



*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 12<sup>th</sup> 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

**SECOND READING:**

**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 26<sup>th</sup> Avenue from Kingwood Street to Oak Street, Laurel Street from the Portland and Western Railroad Corridor to north of the 26<sup>th</sup> Avenue extension and 23<sup>rd</sup> 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 22<sup>nd</sup> day of August 2022.

**PASSED** the second reading the 12<sup>th</sup> day of September 2022.

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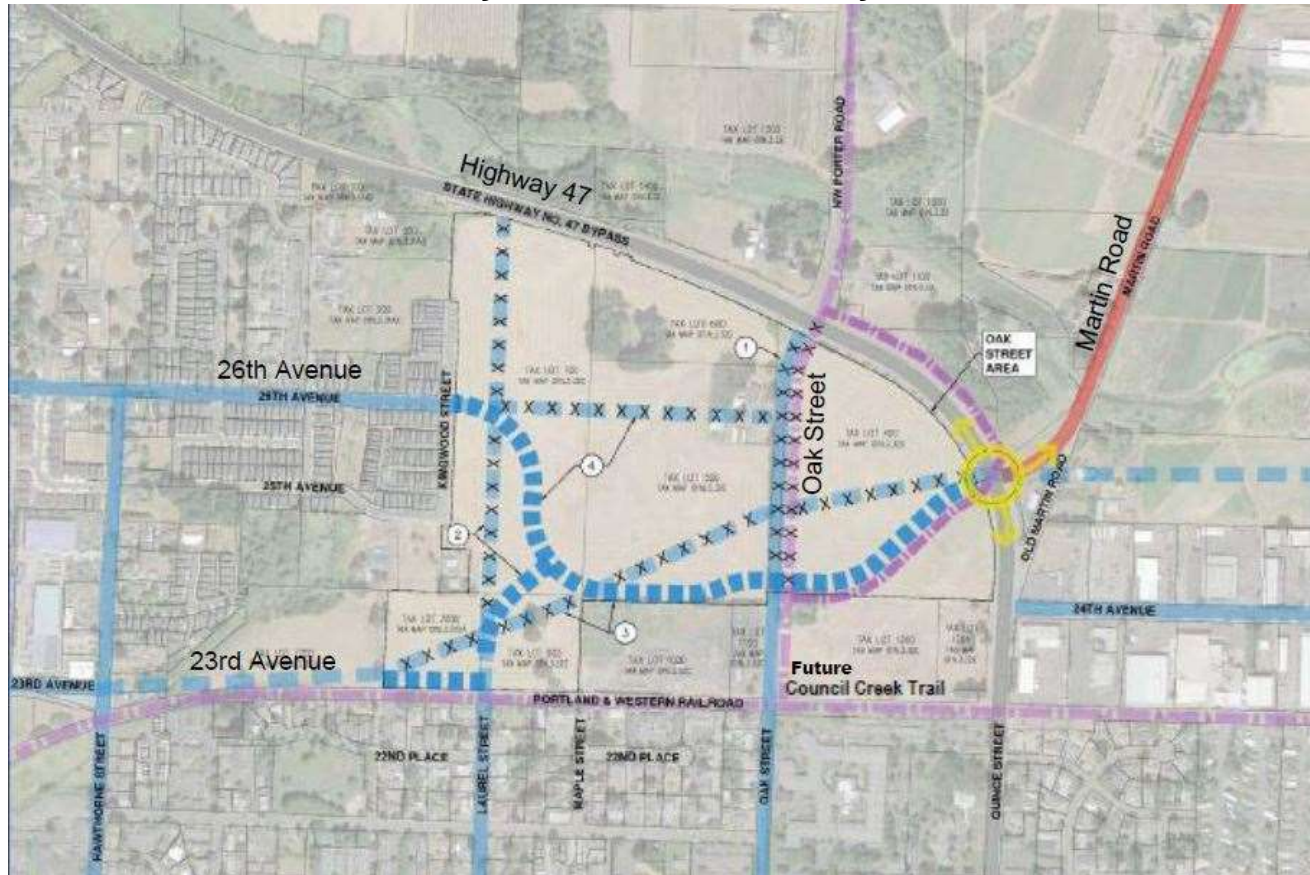
Anna D. Ruggles, City Recorder

**APPROVED** by the Mayor this 12<sup>th</sup> day of September 2022.

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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>26<sup>th</sup> 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**
- Multituse Trail
  - Street-adjacent Multituse
  - On-Street
  - Multituse Rail-with-Trail
  - Multituse 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)**

<b>No.</b>	<b>Name</b>	<b>Description</b>	<b>Purpose</b>	<b>Metro Project ID*</b>	<b>Total Cost \$Million</b>
27	25 <sup>th</sup> 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 <sup>rd</sup> Avenue/26 <sup>th</sup> Avenue extension. Will require railroad crossing.	Improve connectivity and balance traffic flow	NA	\$2.33
29	26 <sup>th</sup> 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 <sup>th</sup> Avenue	Improve 26 <sup>th</sup> 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
<b>TOTAL</b>					<b>\$122.44</b>

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)**

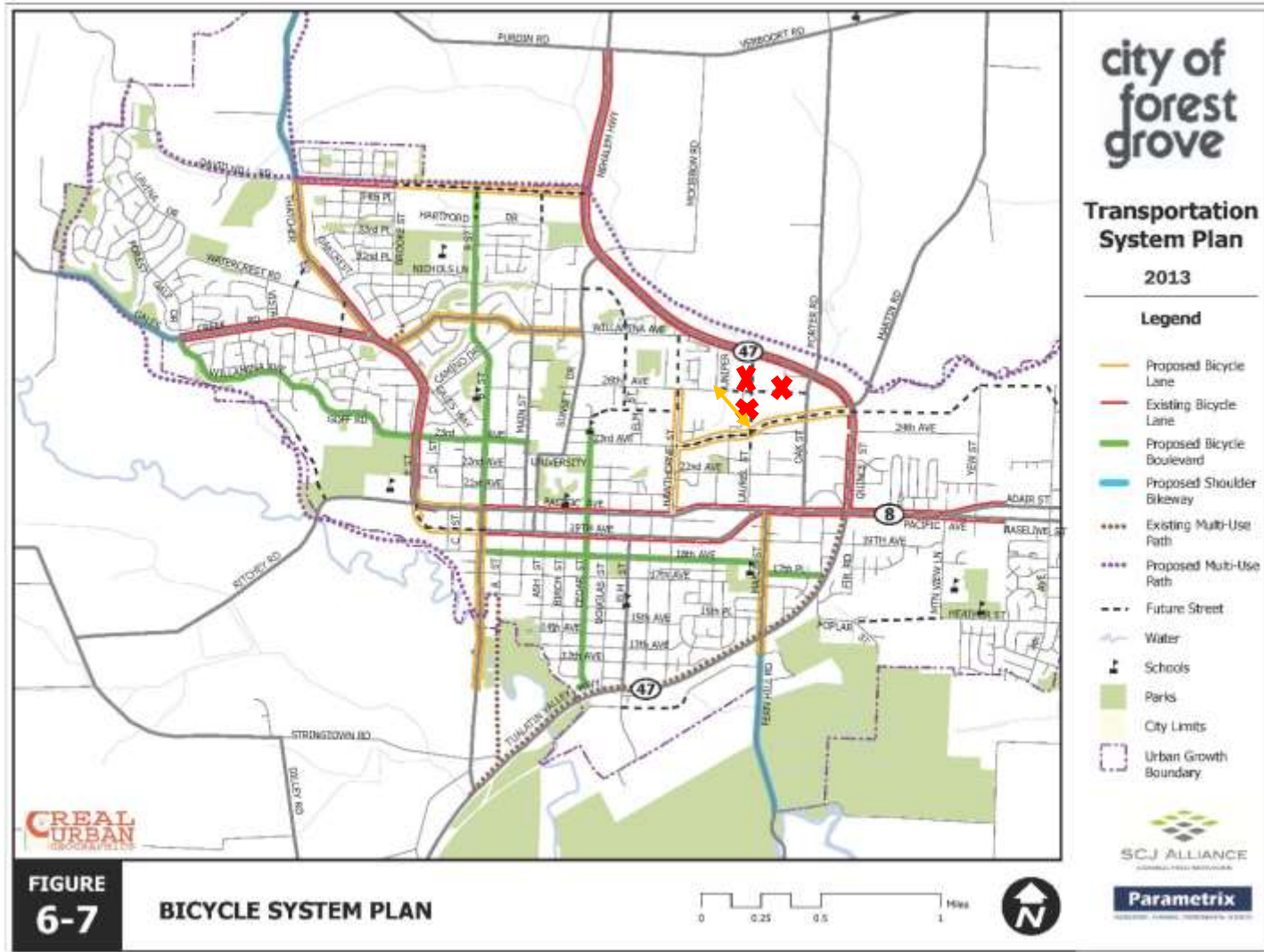
#	Name	Description	Jurisdiction Owner/ Operator	Metro Project ID	RTP Financially Constrained	Total Cost	Non-City Funds	City Funds	Project Timing
14	Council Creek Trail	16-mile multi-use trail from Hillsboro to Banks. Multi-use trail from the end of the Westside MAX in Hillsboro, thru Washington County, & 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 26<sup>th</sup> 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

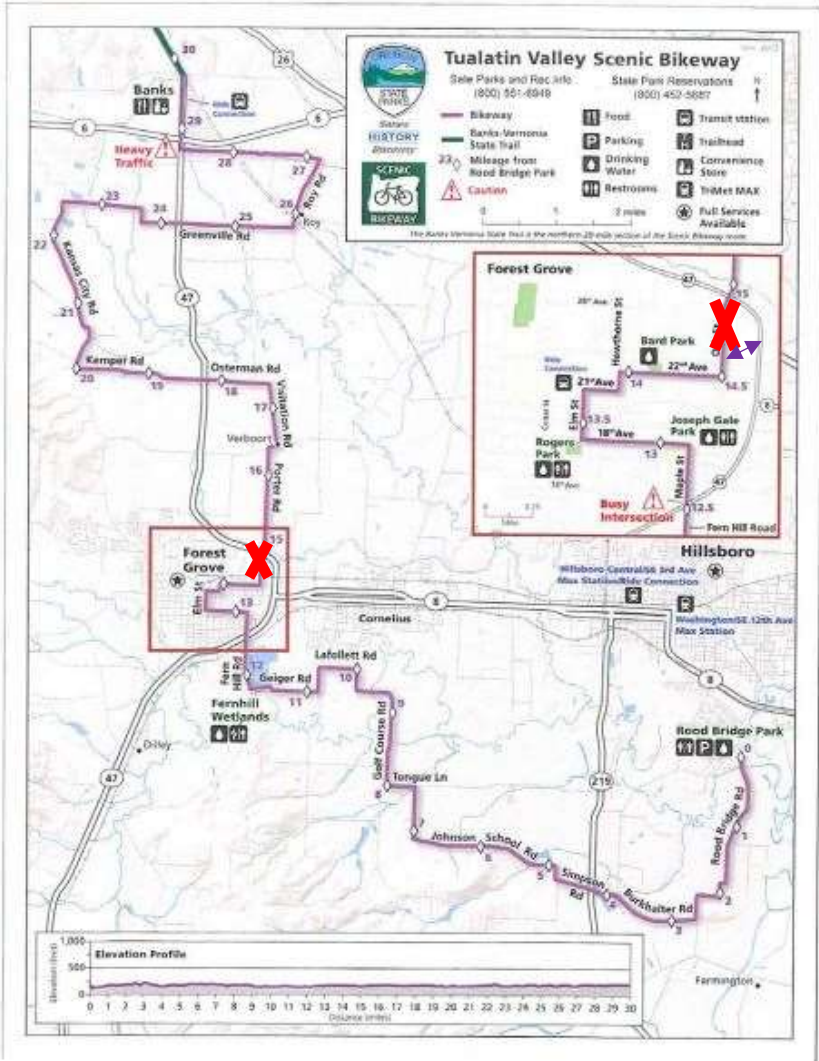


Revise  
 Figure 6-7: (Bicycle System Plan)



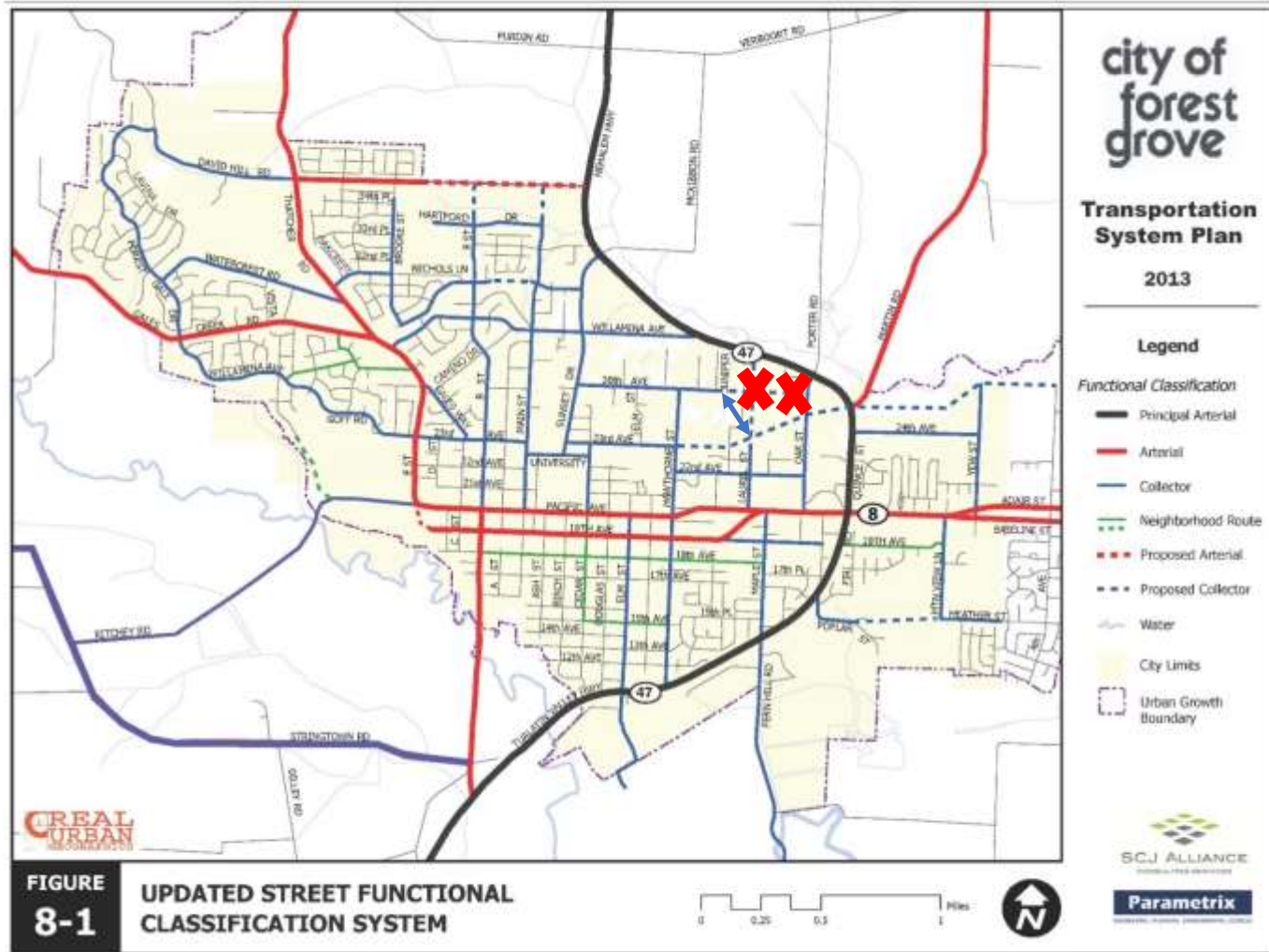
# Revise Figure 6-8: Oregon Scenic Bikeway

Figure 6-8. Oregon Scenic Bikeway

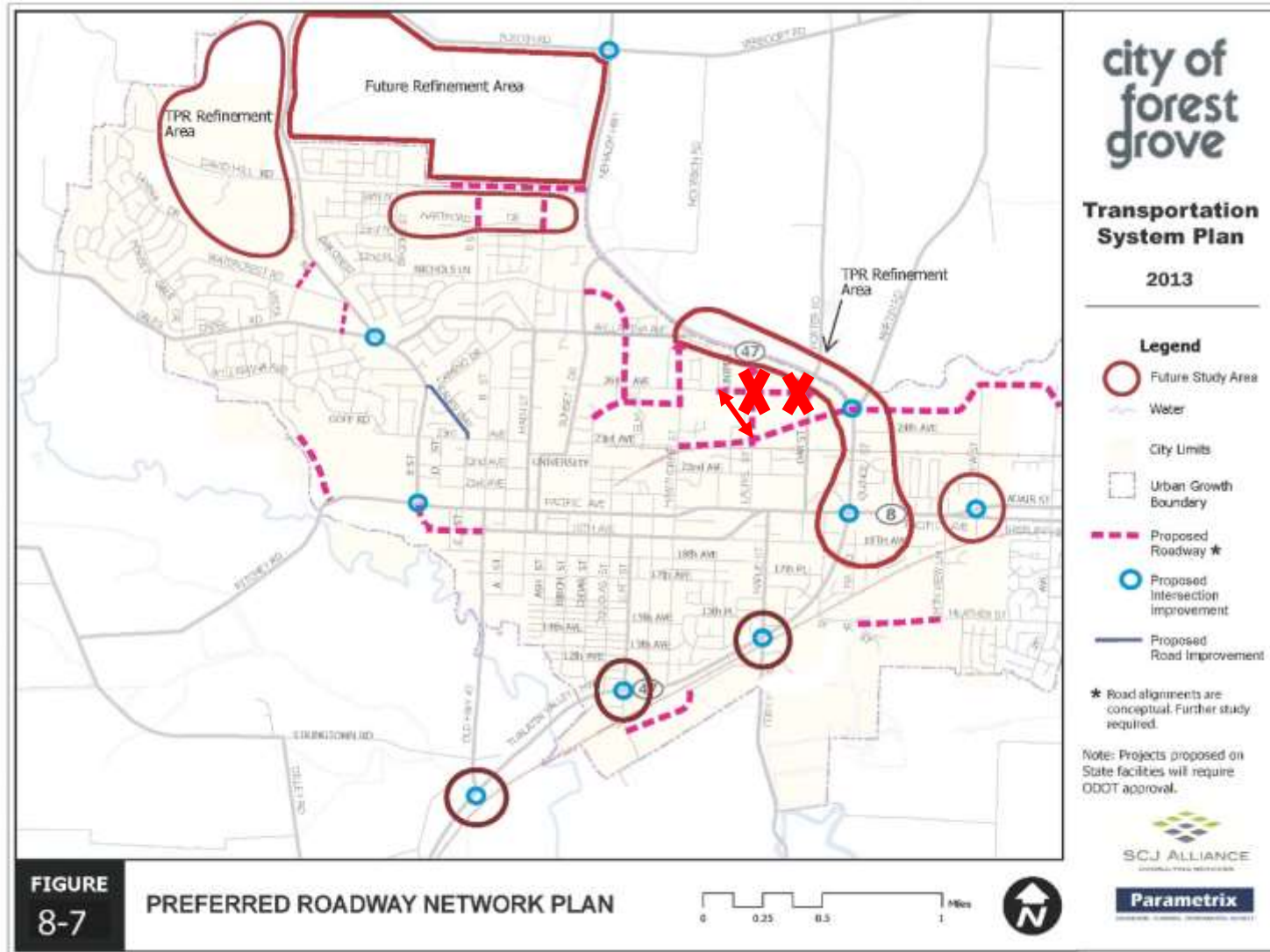


Revise

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 26<sup>th</sup> Avenue from Kingwood Street to Oak Street, Laurel Street from the Portland and Western Railroad Corridor to north of the 26<sup>th</sup> Avenue extension and 23<sup>rd</sup> 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

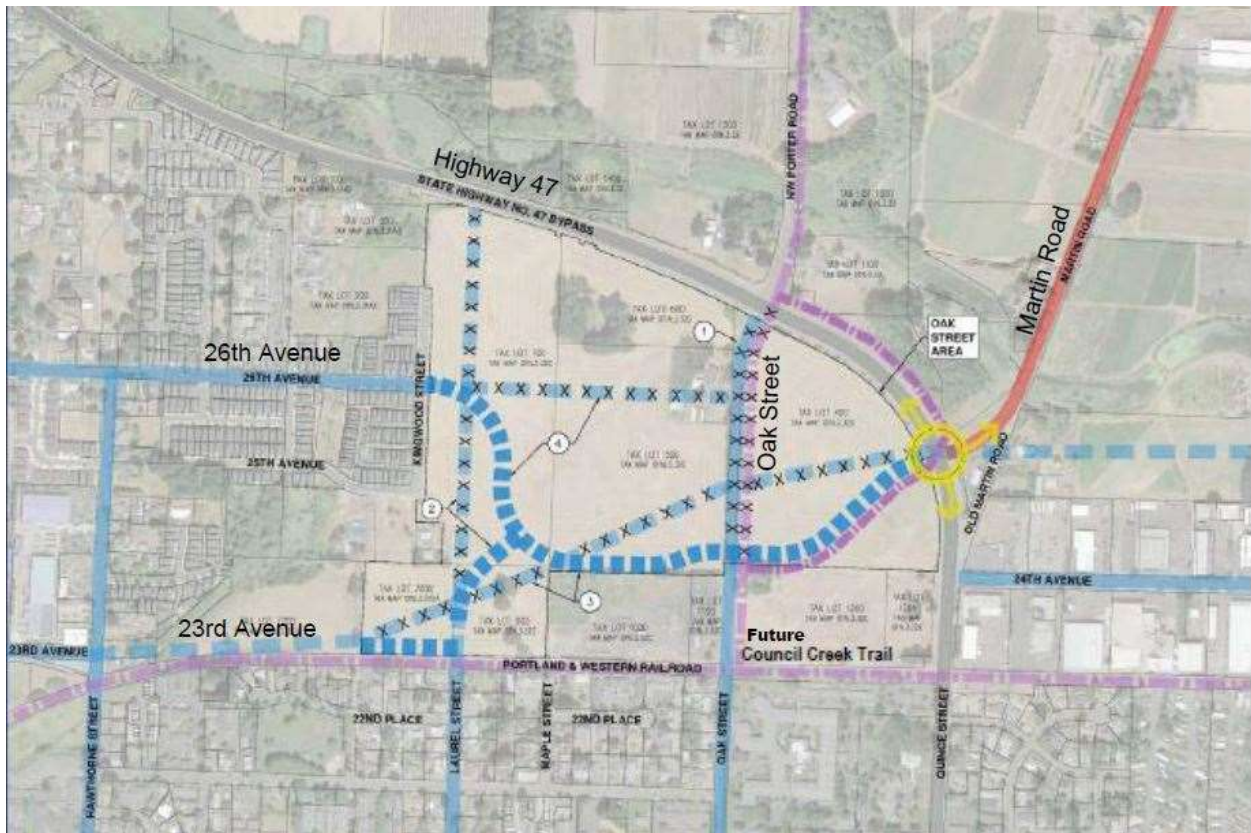
**Finding:** The Planning Commission makes the determination that the TSP amendments are legislative and subject to the requirements of the Forest Grove Comprehensive Plan and Forest Grove Development Code, Introductions and Procedures, Type IV, Legislative Land Use Decisions (17.1.700 – 17.1.740). This 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 26<sup>th</sup> 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 26<sup>th</sup> Avenue extension and the Forest Grove Transportation System Plan classifies 26<sup>th</sup> Avenue as a Collector roadway. The Planning Commission further finds, the proposed amendments will not result in a change to the functional classification of 26<sup>th</sup> Avenue. Therefore, the proposed amendment will not significantly affect 26<sup>th</sup> Avenue.

**Finding:** The Planning Commission finds the proposed amendments will result in a change to the alignment for the 23<sup>rd</sup> Avenue/24<sup>th</sup> Avenue extension. As proposed, the 23<sup>rd</sup>/24<sup>th</sup> Avenue extension would terminate at the Laurel Street extension. The Forest Grove Transportation Plan classifies 23<sup>rd</sup>/24<sup>th</sup> Avenue as a Collector roadway. The proposed amendment will not result in a change to the functional classification of 23<sup>rd</sup>/24<sup>th</sup> Avenue. Therefore, the Planning Commission determines the proposed amendment will not significantly affect 23<sup>rd</sup>/24<sup>th</sup> 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 26<sup>th</sup> Avenue extension. The proposed amendment would terminate Laurel Street at the re-aligned 26<sup>th</sup> 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, 24<sup>th</sup> 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 (26<sup>th</sup> 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 26<sup>th</sup>

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 26<sup>th</sup> Avenue extension and continues 26<sup>th</sup> 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 26<sup>th</sup> 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 26<sup>th</sup> 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 26<sup>th</sup> 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 23<sup>rd</sup> Avenue/24<sup>th</sup> 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, 24<sup>th</sup> 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 (26<sup>th</sup> 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 26<sup>th</sup> Avenue extension with the 23<sup>rd</sup> Avenue/24<sup>th</sup> 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 26<sup>th</sup> 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 26<sup>th</sup> Avenue and an extension of 23<sup>rd</sup> Avenue/24<sup>th</sup> Avenue. 26<sup>th</sup> Avenue and 23<sup>rd</sup>/24<sup>th</sup> Avenue are designated as collector roadways in the Forest Grove Transportation System Plan. Both 26<sup>th</sup> Avenue and 23<sup>rd</sup>/24<sup>th</sup> 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 26<sup>th</sup> 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 26<sup>th</sup> 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 26<sup>th</sup> 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.

  
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Phil Ruder  
Planning Commission Chair

August 9, 2022  
\_\_\_\_\_  
Date