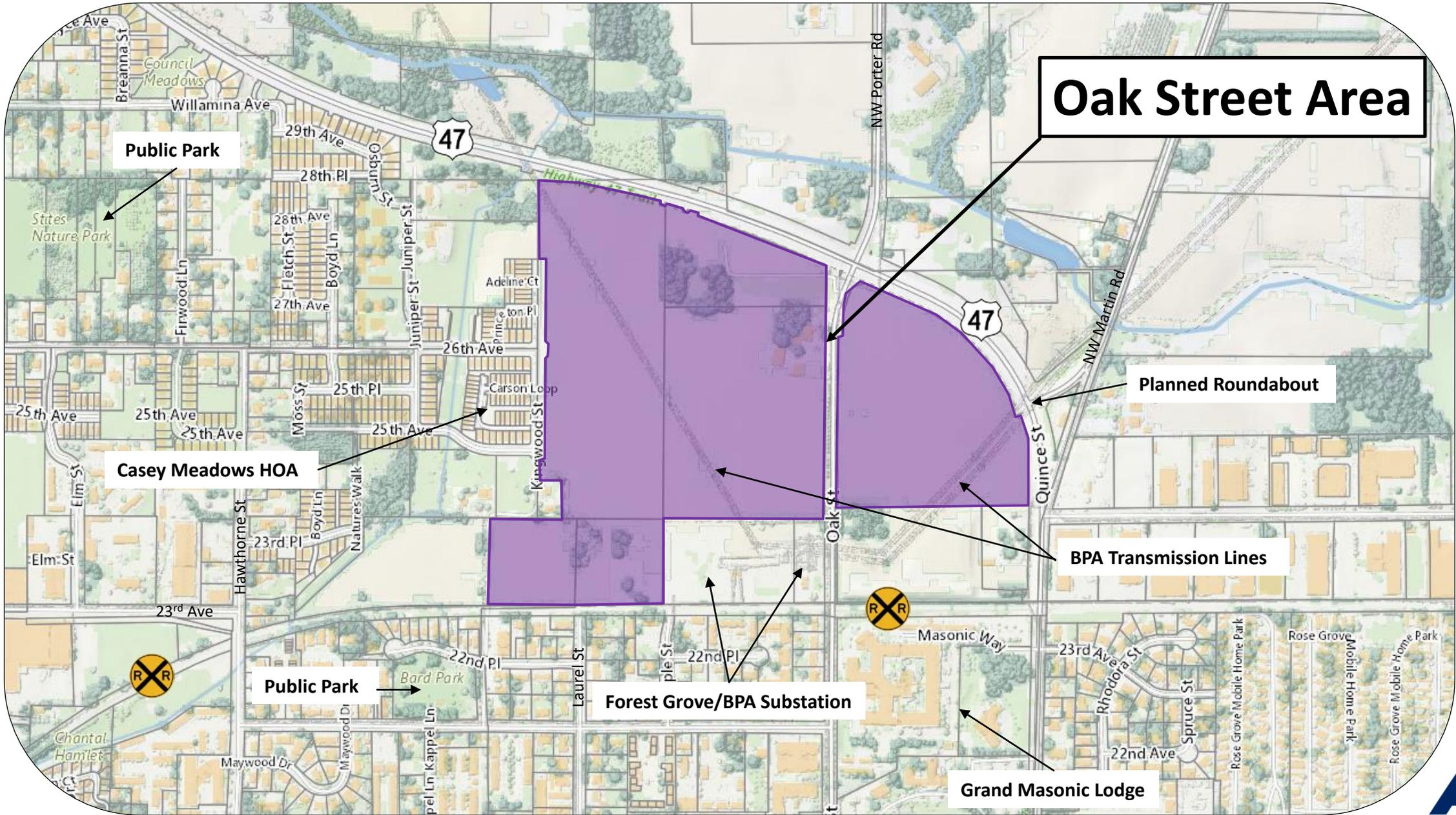
- » Woodfold-Marco MFG, Inc.
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 - » Chris Brehmer, Julia Kuhn
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 - » Land Use Economics Consultant
 - » Brendan Buckley



Project Overview

- » Type IV Legislative Transportation System Plan (TSP) Amendment
 - » Realigns the Oak Street Area's existing and proposed roadway, pedestrian, and bicycle network
 - » Supports large-scale industrial demand
 - » Facilitates consolidation of expansive developable site
 - » Opportunity to attract large end-user with far reaching economic benefits
 - » No physical site alterations





Oak Street Area

Public Park

Planned Roundabout

Casey Meadows HOA

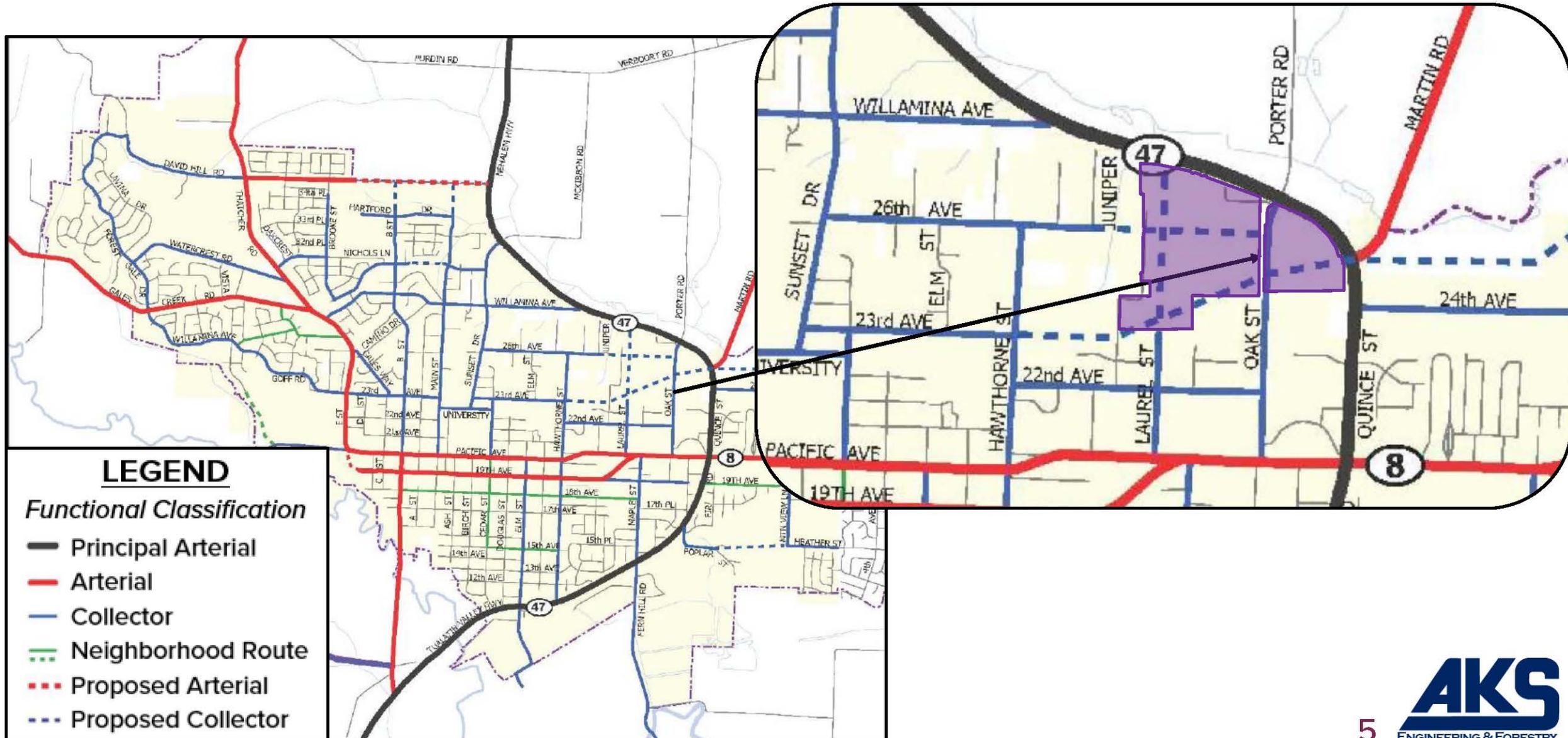
BPA Transmission Lines

Public Park

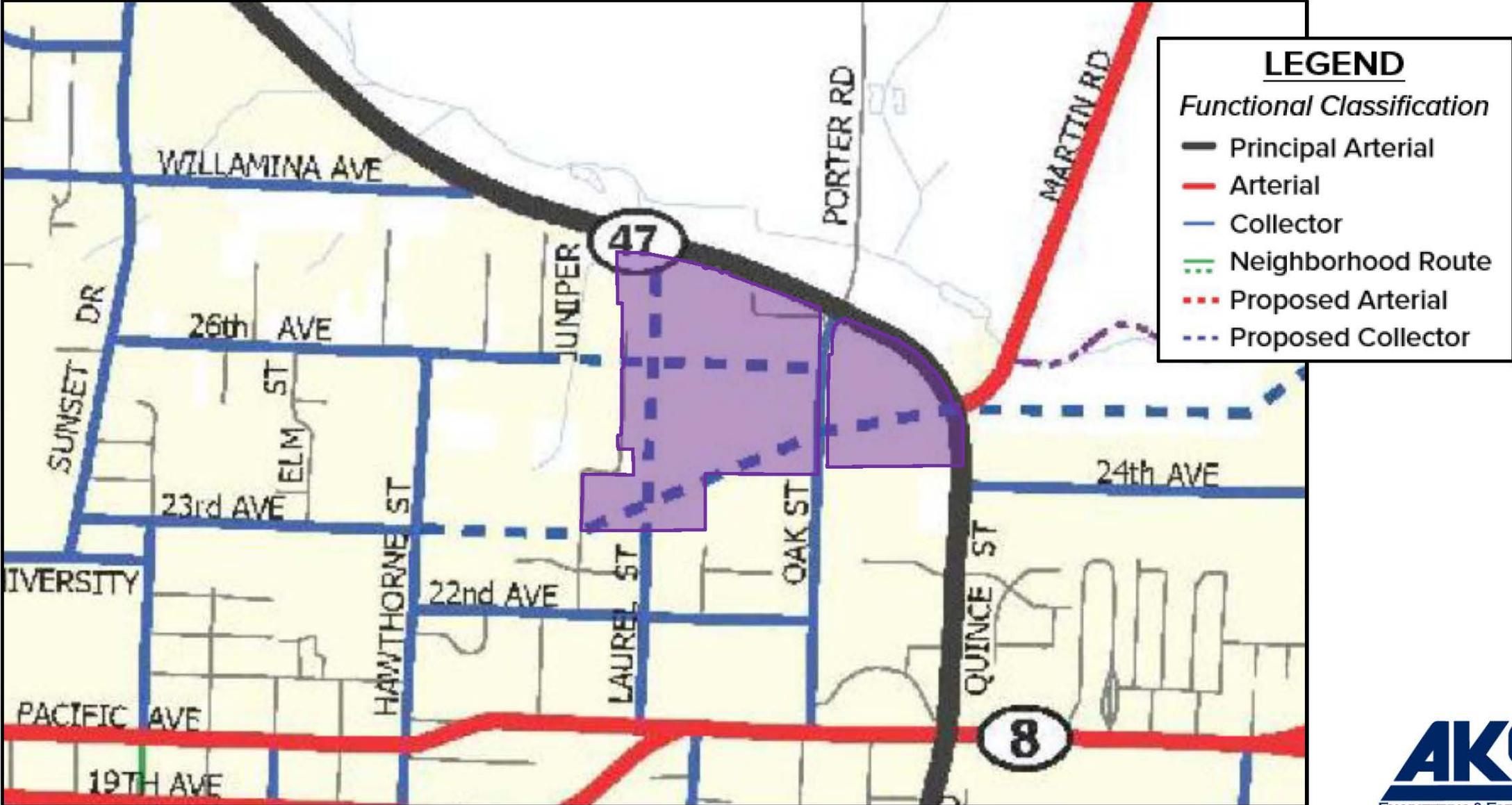
Forest Grove/BPA Substation

Grand Masonic Lodge

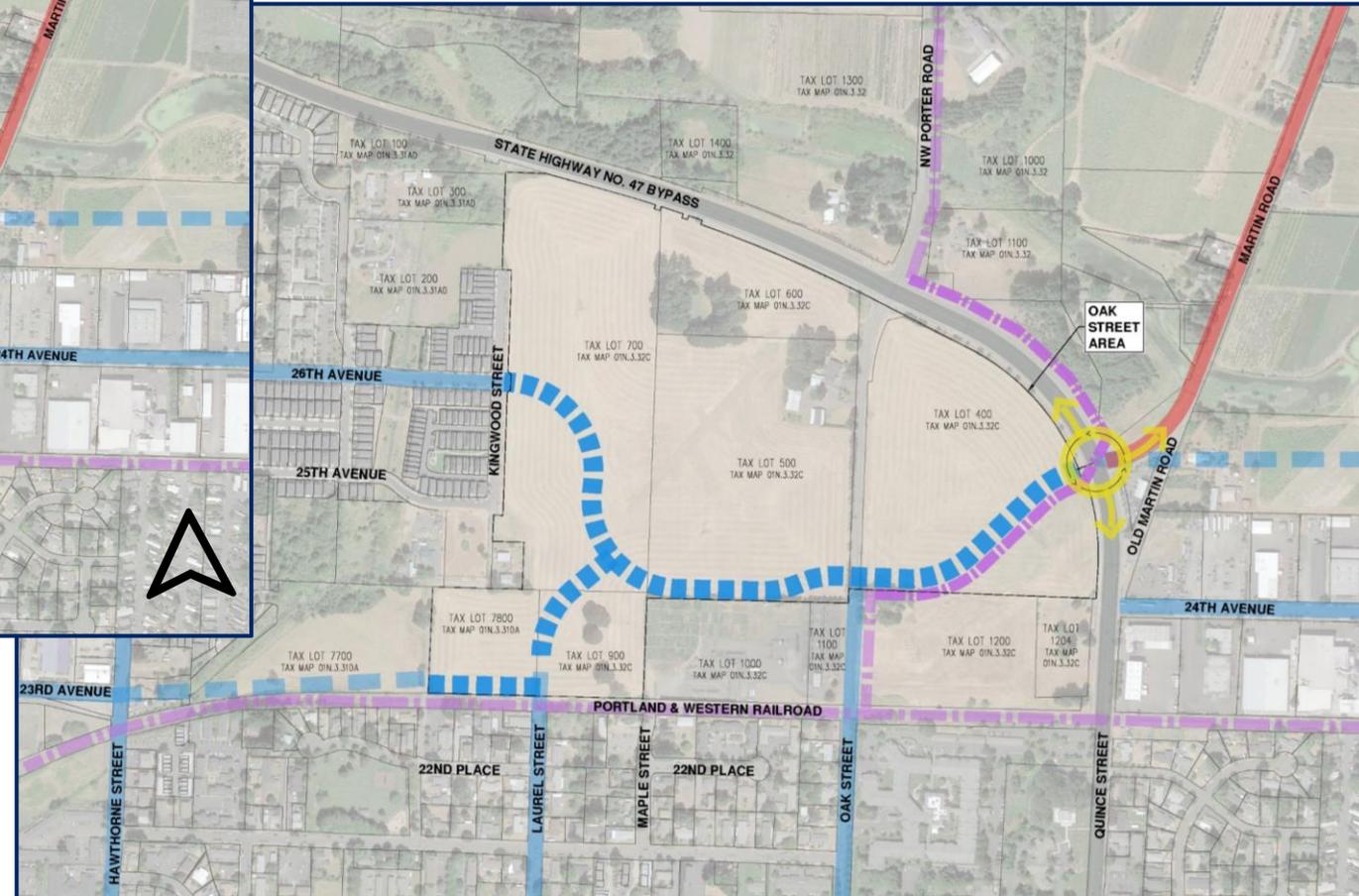
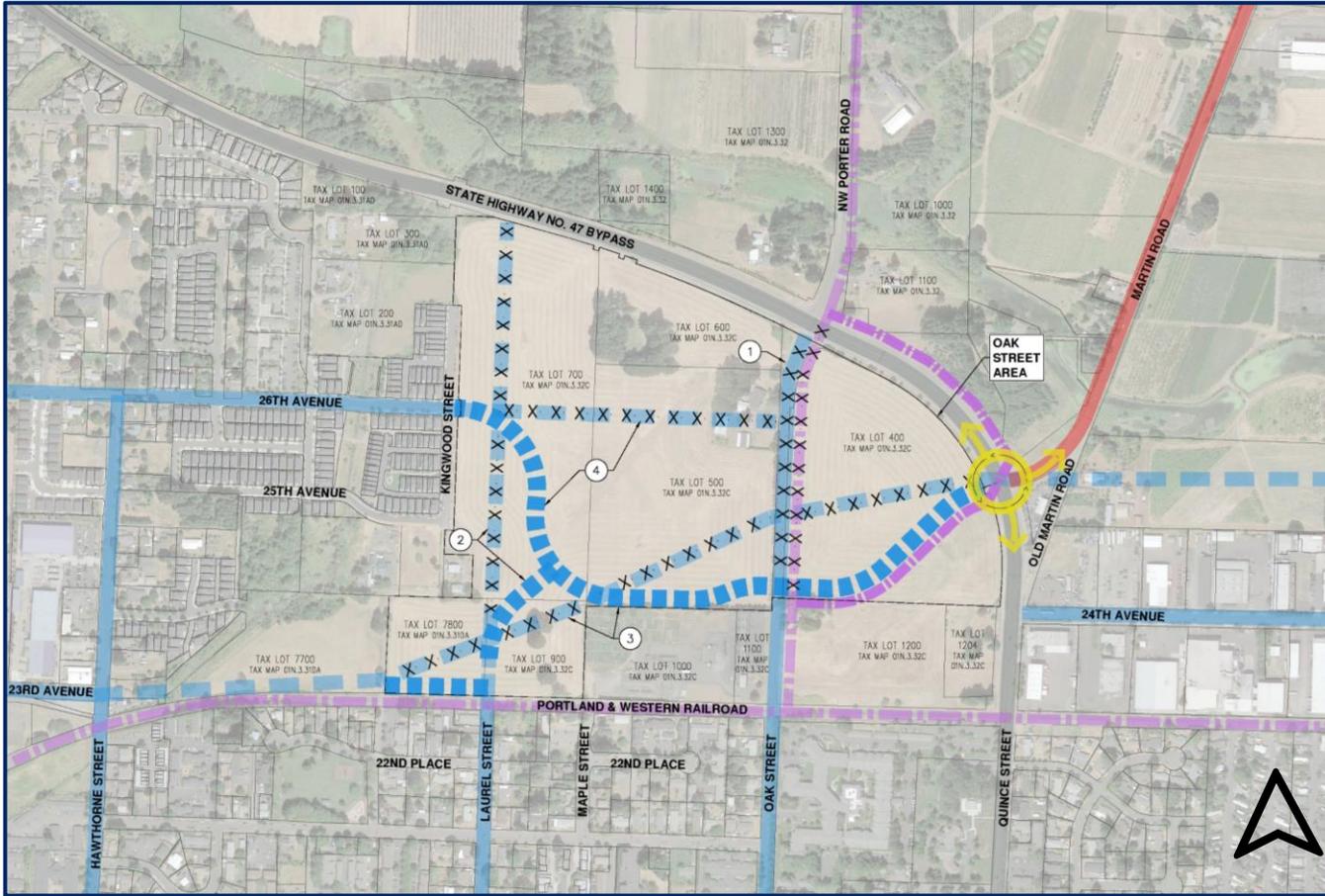
City of Forest Grove Transportation System Plan (2013)



City of Forest Grove Transportation System Plan (2013)



Proposed Updated Roadway Plan

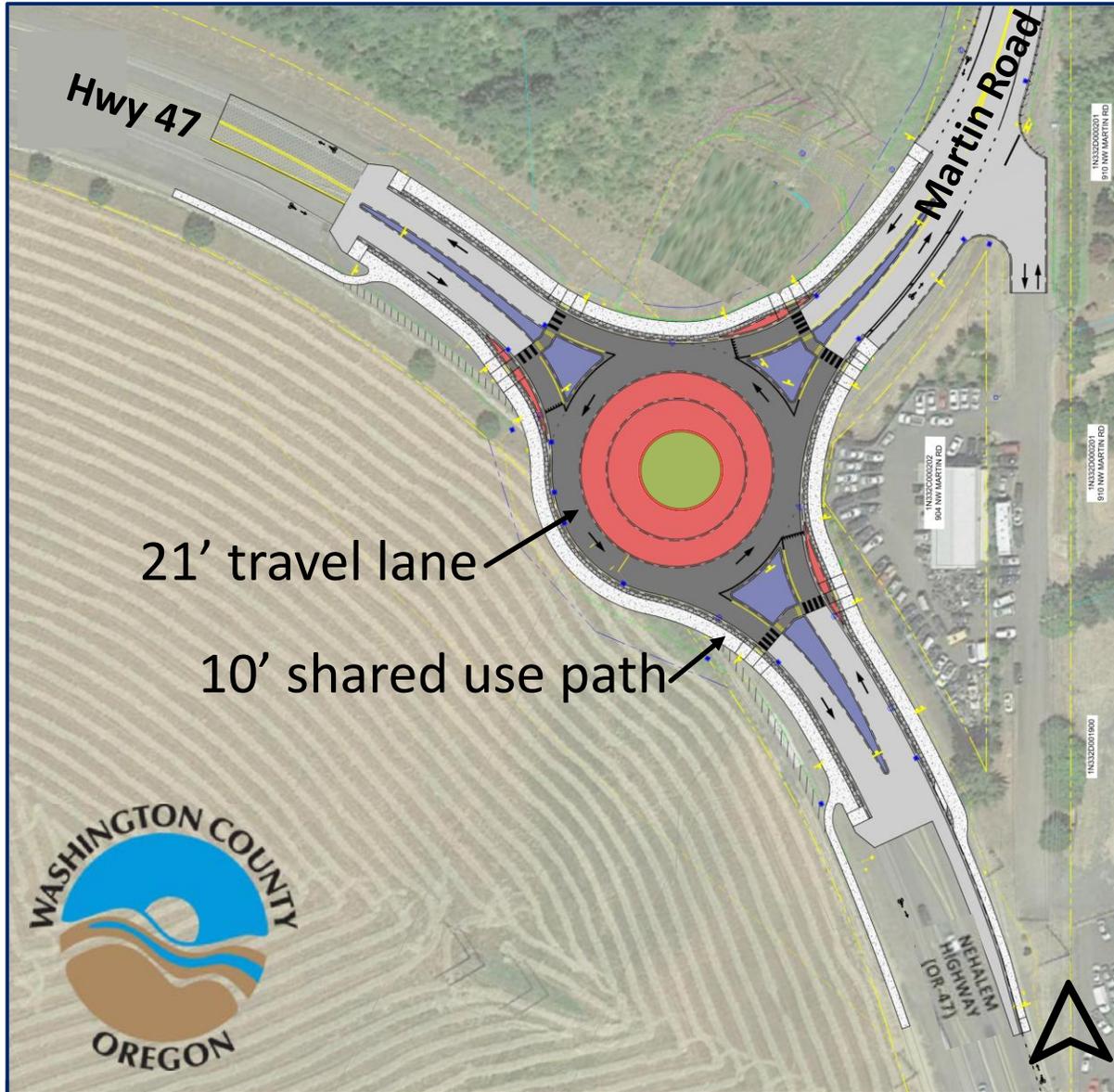


State Highway – OR-47

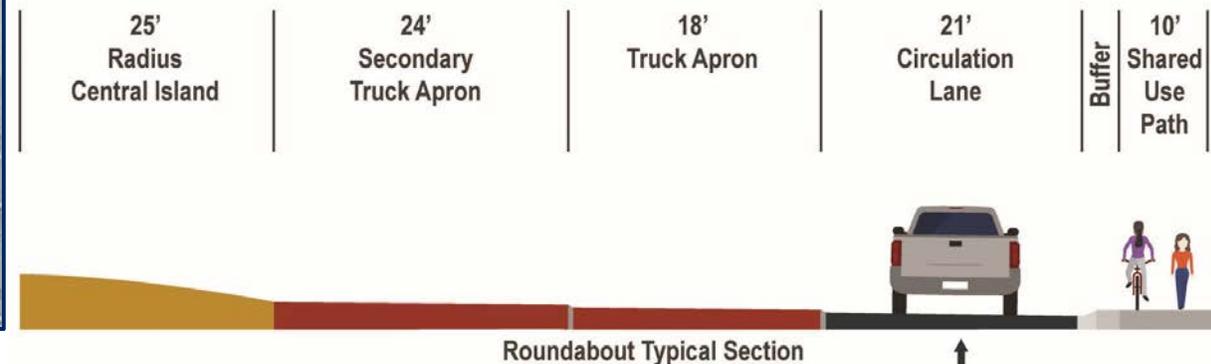
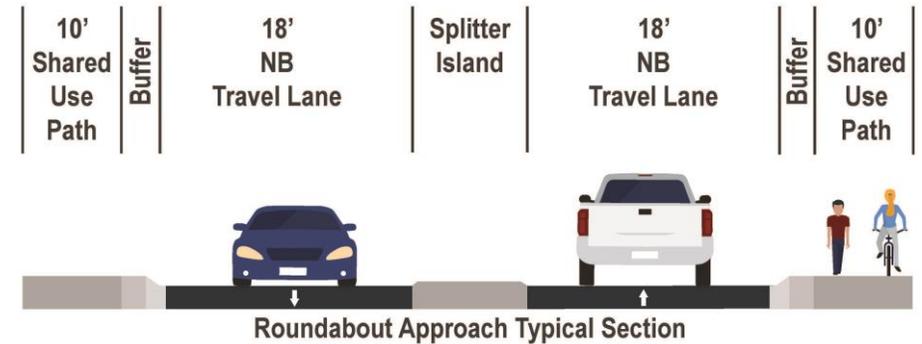
- » Oregon Department of Transportation (ODOT)
 - » ODOT has permitting authority for OR-47
 - » Complies with TPR OAR 660-012-0060
 - » No “significant effect” on transportation system
 - » Favors enhanced pedestrian crossing at roundabout rather than Porter/Oak, due to proximity
 - » For people walking and riding bikes, the roundabout is a safer crossing due to slower travel speeds



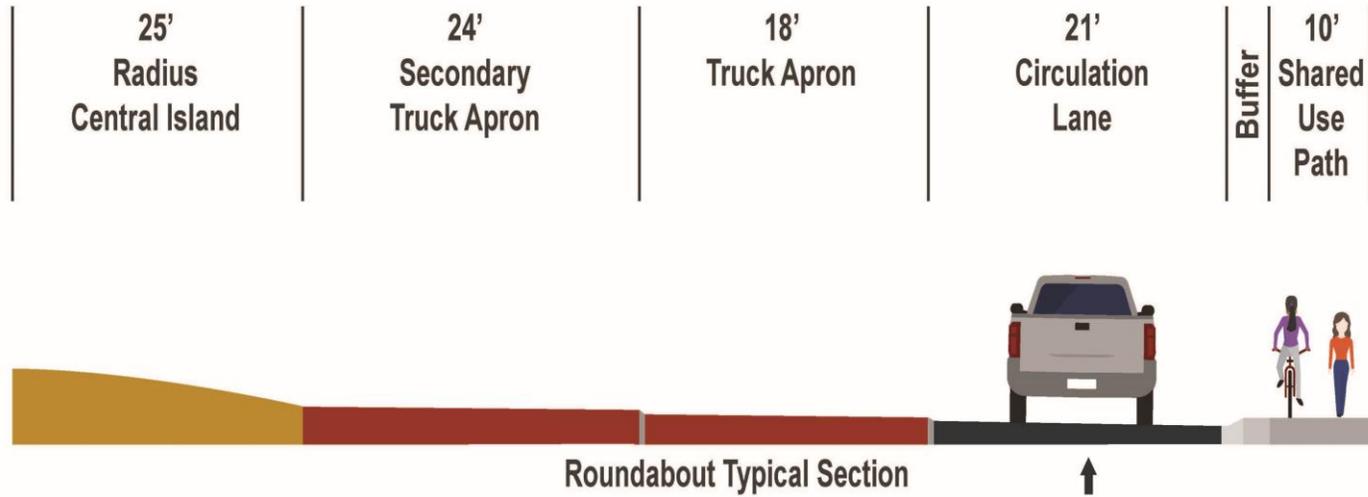
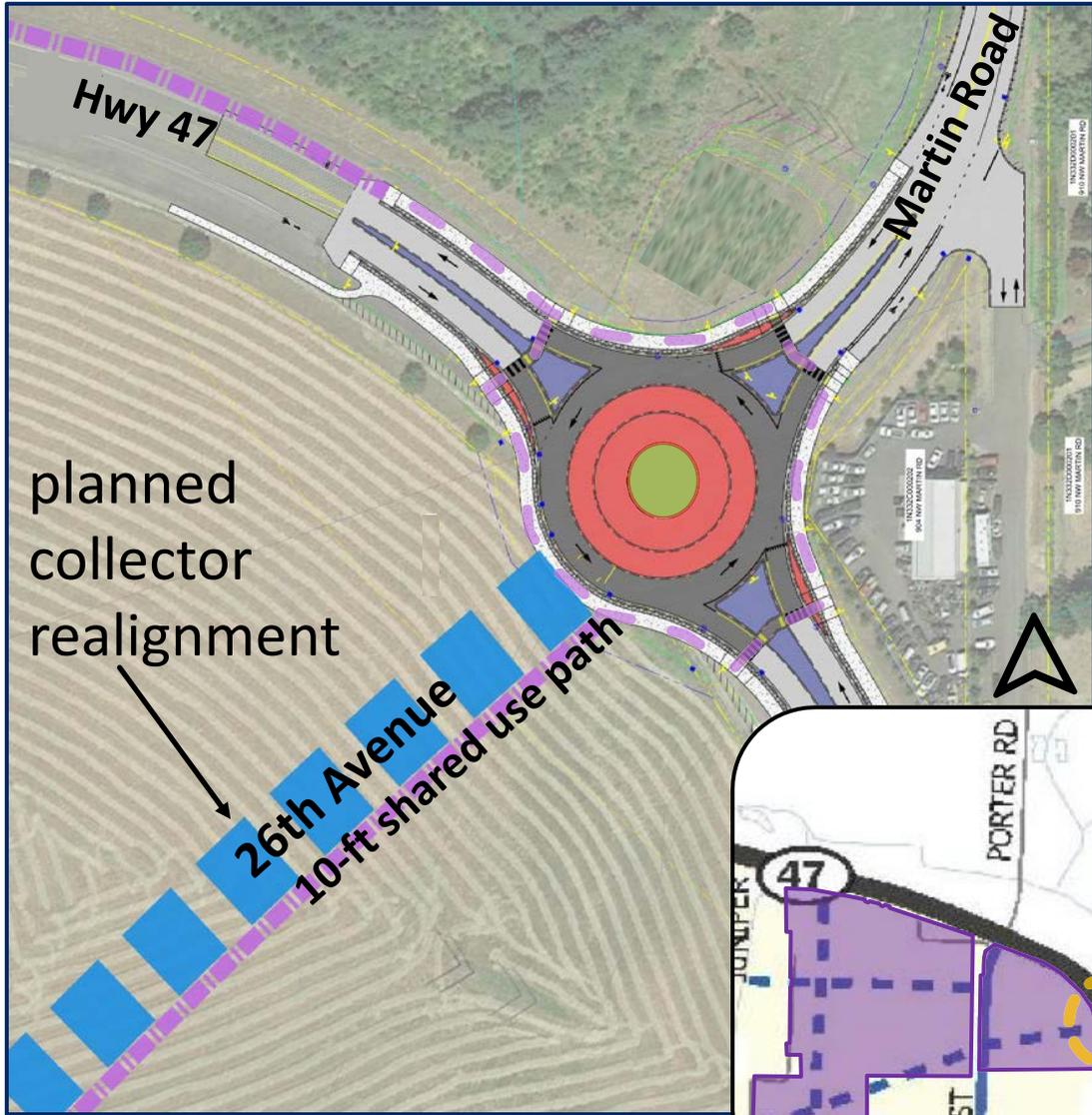
Roundabout at Martin Road & Highway 47



- » Approved & funded Washington County project
- » Construction begins Spring 2023, expected to finish Winter 2023-24
- » For more information, see County website: <https://www.co.washington.or.us/LUT/TransportationProjects/martinhwy47.cfm>



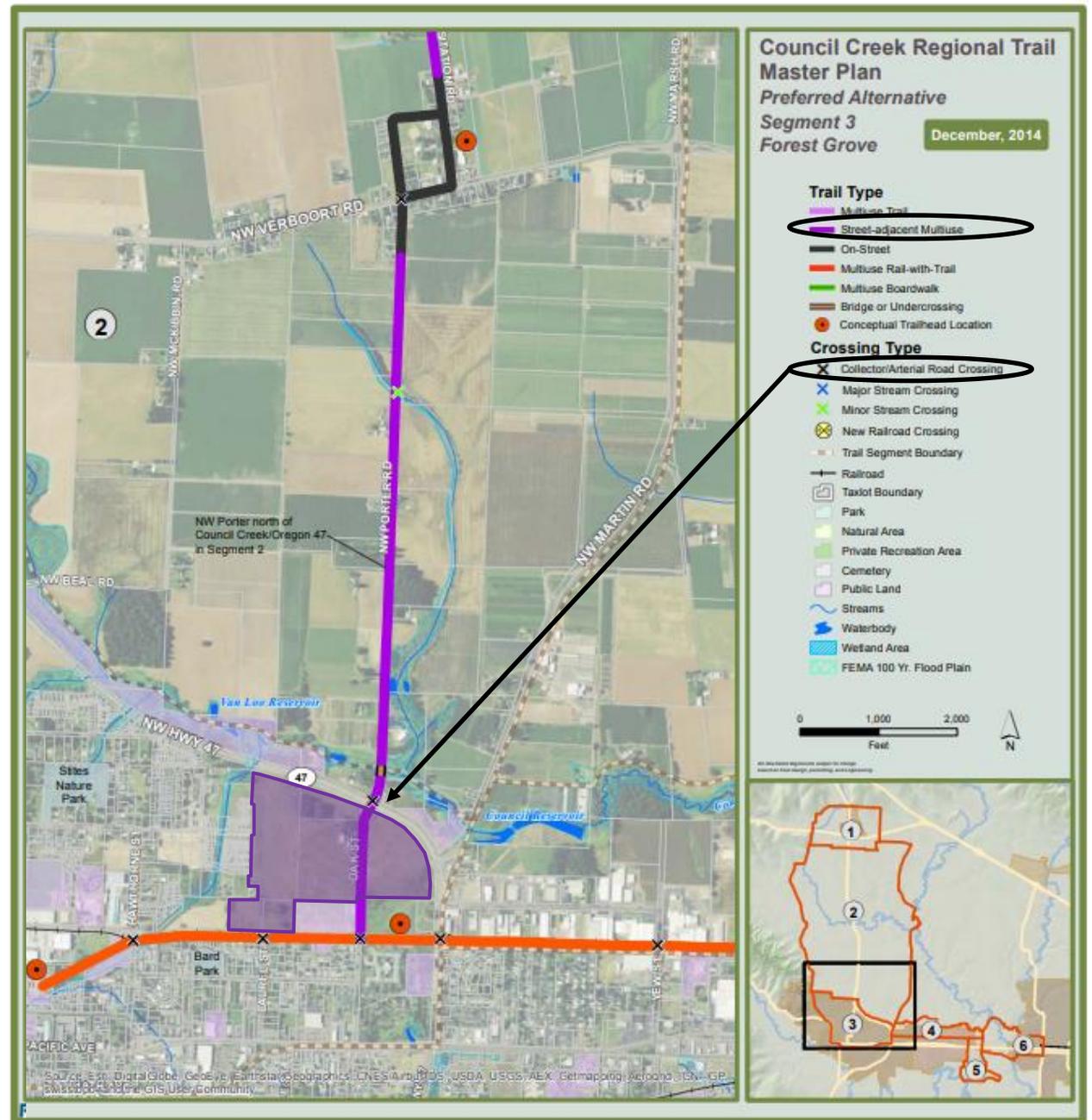
TSP Connection to Planned Roundabout



- » Adopted TSP includes four-legged intersection
- » Realigned 26th Avenue to become planned fourth-leg of roundabout
- » Planned 10-foot shared use path
 - » Includes Council Creek Trail
 - » Includes TV Scenic Bikeway

Council Creek Regional Trail

- » CCRT Collaboration
 - » Metro – CCRT Working Group
 - » Washington County – manages trail implementation/engineering
- » Realign street-adjacent multi-use trail
 - » No signal/crosswalk from Oak to Porter today with 50mph traffic
 - » Safer, enhanced arterial road crossing of OR-47 at roundabout
 - » Results in small adjustment to planned route

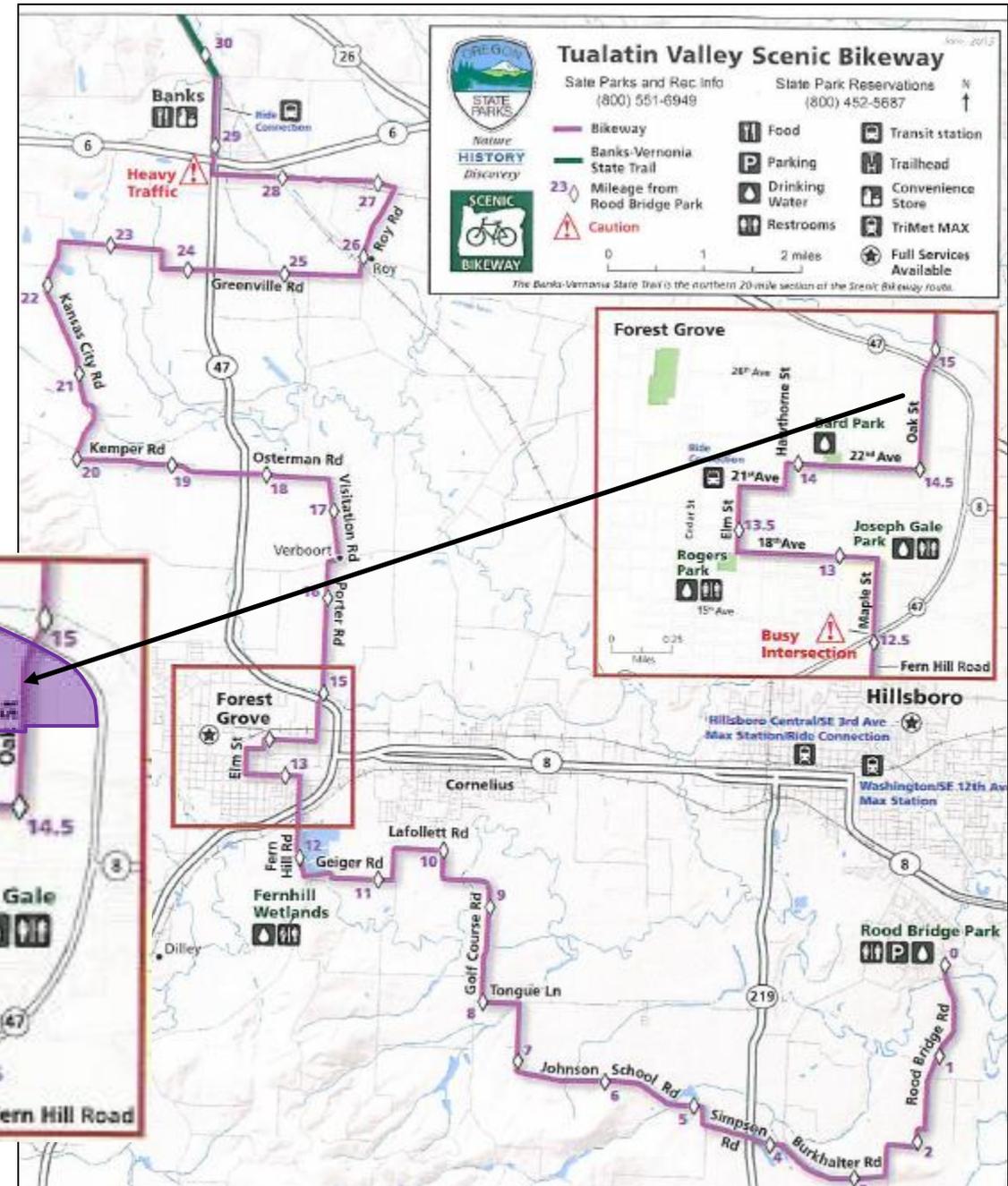


Tualatin Valley Scenic Bikeway

- » Collaboration with WACO Visitor's Association
 - » Minimal impact to planned route
 - » Unmarked crossing of OR-47 "is not ideal for cyclists of any skill level"
 - » Roundabout offers safety and mobility improvements
 - » No required signage changes unless mandated by ODOT

Tualatin Valley
OUR OREGON

Washington County Visitors Association



TSP Policy Context

- » State of Oregon
 - ✓ Highway Access Management and Highway Mobility Policies
 - ✓ Statewide Planning Goals (Goal 9 *Economic Development* & Goal 12 *Transportation Planning*)

- » Metro
 - ✓ Regional Transportation Functional Plan

- » Washington County
 - ✓ Transportation System Plan Goals and Policies
 - ✓ Comprehensive Plan Land Use Goals

- » Forest Grove
 - ✓ Transportation System Plan Goals and Objectives
 - ✓ Comprehensive Plan Land Use Goals

Statewide Planning Goal 9 – Economic Development

- ✓ *Calls for diversification and improvement of the local economy*
- ✓ *Requires local inventories of industrial land, projection of needs for such lands, and planning and zoning of enough land to meet those needs*

- » The proposed amendments do not impact amount of employment lands in the City's land inventory but accommodate a more feasible roadway alignment resulting in an unconstrained industrial property
- » Conserves large-lot industrial property, currently in high demand
- » The planned roadways are located and sized appropriately to serve current and future adjacent land uses
- » Current agricultural use of site generates little employment, housing, or tax base
- » Johnson Economics Fiscal Analysis demonstrates the fiscal impact of a data center campus would ultimately be significantly higher than an alternative land use scenario

Statewide Planning Goal 12 – TPR Analysis

- ✓ *TPR provides framework for coordination among state and local use*
- ✓ *Determination must be made when a plan is amended as to whether the amendment will have a 'significant affect' on existing/planned facilities*

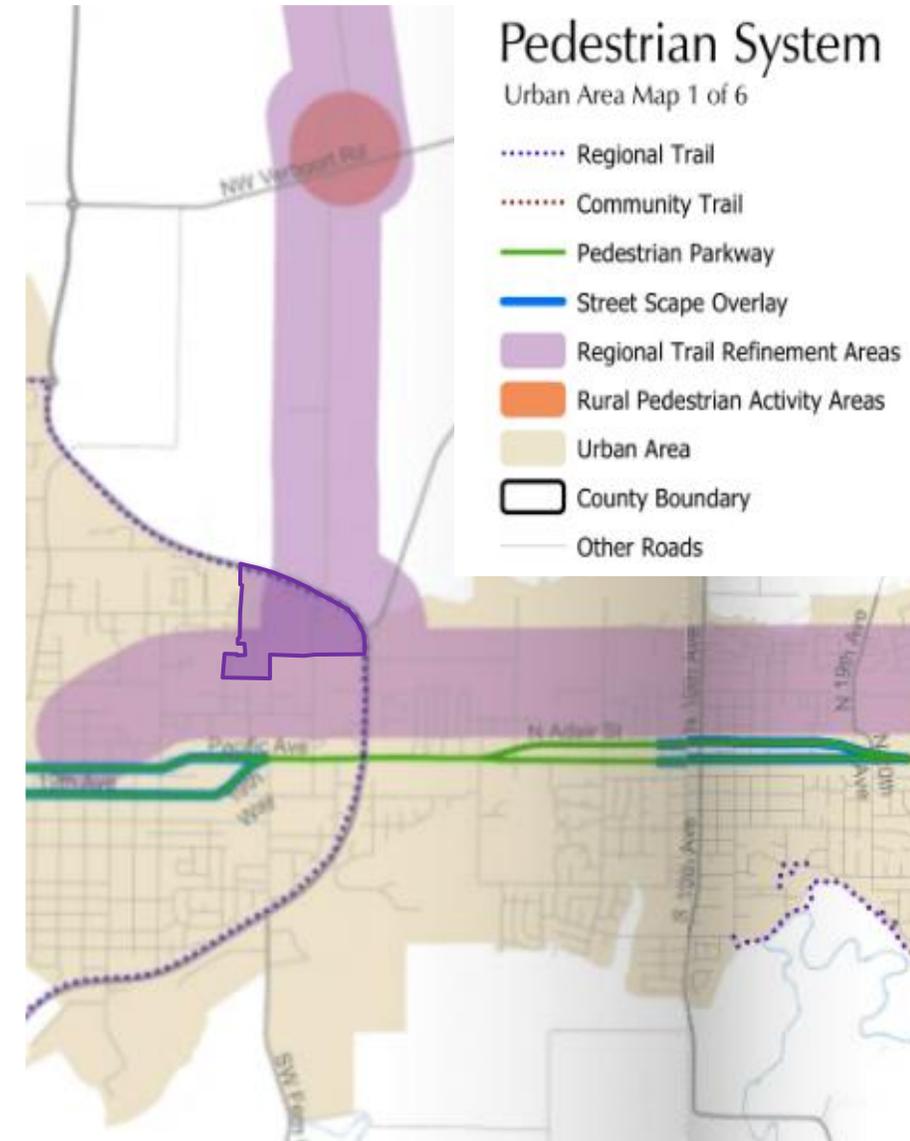
- » The amendment does not constitute a 'significant affect' per OAR 660-012-0060(1)(c)(C)
- » Changes do not result in degradation of the intersection operations, applicable mobility targets, or require changes to nor affect the transit, air, pipeline, or rail model plans

Metro Regional Transportation Functional Plan

- » The amendment does not exceed the planned function or capacity of regional transportation projects (4 in study area)
- » Roadway realignments still provide for mobility targets to be met
- » The amendments do not materially change the traffic demand at subject intersections
- » Still helps to address needed trail connectivity in region
- » The proposal is intended to include appropriate intersection crossing treatments for trail users
- » Does not measurably change number of trail users along this segment

Washington County Transportation System Plan

- » County and City TSPs must be coordinated
 - » WACO is following City's lead on this application
 - » WACO has been notified of the proposed amendment to facilitate coordination
 - » Application demonstrates WACO Comprehensive Plan Goals and Policies are met
 - » Subject site is within WACO Regional Trail Refinement Area
 - » Refinement may occur through transportation planning process



Forest Grove Transportation System Plan

Goals and Policies – Summary

- » The amendment will not change the implementing standards for the design and construction of roadways, pedestrian, or bicycle facilities
- » Design considers TVSB and CCRT connections to OR-8 (to south) and OR-47 (to north)
- » The realigned roadways continue to support the planned industrial, employment, and residential uses in the local vicinity by connecting people to jobs and houses
- » Proposal does not result in any new planned connections into the adjacent neighborhoods or new cut-through routes
- » The amendments benefit all users of the Oak Street Area by providing a safer, and enhanced roundabout crossing experience of the highway.

Forest Grove Comprehensive Plan

Land Use Goals: Industrial and Employment

Objective 3: Ensure the availability of a least one large industrial tract comprising at least 50 gross acres in land area.

- » Preserves largest contiguous industrial land remaining within City limits
- » Relocation of roadways will allow efficient use of site and promote economic development benefitting City

Objective 10: Access to industrial sites shall be from arterials or local industrial streets, oriented away from residential areas wherever feasible.

- » Access to Oak Street Area is planned from collector facilities (and not from OR-47)
- » Private access to industrial site will remain from Oak Street, oriented away from residential neighborhoods

Forest Grove Comprehensive Plan

Land Use Goals: Industrial and Employment

Objective 18: Seek opportunities to recruit industrial activities that could take advantage of the City's cost-competitive electricity rates and the skills of the resident labor force

- » Property positioned adjacent to existing utility substation, allowing efficient interconnection with the power grid
- » The proposal fulfills intent of TSP while allowing large-scale industrial development
- » According to Economic Opp. Analysis, specific challenge in planning for future industrial land needs is unpredictability of engaging a high-value industrial user to a given site
- » Wide ranging economic impacts including local job creation, tax revenue, system development charges (SDCs), development fees, etc.
- » Letter of support from Forest Grove Light & Power

Public Outreach & Community Involvement

- » Two neighborhood meetings held on May 12 and June 7 (with translation services)
- » Applicant mailed notice to surrounding property owners and residents within 1,000 feet of site (only 200 feet was required)
- » Met with Casey Meadows Homeowner's Association
- » Coordination with both Council Creek Regional Trail Working Group (Metro) and Council Creek Trail implementation group (WACO)
- » Coordination with Tualatin Valley Scenic Bikeway



Stakeholder Support



A place where families and businesses thrive.



Forest Grove/Cornelius
Chamber of Commerce



Washington County Visitors Association



- » Woodfold Manufacturing, Inc.
 - » Property Owner
- » Forest Grove Light & Power
- » Forest Grove/Cornelius Chamber of Commerce
- » Washington County Visitor's Association
 - » Tualatin Valley Scenic Bikeway (TVSB)
- » Washington County Chamber of Commerce
- » Washington County Commissioner Jerry Willey (District 4)
- » Westside Economic Analysis
- » Tualatin Valley Irrigation District
- » Great Portland, Inc.

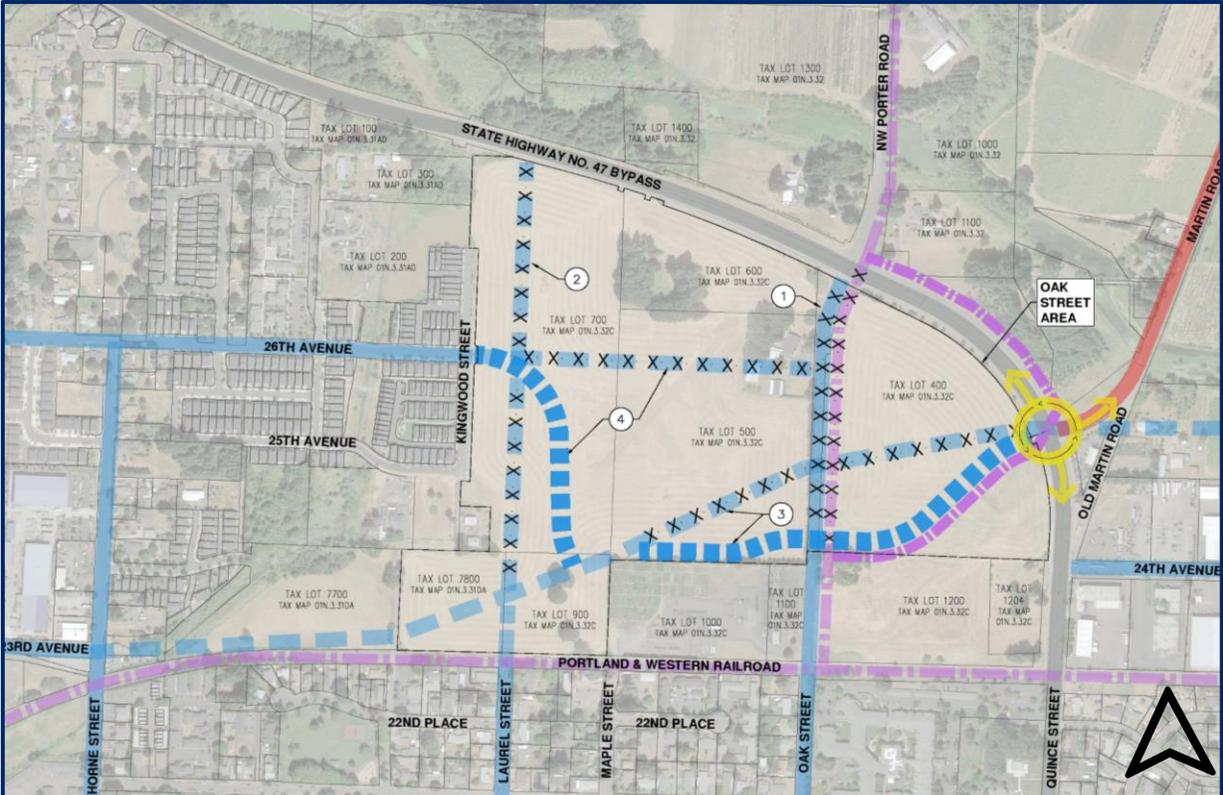
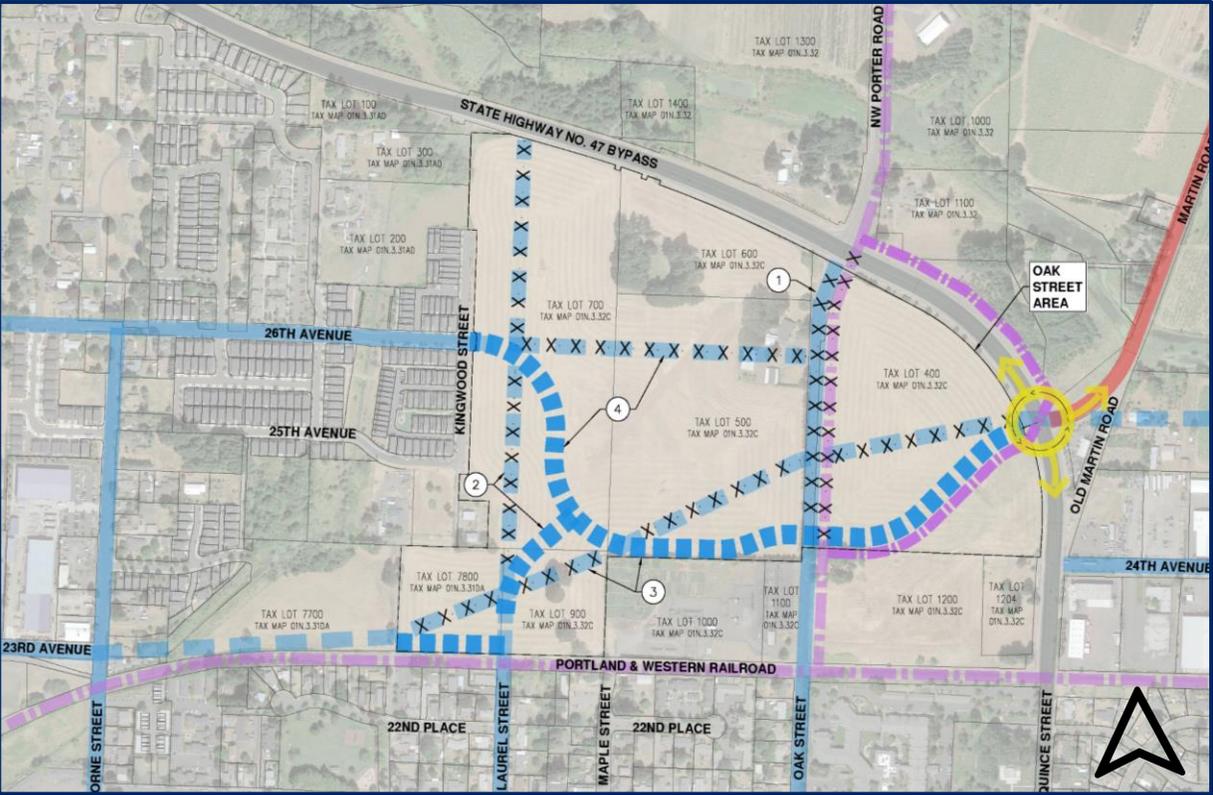
Questions?

**Chris Brehmer and Julia Kuhn
Kittelson & Associates, Inc.**
851 SW 6th Avenue, Suite 600
Portland, OR 97204
(503) 535-7409

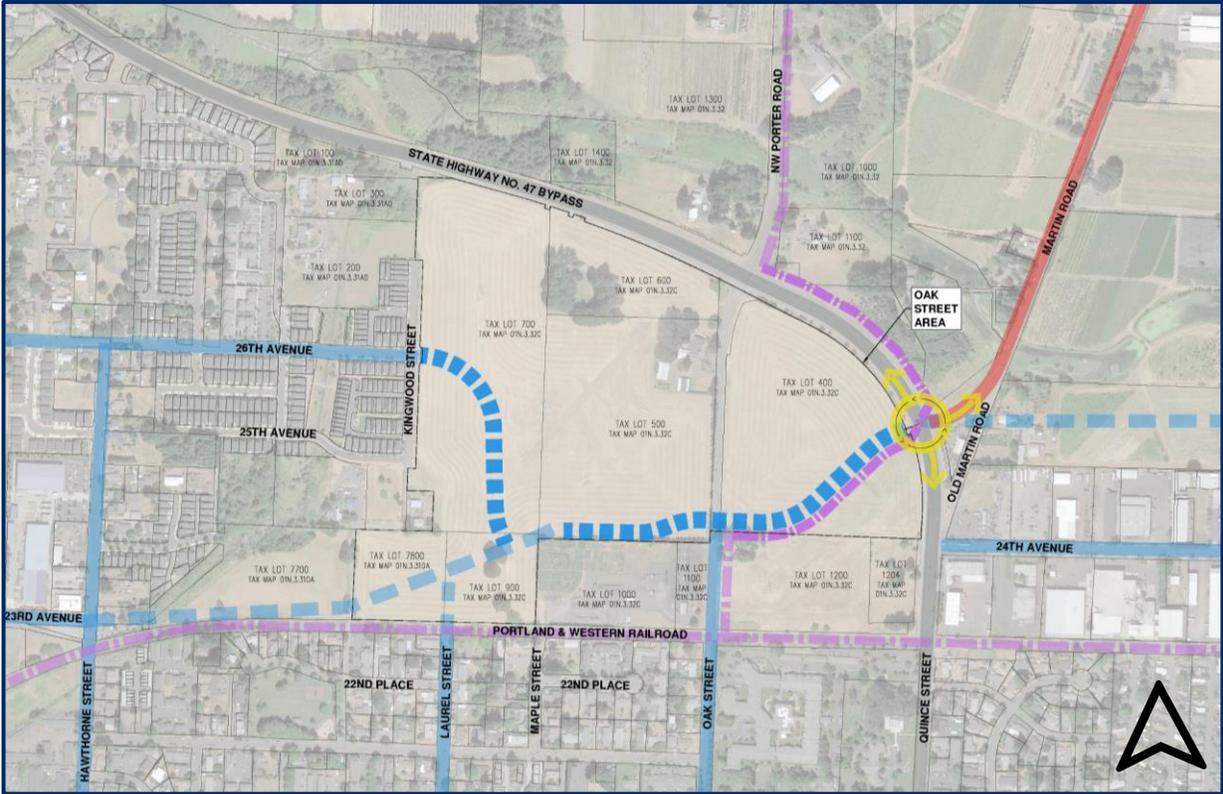
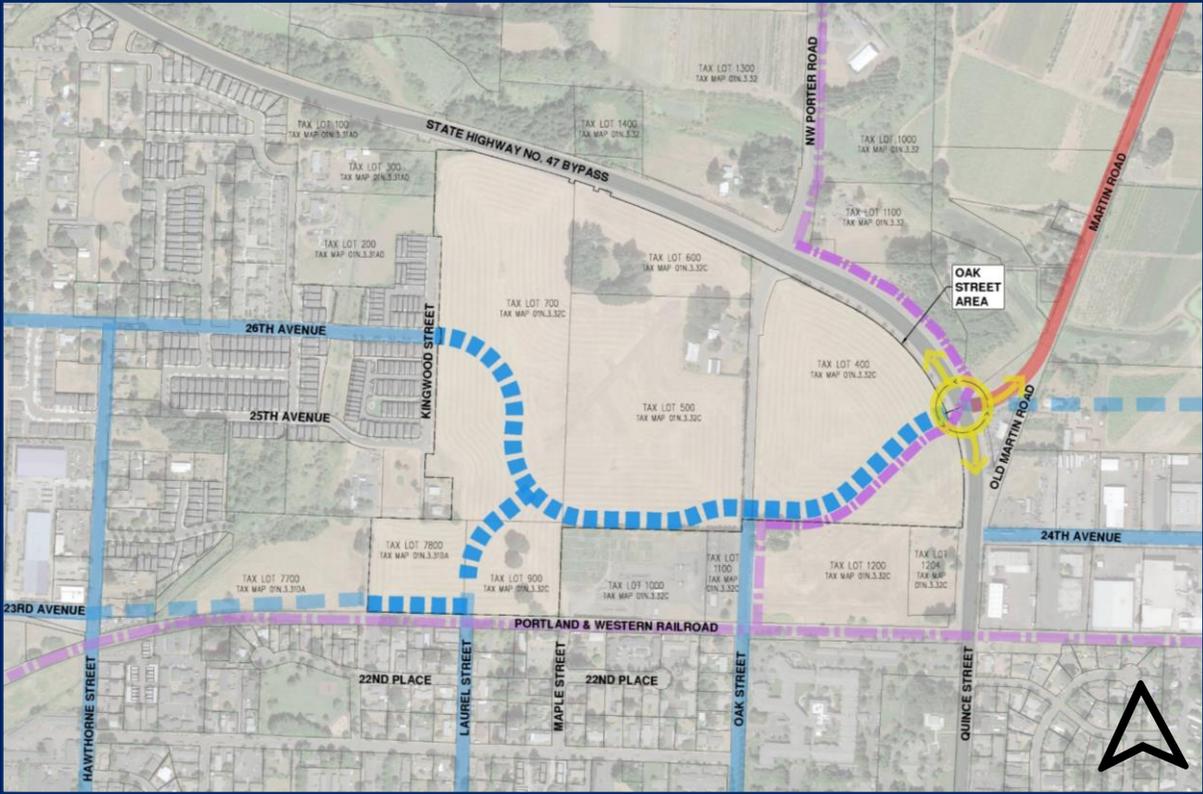
**Mimi Doukas and Marie Holladay
AKS Engineering & Forestry, LLC**
12965 SW Herman Road, Suite 100
Tualatin, OR 97068
(503) 563-6151



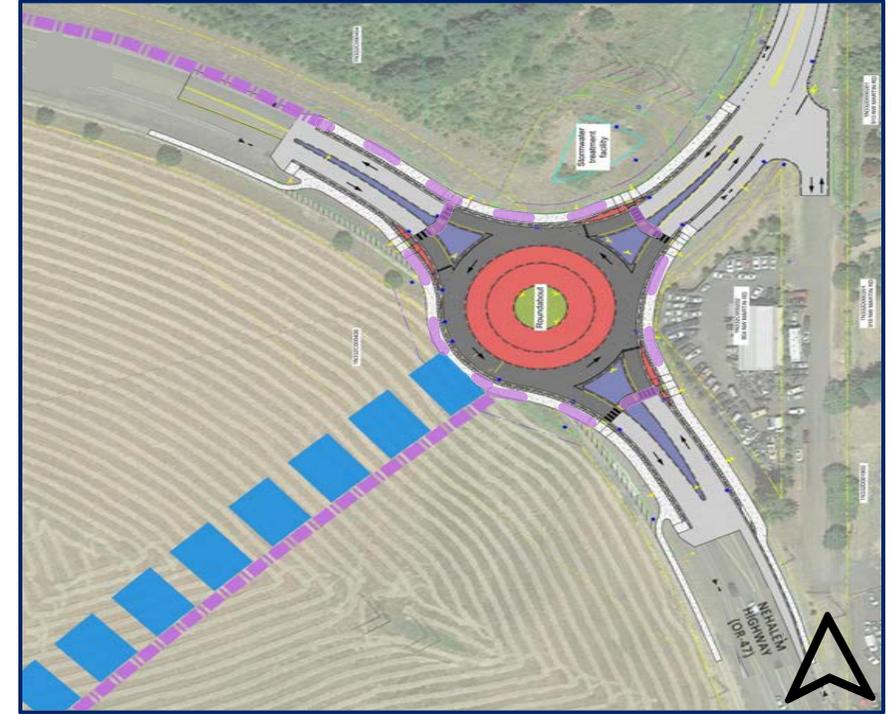
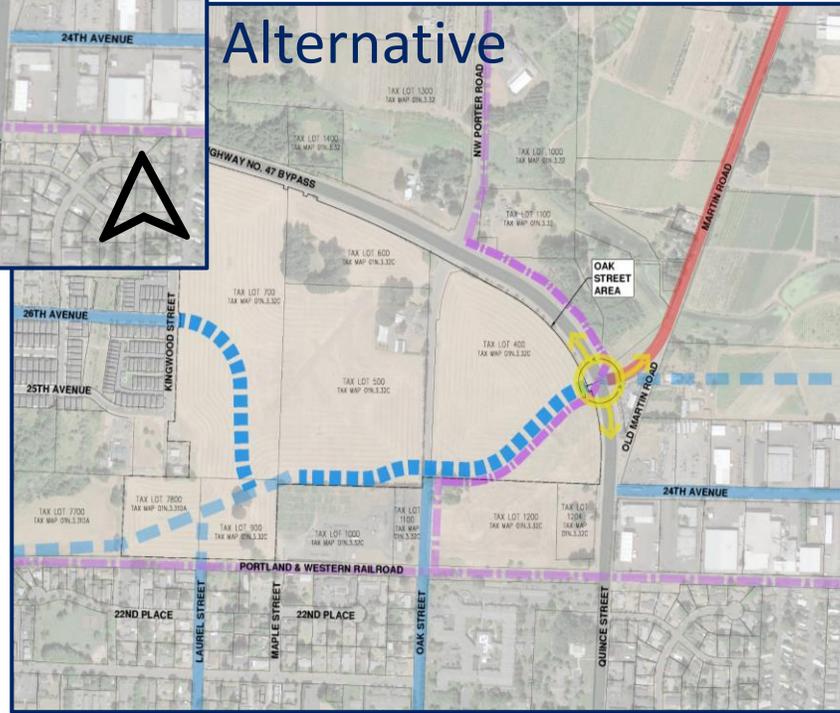
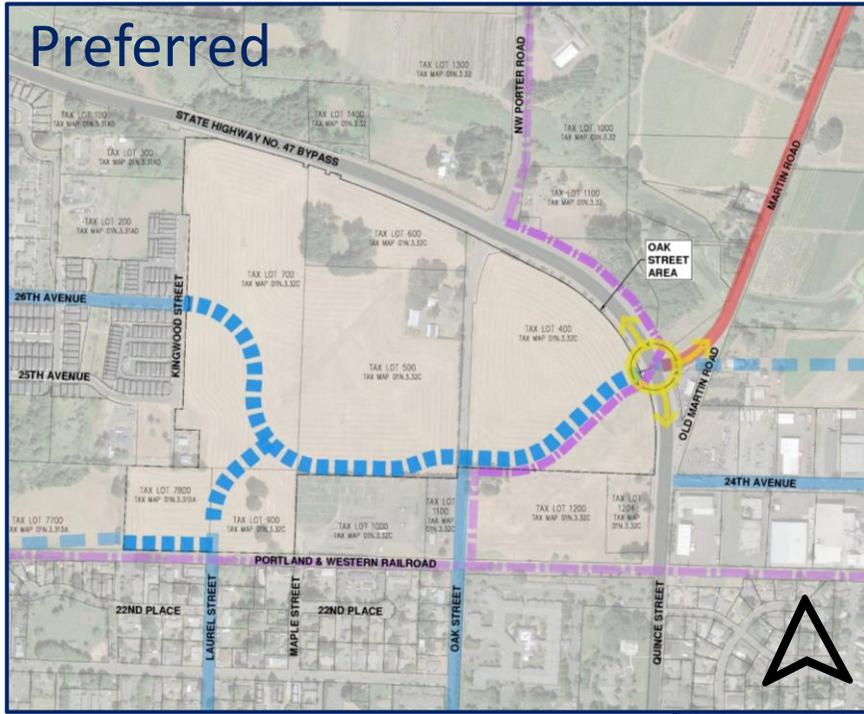
Proposed Updated Roadway Plan Options with TSP



Proposed Updated Roadway Plan Options



Proposed Connection to Highway 47



Highway 47 Connection
(same for both options)

Transportation System Plans Goals and Policies

Goal 1: Develop and maintain a balanced transportation system that provides travel choices and reduces the number of trips by single occupant vehicles (SOV).

Policy e. Encourage local employment and commercial opportunities to reduce the number of locally generated regional work and shopping trips.

Planning Consideration: Does the proposal support local employment opportunities? Consider this in the context of the zoning of the area (General Industrial) and type of development supported by the road network affecting the property. Generally, the GI zone allows manufacturing, wholesale operations, and information related uses.

- » The amendment will not change the implementing standards for the design and construction of roadways, pedestrian, or bicycle facilities
- » Does not change need for nor the provision of existing/proposed transit services
- » Does not result in changes to the established SOV targets (or achievability to meet)
- » Yes, the realigned roadway plans continue to support the planned industrial, employment, and residential uses in the local vicinity by connecting people to jobs and houses

Transportation System Plans Goals and Policies

Goal 2: Develop and maintain a transportation system that reduces the length of travel and limits congestion.

Policy a. Enhance street system connectivity wherever practical and feasible.

Policy b. Maintain traffic flow and mobility on arterial and collector roadways.

***Planning Consideration:** Does the proposal enhance street system connectivity and maintain traffic flow and mobility on arterial and collector roadways? Consider this in the context of how the proposal could impact OR-47.*

- » The amendment allows for localized travel that does not rely on OR-47 or OR-8
- » The proposal does not preclude local street network to the east or west in the future
- » Does not materially increase the distance provided between collector streets from that shown in the TSP

Transportation System Plans Goals and Policies

Goal 3: Develop and maintain a transportation system that is safe.

Policy a. Safe and secure pedestrian and bicycle ways shall be designed between parks and other activity centers.

Planning Consideration: *Does the proposal support a safe and secure pedestrian and bicycle ways. Consider this in the context of the impacts to the Council Creek Regional Trail alignment and Tualatin Valley Scenic Bikeway corridor described in Section IV below including crossing OR-47.*

- » At existing Oak/Porter intersection with OR-47, side street traffic movements are stop controlled and users are obligated to select and cross OR-47 when there is an appropriate gap in highway traffic (40-50 mph)
- » New controlled roundabout crossing requires all motor vehicles to yield to pedestrians and bicyclists

Transportation System Plans Goals and Policies

Goal 4: Design and construct transportation facilities in a manner that enhances the livability of Forest Grove.

Policy a. Maintain the livability of Forest Grove through proper location and design of transportation facilities.

Policy b. Increase the health and physical well-being of citizens by providing safe and convenient opportunities for walking and bicycling.

Planning Consideration: *Does the proposal maintain the livability of Forest Grove? Consider this in the context of economic development potential of the property including employment opportunities. Also, think of this in the context of the CCRT and the TVSB alignments.*

- » Still provides for local street connectivity to the TriMet Route 57 on OR-8 to the south
- » New controlled roundabout crossing requires all motor vehicles to yield to pedestrians and bicyclists

Transportation System Plans Goals and Policies

Goal 4: Design and construct transportation facilities in a manner that enhances the livability of Forest Grove.

Policy c. Protect residential neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas.

Planning Consideration: *Will the proposal have a positive, negative, or neutral impact on nearby residential neighborhoods in terms of through traffic and travel speeds? Does the proposal provide reasonable access to and from residential neighborhoods?*

- » The adopted TSP extends 26th Avenue east to Oak and a connection to OR-47. Proposal does not result in any new planned connections into the adjacent neighborhoods or new cut-through routes.
- » The proposal realigns 26th Avenue around the site to the south and safely connects to OR-47 at the roundabout. This may benefit vehicle and pedestrian queuing/waiting periods at the existing Oak/Porter intersection, where users must wait for gaps in highway traffic.
- » The amendments do not change the standard design of future streets or vehicle speeds.

Transportation System Plans Goals and Policies

Goal 4: Design and construct transportation facilities in a manner that enhances the livability of Forest Grove.

Policy d. Provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serves the needs of all people and businesses, including people with low income, children, seniors, and people with disabilities.

Planning Consideration: *Does the proposal have a disproportionate impact on people with low incomes, children, seniors, and persons with disabilities? If so, how?*

- » The amendments benefit all users of the Oak Street Area by providing a more equitable, safer, and enhanced crossing experience of the highway.
- » The proposal will not change the implementing standards for the design and construction of roadways, pedestrian, or bicycle facilities

Transportation System Plans Goals and Policies

Goal 5: Promote the development of Forest Grove, the state, and the national economy through the efficient movement of people, goods, services, and information in a safe manner.

Policy d. Provide transportation facilities that support land development that is consistent with the Comprehensive Plan.

Planning Consideration: Does the proposal provide a street network that supports land development consistent with the Comprehensive Plan? The General Industrial zone allows manufacturing, food processing, call centers, research & development, warehouses, wholesale operations, and information related uses. Does the proposal support such uses?

- » Property has been zoned GI since 1987
- » Realignment supports such uses and will bring vacant property to life
- » When FG Comp Plan was updated in 2014, City Council chose not to redesignate the area with the Oak St Refinement Plan

Transportation System Plans Goals and Policies

Goal 6: Establish and maintain a context sensitive set of transportation design and development regulations.

Policy a. Streets should be designed to support their intended users.

Policy d. Promote context-sensitive transportation facility design, which fits the physical context, responds to environmental resources, and maintain safety and mobility.

Planning Consideration: *Does the proposal provide a street network that is designed to support users of the street system including autos, trucks, pedestrians, and bicyclists? Does the proposed street system support safety and mobility (traffic circulation) through the area?*

- » Still provides R-O-W designations and future construction of streets, sidewalks, and bicycle facilities that can be included as part of future land development
- » Does not change City's designation of streets prioritized for emergency services (arterials)
- » ODOT supports reduced access to OR-47

Transportation System Plans Goals and Policies

Goal 7: Provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs?

Policy a. Encourage an energy efficient transportation system.

Policy d. Increase the use of walking and bicycling for all travel purposes.

Planning Consideration: *Will the proposed street system support an energy efficient transportation system? This of this in the context providing opportunities for modes of transportation other than automobiles, length of street connections, and travel distances.*

- » Does not change City's implementing standards in relation to environmental protection
- » Still requires construction of appropriate facilities to serve people walking/biking
- » Design considers TVSB and CCRT connections to OR-8 (to south) and OR-47 (to north)
- » Roundabout provides safer crossing of OR-47, results in minimal out of direction travel

Transportation System Plans Goals and Policies

Goal 8: Provide a transportation performance measures set and maintained by the city.

Policy a. A minimum intersection level of service standard (LOS) shall be set for the City of Forest Grove. All public facilities under the City's jurisdiction shall be designed to meet adopted LOS D.

Planning Consideration: *Will the proposed street network result in any intersections operating below acceptable service levels?*

→ *City minimum LOS: D*

→ *ODOT minimum LOS: a vehicle to highway intersection capacity (v/c) ratio of 0.99.*

- » Proposal does not change LOS or intersection operation standards
- » After amendment, intersections projected to meet City's LOS D
- » ODOT's vehicle to highway intersection capacity (v/c) ratio of 0.99 is not exceeded

Transportation System Plans Goals and Policies

Goal 9: Develop a transportation system that is consistent with the City's Comprehensive Plan and adopted state and regional plans.

- Policy a. Coordinate and cooperate with adjacent jurisdictions and other transportation agencies to develop transportation projects that benefit the City of Forest Grove and the region as a whole.
- Policy b. Work collaboratively with other jurisdictions and agencies so the transportation system can function as one system.

Planning Consideration: *Is the proposal consistent with the applicable land use policies contained in the FG Comprehensive Plan and transportation policies contained in the Metro Regional Transportation Framework Plan, Oregon Highway Plan and Oregon Transportation Planning Rule?*

- » Does not change the City's interagency collaboration, this application has been coordinated with applicable regulatory agencies
- » Continues to meet implementing standards for planning/construction of roadways
- » Supports existing and future transit service
- » Does not change the need for rail service or rail crossing locations

Transportation System Plans Goals and Policies

Goal 10: Efficiently use funding sources to implement transportation system improvement projects recommended in the TSP.

Policy a. Provide cost-effective transportation system where the public, land use development, and users pay their respective share of the system's cost proportional to their respective demands placed on the multimodal system.

Policy c. Ensure maintenance of the transportation system as a priority.

Planning Consideration: *Will the proposed street network be cost-effective to construct and maintain? Think of this in the context of number and length of street segments.*

- » Continues to identify network of streets, sidewalks, and bicycle facilities that will be required to be constructed as part of future developments
- » Does not change the City's interagency collaboration on future funding source opportunities/partnerships
- » Does not change City's requirement for new development to pay their fair share



A place where families and businesses thrive.

**NOTICE OF PUBLIC HEARINGS
CITY OF FOREST GROVE
FOREST GROVE TRANSPORTATION SYSTEM PLAN AMENDMENTS
FILE NUMBER 311-22-00026-PLNG**

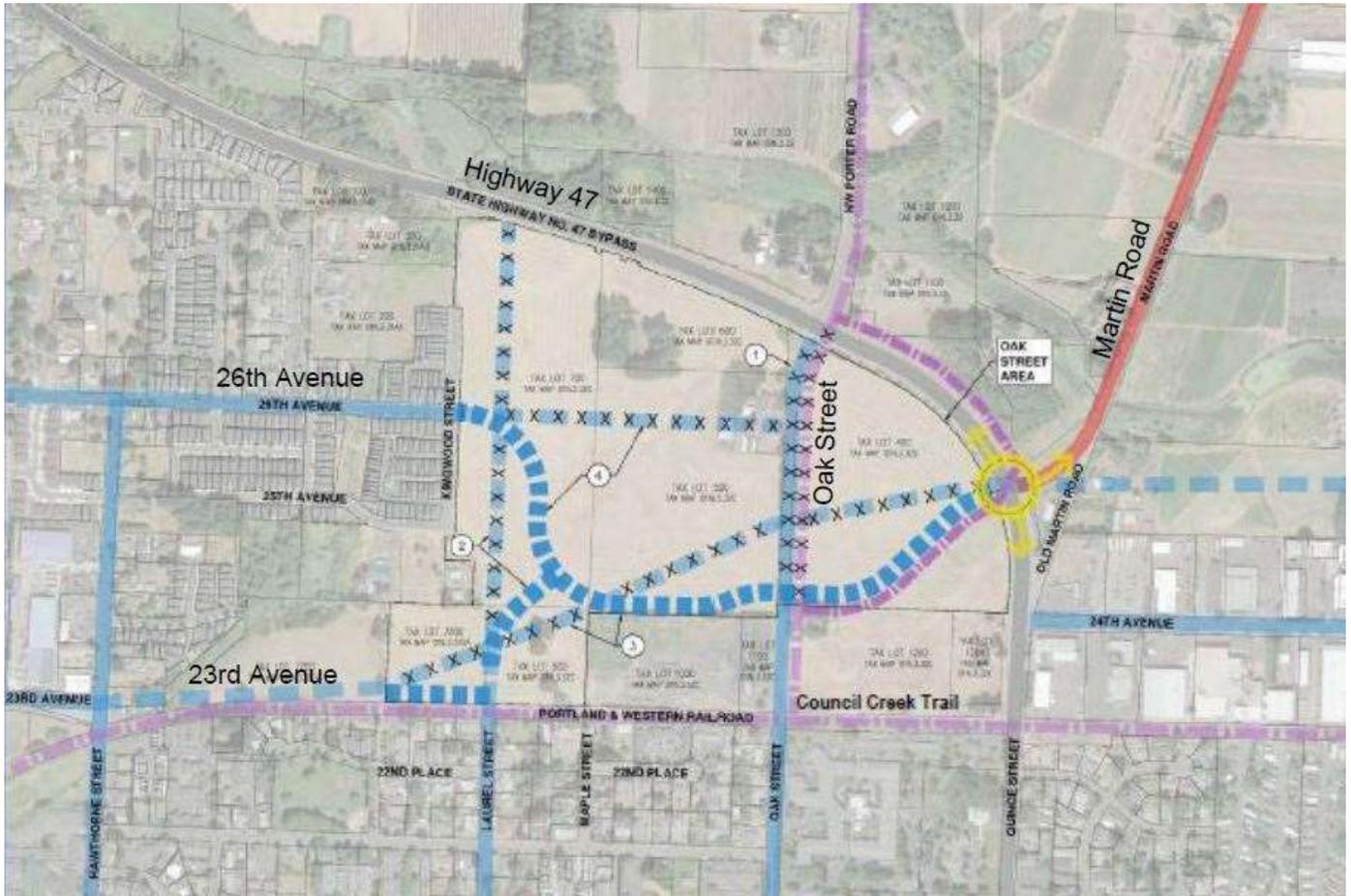
NOTICE IS HEREBY GIVEN that the Forest Grove Planning Commission will hold a Public Hearing on **Monday, August 8, 2022, at 7:00 p.m.** or thereafter, at the Community Auditorium, 1915 Main Street and via Zoom video conferencing, to consider legislative amendments to the Forest Grove Transportation System Plan affecting north-central Forest Grove. The City Council will hold Public Hearings on the Planning Commission's recommendation on the amendments on **Monday, August 22, 2022, and Monday, September 12, 2022, at 7:00 p.m.** or thereafter, at the Community Auditorium and via Zoom video conferencing. The decision on this matter will be based on compliance with the following plans, goals, objectives and policies:

- o Oregon Statewide Planning Goal 9, Economic Development
- o Oregon Statewide Planning Goal 12, Transportation
- o Oregon Transportation Planning Rule, Oregon Administrative Rules Chapter 660-012-0060.
- o Forest Grove Transportation System Plan Goals and Policies
- o Forest Grove Comprehensive Plan Industrial and Employment Objective
- o Oregon Highway Plan Policy 1H, Access Management and Connections
- o Metro Regional Framework Plan
- o Metro Regional Transportation Functional Plan
- o Council Creek Regional Trail Master Plan
- o Tualatin Valley Scenic Bikeway

All persons will be given reasonable opportunity to give testimony about this proposal responding to the review criteria above. If an issue is not raised in the hearing (by person or by letter) or if the issue is not explained in sufficient detail to allow the City Council to respond to the issue, then that issue cannot be used for an appeal to the Land Use Board of Appeals. If additional documents or evidence are provided in support of the application, any party shall be entitled to a continuance of the hearing. Unless there is a continuance, if a participant so requests before the conclusion of the initial evidentiary hearing, the record shall remain open for at least seven days after the hearing. Additional information regarding this proposal is available for viewing at <https://www.forestgrove-or.gov/planning/project/oak-street-area-transportation-system-plan-amendment> or the Forest Grove Community Development Department office at 1924 Council Street. For further information pertaining to this proposal, please contact Senior Planner Dan Riordan, at driordan@forestgrove-or.gov, or (503) 992-3226, between 9 a.m. and 5 p.m.

The hearings will be held in a "hybrid" format allowing the public to attend the meetings virtual via Zoom and in-person. A copy of the meeting agendas with Zoom instructions and staff reports are available seven days prior to the hearings and published on the City's website at <https://www.forestgrove-or.gov/meetings>. To provide testimony via Zoom, please email sreynolds@forestgrove-or.gov at least 24 hours prior to the hearing. Written comments or testimony be submitted at the hearings or sent prior to the hearings to the attention of Senior Planner, Dan Riordan, P.O. Box 326, 1924 Council Street, 2nd Floor, Forest Grove, OR 97116, driordan@forestgrove-or.gov.

Proposed Amendment



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Anna D. Ruggles, CMC, City Recorder
City of Forest Grove

Publish FG NewsTimes: July 28 & August 11, 2022

Pamplin Media Group

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INVOICE

Account: 104052	Date: 08/02/22
Name:	Ad Date: 07/27/22
Company: FOREST GROVE, CITY OF	Class: 1202
	Ad ID: 250459
Attn: Anna Ruggles	Ad Taker: BMARTIN
Address: PO BOX 326	PO #: Anna Ruggles
FOREST GROVE, OR 97116	Words: 492
Telephone: (503) 992-3218	Lines: 85
Description: NOTICE OF PUBLIC HEARINGS CITY OF FO	Agate Lines: 107
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Discount:	\$0.00	Gross:	\$459.89
Surcharge:	\$0.00	Paid Amount:	- \$0.00
Credits:	\$0.00	Amount Due:	\$459.89
Bill Depth:	11.792		

Package	Start	Stop	Cost
Forest Grove Legals	07/27/22	08/11/22	\$459.89

NOTICE OF PUBLIC HEARINGS
 CITY OF FOREST GROVE
 FOREST GROVE TRANSPORTATION SYSTEM PLAN
 AMENDMENTS
 FILE NUMBER 311-22-000026-PLNG

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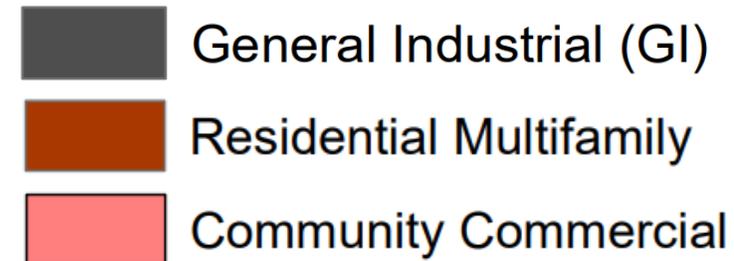
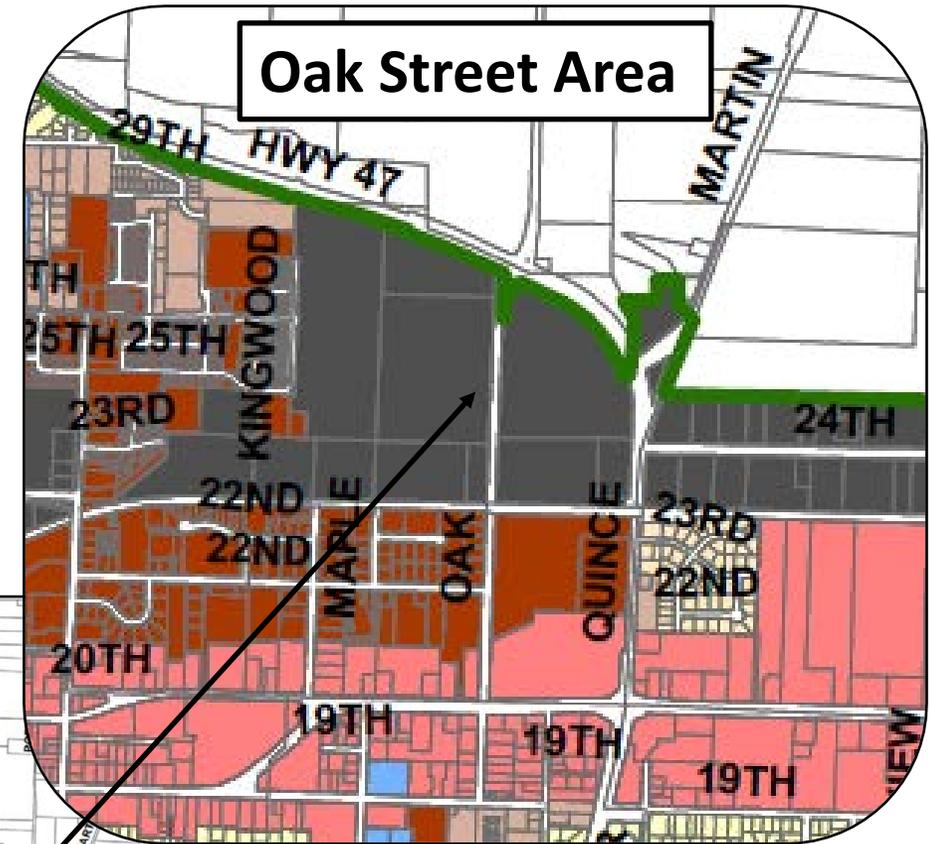
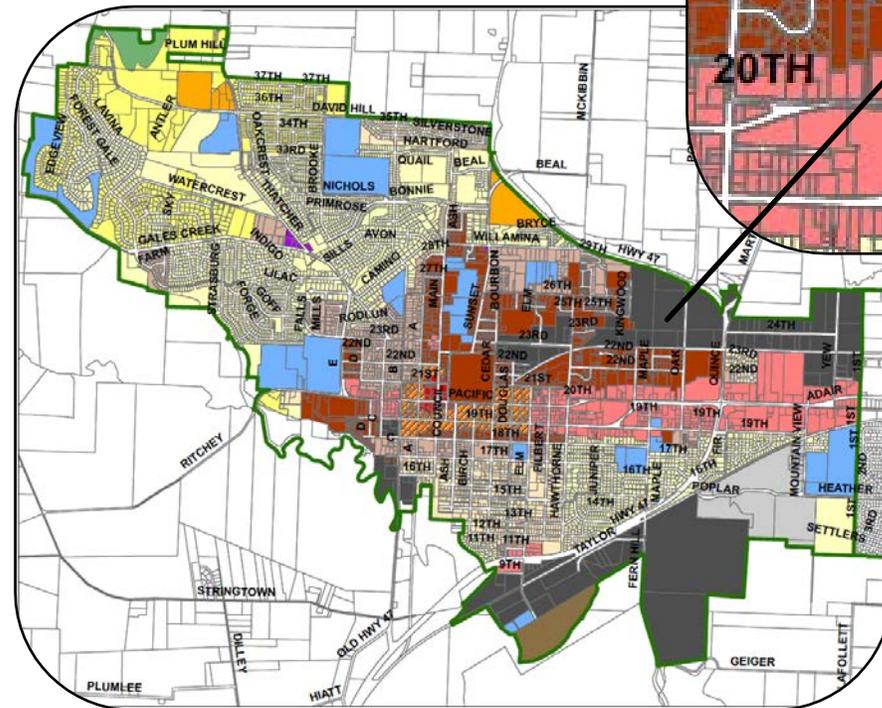
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 Publish July 28, Aug 11, 2022

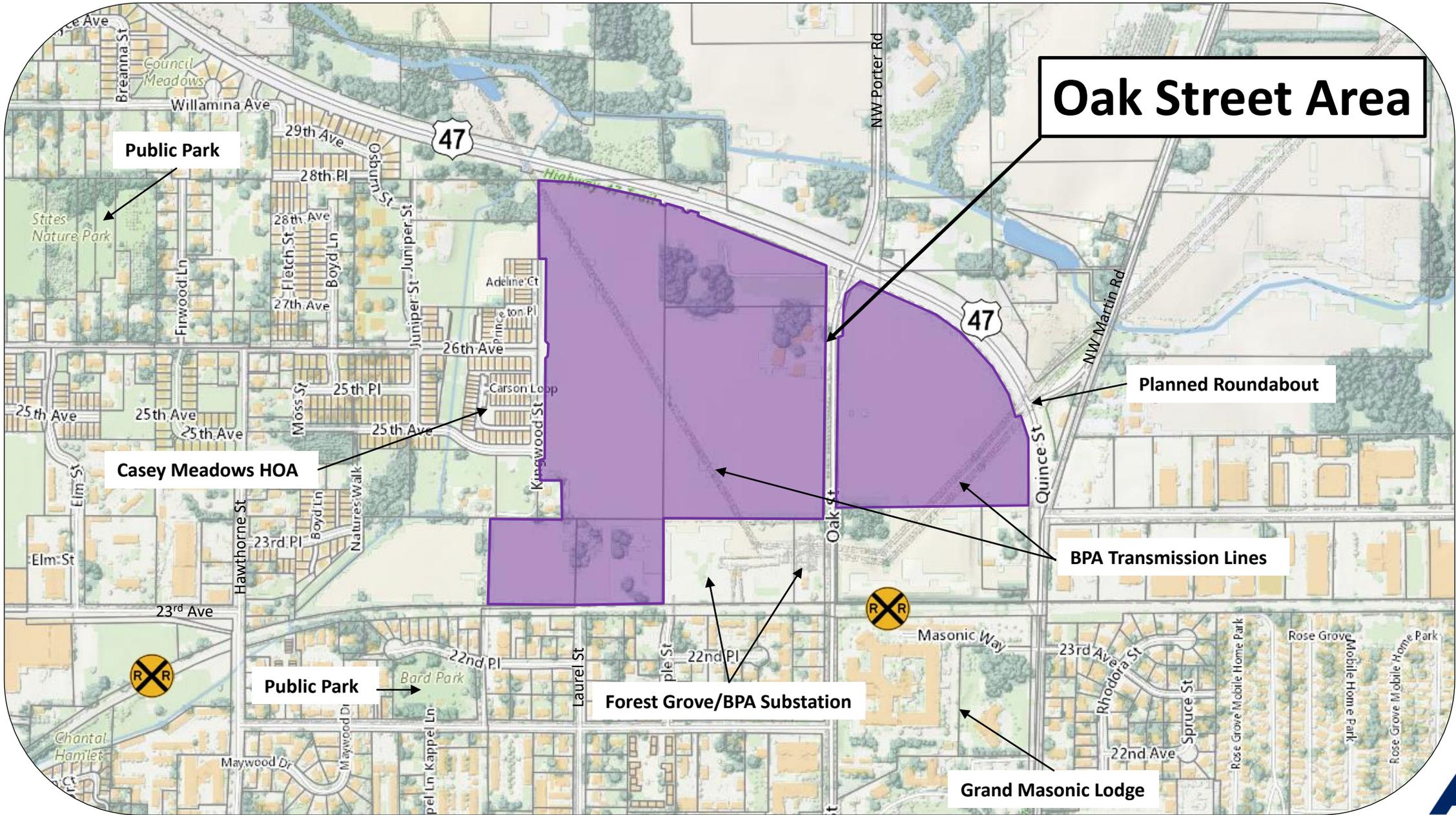
FGNT250459

We Appreciate Your Business!

Project Overview

- » Type IV Legislative Transportation System Plan (TSP) Amendment
 - » Realigns the Oak Street Area's existing and proposed roadway, pedestrian, and bicycle network
 - » Supports large-scale industrial demand
 - » Facilitates consolidation of expansive developable site
 - » Opportunity to attract large end-user with far reaching economic benefits
 - » No physical site alterations





Oak Street Area

Public Park

Planned Roundabout

Casey Meadows HOA

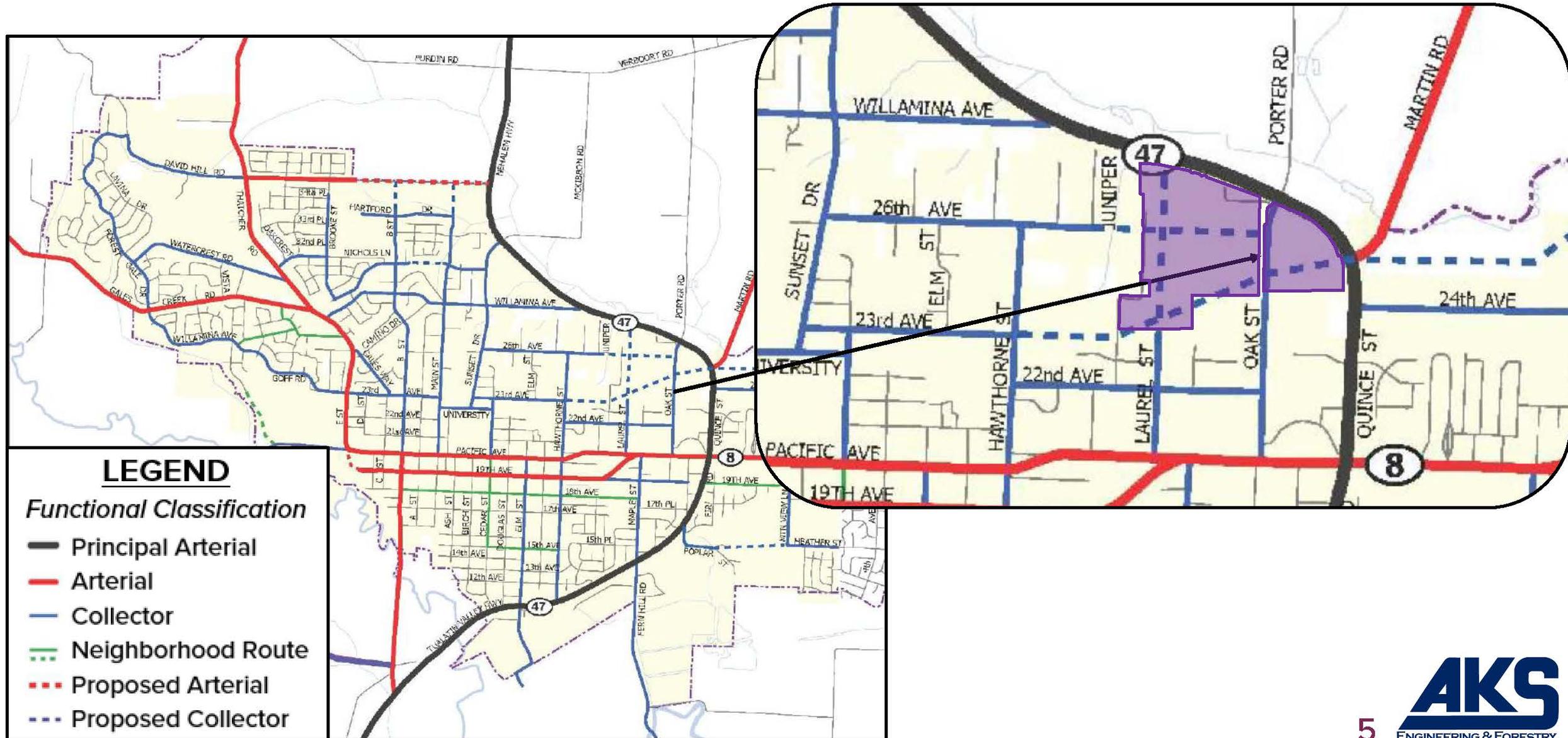
BPA Transmission Lines

Public Park

Forest Grove/BPA Substation

Grand Masonic Lodge

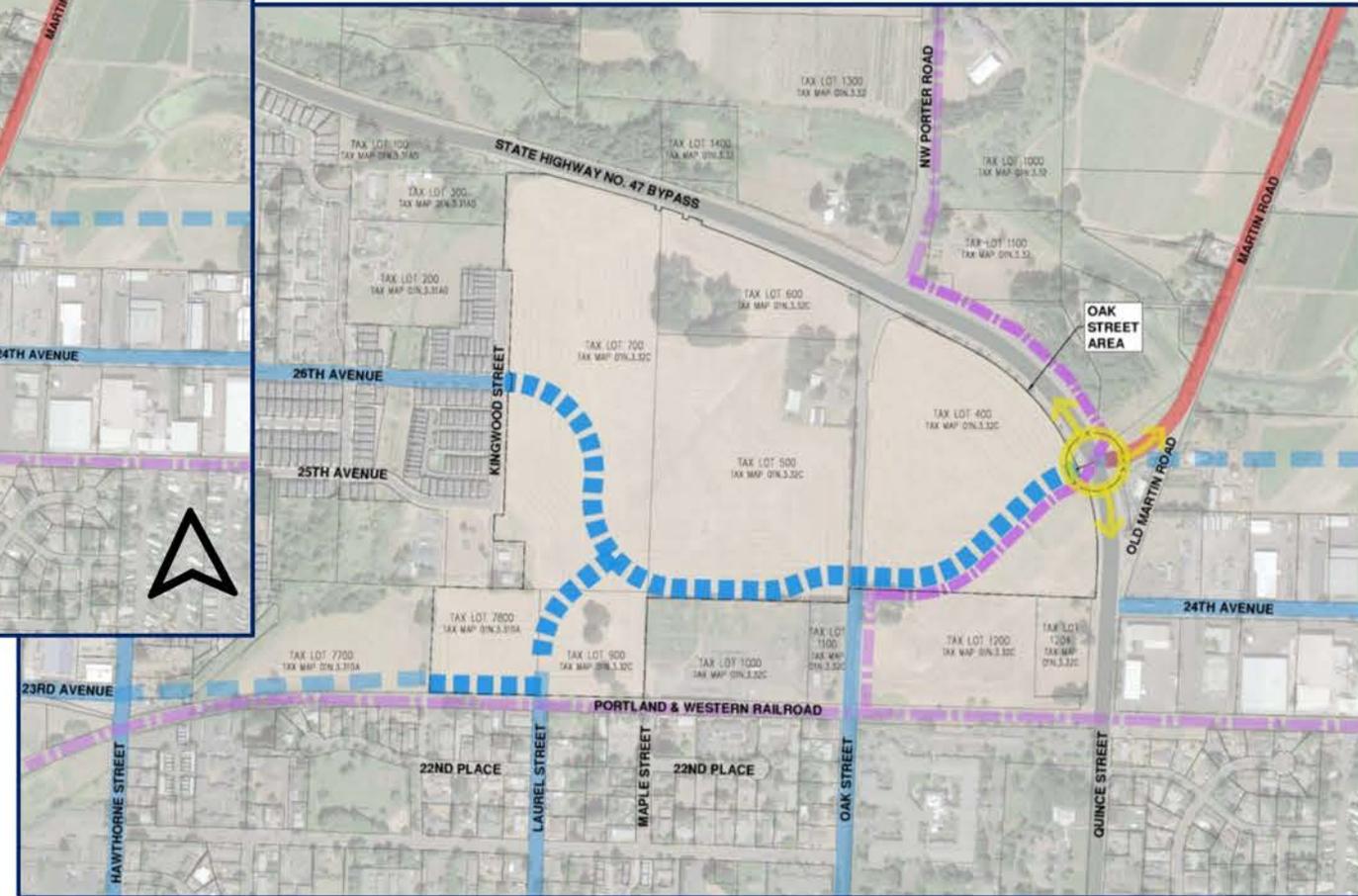
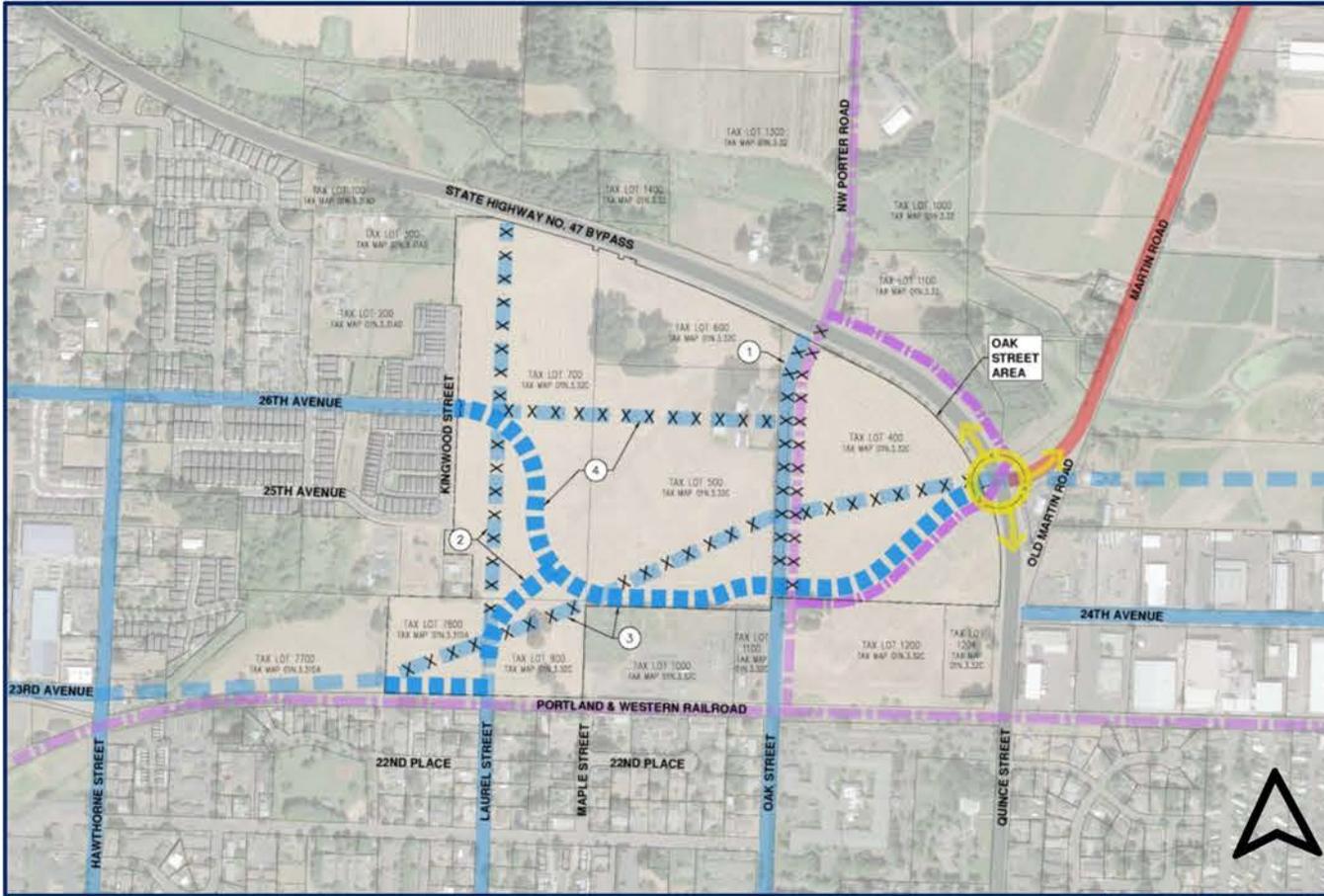
City of Forest Grove Transportation System Plan (2013)



City of Forest Grove Transportation System Plan (2013)



Proposed Updated Roadway Plan

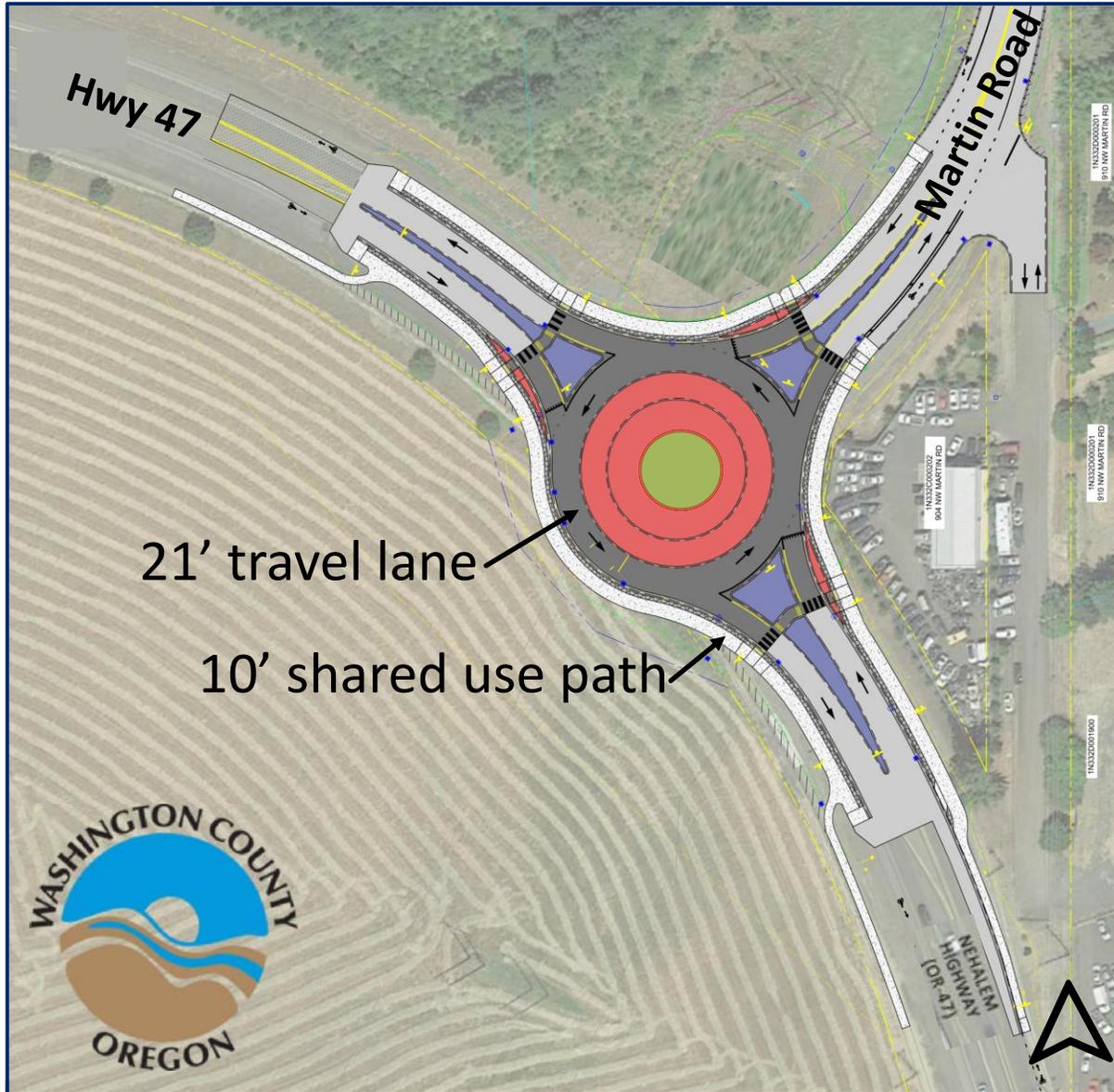


State Highway – OR-47

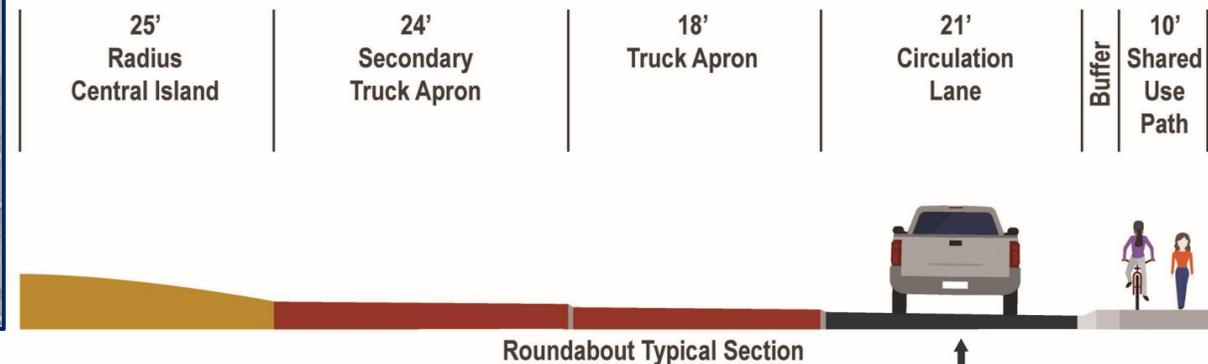
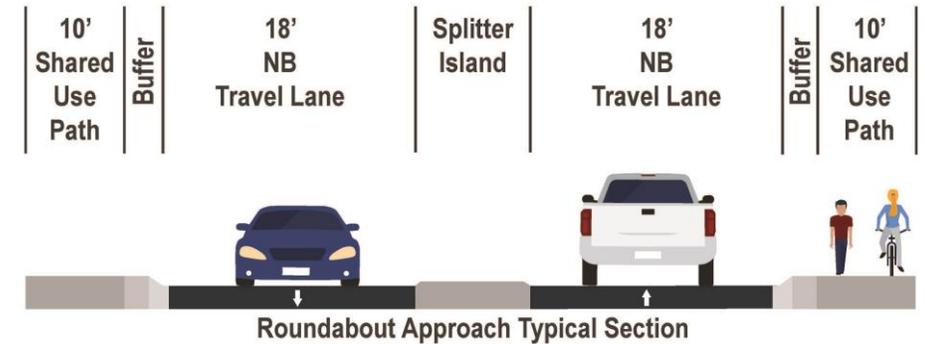
- » Oregon Department of Transportation (ODOT)
 - » ODOT has permitting authority for OR-47
 - » Complies with TPR OAR 660-012-0060
 - » No “significant effect” on transportation system
 - » Favors enhanced pedestrian crossing at roundabout rather than Porter/Oak, due to proximity
 - » For people walking and riding bikes, the roundabout is a safer crossing due to slower travel speeds



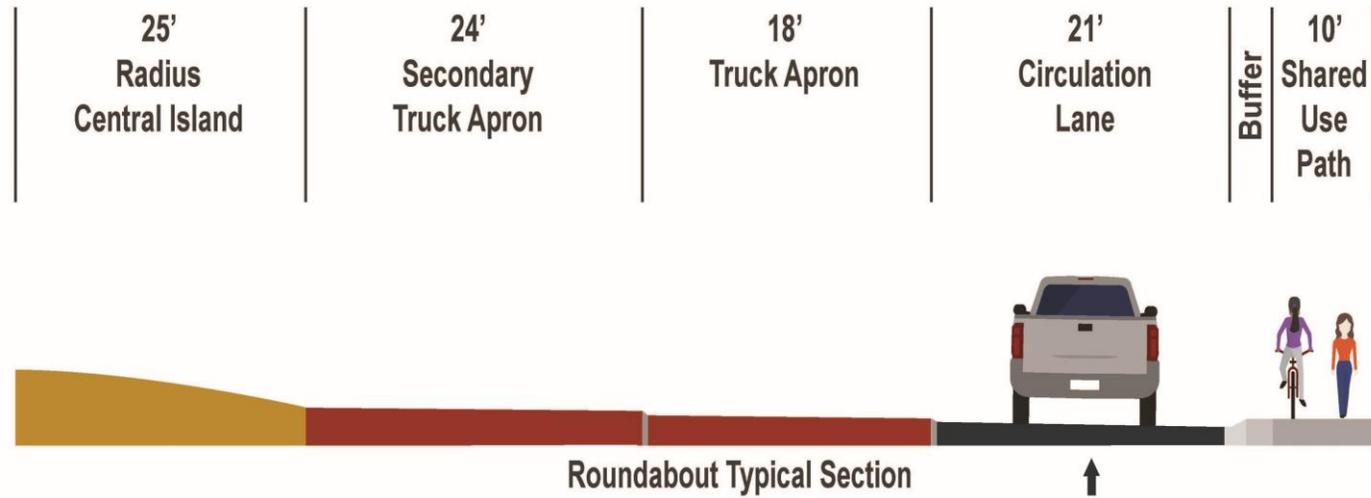
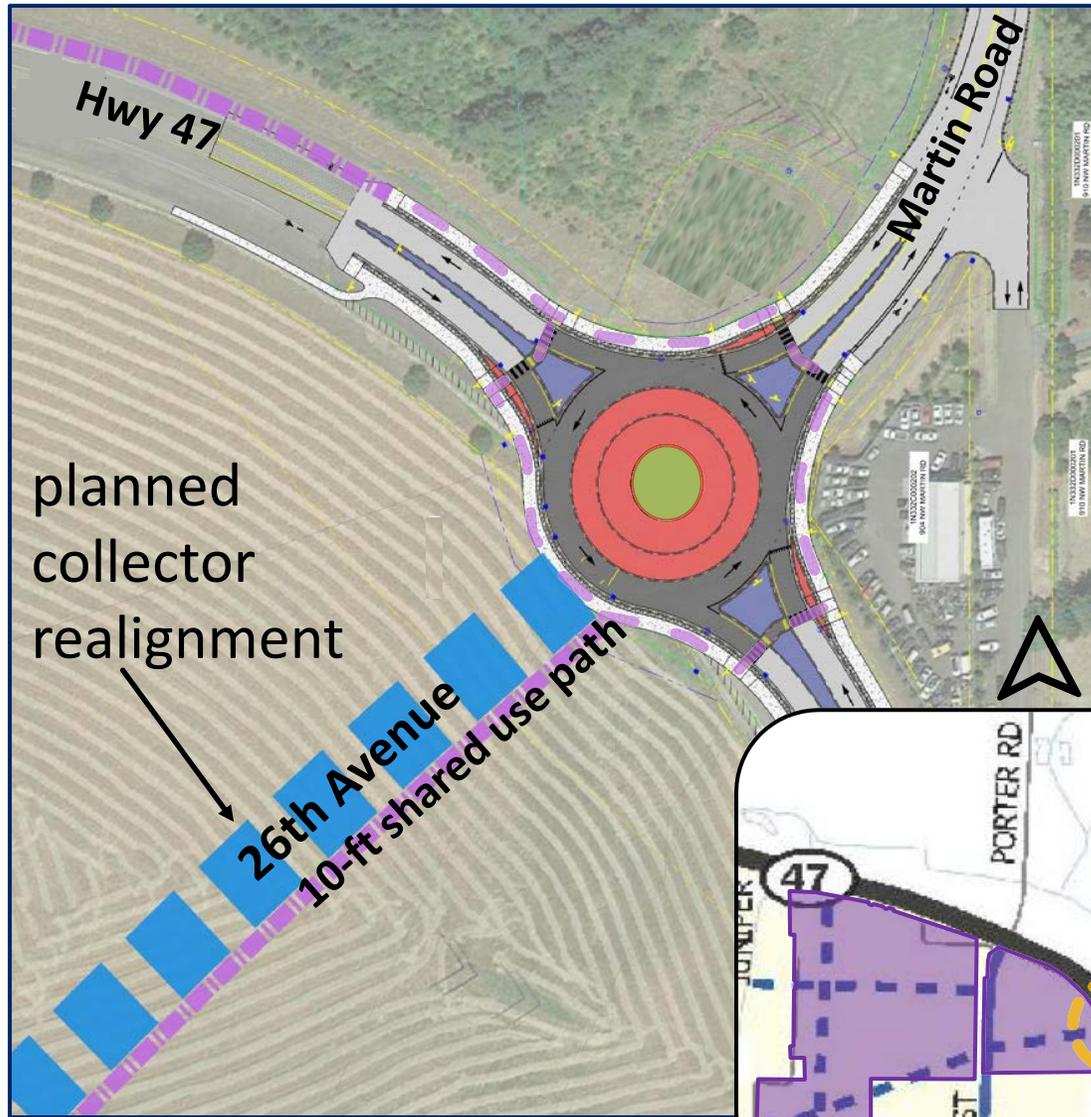
Roundabout at Martin Road & Highway 47



- » Approved & funded Washington County project
- » Construction begins Spring 2023, expected to finish Winter 2023-24
- » For more information, see County website: <https://www.co.washington.or.us/LUT/TransportationProjects/martinhwy47.cfm>



TSP Connection to Planned Roundabout

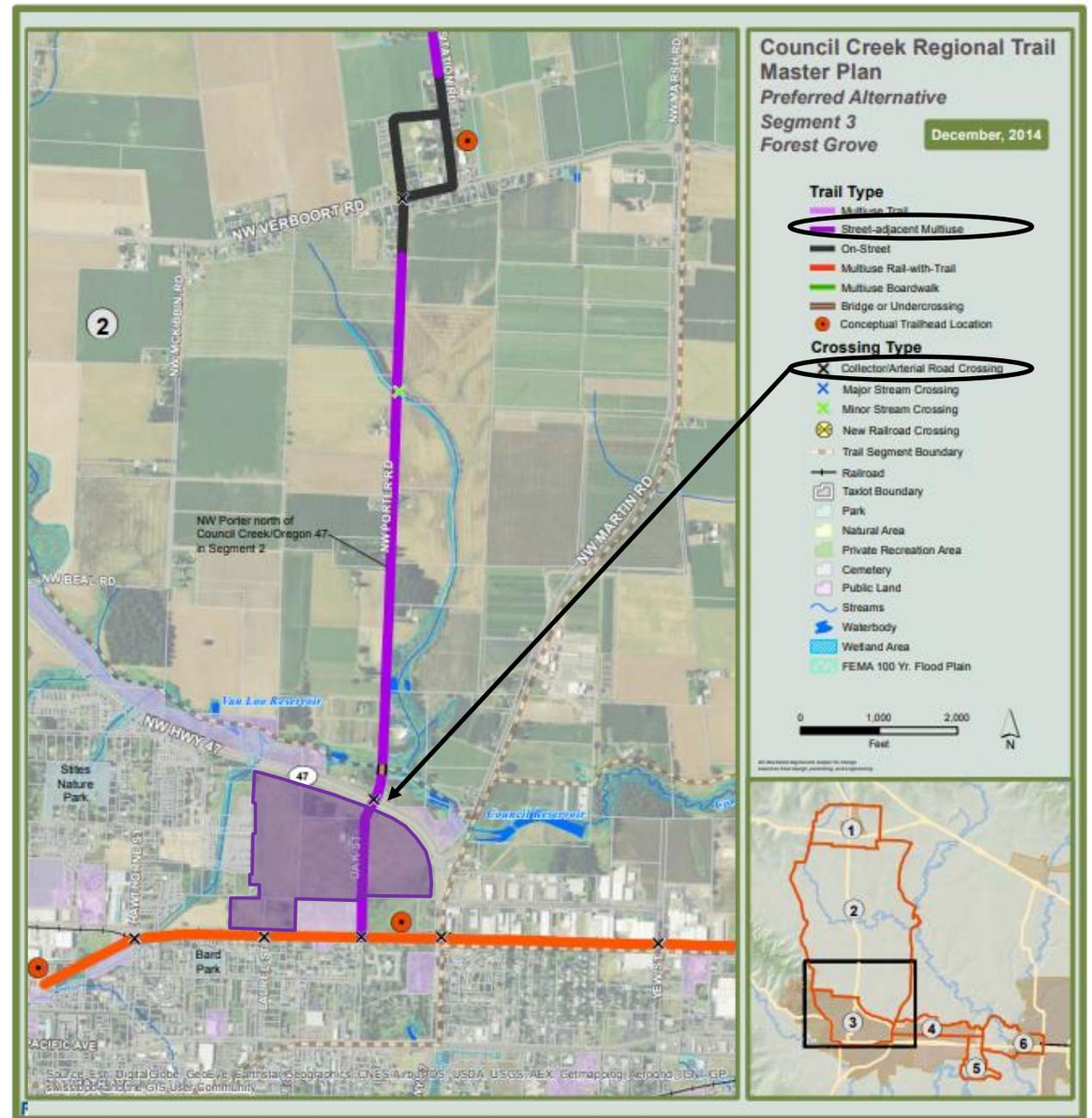


- » Adopted TSP includes four-legged intersection
- » Realigned 26th Avenue to become planned fourth-leg of roundabout
- » Planned 10-foot shared use path
 - » Includes Council Creek Trail
 - » Includes TV Scenic Bikeway



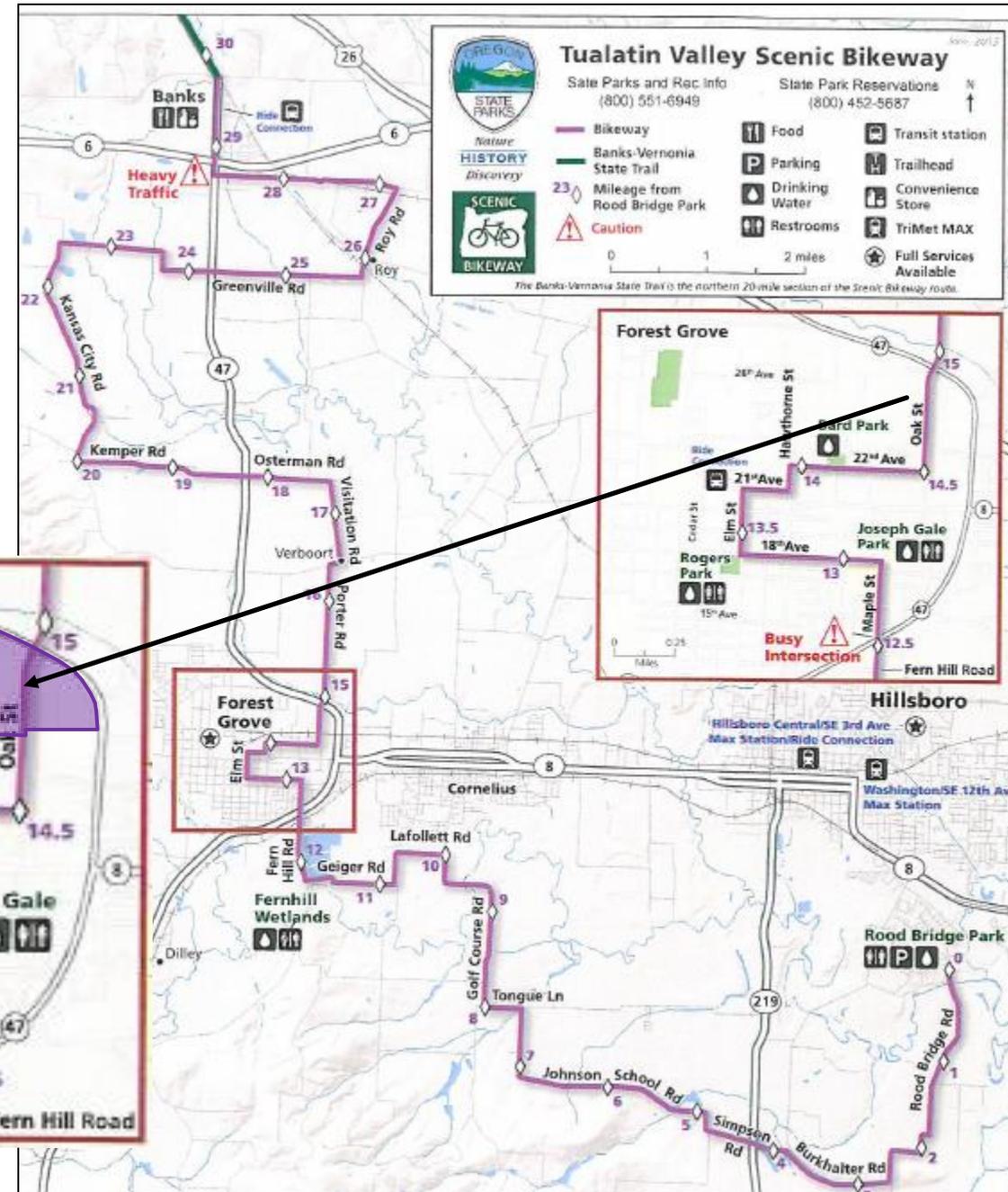
Council Creek Regional Trail

- » CCRT Collaboration
 - » Metro – CCRT Working Group
 - » Washington County – manages trail implementation/engineering
- » Realign street-adjacent multi-use trail
 - » No signal/crosswalk from Oak to Porter today with 50mph traffic
 - » Safer, enhanced arterial road crossing of OR-47 at roundabout
 - » Results in small adjustment to planned route



Tualatin Valley Scenic Bikeway

- » Collaboration with WACO Visitor's Association
 - » Minimal impact to planned route
 - » Unmarked crossing of OR-47 "is not ideal for cyclists of any skill level"
 - » Roundabout offers safety and mobility improvements
 - » No required signage changes unless mandated by ODOT



Tualatin Valley
OUR OREGON

Washington County Visitors Association

TSP Policy Context

- » State of Oregon
 - ✓ Highway Access Management and Highway Mobility Policies
 - ✓ Statewide Planning Goals (Goal 9 *Economic Development* & Goal 12 *Transportation Planning*)

- » Metro
 - ✓ Regional Transportation Functional Plan

- » Washington County
 - ✓ Transportation System Plan Goals and Policies
 - ✓ Comprehensive Plan Land Use Goals

- » Forest Grove
 - ✓ Transportation System Plan Goals and Objectives
 - ✓ Comprehensive Plan Land Use Goals

Statewide Planning Goal 9 – Economic Development

- ✓ *Calls for diversification and improvement of the local economy*
- ✓ *Requires local inventories of industrial land, projection of needs for such lands, and planning and zoning of enough land to meet those needs*

- » The proposed amendments do not impact amount of employment lands in the City's land inventory but accommodate a more feasible roadway alignment resulting in an unconstrained industrial property
- » Conserves large-lot industrial property, currently in high demand
- » The planned roadways are located and sized appropriately to serve current and future adjacent land uses
- » Current agricultural use of site generates little employment, housing, or tax base
- » Johnson Economics Fiscal Analysis demonstrates the fiscal impact of a data center campus would ultimately be significantly higher than an alternative land use scenario

Statewide Planning Goal 12 – TPR Analysis

- ✓ *TPR provides framework for coordination among state and local use*
- ✓ *Determination must be made when a plan is amended as to whether the amendment will have a 'significant affect' on existing/planned facilities*

- » The amendment does not constitute a 'significant affect' per OAR 660-012-0060(1)(c)(C)
- » Changes do not result in degradation of the intersection operations, applicable mobility targets, or require changes to nor affect the transit, air, pipeline, or rail model plans

Metro Regional Transportation Functional Plan

- » The amendment does not exceed the planned function or capacity of regional transportation projects (4 in study area)
- » Roadway realignments still provide for mobility targets to be met
- » The amendments do not materially change the traffic demand at subject intersections
- » Still helps to address needed trail connectivity in region
- » The proposal is intended to include appropriate intersection crossing treatments for trail users
- » Does not measurably change number of trail users along this segment

Forest Grove Transportation System Plan

Goals and Policies – Summary

- » The amendment will not change the implementing standards for the design and construction of roadways, pedestrian, or bicycle facilities
- » Design considers TVSB and CCRT connections to OR-8 (to south) and OR-47 (to north)
- » The realigned roadways continue to support the planned industrial, employment, and residential uses in the local vicinity by connecting people to jobs and houses
- » Proposal does not result in any new planned connections into the adjacent neighborhoods or new cut-through routes
- » The amendments benefit all users of the Oak Street Area by providing a safer, and enhanced roundabout crossing experience of the highway.

Forest Grove Comprehensive Plan

Land Use Goals: Industrial and Employment

Objective 3: Ensure the availability of a least one large industrial tract comprising at least 50 gross acres in land area.

- » Preserves largest contiguous industrial land remaining within City limits
- » Relocation of roadways will allow efficient use of site and promote economic development benefitting City

Objective 10: Access to industrial sites shall be from arterials or local industrial streets, oriented away from residential areas wherever feasible.

- » Access to Oak Street Area is planned from collector facilities (and not from OR-47)
- » Private access to industrial site will remain from Oak Street, oriented away from residential neighborhoods

Forest Grove Comprehensive Plan

Land Use Goals: Industrial and Employment

Objective 18: Seek opportunities to recruit industrial activities that could take advantage of the City's cost-competitive electricity rates and the skills of the resident labor force

- » Property positioned adjacent to existing utility substation, allowing efficient interconnection with the power grid
- » The proposal fulfills intent of TSP while allowing large-scale industrial development
- » According to Economic Opp. Analysis, specific challenge in planning for future industrial land needs is unpredictability of engaging a high-value industrial user to a given site
- » Wide ranging economic impacts including local job creation, tax revenue, system development charges (SDCs), development fees, etc.
- » Letter of support from Forest Grove Light & Power

Public Outreach & Community Involvement

- » Two neighborhood meetings held on May 12 and June 7 (with translation services)
- » Applicant mailed notice to surrounding property owners and residents within 1,000 feet of site (only 200 feet was required)
- » Met with Casey Meadows Homeowner's Association
- » Coordination with both Council Creek Regional Trail Working Group (Metro) and Council Creek Trail implementation group (WACO)
- » Coordination with Tualatin Valley Scenic Bikeway



Stakeholder Support



A place where families and businesses thrive.



Forest Grove/Cornelius
Chamber of Commerce



Washington County Visitors Association



- » Woodfold Manufacturing, Inc.
 - » Property Owner
- » Forest Grove Light & Power
- » Forest Grove/Cornelius Chamber of Commerce
- » Washington County Visitor's Association
 - » Tualatin Valley Scenic Bikeway (TVSB)
- » Washington County Chamber of Commerce
- » Washington County Commissioner Jerry Willey (District 4)
- » Westside Economic Analysis
- » Tualatin Valley Irrigation District
- » Great Portland, Inc.

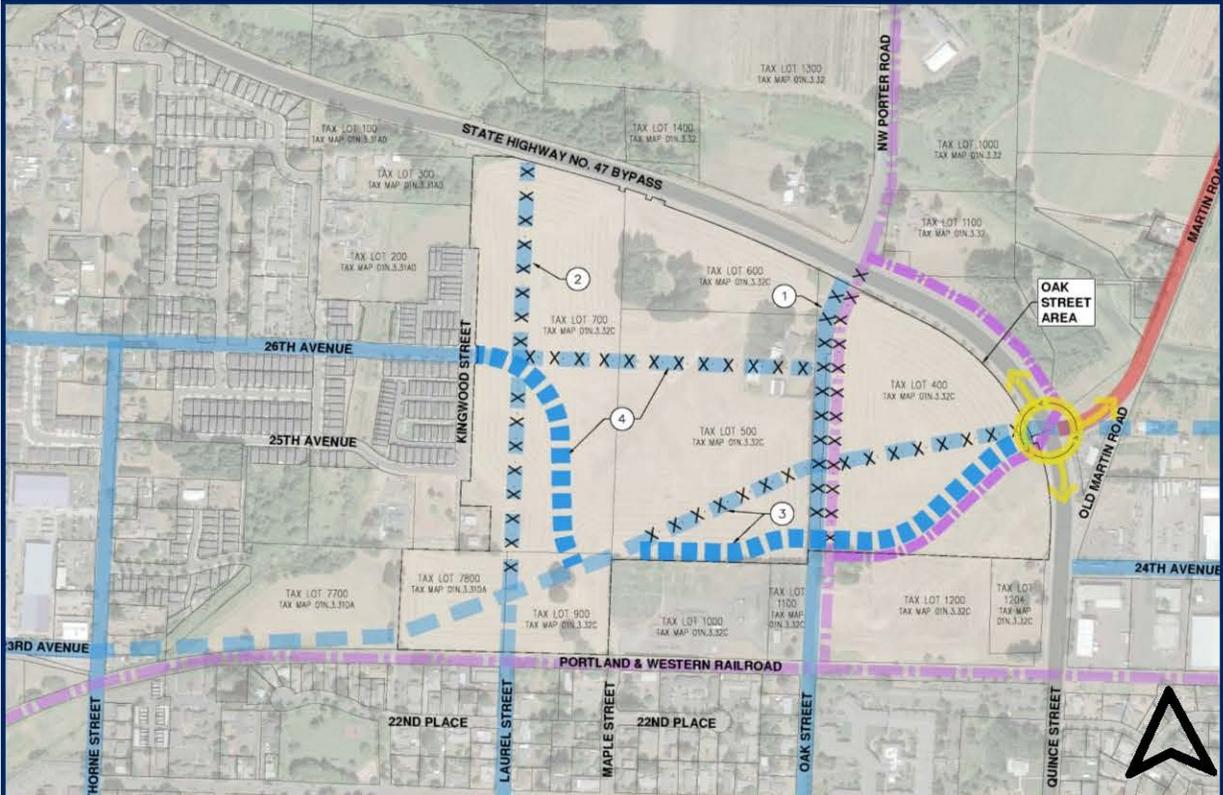
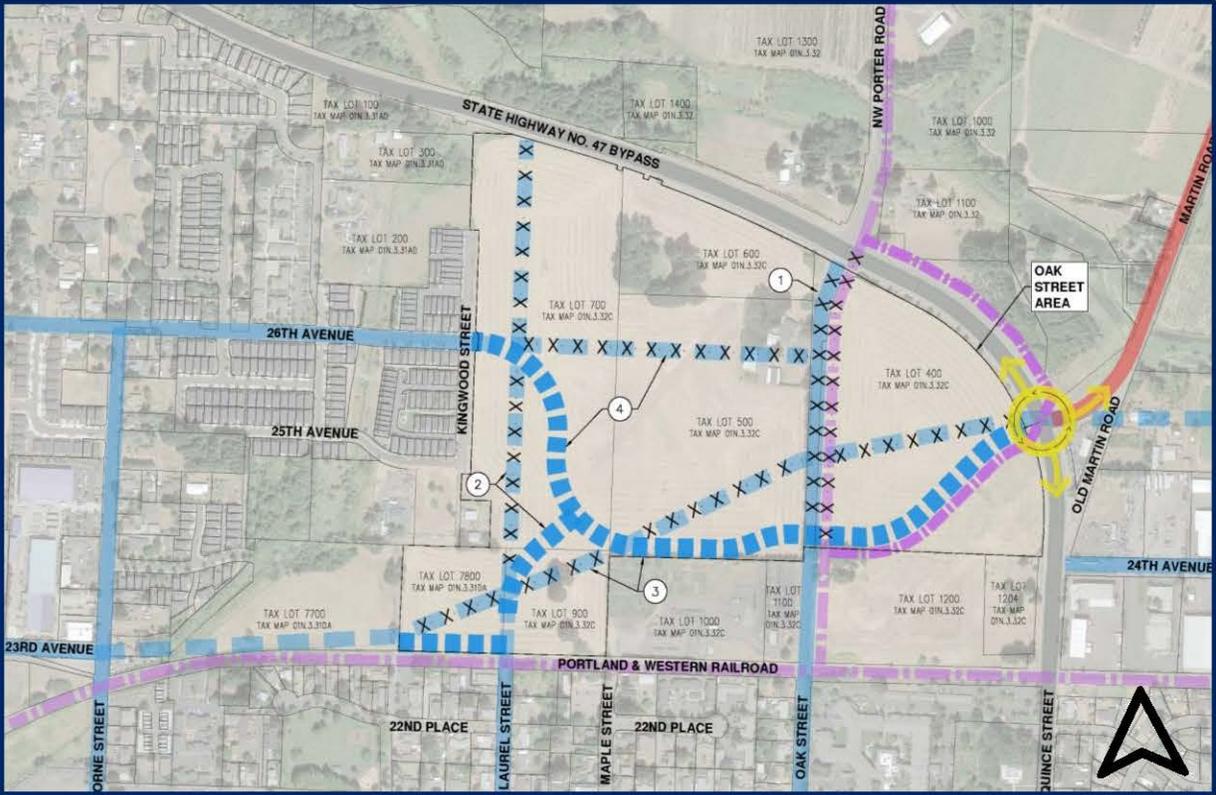
Questions?

Chris Brehmer and Julia Kuhn
Kittelson & Associates, Inc.
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Portland, OR 97204
(503) 535-7409

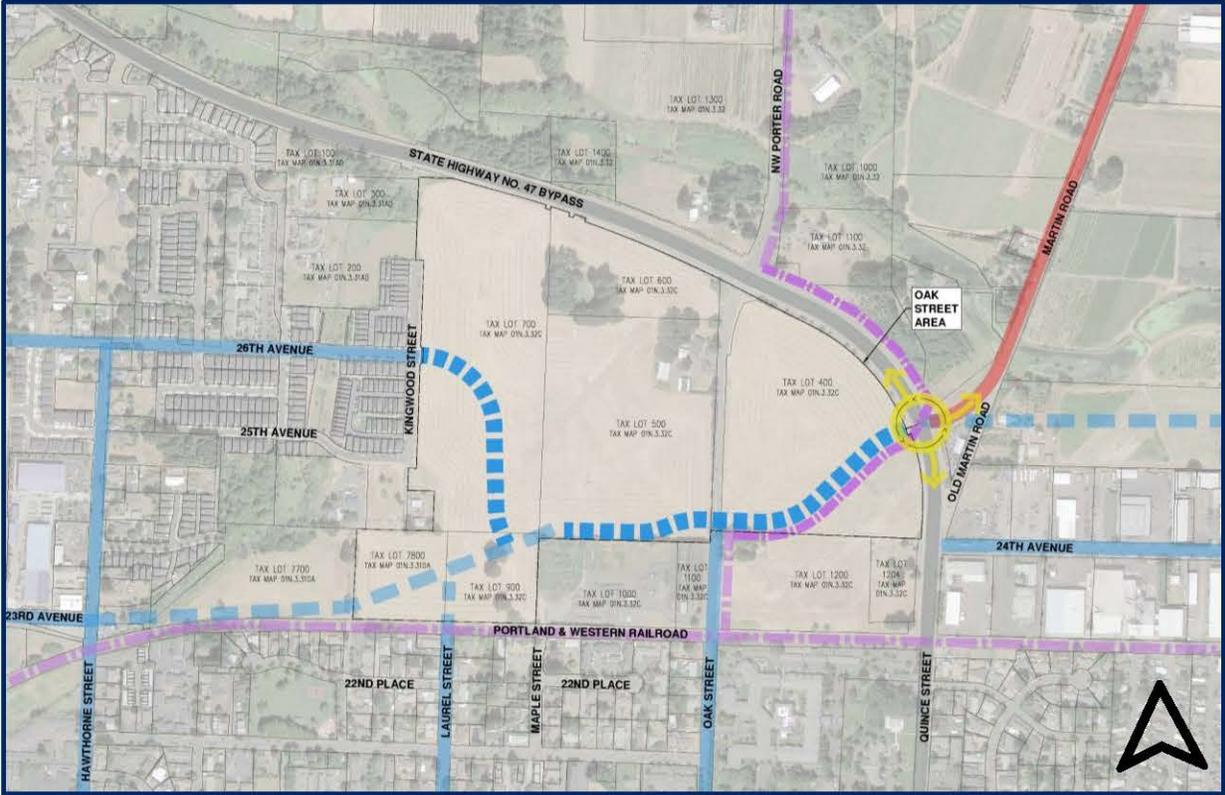
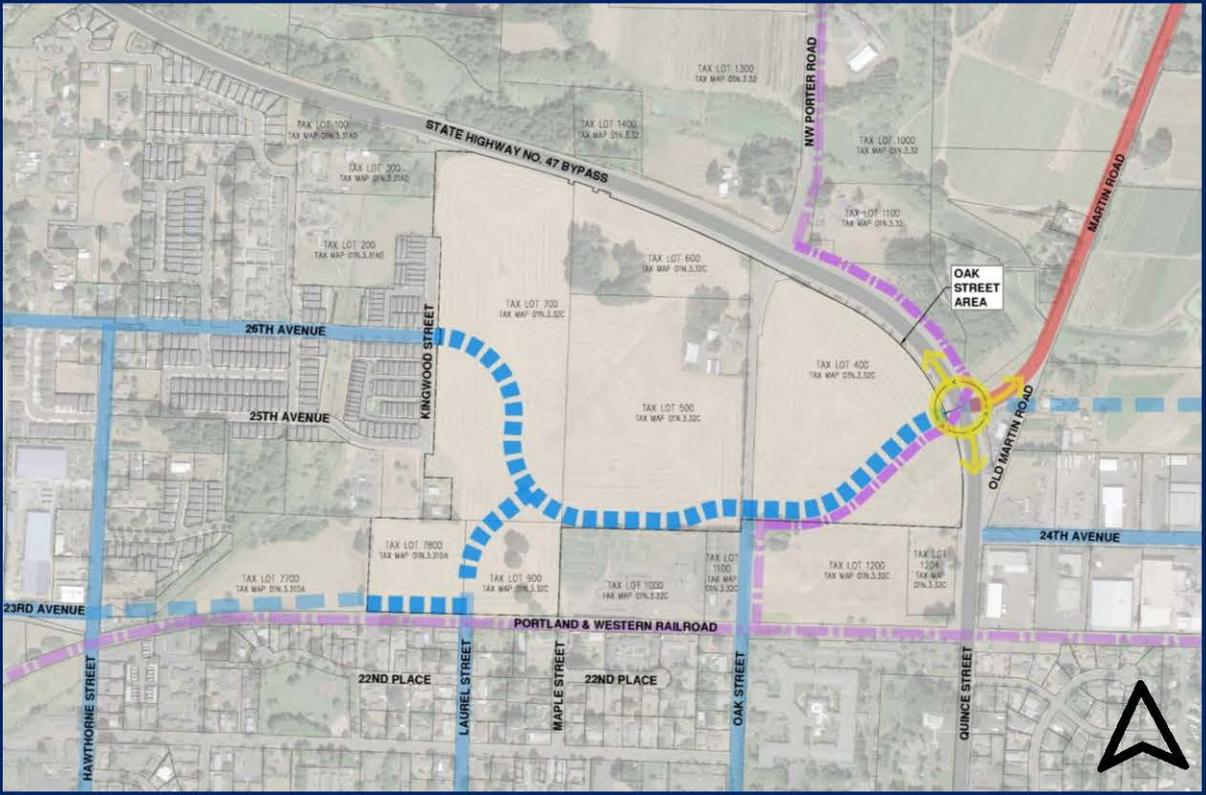
Mimi Doukas and Marie Holladay
AKS Engineering & Forestry, LLC
12965 SW Herman Road, Suite 100
Tualatin, OR 97068
(503) 563-6151



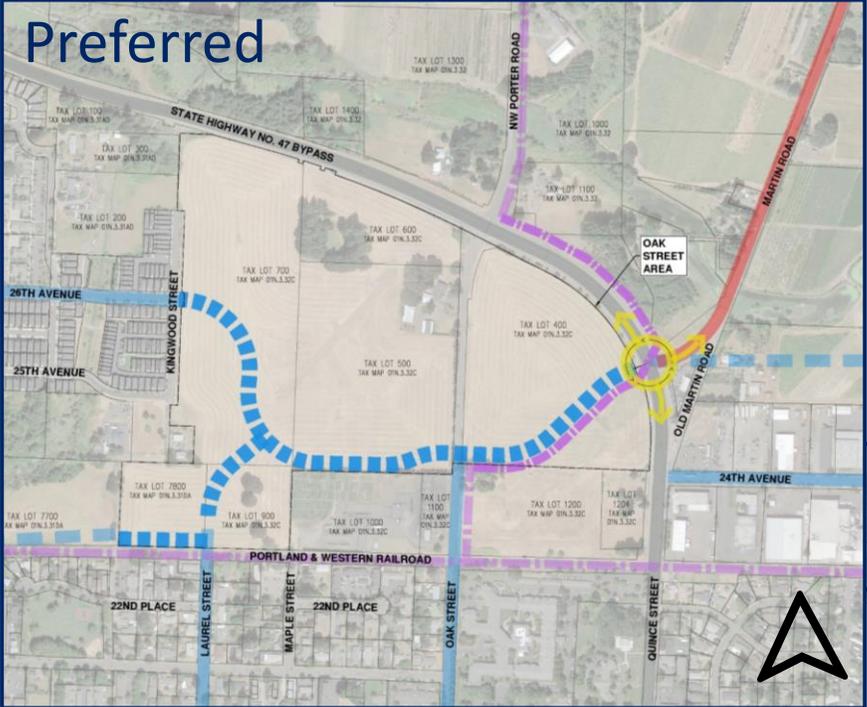
Proposed Updated Roadway Plan Options with TSP



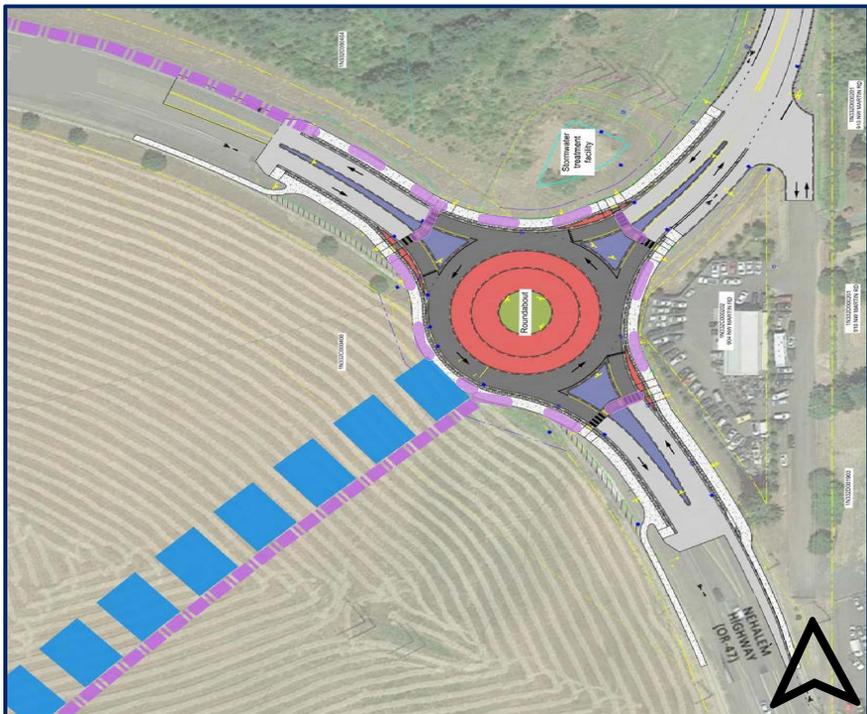
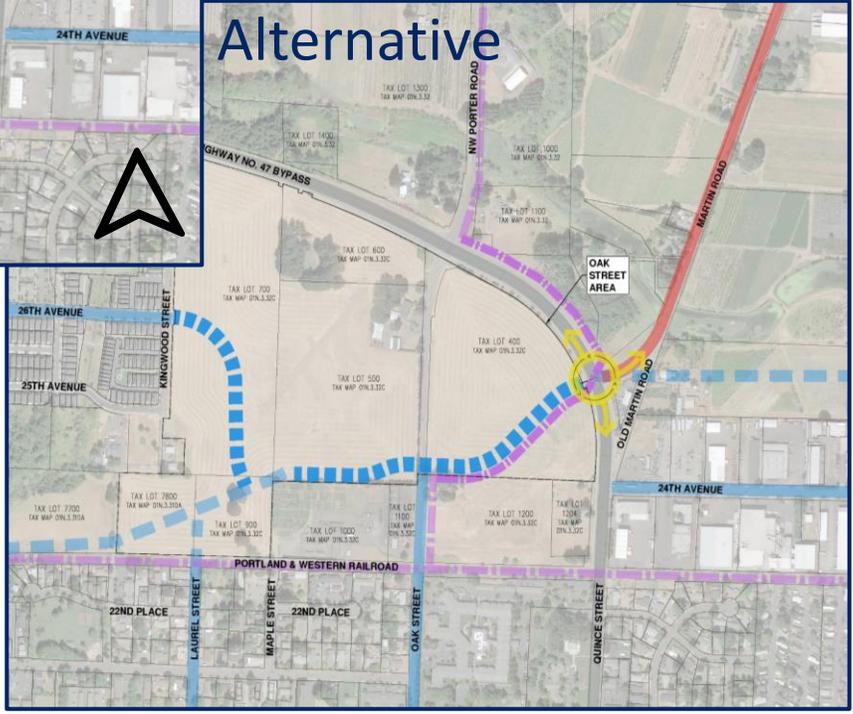
Proposed Updated Roadway Plan Options



Proposed Connection to Highway 47

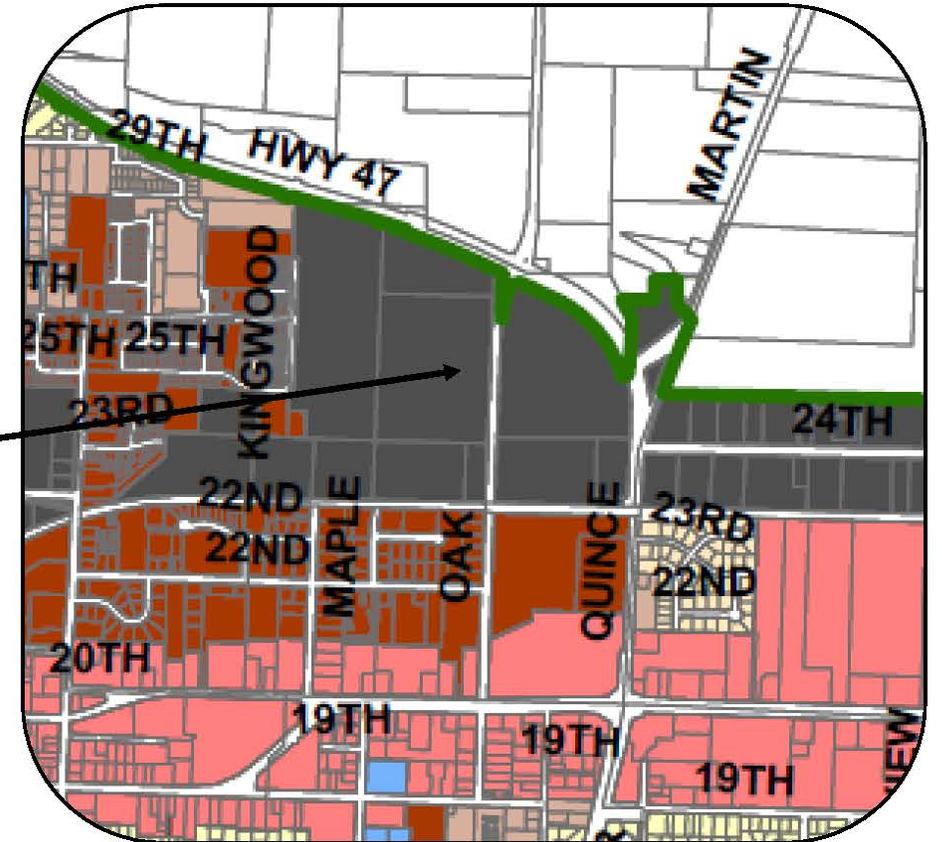
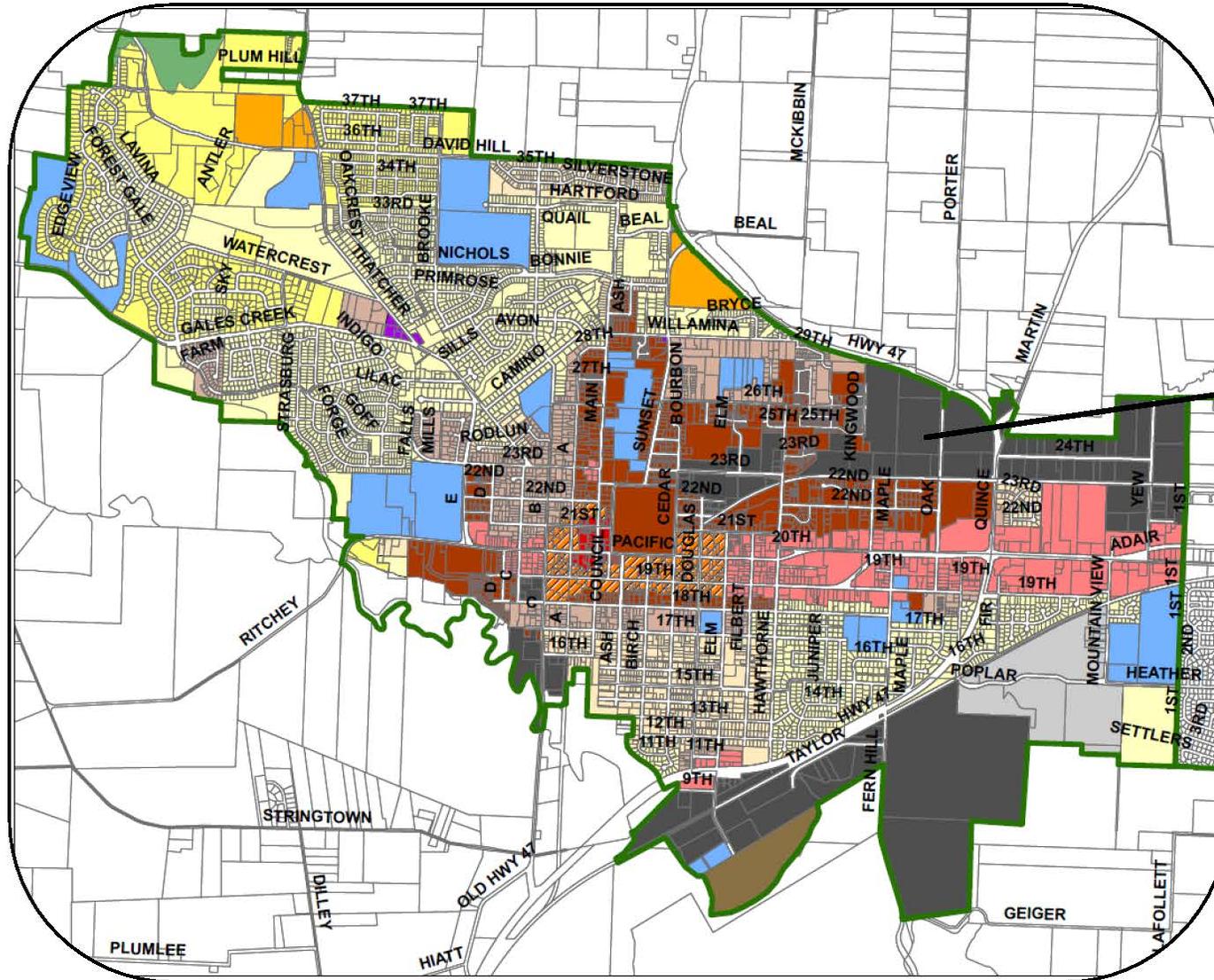


Alternative



Highway 47 Connection
(same for both options)

City of Forest Grove Zoning Map



- General Industrial (GI)
- Residential Multifamily High (RMH)
- Community Commercial (CC)

Transportation System Plans Goals and Policies

Goal 1: Develop and maintain a balanced transportation system that provides travel choices and reduces the number of trips by single occupant vehicles (SOV).

Policy e. Encourage local employment and commercial opportunities to reduce the number of locally generated regional work and shopping trips.

Planning Consideration: Does the proposal support local employment opportunities? Consider this in the context of the zoning of the area (General Industrial) and type of development supported by the road network affecting the property. Generally, the GI zone allows manufacturing, wholesale operations, and information related uses.

- » The amendment will not change the implementing standards for the design and construction of roadways, pedestrian, or bicycle facilities
- » Does not change need for nor the provision of existing/proposed transit services
- » Does not result in changes to the established SOV targets (or achievability to meet)
- » Yes, the realigned roadway plans continue to support the planned industrial, employment, and residential uses in the local vicinity by connecting people to jobs and houses

Transportation System Plans Goals and Policies

Goal 2: Develop and maintain a transportation system that reduces the length of travel and limits congestion.

Policy a. Enhance street system connectivity wherever practical and feasible.

Policy b. Maintain traffic flow and mobility on arterial and collector roadways.

Planning Consideration: *Does the proposal enhance street system connectivity and maintain traffic flow and mobility on arterial and collector roadways? Consider this in the context of how the proposal could impact OR-47.*

- » The amendment allows for localized travel that does not rely on OR-47 or OR-8
- » The proposal does not preclude local street network to the east or west in the future
- » Does not materially increase the distance provided between collector streets from that shown in the TSP

Transportation System Plans Goals and Policies

Goal 3: Develop and maintain a transportation system that is safe.

Policy a. Safe and secure pedestrian and bicycle ways shall be designed between parks and other activity centers.

Planning Consideration: *Does the proposal support a safe and secure pedestrian and bicycle ways. Consider this in the context of the impacts to the Council Creek Regional Trail alignment and Tualatin Valley Scenic Bikeway corridor described in Section IV below including crossing OR-47.*

- » At existing Oak/Porter intersection with OR-47, side street traffic movements are stop controlled and users are obligated to select and cross OR-47 when there is an appropriate gap in highway traffic (40-50 mph)
- » New controlled roundabout crossing requires all motor vehicles to yield to pedestrians and bicyclists

Transportation System Plans Goals and Policies

Goal 4: Design and construct transportation facilities in a manner that enhances the livability of Forest Grove.

Policy a. Maintain the livability of Forest Grove through proper location and design of transportation facilities.

Policy b. Increase the health and physical well-being of citizens by providing safe and convenient opportunities for walking and bicycling.

Planning Consideration: *Does the proposal maintain the livability of Forest Grove? Consider this in the context of economic development potential of the property including employment opportunities. Also, think of this in the context of the CCRT and the TVSB alignments.*

- » Still provides for local street connectivity to the TriMet Route 57 on OR-8 to the south
- » New controlled roundabout crossing requires all motor vehicles to yield to pedestrians and bicyclists

Transportation System Plans Goals and Policies

Goal 4: Design and construct transportation facilities in a manner that enhances the livability of Forest Grove.

Policy c. Protect residential neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas.

Planning Consideration: *Will the proposal have a positive, negative, or neutral impact on nearby residential neighborhoods in terms of through traffic and travel speeds? Does the proposal provide reasonable access to and from residential neighborhoods?*

- » The adopted TSP extends 26th Avenue east to Oak and a connection to OR-47. Proposal does not result in any new planned connections into the adjacent neighborhoods or new cut-through routes.
- » The proposal realigns 26th Avenue around the site to the south and safely connects to OR-47 at the roundabout. This may benefit vehicle and pedestrian queuing/waiting periods at the existing Oak/Porter intersection, where users must wait for gaps in highway traffic.
- » The amendments do not change the standard design of future streets or vehicle speeds.

Transportation System Plans Goals and Policies

Goal 4: Design and construct transportation facilities in a manner that enhances the livability of Forest Grove.

Policy d. Provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serves the needs of all people and businesses, including people with low income, children, seniors, and people with disabilities.

Planning Consideration: *Does the proposal have a disproportionate impact on people with low incomes, children, seniors, and persons with disabilities? If so, how?*

- » The amendments benefit all users of the Oak Street Area by providing a more equitable, safer, and enhanced crossing experience of the highway.
- » The proposal will not change the implementing standards for the design and construction of roadways, pedestrian, or bicycle facilities

Transportation System Plans Goals and Policies

Goal 5: Promote the development of Forest Grove, the state, and the national economy through the efficient movement of people, goods, services, and information in a safe manner.

Policy d. Provide transportation facilities that support land development that is consistent with the Comprehensive Plan.

Planning Consideration: Does the proposal provide a street network that supports land development consistent with the Comprehensive Plan? The General Industrial zone allows manufacturing, food processing, call centers, research & development, warehouses, wholesale operations, and information related uses. Does the proposal support such uses?

- » Property has been zoned GI since 1987
- » Realignment supports such uses and will bring vacant property to life
- » When FG Comp Plan was updated in 2014, City Council chose not to redesignate the area with the Oak St Refinement Plan

Transportation System Plans Goals and Policies

Goal 6: Establish and maintain a context sensitive set of transportation design and development regulations.

Policy a. Streets should be designed to support their intended users.

Policy d. Promote context-sensitive transportation facility design, which fits the physical context, responds to environmental resources, and maintain safety and mobility.

Planning Consideration: *Does the proposal provide a street network that is designed to support users of the street system including autos, trucks, pedestrians, and bicyclists? Does the proposed street system support safety and mobility (traffic circulation) through the area?*

- » Still provides R-O-W designations and future construction of streets, sidewalks, and bicycle facilities that can be included as part of future land development
- » Does not change City's designation of streets prioritized for emergency services (arterials)
- » ODOT supports reduced access to OR-47

Transportation System Plans Goals and Policies

Goal 7: Provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs?

Policy a. Encourage an energy efficient transportation system.

Policy d. Increase the use of walking and bicycling for all travel purposes.

Planning Consideration: Will the proposed street system support an energy efficient transportation system? This of this in the context providing opportunities for modes of transportation other than automobiles, length of street connections, and travel distances.

- » Does not change City's implementing standards in relation to environmental protection
- » Still requires construction of appropriate facilities to serve people walking/biking
- » Design considers TVSB and CCRT connections to OR-8 (to south) and OR-47 (to north)
- » Roundabout provides safer crossing of OR-47, results in minimal out of direction travel

Transportation System Plans Goals and Policies

Goal 8: Provide a transportation performance measures set and maintained by the city.

Policy a. A minimum intersection level of service standard (LOS) shall be set for the City of Forest Grove. All public facilities under the City's jurisdiction shall be designed to meet adopted LOS D.

Planning Consideration: *Will the proposed street network result in any intersections operating below acceptable service levels?*

→ *City minimum LOS: D*

→ *ODOT minimum LOS: a vehicle to highway intersection capacity (v/c) ratio of 0.99.*

- » Proposal does not change LOS or intersection operation standards
- » After amendment, intersections projected to meet City's LOS D
- » ODOT's vehicle to highway intersection capacity (v/c) ratio of 0.99 is not exceeded

Transportation System Plans Goals and Policies

Goal 9: Develop a transportation system that is consistent with the City's Comprehensive Plan and adopted state and regional plans.

- Policy a. Coordinate and cooperate with adjacent jurisdictions and other transportation agencies to develop transportation projects that benefit the City of Forest Grove and the region as a whole.
- Policy b. Work collaboratively with other jurisdictions and agencies so the transportation system can function as one system.

Planning Consideration: *Is the proposal consistent with the applicable land use policies contained in the FG Comprehensive Plan and transportation policies contained in the Metro Regional Transportation Framework Plan, Oregon Highway Plan and Oregon Transportation Planning Rule?*

- » Does not change the City's interagency collaboration, this application has been coordinated with applicable regulatory agencies
- » Continues to meet implementing standards for planning/construction of roadways
- » Supports existing and future transit service
- » Does not change the need for rail service or rail crossing locations

Transportation System Plans Goals and Policies

Goal 10: Efficiently use funding sources to implement transportation system improvement projects recommended in the TSP.

Policy a. Provide cost-effective transportation system where the public, land use development, and users pay their respective share of the system's cost proportional to their respective demands placed on the multimodal system.

Policy c. Ensure maintenance of the transportation system as a priority.

Planning Consideration: *Will the proposed street network be cost-effective to construct and maintain? Think of this in the context of number and length of street segments.*

- » Continues to identify network of streets, sidewalks, and bicycle facilities that will be required to be constructed as part of future developments
- » Does not change the City's interagency collaboration on future funding source opportunities/partnerships
- » Does not change City's requirement for new development to pay their fair share