



City of Bay City

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AGENDA

BAY CITY PLANNING COMMISSION MEETING June 15, 2016

1. Call to Order 6:00 p.m.
2. Visitors' Presentation
3. Minutes of the 5/18/2016 meeting
4. Unfinished Business
5. New Business
 - a. **APPLICATION #2016-06 Proposed Legislative Text Amendments to the Bay City Comprehensive Plan and the Transportation System Plan to Implement the Salmonberry Trail in Bay City**
6. Other
7. Planning Commission, City Council and City Planner Concerns
8. Adjournment

In accordance with Federal Law and U.S. Department of Agriculture policy, this institution is prohibited from discriminating on the basis of race, color, national origin, sex, age or disability.



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CITY OF BAY CITY PLANNING COMMISSION & CITY COUNCIL PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Bay City Planning Commission will hold a public hearing at 6pm on Wednesday, June 15th 2016 at Bay City City Hall, 5525 B Street, Bay City, Oregon.

The purpose of the hearing is for the Planning Commission to consider proposed legislative (text) amendments to the Bay City Comprehensive Plan relating to the planned regional multi-use bicycle and pedestrian Salmonberry Trail and to make a recommendation to the City Council.

The City Council will hold a second public hearing on the matter at 6pm on July 12th.

Pertinent information regarding the request is available for review at City Hall during normal business hours and on the city's website: www.ci.bay-city.or.us/

Interested persons may submit written comments regarding this matter any time prior to either hearing, or provide written and/or oral comments at either hearing on June 15th (Planning Commission) or July 12th (City Council).

Please submit written comments by mail, email or in person as follows: Attn: Angie Cherry, 5525 B Street / PO Box 3309, Bay City, OR 97107. Email: acherry@ci.bay-city.or.us

The public is invited to attend and participate.

Angie Cherry
Planning Secretary

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Please publish: June 8, 2016

PLANNING COMMISSION

May 18, 2016

The Bay City Planning Commission met on May 18, 2016. Chair Phyllis Wustenberg called the meeting to order at 6:00 p.m. Commission members present were Mark Harguth, Morgan Christenson, Lisa McRae and Tom Imhoff. Also present were Planning Commission Secretary Angie Cherry, City Planner Sabrina Pearson. Visitors present were City Council Member Dee Harguth.

MINUTES

Morgan made a motion to approve the minutes of April 20, 2016 meeting, second by Mark. All in favor, motion passed unanimously.

VISITORS' PRESENTATION

None

UNFINISHED BUSINESS

None

NEW BUSINESS

None

OTHER

PLANNING COMMISSION, CITY PLANNER AND CITY COUNCIL CONCERNS

Resignation from Morgan Christenson from Planning Commission. Welcome Tom Imhoff to Planning Commission.

Discussion was held regarding the Planning Commission Chair Term of Office and the expiration date of June 30, 2016.

Angie and Sabrina gave an update on the progress of the Oregon Coast Railriders. Discussion was held.

Phyllis expressed concern regarding the amount of paperwork included in the Planning Commission packets. Phyllis asked if a copy could be available to City Hall for review instead of being included planning packets. Sabrina reviewed requirements. Phyllis stated that the packets can be very confusing.

Lisa wanted to clarify that Phyllis would like an executive summary for the packets on one page and the information would correlate with the Staff Report. Sabrina stated she was working to make the Staff Report simpler. Discussion was held regarding requirements.

Discussion was held regarding the Procedures for Planning Commission Land Use Hearings script and if it could be simplified. Angie is communicating with DLCD.

Discussion was held regarding upcoming issues for Planning Commission.

Discussion was held about the possibility of packets delivered electronically.

Tom stated the commission chairs were not OSHA approved and could be a safety hazard as they only have four legs and can tip over.

ADJOURNMENT

Phyllis made a motion to adjourn the meeting, Second by Lisa. Meeting adjourned at 6:35 p.m.

Respectfully submitted,

Angie Cherry
Planning Commission Secretary

SIGN-IN SHEET

PLANNING COMMISSION MEETING

May 18, 2016

Dee Hargrett



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Bay City Application #2016-06 Salmonberry Trail Amendments

Staff Report and Proposed Findings of Fact June 8, 2016

1 I. APPLICATION INFORMATION

2

3 Applicant: City of Bay City, Oregon

4 Location: City of Bay City, Oregon

5 Application#: 2016-06

6

7 These proposed amendments to the Comprehensive Plan and TSP on Staff Report Pages 5-17
8 are proposed to update:

9

10 (1) References describing and supporting the Salmonberry Trail; and

11 (2) Factual statements regarding operation of the Port of Tillamook Bay Rail Line.

12

13 No Map amendments are proposed.

14

15 Required Public Hearings:

16 The Planning Commission and the City Council are both required to hold a public hearing to
17 approve these amendments. These hearings are scheduled for June 15, 2016 and July 12, 2016.

18

19 Planning Commission Motion:

20 The Planning Commission is required to recommend whether the findings of fact support that the
21 amendments are consistent with the applicable criteria.

22

23 City Council Motion:

24 The City Council is required to review the Planning Commission recommendation and make a
25 decision whether the amendments are consistent with the applicable criteria.

26

27 Proposed Salmonberry Trail amendment assessments are available for download at:

28 www.potb.org/salmonberry-trail-project/

29

30



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Bay City Application #2016-06 Salmonberry Trail Amendments

Staff Report and Proposed Findings of Fact June 8, 2016

1 II. DESCRIPTION OF REQUEST

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A Salmonberry Trail Preliminary Feasibility Study was completed in 2013. A Salmonberry Concept Plan was completed in 2015. These amendments are proposed to amend the Bay City Comprehensive Plan and Bay City Transportation System Plan (TSP) to reflect the new Salmonberry Trail.

The Salmonberry Trail will extend approximately 83 miles from Banks, Oregon to Tillamook, Oregon. Through the City of Bay City, the Trail is approximately 1.72 miles long and is conceptually planned to primarily follow the Port of Tillamook Bay rail right-of-way. Policies in the two Plans address bicycle and pedestrian safety and circulation, a “walkable” and connected community, and recreational opportunities for townspeople and visitors supported and enhanced by the Salmonberry Trail. No map amendments are proposed.

Proposed Salmonberry Trail amendment assessments are available for download at:
www.potb.org/salmonberry-trail-project/

The State of Oregon Land Conservation and Development Commission acknowledged the first Bay City Comprehensive Plan in 1978. Bay City adopted the most recent post-acknowledgement Comprehensive Plan amendment in June 2015. Bay City adopted and the State acknowledged the Bay City TSP in 2010 that replaced and incorporated a 2003 Bay City Downtown Transportation Plan. These proposed amendments to the Comprehensive Plan and TSP are proposed to update:

- (1) References describing and supporting the Salmonberry Trail; and
- (2) Factual statements regarding the operation of the Port of Tillamook Bay Rail Line.

See Section VI Proposed Amendments of this staff report for the specific proposed recommended Comprehensive Plan and TSP Plan text amendments.



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III. PLAN AMENDMENT DEVELOPMENT AND PUBLIC HEARING PROCESS

Plan Amendment Development Process and Reviews

Through funding provided by the Oregon Department of Land Conservation and Development, The Oregon Department of Transportation, and the Port of Tillamook Bay, and in cooperation with the cities of Wheeler, Rockaway Beach, Garibaldi, Bay City, and Tillamook, and Tillamook County, the Comprehensive and Transportation Plans of all six jurisdictions, plus the City of Tillamook Parks Master Plan, were assessed for possible amendments recognizing and supporting the Salmonberry Trail.

Suggested Plan Amendment language was developed in draft form and reviewed with the staff of each jurisdiction in November 2015. Revisions based on jurisdiction comments were made in December 2015, and the revised set of assessments was published in January 2016 on the Port of Tillamook Bay's website. Copies of the revised assessments were also provided to each jurisdiction.

In January 2106 each jurisdiction hosted an advertised public meeting where the outcomes of the assessments were discussed and proposed Plan Amendment language previewed for community leaders and the general public. The public meeting in Bay City was held on January 27, 2016.

In February and March 2016, similar reviews of the proposed Plan Amendments were conducted with selected agencies and groups: Oregon Coast Scenic Railroad, Tillamook Creamery Association. Tillamook Bay Estuary Partnership, Tillamook Chamber of Commerce, Tillamook County Tourism, Oregon Department of Parks and Recreation, Northwest Coast Trails Coalition, Lower Nehalem Watershed Council, Oregon Department of Forestry, Oregon Department of Transportation Rail, and Barview-Watseco-Twin Rocks Neighborhood Association.

Upon completion of public meetings and stakeholders reviews, draft final Plan Amendment language was produced and incorporated into the body of each jurisdiction plan. The six jurisdictions were given a final opportunity to review the proposed text amendments in April 2016. No additional comments were received. A revised set of jurisdictional assessments were published, including revised suggested Plan Amendment language, as well as an additional assessment and set of maps addressing impacts of local jurisdictional and County estuary zones and regulation on Trail development.



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Bay City Application #2016-06 Salmonberry Trail Amendments

Staff Report and Proposed Findings of Fact June 8, 2016

1 Plan Amendment Public Hearings

2

3 Consistent with Bay City Comprehensive Plan Procedural Policy, the proposed Comprehensive Plan and
4 Transportation System Plan amendments that will recognize and support the planned regional multiuse
5 bicycle and pedestrian Salmonberry Trail are subject to separate public hearings before the Planning
6 Commission and City Council:

7

8 • The City of Bay City Planning Commission is scheduled to hold the first evidentiary public hearing
9 for Application No. 2016-06 at City Hall on June 15, 2016 at 6:00 pm in the Bay City Council
10 Chambers, the purpose of the public hearing is to provide a recommendation for findings of fact,
11 conclusion and decision to the City Council.

12

13 • The City Council of Bay City is scheduled to hold its first evidentiary public hearing for Application
14 2016-06 at City Hall on July 12, 2016 at 6:00 pm in the Bay City Council Chambers, the purpose of
15 the public hearing is to provide a decision on this application.

16

17 The Proposed Ordinance Amendments, Staff Report, Comprehensive Plan, and Transportation System
18 Plan are available for review at Bay City during regular business hours. The Staff Report with proposed
19 Findings of Fact is available not less than seven days prior to the Planning Commission public hearing. The
20 Planning Commission Recommendation regarding adoption is available not less than seven days prior to
21 the City Council public hearing.

22

23 IV. APPLICABLE CRITERIA

24

25 Applicable Criteria

26

27 Bay City, Oregon Comprehensive Plan
28 Goal IX Citizen Involvement (pg. 19)
29 Procedural Policies (pg. 29-34)

30

31 Bay City, Oregon Transportation System Plan (2010)

32

33 Oregon Revised Statutes including Chapter 197 Land Use Planning and 227 City Planning
34 Oregon Administrative Rules including Chapter 660

35



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Bay City Application #2016-06 Salmonberry Trail Amendments

Staff Report and Proposed Findings of Fact June 8, 2016

1 V. FINDINGS OF FACT

2
3 The following statement of findings of fact describes the consistency of the proposed Amendments with the
4 Bay City Comprehensive Plan and Transportation System Plan against which the amendments are
5 measured for consistency.

6
7 Procedural and Citizen Involvement Standards

8
9 Standards for Comprehensive Plan Amendment Applications are addressed in two sections of the Bay City
10 Comprehensive Plan:

11
12 **Goal IX: "Citizen Involvement"** (p. 19) requires well publicized and convenient town meetings, planning
13 document availability, and for the Planning Commission and City Council to take into account the
14 recommendations of citizens through the public hearing process.

15
16 **"Procedural Policies"** (p. 29-34) specifies that the Planning Commission is responsible for developing
17 land use policies, which the City Council must formally adopt by ordinance, and that at least one public
18 hearing must be held by both the Planning Commission and City Council in order to change the Plan. This
19 section also states that factual information may be added to the Comprehensive Plan by City Council
20 resolution on the advice of the Planning Commission.

21
22 Bay City Comprehensive Plan Standards for these minor Comprehensive Plan changes are defined
23 similarly to State guidelines and the need for adequate findings, internal plan consistency, and involvement
24 of surrounding jurisdictions is cited.

25
26 Findings: Procedural and Citizen Involvement Standards

- 27
- 28 1. All Salmonberry Trail plan amendments proposed are scheduled and advertised for public hearing
29 before the Planning Commission and City Council.
 - 30
31 2. Proposed Plan amendments were developed through an intergovernmental process that includes a
32 community outreach process involving the County and the five cities through which the
33 Salmonberry Trail Coastal Segment is planned to pass.
 - 34
 - 35



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Staff Report and Proposed Findings of Fact June 8, 2016

1 Bicycle and Pedestrian Policies

2
3 1. Both the City's Comprehensive Plan and TSP include policies that are supportive of and consistent
4 with bicycle and pedestrian improvements such as those proposed by the Salmonberry Trail.

5
6 2. No amendments necessary to Bay City Goals and Policies that address Industry, Port Of Garibaldi,
7 Agricultural Lands, Natural Resources, Wetlands, Development, Housing Opportunities, Urban
8 Service Area, Water System, Sewer System, Storm Drainage, School District, Land Use, and
9 Shorelands were identified as necessary to support the Salmonberry Trail.

10
11 3. The proposed amendments are consistent with and directly support Bay City Comprehensive Plan
12 "Quality of Life", "City Form", "Residential Nature", and "Recreation" Goals and Policies. The Trail
13 will improve quality of life by providing for new transportation and recreation opportunities, make a
14 compact City form more viable by improving safe non-motorized travel options within the City, and
15 sustain the City's quiet residential nature by providing safe non-motorized travel options.

16
17 4. Amendments to Bay City Comprehensive Plan "Additional Policies: Bicycles" are necessary to
18 support the Salmonberry Trail and are consistent with the Bay City Comprehensive Plan.

19
20 Findings: The current "Additional Policies: Bicycles" section supports the Oregon Coast Bicycle
21 Route. The Salmonberry Trail is a functional equivalent of the Oregon Coast Bicycle Route,
22 designed to provide for greater safety and a wider range of users than the highway route.
23 Therefore, as the Oregon Bicycle Route is found consistent with the Comprehensive Plan, the
24 Salmonberry Trail, the functional equivalent, has the same consistency.

25
26 5. Amendments to Bay City Comprehensive Plan "Additional Policies: Street Policies" are necessary
27 to support the Salmonberry Trail and are consistent with the Bay City Comprehensive Plan.

28
29 Findings: The current "Additional Policies: Street Policies Section", "Policy (5)" states: "The City
30 should consider the use of unimproved street rights-of-way for bicycle and walking paths or trails
31 rather than for street vacations." The Salmonberry Trail offers additional functional enhancements
32 for rights of way for bicycle and walking paths or trails and is therefore consistent with the Bay City
33 Comprehensive Plan.



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Bay City Application #2016-06 Salmonberry Trail Amendments

Staff Report and Proposed Findings of Fact June 8, 2016

1 Bay City Transportation Plan Amendments:

2 3 Findings: Bay City Transportation Plan Amendments:

4
5 The Bay City TSP includes numerous references to the extent and need for pedestrian and bicycle facilities
6 consistent with the purpose of the Salmonberry Trail. Amendments to the following sections are proposed
7 to ensure clear consistency of the Salmonberry Trail with these TSP:

- 8
9 1. Bay City TSP Table 1 and Table 6-1 Improvement Projects reference a “pathway along railroad”.
- 10
11 2. Technical Memorandum No. 1, Chapter 3, “Pedestrian Facilities” section discusses the need to
12 encourage the development of a more walkable community including along the railroad right-of-way;
13 and the “Bicycle Facilities” section discusses the Oregon Coast Bicycle Route and the lack of bicycle
14 lanes, designated bike routes, or shared use paths.
- 15
16 3. Technical Memorandum No. 2, Chapter1, “Bike and Pedestrian System Improvements Projects” refer
17 to use of the rail-right-of-way to connect areas of the City.
- 18
19 4. Technical Memorandum No. 2, Chapter 5, “Other Improvements for Pedestrians and Cyclists” lists
20 shared lane markings, green bike lands, and other improvements
- 21
22 5. “Grant Opportunities for Trails” (Technical Memorandum No. 2, Chapter Financing of Public Projects”,
23 and Technical Memorandum No. 3, Chapter 5 “Other Strategies” refer to “a pathway along the railroad”
24 and “Rail to Trails”.
- 25
26 6. Rail Policies: The Bay City TSP includes some references to the Port of Tillamook Bay railroad. There
27 are not, however, any City of Bay City policies as such with respect to rail service, except for the above
28 noted instances where the TSP contemplates a pathway or trail along or using the rail right-of-way.

29
30 Findings: Proposed amendments to the Bay City TSP provide a factual update of the current rail status
31 and plans for trail development. No policy changes are involved.



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Bay City Application #2016-06 Salmonberry Trail Amendments

Staff Report and Proposed Findings of Fact June 8, 2016

1 VI. PROPOSED AMENDMENTS

2

3 The following AMENDMENTS additions (underlined) and deletions (~~striketrough~~) are proposed to the
4 City's Comprehensive Plan:

5

6 Proposed Amendments By Title:

7

8 Section One: Bay City Comprehensive Plan Amendments

9

10 Re-Title and AMEND Bay City Comprehensive Plan "General Goals and Policies: Additional Policies:
11 Bicycles" (pg. 17) to ADD a description of the Salmonberry Trail.

12

13 Section Two: Bay City Transportation System Plan Amendments

14

15 Section 2-1

16 AMEND "The Bay City Transportation Planning Process, Background" section (p.1) to ADD a section
17 updating the Port of Tillamook Bay rail Status and to ADD a reference to the Salmonberry Trail to the final
18 paragraph

19

20 Section 2-2

21 AMEND the TSP's Executive Summary to ADD a new "Regional Trails" section to (p.16)

22

23 Section 2-3

24 AMEND "Table 1. Improvement Projects through 2030" on (p 18)

25

26 Section 2-4

27 AMEND Technical Memorandum #1: Conditions, Deficiencies and Needs: Chapter 3: "Inventory of Existing
28 Conditions; Pedestrian Facilities" on (p. 3-2) ADD a section at the end.

29 Section 2-5

30 Amend Technical Memorandum #1: "Inventory of Existing Conditions, Bicycle Facilities" (p.3-5): ADD a
31 reference to the Salmonberry Trail.

32

33 Section 2-6

34 Amend Technical Memorandum #1: "Inventory of Existing Conditions: Transit and Intermodal Travel", the
35 third paragraph on (p. 3-5) to update the current status of the Port of Tillamook Bay Railroad.



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Bay City Application #2016-06 Salmonberry Trail Amendments

Staff Report and Proposed Findings of Fact June 8, 2016

- 1 Section 2-7
- 2 Amend Technical Memorandum #1: Chapter 6: "Summary of Deficiencies and Needs: Bicycle and
- 3 Pedestrian Improvements" in (Part 3c, p. 6-2).
- 4
- 5 Section 2-8
- 6 AMEND Technical Memorandum #2: Transportation Alternatives: Chapter 1 Introduction: Section 1.1.5c:
- 7 "Summary of Deficiencies and Needs, Bicycle and Pedestrian System Improvement Projects" on (p. 1-3).
- 8
- 9 Section 2-9
- 10 Re-Title and AMEND Technical Memorandum #2: Chapter 3: "Financing of Public Projects": Section 3.5:
- 11 "Grant Opportunities for Off-Road Trails and Rails to Trails Project" (p.3-9).
- 12
- 13 Section 2-10
- 14 ADD a new subsection to Technical Memorandum #2: Chapter 5: Pedestrian and Bicycle System
- 15 Improvements" after subsection 5.3: "Other Improvements for Pedestrians and Cyclists" on (p.5-10) to be
- 16 numbered and titled "5.4: Salmonberry Regional Trail".
- 17
- 18 Section 2-11
- 19 AMEND Technical Memorandum #2: Chapter 6: "Future Transportation System" "Table 6-1: Improvement
- 20 Projects in the 20-year Plan" on (p.6-1).
- 21
- 22 Section 2-12
- 23 Re-Title and AMEND Technical Memorandum #3: "Final Recommended Code and Policy Amendments":
- 24 Chapter 5: "Other Strategies": Section 5.4: "Grant Opportunities for Off-Road Trails and Rails to Trails" on
- 25 (p.5-2).



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Staff Report and Proposed Findings of Fact June 8, 2016

1 Proposed Amendments By Text:

2
3 The following AMENDMENTS additions (underlined) and deletions (~~striketrough~~) are proposed to the Bay
4 City Comprehensive Plan. Regular Font is existing Language.

5 6 Section One: Bay City Transportation System Plan Amendments

7
8 Re-Title and AMEND "General Goals and Policies: Additional Policies: Bicycles" (pp. 17) to ADD a
9 description of the Salmonberry Trail. Renumber Section

10 11 ~~Bicycles~~ Bicycle and Pedestrian

- 12
- 13 1. The Oregon Coast Bicycle Route passes through the City on U.S. Highway 101. Development
14 along the route or changes to the Highway should be compatible with its use by bicyclists.
15
 - 16 2. The Street Section of the Public Facilities Plan generally does not require sidewalks as part of
17 street improvements. However, as traffic becomes heavier along City arterials and in the
18 commercial areas, consideration should be given to the requirement of sidewalks. Sidewalks would
19 be built as part of new public or private streets or land development.
20
 - 21 3. The planned regional multiuse bicycle and pedestrian Salmonberry Trail will generally, but not
22 exclusively, follow the 83-mile-long Port of Tillamook Bay rail right-of-way between Banks, Oregon
23 in Washington County to the Tillamook Airport south of the City of Tillamook in Tillamook County.
24 Rail service connectivity along this right-of-way through the Oregon Coast Range and the
25 Salmonberry Canyon was lost at multiple sites as a result of severe storms and flooding in 2007.
26 The Port does not presently plan to restore the sections of damaged or destroyed rail infrastructure
27 through the Oregon Coast Range and the Salmonberry Canyon. Rail infrastructure west of the
28 former community of Enright and along the Oregon Coast is relatively intact.
29
 - 30 4. The Port of Tillamook Bay is currently partnering with State agencies and local government
31 jurisdictions and interest groups to plan and build the Salmonberry Trail within sections of the rail
32 right-of-way. A Salmonberry Trail Concept Plan was completed in 2015. The Concept Plan
33 illustrates or cites the possibility of rail-with-trail and rail-to-trail designs. The rail-with-trail design
34 accommodates the continuation of current passenger rail service between Enright and the City of
35 Garibaldi, with possible extension to the City of Tillamook. The current passenger rail service is



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1 provided by the Oregon Coast Scenic Railroad. The rail-with-trail design would also accommodate
2 local freight rail services. A rail-to-trail design would use the rail bed exclusively for bicycle and
3 pedestrian traffic.

4
5 5. The City supports the development of the planned regional multiuse bicycle and pedestrian
6 Salmonberry Trail that will pass through the City by utilizing the Port of Tillamook Bay rail right-of-
7 way and/or by sharing portions of local vehicular streets or Highway 101.

8 9 Section Two: Bay City Transportation System Plan Amendments

10
11 The following AMENDMENTS additions (underlined) and deletions (~~striketrough~~) are proposed to the Bay
12 City Transportation System Plan. Regular Font is existing Language.

13 14 Section 2-1

15
16 AMEND “The Bay City Transportation Planning Process, Background” section (p.1) to add a section
17 updating the Port of Tillamook Bay rail Status and to ADD a reference to the Salmonberry Trail to the final
18 paragraph

19
20 A residential neighborhood in the southwest portion of Bay City that is west of Highway 101 is accessed via
21 Warren Street. Warren Street provides the only access for this residential coastal shoreland neighborhood.
22 A slight misalignment of the narrow Warren Street right-of-way at the Highway 101 intersection makes
23 crossing Highway 101 difficult at this intersection. In addition, operation of the Port of Tillamook Bay
24 railroad that parallels Highway 101 to the west through Bay City poses the potential to block access to
25 Warren Street and the neighborhood west of Highway 101, although, with the cessation in 2007 of any
26 regular freight rail services on the railroad, this potential is now limited and will be further reduced with the
27 establishment of the regional multiuse bicycle and pedestrian Salmonberry Trail within the rail right-of-way.

28 29 Section 2-2

30
31 AMEND the TSP Executive Summary to ADD a new “Regional Trails” section to (p.16);

32 33 Regional Trails

34 In addition to the Oregon Coast Bicycle Route that is designated along US 101 through Bay City and many
35 other coastal cities and communities, the planned regional multiuse bicycle and pedestrian Salmonberry



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1 Trail will generally, but not exclusively, follow the 83-mile-long Port of Tillamook Bay rail right-of-way
2 between Banks, Oregon, in Washington County to the Tillamook Airport south of the City of Tillamook in
3 Tillamook County. Rail service connectivity along this right-of-way through the Oregon Coast Range and
4 the Salmonberry Canyon was lost at multiple sites as a result of severe storms and flooding in 2007. The
5 Port does not presently plan to restore the sections of damaged or destroyed rail infrastructure through the
6 Oregon Coast Range and the Salmonberry Canyon. Rail infrastructure west of the former community of
7 Enright and along the Oregon Coast is relatively intact.

8
9 The Port of Tillamook Bay is currently partnering with state agencies and local government jurisdictions and
10 interest groups to plan and build the Salmonberry Trail within sections of the rail right-of-way. A
11 Salmonberry Trail Concept Plan was completed in 2015. The Concept Plan illustrates or cites the possibility
12 of rail-with-trail and rail-to-trail designs. The rail-with-trail design accommodates the continuation of current
13 passenger rail service between Enright and the City of Garibaldi, with possible extension to the City of
14 Tillamook. The current passenger rail service is provided by the Oregon Coast Scenic Railroad. The rail-
15 with-trail design would also accommodate local freight rail services. A rail-to-trail design would use the rail
16 bed exclusively for bicycle and pedestrian traffic.

17
18 The City supports the development of the planned regional multiuse bicycle and pedestrian Salmonberry
19 Trail that will pass through the City by utilizing the Port of Tillamook Bay rail right-of-way and/or by sharing
20 portions of local vehicular streets or US 101.

21 22 Section 2-3

23 AMEND the TSP Executive Summary "Table 1. Improvement Projects through 2030" on (p 18).

24

25 **Table 1. Improvement Projects (through 2030)**

Project	Timing	Draft Cost Estimate
Warren Street and US 101	Medium	\$200,000
Hayes Oyster Drive and US 101	Short	\$2,000,000
Downtown Streetscape	Short	\$2,500,000
McCoy Avenue and US 101	Medium	200,000
Traffic Calming on Williams and 16th	Short	\$9,000
Traffic Calming on 4th	Medium	\$8,000
Traffic Calming at 5th and	Medium	\$3,000



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Hayes Oyster Pathway along Railroad Salmonberry Trail	Long	\$900,000 <u>\$2,000,000</u>
5th Street Intersection with US Highway 101	Short	N/A
Pedestrian bridge at Hayes Oyster and US 101	Long	\$3,500,000
Pedestrian bridge at Warren and US 101	Long	\$3,000,000
Total Costs		<u>\$13,420,000</u>

1

2 Section 2-4

3

4 AMEND Technical Memorandum #1: Conditions, Deficiencies and Needs: Chapter 3: "Inventory of Existing
5 Conditions; Pedestrian Facilities" on (p. 3-2) ADD a section at the end to read:

6 Pedestrians currently walk on the roadways or along gravel paths adjacent to the paved roads. There are
7 no marked crosswalks or formal off-street paths in or adjacent to downtown Bay City. There is a need to
8 encourage the development of a more walkable community with pedestrian facilities along the railroad right
9 of way, two pedestrian crossings of US 101, and a more complete system throughout the city. The planned
10 regional multiuse bicycle and pedestrian Salmonberry Trail that will pass through the City by utilizing the
11 Port of Tillamook Bay rail right-of-way, and/or by sharing portions of local vehicular streets or US 101, will
12 contribute to the development of a more walkable community.

13

14 Section 2-5

15

16 AMEND Technical Memorandum #1: "Inventory of Existing Conditions, Bicycle Facilities" (p.3-5) ADD a
17 reference to the Salmonberry Trail to read:

18

19 US 101 has been designated as the Oregon Coast Bicycle Route and each year thousands of cyclists
20 travel on the shoulders of this highway. Most cyclists travel southbound in the direction of prevailing winds.
21 There are no on-street bicycle lanes, designated bike routes, shared use paths or secure bike parking
22 facilities in Bay City. Pedestrian and bicycle trip generators in Bay City include the post office, city park,
23 library, the Bay City Arts Center, the Methodist church, and businesses, such as Art Space, Pacific Oyster,
24 Downie's Cafe, Center Market and The Landing. The planned regional multiuse bicycle and pedestrian
25 Salmonberry Trail that will pass through the City by utilizing the Port of Tillamook Bay rail right-of-way,



City of Bay City, Oregon

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1 and/or by sharing portions of local vehicular streets or US 101, will contribute to the development of a more
2 walkable community and will provide an alternative to using US 101 for the Oregon Coast Bicycle Route.

3 4 Section 2-6

5
6 AMEND Technical Memorandum #1: "Inventory of Existing Conditions: Transit and Intermodal Travel", the
7 third paragraph on (p. 3-5) to update the current status of the Port of Tillamook Bay Railroad.

8
9 ~~The local railroad does not provide service to Portland, as it is used for distribution of freight. The local~~
10 ~~excursion train does not stop in Bay City, nor does Amtrak have a local stop. Up until 2007, the rail line~~
11 ~~provided twice daily transport of goods including logs and milled lumber from Portland to an interchange~~
12 ~~yard in the Hillsboro Forest Grove area, where the loads were shunted on to their final destination. A fun~~
13 ~~run train is in operation from Garibaldi to Wheeler and could stop in Bay City. The rail right of way in Bay~~
14 ~~City is 60 feet wide and provides connectivity between Warren Street and Hayes Oyster Drive. There has~~
15 ~~been some discussion of using this right of way for pedestrian and bicycle purposes.~~

16
17 The Port of Tillamook Bay (POTB) railroad track runs north-south along the west side of U.S. 101. Before
18 2007, the POTB railroad track carried freight rail traffic from coastal Tillamook County to the Portland
19 metropolitan area. In 2007, rail infrastructure east of the former community of Enright and through the
20 Oregon Coast Range and the Salmonberry Canyon was severely damaged or destroyed by storms and
21 flooding. The Port has no current plans to restore the rail infrastructure east of Enright and through the
22 Oregon Coast Range and the Salmonberry Canyon. Both passenger and freight rail services are therefore
23 currently limited to the Oregon Coast and the lower reaches of the Nehalem River west of Enright.

24
25 The Port currently leases use of its rail right-of-way to the nonprofit Oregon Coast Scenic Railroad, which
26 operates a seasonal passenger rail service between Enright and the City of Garibaldi. The Oregon Coast
27 Scenic Railroad is also considering expansion of passenger rail services to serve the City of Bay City and
28 the City of Tillamook, as well as developing other visitor services and amenities that would use the rail line.

29
30 A Salmonberry Trail Concept Plan was completed in 2015. The Concept Plan illustrates or cites the
31 possibility of rail-with-trail and rail-to-trail designs. The rail-with-trail design accommodates the continuation
32 of current passenger rail service between Enright and the City of Garibaldi, with possible extension to the
33 City of Tillamook. The rail-with-trail design would also accommodate local freight rail services. A rail-to-trail
34 design would use the rail bed exclusively for bicycle and pedestrian traffic.



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1 Section 2-7

2

3 AMEND Technical Memorandum #1: Chapter 6: "Summary of Deficiencies and Needs: Bicycle and
4 Pedestrian Improvements" in (Part 3c, p. 6-2) to read:

5

6 The Port of Tillamook Bay (POTB) Railroad right-of-way through Bay City is 60' in width. ~~and is a 10 mph to~~
7 ~~15 mph freight line that runs up to twice daily.~~ The planned regional multiuse bicycle and pedestrian
8 Salmonberry Trail that will pass through the City by utilizing the Port of Tillamook Bay rail right-of-way,
9 and/or by sharing portions of local vehicular streets or US 101, will provide for through bicycle and
10 pedestrian traffic and contribute to the development of a more walkable community and to opportunities to
11 connect Hayes Oyster Drive with West Warren Street and the Larson Cove, Goosepoint, and Kilchis Point
12 Reserve areas.

13

14 Section 2-8

15

16 AMEND Technical Memorandum #2: Transportation Alternatives: Chapter 1 Introduction: Section 1.1.5c:
17 "Summary of Deficiencies and Needs, Bicycle and Pedestrian System Improvement Projects" on (p. 1-3) to
18 read:

19

20 The planned regional multiuse bicycle and pedestrian Salmonberry Trail that will pass through the City by
21 utilizing the Port of Tillamook Bay rail right-of-way ~~Port of Tillamook Bay Railroad right-of-way could will~~
22 ~~provide an opportunity~~ opportunities to connect (with a pedestrian and bicycle facility) Hayes Oyster Drive
23 with West Warren Street and the Larson Cove, Goosepoint, and Kilchis Point Reserve areas.

24

25 Section 2-9

26

27 Re-Title and AMEND Technical Memorandum #2: Chapter 3: "Financing of Public Projects": Section 3.5:
28 "Grant Opportunities for Off-Road Trails and Rails to Trails Project" (p.3-9) to read:

29

30 GRANT OPPORTUNITIES FOR TRAILS OFF ROAD TRAILS AND RAILS TO TRAILS PROJECT

31

32 The Bay City TSP PAC has identified a need for the completion of three major trail projects. The first
33 project (the Salmonberry Trail) ~~(a pathway along the railroad)~~ is the only one of the three to be included in
34 the transportation plan. The completion of the Jacoby Creek and Patterson Creek trails have been
35 determined to be primarily recreation and parks projects and will not be considered in the financial



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1 evaluation of the transportation system. However, the project team has assembled information on potential
2 funding sources for these projects as well as the ~~Rails-to-Trails~~ other trail projects.

3

4 Section 2-10

5

6 ADD a new subsection to Technical Memorandum #2: Chapter 5: Pedestrian and Bicycle System
7 Improvements” after subsection 5.3: “Other Improvements for Pedestrians and Cyclists” on (p.5-10) to be
8 numbered and titled “5.4: Salmonberry Regional Trail”.

9

10 5.4 Salmonberry Regional Trail

11 The City supports the development of the planned regional multiuse bicycle and pedestrian Salmonberry
12 Trail that will pass through the City by utilizing the Port of Tillamook Bay rail right-of-way, and/or by sharing
13 portions of local vehicular streets or US 101.

14

15 Section 2-11

16

17 AMEND Technical Memorandum #2: Chapter 6: “Future Transportation System” by modifying “Table 6-1:
18 Improvement Projects in the 20-year Plan” on (p.6-1) to read:

19

20 **Table 6-1. Improvement Projects in 20-year Plan**

Project	Timing	Draft Cost Estimate
Warren Street and US 101	Medium	\$200,000
Hayes Oyster Drive and US 101	Short	\$2,000,000
Downtown Streetscape	Short	\$2,500,000
McCoy Avenue and US 101	Medium	200,000
Traffic Calming on Williams and 16th	Short	\$9,000
Traffic Calming on 4th	Medium	\$8,000
Traffic Calming at 5th and Hayes Oyster	Medium	\$3,000
Pathway along Railroad <u>Salmonberry Trail</u>	Long	\$900,000 <u>\$2,000,000</u>
5th Street Intersection with US Highway 101	Short	N/A



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Pedestrian bridge at Hayes Oyster and US 101	Long	\$3,500,000
Pedestrian bridge at Warren and US 101	Long	\$3,000,000
Total Costs		\$13,420,000

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Section 2-12

Re-Title and AMEND Technical Memorandum #3: "Final Recommended Code and Policy Amendments":
Chapter 5: "Other Strategies": Section 5.4: "Grant Opportunities for Off-Road Trails and Rails to Trails" on
(p.5-2) to read:

GRANT OPPORTUNITIES FOR TRAILS OFF-ROAD TRAILS AND RAILS-TO-TRAILS PROJECT

The Bay City Refinement Plan PAC has identified a need for the completion of three major trail projects.
The first project (the Salmonberry Trail) (~~a pathway along the railroad~~) is the only one of the three to be
included in the transportation plan. The completion of the Jacoby Creek and Patterson Creek trails have
been determined to be primarily recreation and parks projects and will not be considered in the financial
evaluation of the transportation system. However, the project team has assembled information on potential
funding sources for these projects as well as ~~the Rails-to-Trails~~ other trail projects. City Staff should
consider the following resources for trail projects:

- a) National Scenic Byways Grant Program
- b) Recreational Trail Grants
- c) Land and Water Conservation Fund (LWCF)
- d) Oregon Bicycle and Pedestrian Program
- e) Oregon State Lottery



Oregon

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May 27, 2016

Chair Wustenberg and Members of the Bay City Planning Commission

City of Bay City

PO Box 3309

Bay City, OR 97107

Delivered via email: acherry@ci.bay-city.or.us

**RE: Proposed Salmonberry Trail-related Comprehensive Plan Text Amendments
DLCD File No. 002-16**

Dear Chair Wustenberg and Members of the Bay City Planning Commission,

I am writing this letter in support of the proposed Salmonberry Trail-related text amendments to the Bay City Comprehensive Plan.

As you may be aware, this proposal is part of a larger multi-jurisdictional effort that involves Tillamook County and the cities of Tillamook, Garibaldi, Rockaway Beach and Wheeler. A couple of years ago, the Port of Tillamook Bay (POTB) was awarded a grant from Oregon's Transportation and Growth Management (TGM) Program and the proposed plan amendments before you now are one of the outcomes of this grant project.

The TGM program assists communities in finding ways to safely and efficiently move all modes of transportation, including pedestrians and bicyclists, throughout Oregon. If approved, the proposed comprehensive plan text amendments would help to advance local and regional planning initiatives centered on the eventual construction of a multi-use trail that parallels Hwy 101 from the Port of Tillamook Bay in the south to the City of Wheeler and beyond in the north. This much-needed transportation system improvement would promote safe and efficient travel for pedestrians and bicyclists from one end of Bay City to the other while encouraging and accommodating lengthier trips into Tillamook, Garibaldi and elsewhere, capitalizing on the presence of the POTB rail line and associated right-of-way that connects each of the coastal communities in central and northern Tillamook County.

We appreciate having the opportunity to work with you on this proposal. If you have questions or would like more details on anything referenced in this letter, please feel free to contact me anytime at patrick.wingard@state.or.us or (503) 812-5448. Please enter this letter into the record of proceedings.

Yours truly,

Patrick Wingard

Patrick Wingard

North Coast Regional Representative