

PLANNING COMMISSION AGENDA
October 14, 2010
7 p.m. Regular Meeting
Newberg Public Safety Building
401 E. Third Street

- I. ROLL CALL**
- II. OPEN MEETING**
- III. CONSENT CALENDAR** (items are considered routine and are not discussed unless requested by the commissioners)
1. Approval of September 9, 2010 Planning Commission Meeting Minutes
- IV. COMMUNICATIONS FROM THE FLOOR** (5 minute maximum per person)
1. For items not listed on the agenda
- V. QUASI-JUDICIAL PUBLIC HEARINGS** (complete registration form to give testimony - 5 minute maximum per person, unless otherwise set by majority motion of the Planning Commission). No new public hearings after 10 p.m. except by majority vote of the Planning Commissioners.
1. **APPLICANT: Housing Authority of Yamhill County**
REQUEST: Change the Comprehensive Plan designation from LDR (Low Density Residential) to HDR (High Density Residential) and change the zoning designation from R-1 (Low Density Residential) to R-3 (High Density Residential) for a 3.39 acre property.
LOCATION: 1103 N Meridian St.
TAX LOT: 3218DA-2100
FILE NO.: CPA-10-001/ZMA-10-001. RESOLUTION NO.: 2010-285
CRITERIA: Newberg Development Code § 151.122
- VI. LEGISLATIVE PUBLIC HEARINGS** (complete registration form to give testimony - 5 minute maximum per person, unless otherwise set by majority motion of the Planning Commission)
1. **APPLICANT: City of Newberg – Public Works: Engineering**
REQUEST: Stormwater Management and Erosion Control Ordinance. Approve an Ordinance managing stormwater and establishing erosion control requirements. The Ordinance will fulfill requirements in the Willamette TMDL Implementation Plan (approved by DEQ) for controlling sediment in stormwater discharges to the Willamette River from construction sites and developed properties.
RESOLUTION NO.: 2010-284
- VII. ITEMS FROM STAFF**
1. Update on Council items
 2. Other reports, letters, or correspondence
 3. Next Planning Commission Meeting: **Wednesday, November 10, 2010**
- VIII. ITEMS FROM COMMISSIONERS**
- IX. ADJOURN**

FOR QUESTIONS PLEASE STOP BY, OR CALL 537-1240, PLANNING & BUILDING DEPT. - P.O. BOX 970 - 414 E. FIRST STREET

ACCOMMODATION OF PHYSICAL IMPAIRMENTS:

In order to accommodate persons with physical impairments, please notify the City Recorder's office of any special physical accommodations you may need as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please contact the city recorder at (503) 537-1283. For TTY service please call (503) 554-7793.

(This page left blank, intentionally)

PLANNING COMMISSION MINUTES

September 9, 2010

7 p.m. Regular Meeting

Newberg Public Safety Building,

401 E. Third Street

TO BE APPROVED AT THE OCTOBER 14, 2010 PLANNING COMMISSION MEETING

I. ROLL CALL

Present:

Thomas Barnes

Derek Duff (arrived 7:04 pm)

Matson Haug

Philip Smith, Vice Chair

Nick Tri, Chair

Lon Wall

Absent:

Cathy Stuhr, excused

Staff Present:

Barton Brierley, AICP; Planning & Building Director

Steve Olson, AICP; Associate Planner

Luke Pelz, AICP; Assistant Planner

Tami Bergeron, Recording Secretary

II. OPEN MEETING

Chair Tri opened the meeting at 7:00 p.m. and asked for roll call.

III. CONSENT CALENDAR:

Chair Tri entertained a motion to accept the minutes of the August 12, 2010 meeting.

<p>MOTION #1: Wall/Haug to approve the minutes as presented from the Planning Commission Meeting of August 12, 2010. (5 Yes/ 0 No/ 2 Absent [Duff/Stuhr]) Motion carried.</p>
--

IV. COMMUNICATIONS FROM THE FLOOR:

Chair Tri offered an opportunity for non-agenda items to be brought forth. Nothing was offered from the floor.

V. QUASI-JUDICIAL PUBLIC HEARING:

APPLICANT: L. Johnson Furniture, Inc.

REQUEST: Designate the Johnson Furniture site as a local historic landmark on Newberg's historic resources inventory, and change the zoning designation of the property

from C-3 Central Business District to C-3/H Central Business District/Historic Landmark Sub-District.

LOCATION: 204, 206 and 208 E. 1st Street

TAX LOTS: 3219AB-10300, -10301, and -10400

FILE NO.: HISD-10-001 RESOLUTION NO.: 2010-283

CRITERIA: Newberg Development Code 151.491

Opening of the Hearing:

Chair Tri asked the Commissioners for any abstentions, conflicts of interest, or objections to jurisdiction. Lon Wall stated that he travels by the furniture store each day. Philip Smith said he purposely went by the store to review the signage and building in question. Thomas Barnes said he purchases furniture from the Johnson's Furniture store at that same location. Commissioners Wall, Smith and Barnes all stipulated that they could make an unbiased judgment in this matter. Chair Nick Tri read the state law requirements regarding quasi-judicial public hearings.

Luke Pelz gave the staff report (see official meeting packet for details). Luke showed photos and shared facts that illustrated the Johnson's Furniture Store is of similar historical value as other designated buildings in Newberg. Staff is recommending the site be designated as a local historic landmark and be included in Newberg's historic resources inventory. Staff also recommends that the Planning Commission adopt Resolution 2010-283 changing the zoning designation of the property from C-3 Central Business District to C-3/H Central Business District/Historic Landmark. The Commission had a few clarifying questions.

Public Testimony:

Chair Tri opened public testimony at 7:25 p.m.

Mike Gunn, the applicant's representative, summarized the proposal. He represented the Johnson Family in 1990s when the historic inventory concept was first being developed in Newberg. Mike Gunn stated that Johnson's reasons for requesting the change in designation as a historic property are two-fold. First, the Johnson's have witnessed that the historic landmark regulations are not excessively restrictive. Second, the Johnson family needs the designation as a historic building due to the change in the City's sign ordinance. Because they did not apply to allow the non-conforming sign to remain, they are left with few options. The options include: modify the sign, remove the sign, replace the sign, or request historic landmark designation. Mike Gunn further referred the commissioners to review the City's staff report, which shows how this site meets the historical building designation criteria.

Matson Haug asked if it were possible later, for historical buildings to be removed from the historical buildings inventory if desired. Mike Gunn stated that it is possible to remove the designation through a similar process.

Philip Smith thought it normal to have a property owner such as Johnson to have opted not to be included in the historical inventory at the beginning of the process. He asked Johnson or his consultant to speak to what items they feel were so onerous twenty years prior that are now otherwise. Mike Gunn stated that they felt the designation would add restrictions to the property that would prohibit changes and improvements that were needed. They now realize that the designation is not too restrictive.

Chair Nick Tri asked Mr. Johnson if he wanted to speak since he submitted a public comment form. Mr. Johnson declined.

Chair Tri closed public testimony at 7:42 pm and opened deliberation.

VOTE ON MOTION #2: Wall/Barnes moved to adopt Resolution 2010-283, a resolution recommending the City Council amend the Newberg Historic Resources Inventory to designate the Johnson Furniture site as a local historic landmark, and amend the Zoning Map from C-3 Central Business District to C-3/H Central Business District/Historic Landmark subdistrict at 204, 206, and 208 E. First Street, Tax Lots 3219AB-1030, -10301, and -10400 (6 Yes/ 0 No / 1 Absent [Stuhr]) Motion carried by audible vote confirmation.

VI. ITEMS FROM STAFF

1. Update on Council items:
 - Kale Rogers was appointed as new Student Planning Commissioner and will attend the October 14, 2010 meeting.
 - Terms expire at the end of this year: Thomas Barnes, Nick Tri, and Derek Duff have an opportunity to reapply for these positions if they desire.
 - City Council had a meeting on Tuesday night. They deliberated on the Fred Meyer gas station continuation. The application was unchanged from what had been presented to Planning Commission. The vote was four to three to overturn the Planning Commission decision and approve the application.
 - City Council also held a hearing on the Affordable Housing topic. They have not made any final decision and intend to hold deliberation at their October 18 meeting.
 - The Economic Opportunities Analysis was reviewed by the City Council. They recommended this go to the Land Use Board of Appeals for review.
 - The next City Council meeting is October 4, where they will review the Electronic Signs code amendment.
2. Other reports, letters, or correspondence:
 - None brought forward.
3. Next Planning Commission Meeting: October 14, 2010.

VII. ITEMS FROM COMMISSIONERS

Commissioner Lon Wall wanted to discuss criteria review. He stated that in the past, information has been in staff reports that had nothing to do with the application criteria. The staff report might be construed as prejudicial since it was offering information outside of the criteria. Barton Brierley said it is appropriate to include background information about a project; sometimes the information indirectly relates to the criteria. The commissioners asked whether questioning the staff report and discussing the information was appropriately when reviewing the criteria in question.

Matson Haug announced that upon the conclusion of tonight's meeting, he was resigning from the Planning Commission and the Citizen's Rate Review Committee. He will send a letter of resignation the following day to Mayor Bob Andrews and copy the Planning Commission members. Matson thanked the current commissioners for the opportunity to serve with them and thanked staff. Barton Brierley thanked Matson Haug for the many years of service he has offered the City of Newberg by serving on the Planning Commission.

VIII. ADJOURN

Chair Tri adjourned the meeting at 8:05 pm

Approved by the Planning Commission on this 14th day of October, 2010.

AYES:

NO:

ABSENT:

ABSTAIN:

Planning Recording Secretary

Planning Commission Chair

TYPE III, QUASI-JUDICIAL PUBLIC HEARING PROCEDURE

1. OPEN THE PUBLIC HEARING, ANNOUNCE THE PURPOSE, DISCUSS TESTIMONY PROCEDURE, AND TIME ALLOTMENTS¹
2. CALL FOR ABSTENTIONS, BIAS, EX-PARTE CONTACT, AND OBJECTIONS TO JURISDICTION
3. STAFF REPORT
 - A. PROJECT SUMMARY AND RECOMMENDATION BY STAFF
 - B. STAFF SUMMARY OF LATE CORRESPONDENCE SUBJECT TO PLANNING COMMISSION REQUEST²
4. PUBLIC TESTIMONY (SEE "HOW TO TESTIFY")^{3 4}
 - A. PROPONENTS (PRINCIPLE PROPONENT/S FIRST, THEN OTHERS OR UNDECIDED)
 - B. OPPONENTS AND UNDECIDED
 - C. PRINCIPAL PROPONENT REBUTTAL
5. QUESTIONS OF PROPONENTS AND OPPONENTS FROM THE PLANNING COMMISSION DIRECTED THROUGH THE CHAIR
6. STAFF SUMMARY OF WRITTEN TESTIMONY FROM REGISTRATION FORMS
7. CLOSE OF PUBLIC TESTIMONY PORTION OF HEARING (GAVEL)
8. FINAL COMMENTS FROM STAFF
9. DELIBERATION OF COMMISSION INCLUDING DISCUSSION OF CRITERIA WITH FINDINGS OF FACT
10. ACTION BY THE PLANNING COMMISSION

NOTE: No new public hearings will be started after 10:00 p.m. (except by majority vote of the Commission).

¹ The Chair of the Planning Commission may set time limits on the public testimony portion of the hearing.

² ORS 197.763(3)(j) allows the City to establish procedures for submittal of evidence. The Planning Commission has established a period of one week prior to hearing for submittal of written evidence in order to be considered at the hearing. Written testimony received late will only be considered at the discretion of the Planning Commission.

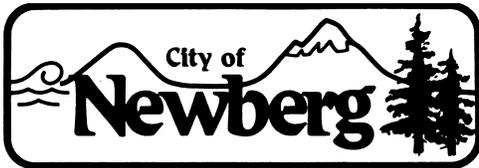
³ Questions by those wishing to testify should be directed to the Chair during the PUBLIC TESTIMONY (Step 4) portion of the public hearing.

⁴ Questions may be asked by the Commissioners thru the chair during the PUBLIC TESTIMONY (Step 4) portion of the public hearing.

**QUASI-JUDICIAL
PUBLIC HEARING PROCESS
TESTIMONY AND EVIDENCE REQUIREMENTS**

ORS 197.763 requires certain statements to be made at the commencement of a public hearing.

- The applicable City and State zoning criteria must be listed. This means that we must advise you of the standards that must be satisfied by the applicant prior to our approval of an application. The Planning Staff will list the applicable criteria during his or her presentation of the staff report.
- Persons wishing to participate in this hearing must direct their testimony or the evidence toward the criteria stated by the Planner or other specific City or State criteria which you believe apply. You must tell us why the testimony or evidence relates to the criteria.
- Any issue which might be raised in an appeal of this case to the Land Use Board of Appeals (LUBA) must be raised in person or by letter at the local level prior to the City approving or denying the application. The law states that the issue must be raised in enough detail to afford the decision-maker and the parties an opportunity to respond. This part of the law is also known as the "raise it or waive it" requirement. If you do not bring it up now, you can't bring it up at LUBA.
- Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval in enough detail to allow the local government or its designee to respond to the issue precludes an action for damages in Circuit Court.
- Prior to the conclusion of the initial evidentiary hearing on an application, any participant may request an opportunity to present additional evidence or testimony regarding the application. The Planning Commission will grant such a request through a continuance or extension of the record.



Planning and Building Department

P.O. Box 970 · 414 E. First Street · Newberg, Oregon 97132
503-537-1240 · www.newbergoregon.gov

STAFF REPORT

Type III Comprehensive Plan Map Amendment & Zoning Map Amendment

CPA-10-001/ZMA-10-001

FILE NUMBER: CPA-10-001/ZMA-10-001

REQUEST: Amend the Comprehensive Plan Map designation of the property at 1103 N Meridian from LDR (Low Density Residential) to HDR (High Density Residential) and amend the Zoning designation from R-1 (Low Density Residential) to R-3 (High Density Residential)

APPLICANT/OWNER: Housing Authority of Yamhill County

LOCATION: 1103 N Meridian Street; Tax Lot 3218DA-2100

DESIGNATION: Comprehensive Plan designation of LDR (Low Density Residential); Zoning designation of R-1 (Low Density Residential)

CODE CRITERIA: Newberg Development Code § 151.122, applicable Comprehensive Plan goals & policies

PREPARED BY: Jessica Nunley, AICP; Assistant Planner

HEARING DATE: **Planning Commission Hearing on October 14, 2010**

ATTACHMENTS:

1. Planning Commission Resolution 2010-285 with:
 - Exhibit A: Findings
 - Exhibit B: Location Map
 - Exhibit C: Legal Description
 - Exhibit D: Comprehensive Plan Map
 - Exhibit E: Zoning Map
2. Application
3. Public Comment & Media
4. Map of Newberg Apartments
5. Comprehensive Plan Housing Element
6. Affordable Housing Action Plan
7. Ad Hoc Committee on Newberg's Future, Report to City Council (2005), pages 30-32
8. Historic Resource Inventory, Listing #73
9. 2006-2008 American Community Survey, Population and Housing Narrative Profile
10. 2000 Census, General Housing Characteristics
11. 2000 Census, Profile of Selected Housing Characteristics
12. *Myths and Facts About Affordable & High Density Housing*, California Planning Roundtable, California Department of Housing & Community Development (2002)
13. *Myths and Stereotypes about Affordable Housing*, Business and Professional People for the Public Interest (2004)
14. *Why Affordable Housing Does Not Lower Property Values*, Habitat for Humanity (1996)
15. Newberg Development Code & Comprehensive Plan (by reference)

Location Map



Proposal

Amend the Comprehensive Plan Map designation of the property at 1103 N Meridian from LDR (Low Density Residential) to HDR (High Density Residential) and amend the Zoning designation from R-1 (Low Density Residential) to R-3 (High Density Residential). The future plans for the property include construction of multi-unit housing structures arranged around the existing historic house and preserved trees.

Process

This is a Type III application for a Comprehensive Plan map amendment and a Zoning map amendment. A Type III application of this nature goes first to the Planning Commission for a recommendation and then to the City Council for a final decision. The Planning Commission will hear this proposal on Thursday, October 14, 2010 at 7 p.m. at the Newberg Public Safety Building (401 E Third Street). A City Council hearing will be scheduled after the Planning Commission makes a recommendation on the proposal.

Site Information

The site is approximately 3.37 acres in size. The site is currently developed with a historic house, shed and garage that sit back near the middle of the lot. The historic house faces Meridian Street and has an existing driveway from Meridian Street. Evergreen Drive currently ends at the northern boundary of the site, and is an unimproved City road with a 50-foot right-of-way. There is an 8-inch public sewer line that runs down Evergreen Drive and ends in a manhole at the northern boundary of the property. The applicant's calculations show that the line has adequate capacity to serve the proposed development at the maximum possible density allowed by the R-3 zone. There are public water lines running in Meridian St and Evergreen Dr that could serve the

proposed site, and future development would require those water lines to be looped together to ensure adequate flow and pressure. The topography of the site is flat.

Historic Background

Newberg's *Inventory of Historic Properties* indicates that the house at 1103 N. Meridian was constructed about 1905. Yamhill County Assessor's Records place the construction at 1880. The house is built in the D.D. Deskins Land Claim, which extends from 1st and Main Street to the west side of Newberg High School.

The Newberg inventory states the original owner is believed to be Ellen D. Todd (1856-1942). Ellen D. Todd, also known as Nancy Ellen Deskins, was born about 1856 in Newberg Oregon. She married Jarrett D. Todd (1855-1933) in 1893. Jarrett was born in Missouri, and came to the Newberg area sometime between 1880 and 1893. The 1900 Census shows the couple living in Dayton. The 1910 Census shows the couple living in North Newberg, along with her mother, Sarah A. Deskins (Sarah Ann Shuck), in what may be the 1103 N. Meridian home. The 1920 Census show the couple living in McMinnville.

Mary C. Goodrich, also known as Mary Caroline Deskins (1858-1947) is listed in the Newberg inventory as a later owner. She was Ellen D. Todd's sister.

Ellen and Mary's parents were Daniel D. Deskins (1820-1873) and Sarah Ann Shuck (1839-1913), early Newberg Pioneers. Daniel D. Deskins was born in Kentucky in 1820. He arrived in the Newberg area in 1846. He married Sarah Ann Shuck about 1854 in Yamhill County. He died in 1873. Sarah Ann Shuck was born about 1839 in Iowa. She traveled to the Newberg area in 1854. She died in 1913 in Dundee. The Deskins had a farm home on the north side of First Street.

Sources: *City of Newberg Inventory of Historic Properties*, 1985. *A History of Newberg, OR*, Jennie D. Miller, 1938. Yamhill County Assessor's Records. U.S. Census Bureau. Family Search.org. Ancestry.com

Executive Summary:

The Housing Authority of Yamhill County recently purchased the property located at 1103 N Meridian Street. The property is approximately 3.39 acres in size and currently has a historic two-story house, shed, garage, and mature trees on the site. The property was added to the Newberg Historic Resource Inventory in 1985, as being "one of the finest examples of Craftsman style in Newberg with some Queen Anne style embellishments such as the full-height bays and corbelled brick chimney" (Newberg Historic Resource Inventory). The property is adjacent to another historic house to the north, and single family housing to the west and south. A senior condominium housing development is directly across the street to the east, and an apartment complex is to the north of the condominium development on the east side of Meridian Street.

The applicant's proposal is to amend the Comprehensive Plan designation of the site from LDR (Low Density Residential) to HDR (High Density Residential) and amend the Zoning designation of the site from R-1 (Low Density Residential) to R-3 (High Density Residential). The R-3 zoning typically allows higher density housing, calculated by a rate of 1500 square feet of lot area per permitted unit. The zoning also permits things such as dormitories, campus living organizations, group care homes, parks, churches and schools. The applicant's future plans for the property include developing some type of multi-family housing structures around the existing

historic structure. The applicant has indicated that they will preserve as many of the existing mature trees as possible, and that they plan to retain and improve the existing historic structure.

The table below shows that the City has a demonstrated need for 1,746 multi-family dwelling units (HDR) for the next 20 years:

Plan Designation	Units Needed 2010-2030	Units Needed 2031-2040
LDR	3,037	1,752
MDR	2,733	1,577
HDR	1,746	1,007
COM	76	44
TOTAL	7,592	4,380

According to the Housing Element of the Comprehensive Plan, the City has a need for 106 acres of HDR land to meet the need for multi-family dwelling units. Newberg currently has 45 buildable acres of HDR land within the city limits. Therefore, the Comprehensive Plan demonstrates a need for an additional 61 acres of HDR land to serve the need for multi-unit housing over the next 20 years.

In addition, many of the Comprehensive Plan goals and policies compel the City to provide a diversity of housing types that are dispersed throughout the City, and that use land efficiently. One thing that must be weighed is whether this site is an appropriate place for high density housing, and whether the goals and policies of the Comprehensive Plan are best met in this location. Staff finds that the proposal does meet the applicable Comprehensive Plan goals and policies to support approval, and recommends that the Planning Commission adopt Resolution 2010-285 which recommends that the City Council approve the proposal.

Issues Raised Through Public Comment

Many issues have been raised through public comment. The main issues raised include the following: increased traffic, on-street parking on Meridian Street, preservation of the historic house, reduction of property values, and social impacts of high density housing. The first three issues are addressed in the findings in Exhibit A to this report. Staff has found information relating to the fourth and fifth issues and has attached several documents here for the Planning Commission to review.

- ◆ **Traffic** – The application includes a traffic study that analyzes the impact the proposal would have on trip generation & distribution, safety, and operational functions through the year 2025 for Meridian Street and several surrounding intersections. According to the applicant’s traffic impact study, Meridian St is functioning at a level of service A in front of the site, and is projected to continue to function at a level of service A even with the addition of trips generated from the proposed development. The sight distance from the proposed site’s frontage is adequate for cars entering and exiting the site. In the past three years only one crash occurred in the stretch of Meridian from Fulton to Sierra Vista St, and that was caused by a driver running through a stop sign from Sierra Vista onto Meridian Street, so no significant traffic safety concerns are noted for the area.
- ◆ **Parking on Meridian Street** – All housing developments are required to provide off-street parking for their residents. However, the City recognizes that having additional on-street parking can be desirable

for various reasons including accommodation of visitors, accommodation of households with multiple cars, and drivers preferences. For this reason, most public streets within the City are built to accommodate additional on-street parking. Meridian Street is classified as a minor collector street, and is built to have a 7-foot parking lane on either side. According to a survey of the area, Meridian Street could accommodate approximately 38 cars parked on either side, for a total of 76 spaces in the area between Sierra Vista Drive to the north and the railroad tracks to the south. A survey of the area at different times of day on five different days found that the average use of the parking spaces was 7 used spaces on the west side and 6 used spaces on the east side, for a total average use of 13 spaces.

- ◆ **Preservation of the Historic House** - The applicant has indicated in their application that they intend to preserve and improve the historic house on the site. According to the previous property owner, the existing house is decaying and is in need of much repair in order to be habitable or to be used for other uses. Redevelopment of the site in such a way that will not require subdivision (as would likely happen with the existing zoning) will encourage renovation, preservation, and reuse of the existing historic house as part of the overall project site. The City cannot compel the applicant to do so; however, the historic house cannot be removed or moved without first going before the Planning Commission through a Type III process. In addition, due to the historic nature of the site, any future new buildings on the site will have to go through a Type III design review process before the Planning Commission and prove compatibility with the existing historic structures.
- ◆ **Property Values and Social Impacts** – The attached reports address the common concerns of reduction of property values and the social impacts of high density housing. The Habitat for Humanity report, *Why Affordable Housing Does Not Lower Property Values*, states the following in their conclusion:

“It is a common assumption that property values will go down in areas where affordable housing is located. Contrary to popular beliefs, studies indicate conclusively that affordable housing has little or no effect on neighboring property values. No one really knows what determines property values – they are a complex phenomenon, and seem to be most closely related to the condition of the particular property for sale and broad trends in neighborhood prosperity, urban and suburban expansion, road and highway construction and nearby large-scale commercial and industrial developments.”

The California Planning Roundtable report, *Myths and Facts About Affordable & High Density Housing*, has the following information about the perception of increased crime:

“Density does not cause crime. For many years social scientists have asked whether high-density housing causes crime. Not one study has shown any relationship between population or housing density and violent crime rates; once residents’ incomes are taken into account, the effect of density on non-violent crime decreases to non-significance.”

That report goes on to state that management and design of high density housing is key. The nature of the proposed property lends itself to having on-site management due to the size of the parcel and the existing historic house the applicants plan to retain and use for offices and property management. Having on-site management means that maintenance and upkeep of the property will be done, and the

site will be better monitored for problems and issues. Any future housing development would also be designed to be attractive and compatible with the existing historic structure and the surrounding neighborhood.

Public Comments

We have received many public comments regarding this proposal. Most of the comments concern the issues raised above; the comments are shown in full in Attachment 3.

Staff Recommendation

Staff finds that the application meets the applicable Development Code criteria and Comprehensive Plan goals and policies as summarized below.

Need for HDR & Multi-Family Housing

There is a demonstrated need for High Density Residential (HDR) housing in the Comprehensive Plan. The Housing Element data shows that Newberg needs 1,746 multi-family units to meet the City’s need through 2030. This translates to a land need of approximately 106 acres of land needed for HDR (High Density Residential) housing through 2030. Newberg currently has 45 acres of HDR land within the UGB to meet the need. Therefore, Newberg has a demonstrated need for 61 acres of HDR designated land to meet the needs of our citizens over the next 20 years, as shown in the table below.

Plan Designation	Buildable Acres Needed 2010-2030	Buildable Acres in UGB (2009)	Surplus (Deficit) for 2010-2030	Buildable Acres Needed 2031-2040
LDR	690	585	(105)	398
MDR	304	132	(172)	175
HDR	106	45	(61)	61
Total	1,100	762	(338)	634

Source: Newberg Comprehensive Plan Housing Element, Newberg Planning & Building Department

As part of the Affordable Housing Action Plan, the Affordable Housing Ad Hoc Committee surveyed land within the UGB and identified 17.4 acres that were suitable for possible HDR development. The Committee recommended the City consider initiating amendments to rezone those 17.4 acres to HDR. Other properties may also be suitable for HDR, and rezoning could be initiated by the property owner through this Type III process. Even if the identified 17.4 acres were rezoned to HDR, the City would still have a need for 43.6 acres to meet the 20-year need. This proposal could help meet that need. In addition, this site meets the site suitability criteria for High Density Residential housing as specified in the Ad Hoc Committee on Newberg’s Future Report to City Council (2005): site size of one acre or greater; 10% or less slope; 1:1 or lower improvement to land value ratio considered redevelopable; lack of wetlands and streams; has access to a minor collector street; has adequate public utilities already serving the site; and is within 1/4 mile of Jaquith Park and George Fox University, and within 1/2 mile of the downtown commercial area.

Adequate Infrastructure to Serve the Site

The proposed site has existing sewer, water, and transportation facilities available with adequate capacity to serve the maximum density of the proposed zone change. There is an existing 8-inch sewer line with a manhole right at the northern property edge in Evergreen Drive. The application contains a report on sanitary sewer calculations done by Sisul Engineering, calculating the capacity of the existing sewer line with existing & potential maximum R-1 density (15 units) and existing & potential maximum R-3 density (96 units). When infiltration rates are added in, the existing + maximum R-1 density would use approximately 51% of the pipe capacity and the existing + maximum R-3 density would use approximately 70% of the pipe capacity. Therefore, the pipe capacity is adequate to accommodate the proposed zone change. There are existing water lines in Evergreen Drive and Meridian Street with adequate capacity to support the proposed zone change. Any development of the site would require the public water line to be looped through from Evergreen Drive to Meridian Street to ensure adequate flow, a standard practice on most large development sites.

The proposed multi-family development site is located adjacent to Meridian Street and would take direct access from the street. Meridian Street is developed to the minor collector standard with 34 feet curb to curb pavement width, two 10-foot travel lanes divided by striping, and 7 foot parking lanes on both sides of the street. According to the applicant's traffic impact study, Meridian St is functioning at a level of service A in front of the site, and is projected to continue to function at a level of service A even with the addition of trips generated from the proposed development. The sight distance from the proposed site's frontage is adequate for cars entering and exiting the site. In the past three years only one crash occurred in the stretch of Meridian from Fulton to Sierra Vista St, and that was caused by a driver running through a stop sign from Sierra Vista onto Meridian Street, so no significant traffic safety concerns are noted for the area. Any future development on the site would likely require a bicycle and pedestrian connection through the site from Meridian Street to Evergreen Drive, which would lead to Sierra Vista Drive and College Street. In addition, Meridian Street is served by a regular Chehalem Transit Bus Route.

Site is Suitable for HDR Development

This site meets the site suitability criteria for High Density Residential housing as specified in the Ad Hoc Committee on Newberg's Future Report to City Council (2005):

- Site size of one acre or greater;
- 10% or less slope;
- 1:1 or lower improvement to land value ratio considered redevelopable;
- Lack of wetlands and streams;
- Access to a minor collector street;
- Adequate public utilities already serve the site; and
- Located within 1/4 mile of Jaquith Park and George Fox University, and within 1/2 mile of the downtown commercial area.

The proposed site is also suitable for HDR development because it meets the Comprehensive Plan policies of high density housing location, dispersal of high density housing, design of high density housing, and compatibility with surrounding development. The proposed site is adjacent to a minor collector road which will provide adequate access for higher density housing. The site is directly across the street from properties zoned

R-3 – a senior condominium housing development is directly across the street and an apartment complex is directly north of that. The site is also adjacent to property zoned R-2 (Medium Density Residential) to the south. As shown on the map in Attachment 4, high density housing is currently dispersed throughout the City; this would continue that trend. Future development on the site will be compatible with the existing historic structure due to the City’s design review criteria for historic properties. In addition, any development will have to meet the additional design review criteria for multi-unit housing.

Preservation of the Historic Structure

The applicant has indicated that they intend to preserve the existing historic house and re-use it in some capacity for their project, possibly for on-site offices. According to the previous property owner, the existing house is decaying and is in need of much repair in order to be habitable or to be used for offices. Redevelopment of the site in such a way that will not require subdivision will encourage renovation, preservation, and reuse of the existing historic house as part of the overall project site. In addition, Newberg has Development Code standards that protect inventoried historic structures; any proposed demolition of structures or building of new structures on a historic site requires a Type III review before the Planning Commission.

Availability of Public Services

The proposed site is within walking distance of many commercial and public services: 1/8 mile to Jaquith Park to the west; 1/4 mile to Friendsview Manor and George Fox University to the south and east; 1/2 mile to the downtown commercial area and just over 1/2 mile to the Newberg Library to the south; and less than a mile to Nap’s Thriftway at the southwest end of the commercial area. This meets the Comprehensive Plan policies of high density housing being located near public services and public open spaces. It also means that residents of the proposed high density housing may walk, bike, or take public transit to commercial areas, jobs, parks, and schools.

Recommendation

Staff recommends that the Planning Commission adopt Resolution 2010-285 with the findings contained in Exhibit A and recommend that City Council approve the requested Comprehensive Plan map amendment from LDR to HDR and Zoning amendment from R-1 to R-3 for the property shown in Exhibit B and described in Exhibit C.

PLANNING COMMISSION RESOLUTION NO. 2010-285

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWBERG RECOMMENDING THAT THE CITY COUNCIL APPROVE FILE CPA-10-001/ZMA-10-001, WHICH WOULD AMEND THE COMPREHENSIVE PLAN DESIGNATION FROM LOW DENSITY RESIDENTIAL (LDR) TO HIGH DENSITY RESIDENTIAL (HDR) AND AMEND THE ZONING DESIGNATION FROM R-1 (LOW DENSITY RESIDENTIAL) TO R-3 (HIGH DENSITY RESIDENTIAL) FOR A PROPERTY LOCATED AT 1103 N MERIDIAN STREET, TAX LOT 3218DA-2100

1. On August 19, 2010, the Housing Authority of Yamhill County submitted an application requesting a Comprehensive Plan map amendment from LDR (Low Density Residential) to HDR (High Density Residential) and a Zoning map amendment from R-1 (Low Density Residential) to R-3 (High Density Residential) for property located at 1103 N Meridian Street, Yamhill County tax lot 3218DA-2100.
2. On August 24, 2010, staff sent notice of the proposal to the Department of Land Conservation and Development. On September 22, 2010 and September 23, 2010, the applicant mailed notice of this proposal to all property owners within 500 feet of the proposal site. The applicant posted notice of the proposal on the site on September 28, 2010.
3. The Newberg Graphic posted notice of the proposal and Planning Commission hearing on September 29, 2010, and staff posted notice of the proposal in four public places and on the City's website on September 30, 2010.
4. On October 14, 2010, the Planning Commission held a hearing to consider the proposal. After reviewing the staff report and hearing public testimony, the Planning Commission finds that the application meets the applicable Development Code and Comprehensive Plan criteria.

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Newberg that it recommends that the City Council approve the requested Comprehensive Plan map amendment from Low Density Residential (LDR) to High Density Residential (HDR) and the Zoning map amendment from R-1 to R-3, for the property shown in Exhibit B and described by Exhibit C.

This recommendation is based on the staff report, findings, and testimony.

ADOPTED by the Newberg Planning Commission on this 14th day of October, 2010.

AYES:

NAYS:

ABSTAIN:

ABSENT:

ATTEST:

Planning Commission Secretary

Planning Commission Chair

Exhibits:

Exhibit A: Findings

Exhibit B: Location Map

Exhibit C: Legal Description

Exhibit D: Existing Comprehensive Plan Map

Exhibit E: Existing Zoning Map

(This page left blank, intentionally)

Exhibit A: Findings to Planning Commission Resolution 2010-285

1103 N Meridian Comprehensive Plan Map Amendment & Zoning Amendment, File: CPA-10-001/ZMA-10-001

This section discusses the applicable Newberg Development Code requirements and Newberg Comprehensive Plan goals and policies. Several of the similar criteria are grouped together for ease of analysis and findings. Many of the Comprehensive Plan goals and policies are largely aspirational and meant to guide the City’s decision makers, rather than being approval criteria.

Newberg Development Code § 151.122: Procedures for Comprehensive Plan Map and Zoning Map Amendments.

(A) Type III Plan and zoning map amendments – one parcel or small group of parcels.

(3) Amendment Criteria. The applicant must demonstrate compliance with the following criteria:

(a) The proposed change is consistent with and promotes the goals and policies of the Newberg Comprehensive Plan and this code;

Finding: Section II of these findings addresses the Comprehensive Plan goals and policies. It can be found that this proposal is consistent with and promotes numerous applicable goals and policies, as summarized below.

Need for HDR & Multi-Family Housing

There is a demonstrated need for High Density Residential (HDR) housing in the Comprehensive Plan. The Housing Element data shows that Newberg needs 1,746 multi-family units to meet the City’s need through 2030. This translates to a land need of approximately 106 acres of land needed for HDR (High Density Residential) housing through 2030. Newberg currently has 45 acres of HDR land within the UGB to meet the need. Therefore, Newberg has a demonstrated need for 61 acres of HDR designated land to meet the needs of our citizens over the next 20 years, as shown in the table below.

Plan Designation	Buildable Acres Needed 2010-2030	Buildable Acres in UGB (2009)	Surplus (Deficit) for 2010-2030	Buildable Acres Needed 2031-2040
LDR	690	585	(105)	398
MDR	304	132	(172)	175
HDR	106	45	(61)	61
Total	1,100	762	(338)	634

Source: Newberg Comprehensive Plan Housing Element, Newberg Planning & Building Department

As part of the Affordable Housing Action Plan, the Affordable Housing Ad Hoc Committee surveyed land within the UGB and identified 17.4 acres that could potentially be rezoned to HDR. The Committee recommended the City consider initiating a zone change for those properties. Other properties may also be suitable for HDR, and rezoning could be initiated by the property owner through this Type III process. Even if the identified 17.4 acres were rezoned to HDR, the City would still have a need for 43.6 acres to meet the 20-year need. This proposal could help meet that need. In addition, this site meets the site suitability criteria for High Density Residential housing as specified in the Ad Hoc Committee on Newberg's Future Report to City Council (2005): site size of one acre or greater; 10% or less slope; 1:1 or lower improvement to land value ratio considered redevelopable; lack of wetlands and streams; has access to a minor collector street; has adequate public utilities already serving the site; and is within 1/4 mile of Jaquith Park and George Fox University, and within 1/2 mile of the downtown commercial area.

Adequate Infrastructure to Serve the Site

The proposed site has existing sewer, water, and transportation facilities available with adequate capacity to serve the maximum density of the proposed zone change. There is an existing 8-inch sewer line with a manhole right at the northern property edge in Evergreen Drive. The application contains a report on sanitary sewer calculations done by Sisul Engineering, calculating the capacity of the existing sewer line with existing & potential maximum R-1 density (15 units) and existing & potential maximum R-3 density (96 units). When infiltration rates are added in, the existing + maximum R-1 density would use approximately 51% of the pipe capacity and the existing + maximum R-3 density would use approximately 70% of the pipe capacity. Therefore, the pipe capacity is adequate to accommodate the proposed zone change. There are existing water lines in Evergreen Drive and Meridian Street with adequate capacity to support the proposed zone change. Any development of the site would require the public water line to be looped through from Evergreen Drive to Meridian Street to ensure adequate flow, a standard practice on most large development sites.

The proposed multi-family development site is located adjacent to Meridian Street and would take direct access from the street. Meridian Street is developed to the minor collector standard with 34 feet curb to curb pavement width, two 10-foot travel lanes divided by striping, and 7 foot parking lanes on both sides of the street. According to the applicant's traffic impact study, Meridian St is functioning at a level of service A in front of the site, and is projected to continue to function at a level of service A even with the addition of trips generated from the proposed development. The sight distance from the proposed site's frontage is adequate for cars entering and exiting the site. In the past three years only one crash occurred in the stretch of Meridian from Fulton to Sierra Vista St, and that was caused by a driver running through a stop sign from Sierra Vista onto Meridian Street, so no significant traffic safety concerns are noted for the area. Any future development on the site would likely require a bicycle and pedestrian connection through the site from Meridian Street to Evergreen Drive, which would lead to Sierra Vista Drive and College Street. In addition, Meridian Street is served by a regular Chehalis Transit Bus Route.

Site is Suitable for HDR Development

This site meets the site suitability criteria for High Density Residential housing as specified in the Ad Hoc Committee on Newberg's Future Report to City Council (2005):

- Site size of one acre or greater;
- 10% or less slope;
- 1:1 or lower improvement to land value ratio considered redevelopable;
- Lack of wetlands and streams;
- Access to a minor collector street;
- Adequate public utilities already serve the site; and
- Located within 1/4 mile of Jaquith Park and George Fox University, and within 1/2 mile of the downtown commercial area.

The proposed site is also suitable for HDR development because it meets the Comprehensive Plan policies of high density housing location, dispersal of high density housing, design of high density housing, and compatibility with surrounding development. The proposed site is adjacent to a minor collector road which will provide adequate access for higher density housing. The site is directly across the street from properties zoned R-3 – a senior condominium housing development is directly across the street and an apartment complex is directly north of that. The site is also adjacent to property zoned R-2 (Medium Density Residential) to the south. As shown on the map in Attachment 4, high density housing is currently dispersed throughout the City; this would continue that trend. Future development on the site will be compatible with the existing historic structure due to the City's design review criteria for historic properties. In addition, any development will have to meet the additional design review criteria for multi-unit housing.

Preservation of the Historic Structure

The applicant has indicated that they intend to preserve the existing historic house and re-use it in some capacity for their project, possibly for on-site offices. According to the previous property owner, the existing house is decaying and is in need of much repair in order to be habitable or to be used for offices. Redevelopment of the site in such a way that will not require subdivision will encourage renovation, preservation, and reuse of the existing historic house as part of the overall project site. In addition, Newberg has Development Code standards that protect inventoried historic structures; any proposed demolition of structures or building of new structures on a historic site requires a Type III review before the Planning Commission.

Availability of Public Services

The proposed site is within walking distance of many commercial and public services: 1/8 mile to Jaquith Park to the west; 1/4 mile to Friendsview Manor and George Fox University to the south and east; 1/2 mile to the downtown commercial area and just over 1/2 mile to the Newberg Library to the south; and less than a mile to Nap's Thriftway at the southwest end of the commercial area. This meets the Comprehensive Plan policies of high density housing being located near public services and public open spaces. It also means that residents of the proposed high density housing may walk, bike, or take public transit to commercial areas, jobs, parks, and schools.

(b) Public facilities and services are or can be reasonably made available to support the uses allowed by the proposed change.

Finding: Public facilities and services are available to support the proposed uses. There is an existing 8-inch sanitary sewer line to the property, with a manhole connection at the northern edge of the property at the end of Evergreen Drive. The applicant’s sanitary sewer calculations report indicates, and City staff concurs, that there is adequate capacity in the system to support the zone change at the maximum permitted density for the proposed zone. There are existing water lines in Evergreen Drive and Meridian Street with adequate capacity to support the proposed zone change. Any development of the site would require the public water line to be looped through from Evergreen Drive to Meridian Street to ensure adequate flow, a standard practice on most large development sites. The site is accessed by Meridian Street, a fully improved minor collector street with a 34 foot curb-to-curb pavement width, two 10-foot travel lanes, 7-foot parking lanes on both sides, and 5-foot sidewalks, the standard width for minor collector streets. Meridian Street is currently functioning at a level of service A in front of the site, and is projected to continue to function at a level of service A even with the addition of trips generated from the proposed development. Therefore, all public facilities and services have adequate capacity to serve the proposed change.

(c) Compliance with the State Transportation Planning Rule (OAR 660-012-0060) for proposals that significantly affect transportation facilities.

Finding: The State Transportation Planning Rule is meant to determine whether proposals “significantly affect” existing or planned transportation facilities, and if they do affect them, to ensure that they are properly mitigated. The Rule says that:

“a plan or land use regulation amendment significantly affects a transportation facility if it would: (a) Change the functional classification of an existing or planned transportation facility; (b) Change standards implementing a functional classification system; or (c) As measured at the end of the planning period identified in the adopted transportation system plan: (A) Allow land uses or levels of development that would result in types of levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility; (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.”

The proposed plan amendment site is located adjacent to Meridian Street, which is classified as a Minor Collector in the City’s Transportation System Plan. Meridian Street is built to the standards of a Minor Collector: 34 feet of pavement width, two 10 foot travel lanes, 7 foot parking lanes on both sides, and 5 foot sidewalks on both sides. The proposal would not change the functional classification of Meridian Street, or of any other existing or planned transportation facilities. The proposal would also not change any of the standards implementing the City’s functional classification system.

One of the main purposes of the traffic impact study included with the applicant's application package is to determine whether the project meets subsection (c) of the Transportation Planning Rule. The traffic study analyzes the trip generation and distribution, safety analysis, and operational analysis of the proposed project to determine the impact the proposal will have on the transportation system. The trip generation is based on the maximum possible density allowed by the proposed zone; in this case that would be 96 possible dwelling units. That number is compared with the trips that would be generated by the possible maximum density allowed by the current zone, 15 units. The traffic study indicates that the proposed zone change could result in a net increase of 38 trips during the morning peak hour, with 31 exiting the site and 7 entering the site. In the evening peak hour, the maximum density could result in a net increase of 46 trips, with 30 entering and 16 exiting the site. The actual trips generated by the site may be fewer due to the unlikelihood of the site being built out at the maximum density – with the preservation of the existing house and preservation of many trees, site build-out will more likely be around 70 – 80 possible units. Most of the trips to and from the site are projected to be on Meridian Street south of the project site (going south toward Highway 99W and north back to the site).

Sight distance from the site frontage was examined and determined to be adequate, meaning that access to the proposed site could be taken from any point along its Meridian Street frontage. In the past three years, there was one reported crash at N College Street & Sierra Vista Drive and one crash at N Meridian Street & Sierra Vista Drive. Based on this small number of crashes, no significant traffic safety concerns are noted in the area.

Current trips along Meridian Street in front of the site were counted to be about 263 trips per hour in the evening peak hour, or about 1 car every 13 seconds on average. Development of the site is projected to increase this to around 307 trips per hour in the evening peak hour, or about 1 car every 12 seconds. This is approximately 7% of the capacity of Meridian Street.

The traffic study also looked at capacity analysis for the area and surrounding intersections for the expected project build-out in 2010 and to 2025. Capacity analysis looks at the volume-to-capacity (v/c) ratio for intersections; in other words, how much traffic an intersection can handle before it's at peak capacity, which would be a ratio of 1.0. The intersection is then given a letter grade ranging from A (best) to F (worst) for its level of service based on the v/c ratio for the intersection. The traffic study analysis shows that all of the surrounding intersections are operating at an acceptable level of service under all analysis scenarios. The evening peak hour level of service at N College St & Sierra Vista Dr drops to an E using the 2025 scenario and the level of service at N Meridian St & Fulton St drops to a D using the 2025 scenario, all other intersections continue to operate at a level C or above through all scenarios. The traffic study explains that the proposed development will likely have a minimal effect on intersection functions, and that the level of service for those intersections would be similar with or without the additional trips generated by the proposal.

According to the traffic study, the future trips generated from the proposed zone change will not "significantly affect" the transportation system – all study area intersections are projected to operate acceptably through the year 2025 planning horizon. Therefore, the proposal meets the State Transportation Planning Rule.

Historic Review Criteria & Applicable Historic Comprehensive Plan Goals and Policies

§ 151.492 Alteration, New Construction, Demolitions. (B) New Construction Type III Review Criteria.

Review Required. If an application is made to build a new building on a landmark site, the Planning Commission shall review the request through the Type III procedure to assure the plans are compatible with any existing Landmark structures on the site. No new structure or major public improvement shall be constructed without review pursuant to the following criteria.

Review Criteria. Designs shall be compatible with any existing Landmark structures on the site in terms of size, scale, material and character. Contemporary designs shall not be discouraged when they do not destroy significant historical, architectural, or cultural material. Review criteria shall include consideration of the guidelines listed in subdivision (A)(3)¹.

Comprehensive Plan Section G. Open Space, Scenic, Natural, Historic and Recreational Resources. 3. Historic Resources Policies.

Policy a: The continued preservation of Newberg's designated historic sites and structures shall be encouraged.

Policy d: The City will encourage the re-use of historic structures such as the establishment of bed and breakfast operations, specialty shops, restaurants and professional offices.

Finding: This proposal affects a property that is on Newberg's Historic Resources Inventory. At this time, the proposal is only for a Comprehensive Plan map amendment and Zoning map amendment, not for a development proposal to modify the site. All future development on this site will require a Type III Design Review before the Planning Commission to ensure that the plans are compatible with the existing historic structures. At the time of that future review, the application must show that the new structures would be compatible with the existing historic structures in terms of size, scale, material and character.

The applicant has indicated that they intend to preserve the existing historic house and re-use it in some capacity for their project, possibly for on-site offices. According to the previous property owner, the existing house is decaying and is in need of much repair in order to be habitable or to be used for offices. Redevelopment of the site in such a way that will not require subdivision will encourage renovation, preservation, and reuse of the existing historic house as part of the overall project site. In addition, Newberg has Development Code standards that protect inventoried historic structures; any proposed demolition of structures or building of new structures on a historic site requires a Type III review before the Planning Commission.

¹ The specifics of § 151.492(A)(3) are not listed here as they are not applicable to this current application. However, in general, the review criteria include design elements to be included and made compatible with the existing historic structure including the following: average setback; architectural elements; building orientation; vehicle parking/storage; fences.

Therefore, the application is consistent with and promotes the City's historic preservation criteria and policies.

Applicable Newberg Comprehensive Plan Goals & Policies

A. Citizen Involvement Goal

Goal: To maintain a Citizen Involvement Program that offers citizens the opportunity for involvement in all phases of the planning process.

Finding: Part of the citizen involvement program includes opportunities for citizen involvement in planning. In this case, citizens have an opportunity to comment on this proposal, both in writing and by testifying at either the Planning Commission or City Council hearings. In addition, the applicant for this proposal held two neighborhood meetings for the purpose of discussing the project with neighbors before the official public process started.

E. Air, Water, and Land Resource Quality Policies

Policy 1: Development shall not exceed the carrying capacity of the air, water or land resource base.

Finding: The proposed project site is within the Newberg city limits and is already served with City water, sanitary sewer facilities, and streets with adequate capacity to serve the maximum permitted density of the proposed zone. The project proposal indicates a desire and willingness to preserve many of the large attractive trees on the site; tree preservation will help increase the carrying capacity of the site's air and land resource base.

I. Housing Goals and Policies

Goal: To provide for a diversity in the type, density and location of housing within the City to ensure there is an adequate supply of affordable housing units to meet the needs of City residents of various income levels.

2. Location Policies. a: Medium and high density areas should be located for immediate access to collector streets or minor arterials and should not cause traffic to move through low density areas. High density areas should be easily accessible to arterial streets. They should also be located near commercial services and public open spaces.

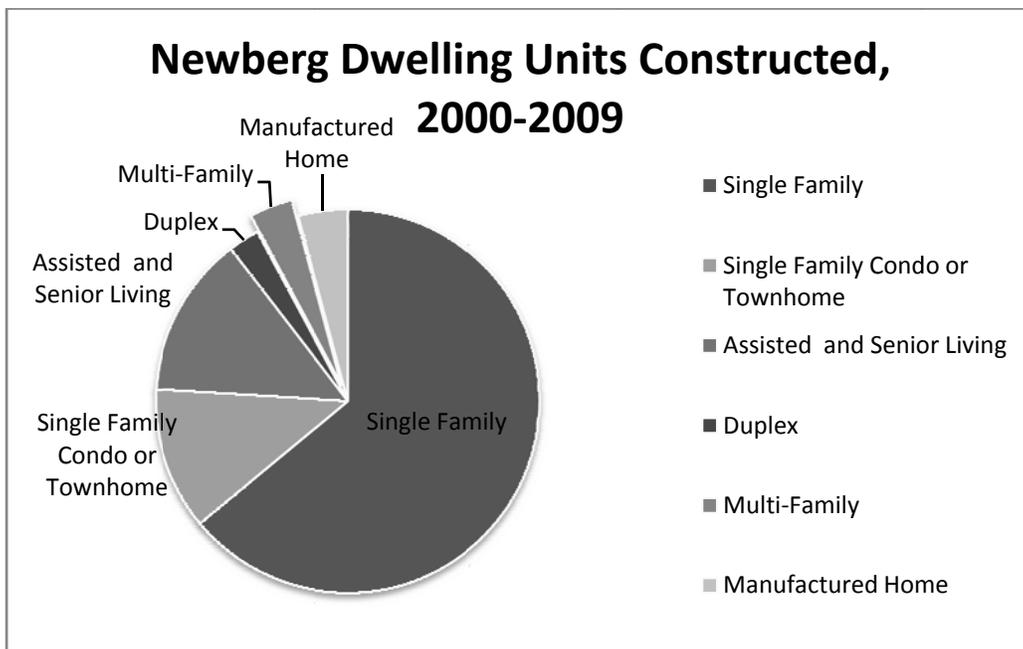
3. Mix Policies. b: Low and moderate income housing should not be concentrated within particular areas of the City.

3.i: The City shall encourage subsidized housing for low income people.

3.j: The City shall encourage innovation in housing types and design as a means of offering a greater variety of housing and reducing housing costs.

3.k: The City shall encourage an adequate supply of rental housing dispersed throughout the city to meet the needs of renters.

Finding: According to the City's recently adopted Housing Element (Ordinance 2010-2724), recent residential development has occurred at densities less than what is planned for in the Comprehensive Plan. This is due to a variety of factors, including the profitability of single-family dwellings vs. multi-family dwellings, having maximum density vs. minimum density requirements, and other development regulations. The graph below illustrates that construction of single-family units has far outpaced construction of multi-family units in Newberg since 2000.



Source: Newberg Planning and Building Department

In addition, the Housing Element data shows that Newberg needs 1,746 multi-family units to meet the City's need through 2030. This translates to a land need of approximately 106 acres of land needed for HDR (High Density Residential) housing through 2030. Newberg currently has 45 acres of HDR land within the UGB to meet the need. Therefore, Newberg has a demonstrated need for 61 acres of HDR designated land to meet the needs of our citizens over the next 20 years. As part of the Affordable Housing Action Plan, the Affordable Housing Ad Hoc Committee surveyed land within the UGB and identified 17.4 acres that were suitable for possible HDR development. The Committee recommended the City consider initiating amendments to rezone those 17.4 acres to HDR. Other properties may also be suitable for HDR, and rezoning could be initiated by the property owner through this Type III process. Even if the identified 17.4 acres were rezoned to HDR, the City would still have a need for 43.6 acres to meet the 20-year need. This proposal could help meet that need. In addition, this site meets the site suitability criteria for High Density Residential housing as specified in the Ad Hoc Committee on Newberg's Future Report to City Council (2005): site size of one acre or greater; 10% or less slope; 1:1 or lower improvement to land value ratio considered redevelopable; lack of wetlands and streams; has access to a minor collector street; has adequate public utilities already serving the site; and is within 1/4 mile of Jaquith Park and George Fox University, and within 1/2 mile of the downtown commercial area.

The City also has a shortage of low income housing, as evidenced by our ongoing Affordable Housing project that recently culminated in the Affordable Housing Action Plan. Although the owner of the property makes no difference when reviewing a project proposal (as all proposals must meet the code criteria), the City has an obligation, reflected here in the comprehensive plan policies, to ensure that there is adequate housing of all density types and for every income level. The proposed zone change would help the City remedy its deficit of available multi-family housing.

As shown on the map in Attachment 4, rental apartments are dispersed throughout the city in many different residential neighborhoods, including on both the north and south sides of Highway 99W and in the east and west areas of town. The proposed project site is located across the street from a senior condominium complex, and near another apartment complex north of the senior condominiums. There are few other rental apartments located near the proposed site. It is difficult to determine how many single-family housing units are being used for rental units; however, the 2000 Census found that 30.7% of all occupied housing units in Newberg were rented. The 2006-2008 American Community Survey found that 34% of all occupied housing units in Newberg were rented. This increase is undoubtedly due in part to the recession, but also speaks to the demand for rental units in Newberg. A scan of the Newberg Graphic classified ads on October 5, 2010 revealed 16 units or houses for rent, ranging in price from \$425 for a bedroom in a house, \$569 - \$750 for a one-bedroom unit, \$635 - \$1195 for a two-bedroom, \$795 - \$1245 for a three-bedroom, and \$1250 - \$1500 for a four-bedroom. Of those 16, three appear to be apartments for rent, two are townhouses for rent, eight appear to be houses for rent, two are manufactured homes, and one is a room for rent in an existing household. According to the American Community Survey, 42% of renters in Newberg are paying 30% or more of their income for housing (a common threshold for unaffordability). Therefore, the City's stock of rental housing is not adequately meeting the needs of renters. According to the American Community Survey, from 2006-2008 Newberg had a vacancy rate of 6%. Since most of the dwelling units in Newberg are single-family

structures (66%), we may assume that a certain number of those vacant properties are not affordable to many residents. The City also had recent discussions with several property managers who said they were currently seeing apartment vacancy rates around 3%. This proposal may help the City remedy that deficit of affordable rental housing.

The proposed site is located adjacent to a minor collector and would not cause traffic to move through low density areas on local residential streets. In addition, the proposed site is within walking and biking distance of many commercial and public services: 1/8 mile to Jaquith Park to the west; 1/4 mile to Friendsview Manor and George Fox University to the south and east; 1/2 mile to the downtown commercial area and just over 1/2 mile to the Library to the south; and less than a mile to Nap's Thriftway at the southwest end of the commercial area. The project site also has close proximity to several arterial streets including College St to the west, Mountainview Dr to the north, and Highway 99W to the south.

Any future development on the site will require a design review process where the applicant will need to meet not only the basic design review criteria, but also the additional multi-family design review criteria and the historic review criteria. The City would have future opportunities to influence the design of the development and encourage innovation of housing types and design. The proposed zone change would provide an opportunity for a housing type that is currently less available in Newberg.

J. Urban Design Goals and Policies

Goal 1: To maintain and improve the natural beauty and visual character of the City.

1. General Policies. b: Design review should be provided for all new developments more intensive than duplex residential use.

1.1.e: Developments should respect the natural ground cover of their sites to the extent possible and plans should be made to preserve existing mature, non-hazardous trees in healthy condition.

1.1.l: The City shall encourage compatible architectural design of new structures in the community.

1.1.n: The City shall encourage innovative design and ensure that developments consider site characteristics and the impact on surrounding areas.

1.1.r: Developments of medium or high density shall be of a quality and design which will effectively offset the greater density.

Goal 2: To develop and maintain the physical context needed to support the livability and unique character of Newberg.

Policy c: Neighborhoods should be designed to promote safety and interaction with neighbors, with items such as walking paths and neighborhood parks.

Finding: Any future development on this property will require design review approval. Because this proposal is on an inventoried historic site, any new structures must be compatible with the existing historic house. The Newberg Development Code also has supplementary design review standards that multi-family developments must meet, including compatibility with adjacent sites. The site

characteristics for future development would be looked at closely to encourage the best design of the property and to properly mitigate any impacts on surrounding uses. In addition, because this is an inventoried historic property, any historic review will go before the Planning Commission for a decision.

The project application includes an arborist's report that surveyed all of the site's trees and determined which were healthy and should be preserved and which should be removed. The applicant has indicated that they will make an effort to preserve many of the trees on the site by including them in the site plan and designing the site around them.

Newberg has standards in the Development Code for pedestrian connectivity, such as not having excessive block lengths and requiring walkways where possible to break up long blocks. In this case, if the property were to be developed at its current zone with single-family residential houses, public access from Evergreen Drive through to Meridian Street would likely be required for adequate site access. The applicant has proposed a future multi-unit development that would take access only from Meridian St. Due to the long block length between Sierra Vista Dr and Fulton St, a public pathway through the future multi-unit complex would likely be required so that area residents may more easily reach Jaquith Park and College Street.

K. Transportation Goals and Policies

Goal 3: Promote reliance on multiple modes of transportation and reduce reliance on the automobile.

Policy b.2: The City shall encourage higher density development in residential areas near transit corridors, commercial areas and employment centers, including the downtown.

Goal 5: Maximize pedestrian, bicycle and other non-motorized travel throughout the City.

Policy 5.c: All new and improved commercial, office, institutional, and multi-family development shall be conveniently and directly accessible from the public right-of-way by bicycle and on foot.

Goal 9: Create effective circulation and access for the local transportation system.

Policy c: Develop a system of roads that provide for efficient movement of traffic, considering the general design guidelines below: 5) Minor Collectors. A minor collector provides access to abutting properties and serves the local access needs of neighborhoods by channeling traffic to the major collector and arterial street system. A minor collector is not intended to serve through traffic.

- *56 to 65 feet of right-of-way with 10 foot public utility easements.*
- *34 to 42 feet curb to curb*
- *Parking on both sides of the street, replaced by bike lanes where needed.*
- *A minimum four and one-half (4 ½) foot planter strip and five-foot sidewalk on both sides of the street.*

Finding: The applicant has included the Chehalem Transit Bus Routes map in their application packet. The map clearly shows that the bus route includes Meridian Street. Therefore, the proposed site meets the goal of promoting reliance on alternative modes of transportation and the policy of locating higher density development near transit corridors. In addition, the proposed site is within easy walking and biking distance to the downtown commercial core as well as to Friendsview Manor and George Fox University, two of Newberg's largest employers.

The proposed multi-family development site is located adjacent to Meridian Street and would take direct access from the street. Any future development on the site would likely require a bicycle and pedestrian connection through the site from Meridian Street to Evergreen Drive, which would lead to Sierra Vista Drive and College Street. The proposed project site is located adjacent to Meridian Street, a minor collector. Meridian Street is developed to the minor collector standard with 34 feet curb to curb pavement width, two 10-foot travel lanes divided by striping, and 7 foot parking lanes on both sides of the street. According to the applicant's traffic impact study, Meridian St is functioning appropriately: the sight distance from the proposed site's frontage is adequate; in the past three years only one crash occurred in the stretch of Meridian from Fulton to Sierra Vista St (caused by a driver running through a stop sign from Sierra Vista onto Meridian Street); and the level of service rating is adequate for all nearby intersections through 2025.

According to staff GIS calculations, the distance between Sierra Vista Dr and the railroad tracks on Meridian Street is approximately 925 ft on the west side and 900 ft on the east side. After removing area for existing driveways (~154 ft on the west side and ~135 ft on the east side), the totals were ~771 ft on the west side and ~765 ft on the east side. Using these numbers, the amount of current on-street parking spaces available on Meridian Street is approximately 38 spaces per side (771 & 765 divided by 20 ft parking space length). A staff survey of that same area at different times of day on five different days found that the average use of the parking spaces was 7 used spaces on the west side and 6 used spaces on the east side, or about 17% of the available spaces. Any development on the proposed project site would require off-street parking on their lot to serve the dwelling units. However, Meridian Street still has capacity to accommodate further on-street parking if additional parking is d for area residents.

L. Public Facilities and Services Goals and Policies

Goal: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development.

1. All Facilities & Services Policies. f: Maximum efficiency for existing urban facilities and services will be encouraged though infill of vacant City land.

2. Sewers and Water Policies. c: Developments with urban densities should be encouraged to locate within the area which can be serviced by Newberg's present sanitary sewer system.

Finding: It is appropriate to use land within the city limits to its highest and best use in order to preserve the efficiency of public facilities to serve urban development. The proposed site has existing sewer and water facilities available, with adequate capacity to serve the maximum density of the proposed zone change. It is more efficient to use an existing site such as this as opposed to extending new public utilities to an undeveloped vacant parcel without such services.

There is an existing 8-inch sewer line with a manhole right at the northern property edge in Evergreen Drive. The application contains a report on sanitary sewer calculations done by Sisul Engineering, calculating the capacity of the existing sewer line with existing & potential maximum R-1 density (15 units) and existing & potential maximum R-3 density (96 units). The report found that the peak sewer

line flow rates for existing + maximum R-1 density would use approximately 45% of the pipe capacity and that existing + maximum R-3 density would use approximately 63% of the pipe capacity. When infiltration rates are added in, the existing + maximum R-1 density would use approximately 51% of the pipe capacity and the existing + maximum R-3 density would use approximately 70% of the pipe capacity. Therefore, the pipe capacity is adequate to accommodate the proposed zone change.

M. Energy Goals and Policies

Goal: To conserve energy through efficient land use patterns and energy-related policies and ordinances.

1. Planning Policies. a: The City will encourage energy-efficient development patterns. Such patterns shall include the mixture of compatible land uses and a compactness of urban development.

Finding: Use of the proposed site for higher density housing would meet this goal and policy by encouraging compactness of urban development in an area that is served by transit and within walking and biking distance to the downtown commercial core, Friendsview Manor, and George Fox University. In addition, the land uses are inherently compatible with the high density housing directly across Meridian Street and medium density housing on the south side of the project site.

Exhibit B: Location Map

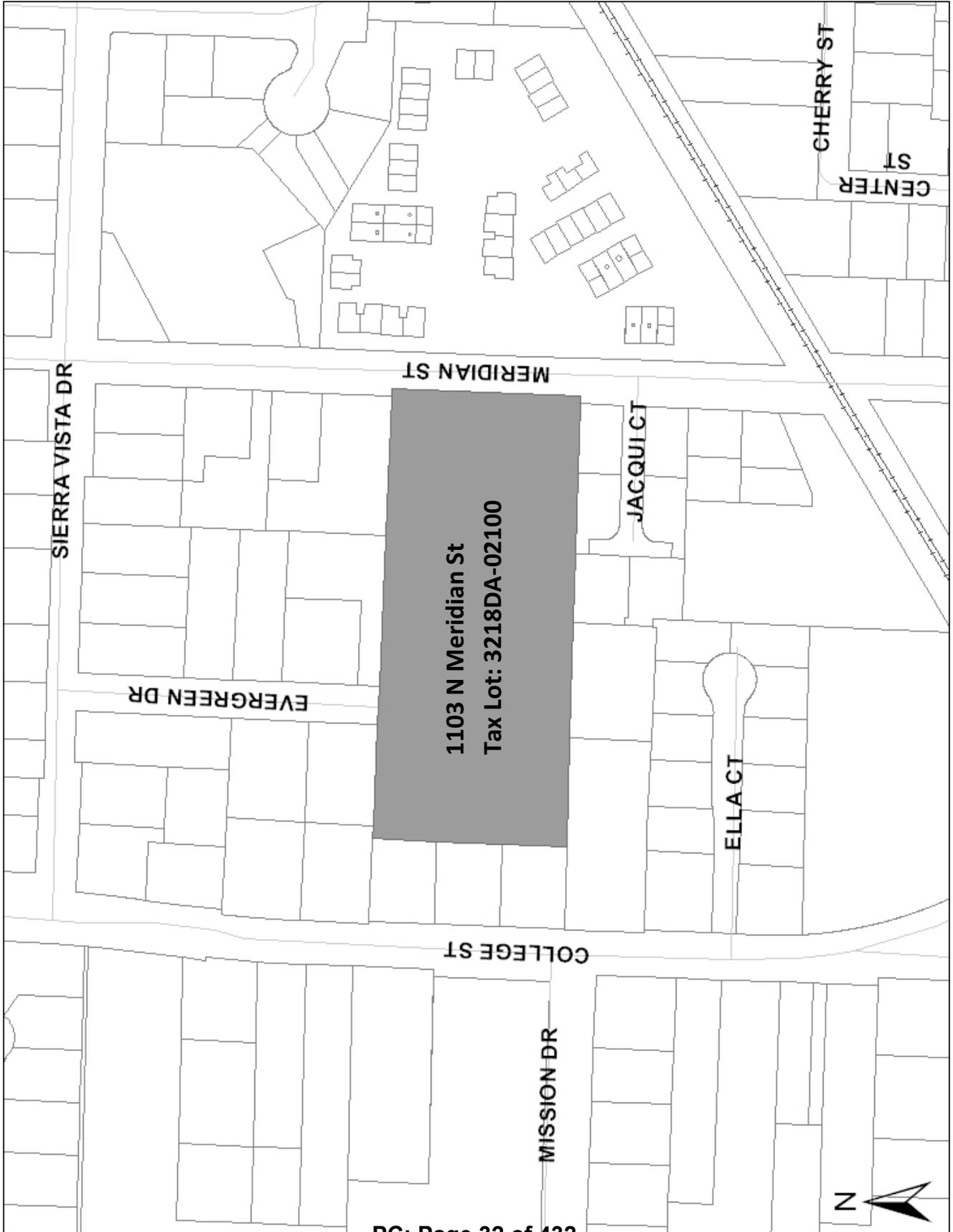


Exhibit C: Legal Description

EXHIBIT "A"

File No.: **1032-1564264**

Policy No.: **1564264**

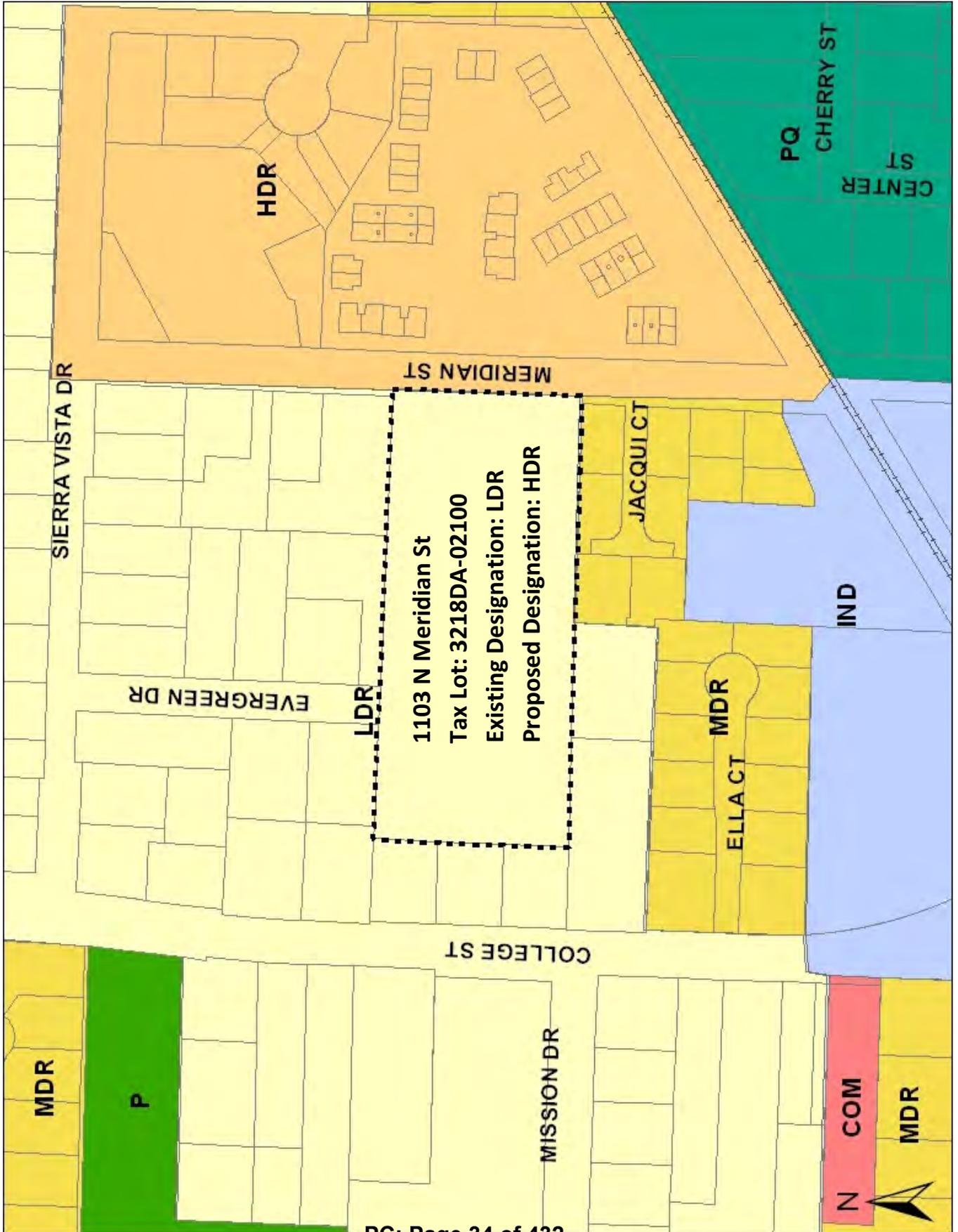
Real property in the City of Newberg, County of Yamhill, State of Oregon, described as follows:

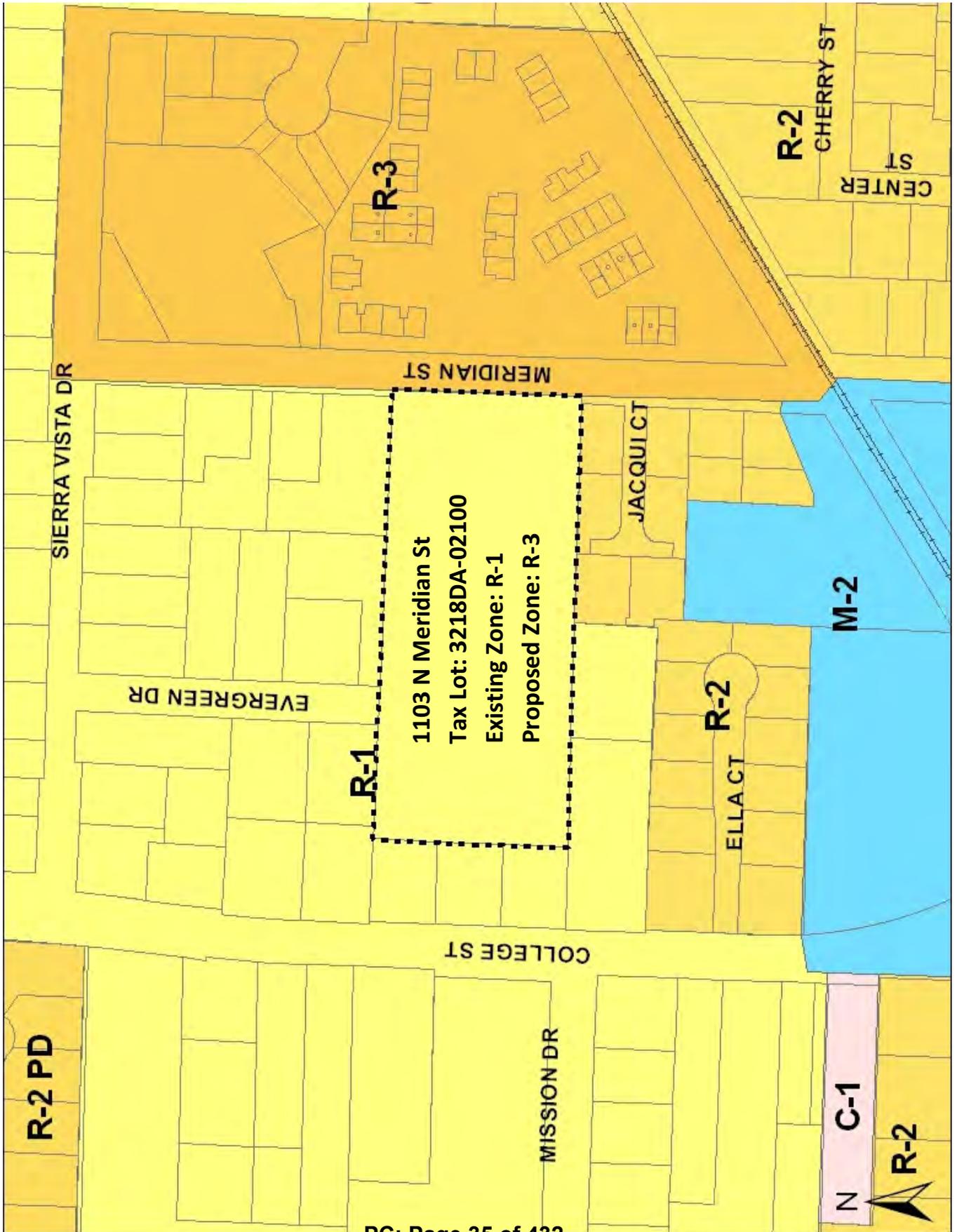
A part of the D. D. Deskins Donation Land Claim No. 54 in Township 3 South, Range 2 West, of the Willamette Meridian in Yamhill County, Oregon, bounded and described as follows, to-wit:

BEGINNING at a point on the Section line between Sections 17 and 18 in said Township and Range, said point being 723 feet South of the Quarter Post between said Sections and being also 396 feet South of the intersection of the North boundary line of said Donation Land Claim with said Section line; thence South along said Section line 245 feet; thence South 89°11' West 609 feet to the Southeast corner of tract conveyed to Dale D. Voss, et ux. by deed recorded February 24, 1954 in Book 172, Page 417, Deed Records; thence North 00°11' East 254.6 feet to the South line of land conveyed to George W. Constable by deed recorded August 2, 1949 in Book 153, Page 771, Deed Records, and thence East 608.4 feet to the place of beginning.

APN: R3218DA-2100

Exhibit D: Comprehensive Plan Map





**APPLICATION FOR:
COMPREHENSIVE MAP AMENDMENT
and
ZONING MAP AMENDMENT**

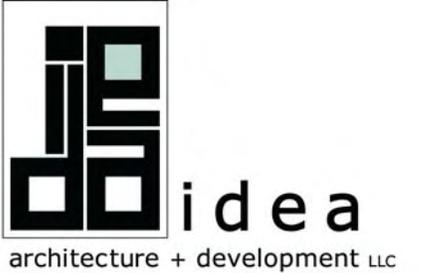
Applicant: HOUSING AUTHORITY OF YAMHILL COUNTY



Property Address: 1103 N. Meridian Street
Newberg, Oregon

Date: August 17, 2010

By:



3105 NE Weidler
Portland OR 97232

TABLE OF CONTENTS

Type III Application & Checklist

Applicant Information & Team Information

Written Narrative

Introduction

Background Information

Section 151.122 Criteria

Goals & Policies of Newberg Comprehensive Plan & Development Code

Public Facilities and Services

Compliance with State Transportation Planning Rule OAR 660-012-0060

A. Citizen Involvement

G. Open Space, Scenic, Natural, Historic & Recreational Resources

H. The Economy

I. Housing

J. Urban Design

K. Transportation

L. Public Facilities and Services

M. Energy

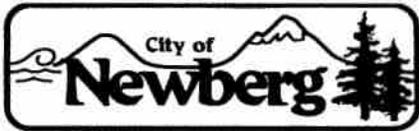
N. Urbanization

Land Needs Analysis

Summary

Exhibits:

- A1. General Land Use Plan – Plan 1
- A2. General Land Use Plan – Plan 2
- B. Aerial Photo taken July 2010
- C. Survey
- D. Newberg Comprehensive Map
- E. Newberg Zoning Map
- F. Sanitary Sewer Calculations
- G. Traffic Impact Study
- H. City of Newberg Apartment Map & List
- I. Chehalem Transit Bus Route 5 Map & Schedule
- J. Arborist Report
- K. Neighborhood Meeting Notices
- L. Photos of Property & Surrounding Neighborhood
- M. Photos of HAYC properties in Newberg
- N. Draft Mailing Notices and List of Property Owners within 500'
- O. Title Report
- P. Measure 49 Waiver



TYPE III APPLICATION - 2010 (QUASI-JUDICIAL REVIEW)

File #: _____

TYPES - PLEASE CHECK ONE:

- Annexation
[X] Comprehensive Plan Amendment (site specific)
[X] Zoning Amendment (site specific)
Historic Landmark Modification/alteration
Conditional Use Permit
Type III Major Modification
Planned Unit Development
Other: (Explain)

APPLICANT INFORMATION:

APPLICANT: IDEA Architecture + Development, LLC
ADDRESS: 3105 NE Weidler Street, Portland, OR 97232
EMAIL ADDRESS: jim.walker@ideapdx.com
PHONE: 503-525-2679 MOBILE: 503-709-8383 FAX: 503-288-3096
OWNER (if different from above): Housing Authority of Yamhill County PHONE: 503-883-4314
ADDRESS: P.O. Box 865, McMinnville, OR 97128
ENGINEER/SURVEYOR: Leland MacDonald & Assoc., LLC PHONE: 503-472-7904
ADDRESS: 3765 Riverside Drive, McMinnville, OR 97128

GENERAL INFORMATION:

PROJECT NAME: Meridian Re-Zone PROJECT LOCATION: 1103 N. Meridian Street
PROJECT DESCRIPTION/USE: Re-zone from R-1 to R-3
MAP/TAX LOT NO. (i.e.3200AB-400): 3S 2W 19DA/2100 ZONE: R-1 SITE SIZE: 3.39 SQ. FT. [] ACRE [X]
COMP PLAN DESIGNATION: R-1 TOPOGRAPHY: Flat
CURRENT USE: Single family residence
SURROUNDING USES:
NORTH: Residential R-1 SOUTH: Residential R-1 and R-2
EAST: Residential R-3 and Meridian Street WEST: Residential R-1

SPECIFIC PROJECT CRITERIA AND REQUIREMENTS ARE ATTACHED

General Checklist: [X] Fees [X] Public Notice Information [X] Current Title Report [] Written Criteria Response [X] Owner Signature

For detailed checklists, applicable criteria for the written criteria response, and number of copies per application type, turn to:

Annexationp. 16
Comprehensive Plan / Zoning Map Amendment (site specific)p. 19
Conditional Use Permitp. 21
Historic Landmark Modification/Alterationp. 23
Planned Unit Developmentp.26

The above statements and information herein contained are in all respects true, complete, and correct to the best of my knowledge and belief. Tentative plans must substantially conform to all standards, regulations, and procedures officially adopted by the City of Newberg. All owners must sign the application or submit letters of consent. Incomplete or missing information may delay the approval process.

Applicant Signature: [Signature] Date: 8.17.10
Print Name: Jim Walker

Owner Signature: [Signature] Date: 8/17/10
Print Name: Elise Hui

Attachments: General Information, Fee Schedule, Noticing Procedures, Planning Commission Schedule, Criteria, Checklists

COMPREHENSIVE PLAN MAP/ZONING MAP AMENDMENT CHECKLIST

The following information shall be submitted with each application. Incomplete applications will not be processed. Incomplete or missing information may delay the review process. Check with the Planning Division staff regarding additional requirements for your project.

FEES

PUBLIC NOTICE INFORMATION – Draft of mailer notice and sign; mailing list to all properties within 500’.

Submit one original 8-1/2" x 11" or 11" x 17" reproducible document together with 17 copies of the following information.

WRITTEN CRITERIA RESPONSE – Address the criteria listed on page 19. The written response should detail how the proposed comprehensive plan map/zoning map amendment meets the goals and policies of the Newberg Comprehensive Plan. The written response should also address the location and size of existing public utilities to serve the site, or if none are currently available, detail how public utilities will be extended to serve the site.

CURRENT TITLE REPORT

MEASURE 49 WAIVER

MAP AND LEGAL DESCRIPTION OF THE PROPERTY – Provide a map and a corresponding written legal description of the area to be changed. The map and legal description must be capable of closure and be certified by a registered engineer or surveyor. If not certified, the map and description must be approved by the Department of Revenue per ORS 308.225.

Aerial + survey

GENERAL LAND USE PLAN – Indicate types and intensities of proposed development, transportation routes (for pedestrians and vehicles), watercourses, significant natural features, open space, significant stands of mature trees, wildlife travel corridors, and any development on adjacent properties.

TRAFFIC STUDY – A traffic study shall be submitted for any proposed change that would significantly affect a transportation facility, or that would allow uses that would increase trip generation in excess of 40 trips per p.m. peak hour. This requirement may be waived by the Director when a determination is made that a previous traffic study adequately addresses the proposal and/or when off-site and frontage improvements have already been completed, which adequately mitigate any traffic impacts and/or the proposed use is not in a location, which is adjacent to an intersection which is functioning at a poor level of service. A traffic study may be required by the Director for changes in areas below 40 trips per p.m. peak hour where the use is located immediately adjacent to an intersection functioning at a poor level of service. If required, the traffic study shall be conducted according to the City of Newberg design standards.

Comprehensive Map Amendment Application and Zoning Map Amendment Application

Date: August 17, 2010

Property Location: 1103 N. Meridian Street, Newberg, Oregon
T/R/S: 3S 2W 18
Map No. 3S 2W 18DA
Tax Lot: 2100

Applicant/Owner: Housing Authority of Yamhill County
PO Box 865
135 NE Dunn Place
McMinnville, Oregon 97128-0865
Contact: Elise Hui, Executive Director
Ph: (503) 883-4300

Representative: IDEA Architecture + Development, LLC
3105 NE Weidler Street
Portland, Oregon 97232
Contact: Jim Walker
Ph: (503) 525-2679

Transportation Engineer: Lancaster Engineering
321 SW 4th Avenue, Suite 400
Portland, OR 97204
Contact: Michael Ard, PE
Ph: (503) 248-0313

Civil Engineer: Sisul Engineering
375 Portland Ave
Gladstone, OR 97027
Contact: Tom Sisul
Ph: (503) 657-0188

Surveyor: Leland MacDonald & Assoc., LLC
3765 Riverside Drive
McMinnville, OR 97128
Contact: Lee MacDonald
Ph. (503) 472-7904

Arborist: Tree-ific Arbor Care, Inc.
2664 NW Pinot Noir Drive
McMinnville, OR 97128
Contact: Andrew Feasel
Ph. (503) 474-9566

WRITTEN NARRATIVE - PROPOSED PROJECT

The Applicant, Housing Authority of Yamhill County (HAYC), respectfully submits an Application for a Comprehensive Map Amendment and Zoning Map Amendment for property located at 1103 N. Meridian Street, Newberg, Oregon, from R-1 Low Density Residential (LDR) to R-3 High Density Residential (HDR).

It is Applicant's intent to provide an affordable housing apartment community on this property. This parcel is within the city limits and urban growth boundary.

Per the *Comprehensive Plan Housing Element*, ". . . **Newberg has an affordable housing problem**" (p14). The proposed change would contribute significantly to the goal for an adequate supply of affordable housing units for residents within the City.

The Comprehensive Plan Housing Element states Oregon's Statewide Planning Goal 10 is, "To provide for the housing needs of citizens of the state" and **Newberg's housing goal is "To provide for a diversity in the type, density and location of housing within the City to ensure there is an adequate supply of affordable housing units to meet the needs of City residents of various income levels."** (p1).

Additionally, the City has recognized that in order to meet the housing needs, that they will need to "Implement the actions recommended in the Newberg Affordable Housing Action Plan as appropriate" (p19). The Newberg City Council approved Resolution No. 2008-2781, which established the . . . Affordable Housing Ad Hoc Committee." (*Affordable Housing Action Plan* (intro)).

Please note that there are two (2) General Land Use Plan options as part of the Application. See attached Exhibits A1 and A2. The Housing Authority of Yamhill County (HAYC) has elected to provide two General Land Use Plans as part of the Application solely for the purpose of exhibiting to the City what may or may not work on the site as it relates to the approval criteria. Over the coming months, HAYC intends to study the local affordable housing need in much greater detail in order to more precisely program the project. This future programming effort will greatly inform a more detailed design effort by our team upon its completion. One of the first steps of the refined design process will be to further engage the arborist in an integrated design approach. HAYC intends to work closely with the arborist to precisely place the buildings in a way that ensures the long-term health of the trees designated to be preserved.

It is important to HAYC that these attached site plans be viewed by Staff, the Planning Commission and the City Council as "reference documents" only, rather than a final site design response. Doing this will provide the team the most future flexibility from which to design the best project to serve Newberg's residents and the community to its fullest potential. A specific development proposal is not part of this Application. The Design Review Criteria per Development Code Section 151.192(B) and 151.195 will be addressed at the time of the Development Application.

In the General Land Use Plans provided, Applicant exhibits three important issues that were raised in conversations with the surrounding neighbors, issues which HAYC shares. 1.) HAYC explored the issues surrounding the location of the existing historic

house and whether or not it was feasible to effectively organize the site in a way that complements its current position on the site while also affording the opportunity to increase the density of the site as a whole, 2.) HAYC explored preservation of mature existing trees throughout the site. In this regard, HAYC shares the neighbors' affinity for these trees and wants to build within this asset, and 3.) HAYC heard from the neighbors that they strongly opposed vehicular connection of Evergreen Drive through the site to Meridian Street. In developing the plans, HAYC investigated the possibility of providing adequate on-site vehicular circulation such that a fire truck can adequately move around the site without having to back up at any time.

As you will see in the attached options, Applicant believes that these three objectives described above can be met while still providing for adequate opportunity to increase the density of the site to accommodate affordable housing. Please note there are only slight differences between the two plans. The most important difference that is exhibited between the options is the potential to connect to North Meridian Street once (Option 1) or twice (Option 2). During our coming design efforts, HAYC will be working with Chris Mayfield, City of Newberg Fire Marshal, in order to accommodate the concerns of the department as related to fire truck movement and finalize this important access issue.

Finally, HAYC believes that this site provides a special opportunity from which to develop affordable housing. Considering the combination of on-site characteristics noted above; the complementary and mixed residential zoning adjacent to the site; and the proximity within the City of Newberg to jobs, commercial, services and parks, we feel that this site has a strong capacity to serve Newberg's residents in a way that no other site can. HAYC plans to utilize sound green building and conservation techniques that can take advantage of the site capacity, enriching the lives of our residents and neighbors in the process. As this is the beginning of the development process, HAYC looks forward to a continuum of collaboration in further envisioning the future of this new community.

BACKGROUND INFORMATION

The site is approximately 3.39 acres or 147,667 square feet and is bounded by N. Meridian Street to the East. N. Evergreen Drive currently dead-ends at the property boundary on the North. See attached Exhibit L of photos of property and adjacent properties.

The property is improved with a 2-story house, shed, garage and mature trees. The house is listed on the City of Newberg's Inventory of Historic Properties. The property also is developed with landscaping, fences, utilities and a sidewalk along Meridian. The site is essentially flat with a 5.5' decline from East to West. See attached Aerial that was photographed in July 2010, Exhibit B and Survey prepared by Leland MacDonald & Assoc., LLC July 2010, Exhibit C. Additionally attached please find an arborist report and inventory of the trees on site dated July 16, 2010, Exhibit J.

Currently the site is zoned R-1 on the Zoning Map and LDR on the Comprehensive Map. The properties immediately to the north and west of subject property are zoned R-1. The properties to the south are a mix of R-1 and R-2. The property directly across Meridian is zoned R-3. See the attached Aerial photograph, Exhibit B; Newberg

Comprehensive Map, Exhibit D; and Newberg Zoning Map, Exhibit E. **The rezoning of this property is consistent with the existing pattern of the mixed residential zoning adjacent to the site.** Additionally, the size of the lot affords the ability to creatively organize the site that is complementary of its neighbors.

Development Standards:

The following development standards for R-1 and R-3 zones are from City of Newberg Development Code, July 2006.

	R-1	R-3
Maximum Dwelling Units Per Acre	4.4	21.8
Minimum Lot Size (square feet)	7,500 sf	5,000 sf
Minimum Lot Area per Unit (square feet)	7,500 sf	1,500 sf
Maximum Height (Feet)	30	45*
Minimum Front Yard (Feet)	15	12
Minimum Front Yard to Garage (Feet)	20	20
Minimum Interior Side Yard (Feet)	5	5
Minimum Rear Yard (Feet)	5	5
Coverage:		
Maximum Lot Coverage	30%	50%
Max. Parking Coverage	30%	30%
Maximum Combined Coverage	60%	70%
Parking		
Dwelling, multiple	2 per unit	2 per unit
Dwelling, single family or two Family	2 per unit on a single lot	2 per unit on a single lot
Continuing Care, Retirement		1 per unit
Rooming/Boarding Houses		1 per room

*See development code for exceptions. Section 151.536.2 Building Height Limitation. In the R-3 District, no main building shall exceed three stories or 45 feet in height, whichever is less, except where an R-3 District abuts upon an R-1 District, the maximum permitted building height shall be limited to two and one-half stories or 30 feet, whichever is the lesser, for a distance of 50 feet from the abutting boundary of the aforementioned district.

The following table illustrates the current zoning density under R-1 and proposed zoning density under R-3. Note that the total site area is 147,667sf/3.39 acres. The total site area after 10' dedication on Meridian is 145,212 sf/3.33 acres

Code Reference(s)	LDR R-1	Current Density Allowed	HDR R-3	Proposed Density
Comprehensive Plan Housing Element, Table IV-6 Target Density (du/gross ac.)	4.4	14.65 units	16.5*	54.95 units
Development Code, Section 151.310 (du/gross ac.)			21.8	72.59 units
Development Code Section 151.565	7,500 sf per dwelling unit	19.36 units	1,500 sf per dwelling unit	96.81 units

*includes a 25% allowance for streets

Note: A specific development proposal is not part of this Application. The Design Review Criteria per Development Code Section 151.192(B) and 151.195 will be addressed at the time of the Development Application.

Applicant has addressed Section 151.22 Type III Comprehensive Plan/Zoning Map Amendment CRITERIA below and demonstrates compliance with the following:

The proposed change is consistent with and promotes the goals and policies of the Newberg Comprehensive Plan and this Code.

Applicant Response: The proposed comprehensive plan change and zoning map amendment will promote the goals and policies of the Newberg Comprehensive Plan, originally adopted by City Council July 2, 1979 and as amended by Ordinance 2010-2724 on April 5, 2010 *and* City of Newberg Comprehensive Plan Housing Element, Section 13 of Newberg Inventory of Natural and Cultural Resources, originally adopted by City Council January 1978, revised April 5, 2010 by Ordinance 2010-2724. The proposed comprehensive plan change and zoning map amendment will also promote the goals and policies of the Newberg's Affordable Housing Action Plan, dated May 4, 2009. **See below for complete responses to Type III Comprehensive Plan/Zoning Map Amendment Criteria addressing Goals and Policies of the City of Newberg.**

Public facilities and services are or can be reasonably made available to support the uses allowed by the proposed change.

Applicant Response: Public facilities and service are or can be made reasonably available to support the uses allowed by the proposed change. Per the Pre-Application Meeting with the City on August 04, 2010, there are adequate fire and police services to support the uses allowed by the proposed change. See attached Exhibit F, Sanitary Sewer Calculations prepared by Sisul Engineering, dated July 28, 2010, exhibiting that the existing public sanitary sewer system has adequate capacity. Per the City, the existing water lines in Evergreen and Meridian are of adequate capacity to support the proposed rezone. Applicant, upon development of the site and upon City request, proposes to loop the existing water line from Evergreen to Meridian to support the uses allowed by the proposed change. Per City requirements, additional stormwater impacts to the site should be mitigated on-site with overflow directed to the existing stormwater line located in Meridian.

Compliance with the State Transportation Planning Rule (OAR 660-012-0060) for proposals that significantly affect transportation facilities.

Applicant Response: The proposed zone change will not change the functional classification of any existing or planned transportation facilities. See excerpt below from the attached Exhibit G, Traffic Impact Study prepared by Lancaster Engineering, dated August 10, 2010, page 26.

The primary test of the TPR is to determine if an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation will "significantly affect" an existing or planned transportation facility. The definition of significant affect is addressed in the following sections of this letter

OAR 660-012-0060

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in Section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:
(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan):

The proposed zone change will not change the functional classification of any existing or planned transportation facilities.

A. CITIZEN INVOLVEMENT

- 1) To maintain a Citizen Involvement Program that offers citizens the opportunity for involvement in all phases of the planning process.

Applicant Response: Applicant has supported this Goal by providing two (2) opportunities for citizen involvement of this project. HAYC hosted neighborhood meetings on July 21st and August 11th at the First Federal Meeting Room in Newberg. The original notice was sent out to property owners within 500 feet of the property. These meetings were not required as part of the Application Land Use Type III Process. See attached Meeting Notices, Exhibit K.

Additionally, Applicant, as part of the Type III Application requirements, will send notices to property owners within 500 feet of the site and post the site as required.

G. OPEN SPACE, SCENIC, NATURAL, HISTORIC AND RECREATIONAL RESOURCES

- 3a) The continued preservation of Newberg's designated historic sites and structures shall be encouraged.

Applicant Response: Applicant is proposing to maintain the existing house in its existing location which has been designated by City of Newberg as a historic resource as indicated on the Inventory of Historic Properties/Historic Resource Survey Form.

- 3d) The City will encourage the re-use of historic structures such as the establishment of bed and breakfast operations, specialty shops, restaurants and professional offices.

Applicant Response: Applicant intends to re-use the existing house as part of its program when the site is developed.

- 3e) The City will encourage identification and/or preservation of significant historic landmarks, archaeological or architectural sites which meet criteria established by the City.

Applicant Response: Applicant is proposing to maintain the existing house in its existing location which has been designated by City of Newberg as a historic resource as indicated on the Inventory of Historic Properties.

Note: A specific development proposal is not part of this Application. The Design Review Criteria per Development Code Section 151.192(B) and 151.195 will be addressed at the time of the Development Application.

H. THE ECONOMY

- 1m) The City shall collaborate with project developers to construct and maintain the best utility systems possible (e.g. water and sanitary sewer), both from a quality as well as quantity (capacity) standpoint.

Applicant Response: This project is within the City limits and has existing public utility infrastructure (i.e. water and sanitary sewer). A new water line will be required to connect the waterline in Evergreen with the waterline in Meridian as part of the future development applications. The waterline will be sized to meet the City standards and will be adequate to serve the planned density. The sanitary sewer lines are of adequate capacity to serve the project. See attached Exhibit F Sanitary Sewer Calculations prepared by Sisul Engineering, dated July 28, 2010, revised August 16, 2010. Per City requirements, additional stormwater impacts to the site should be mitigated on-site with overflow directed to the existing stormwater line located in Meridian.

I. HOUSING – Location Policies

- 2a) Medium and high density areas should be located for immediate access to collector streets or minor arterials and should not cause traffic to move through low density areas. High density areas should be easily accessible to arterial streets. They should also be located near commercial services and public open spaces.

Applicant Response: As exhibited in the attached General Land Use Plans, no vehicular connection of this development shall be made to N. Evergreen, an adjacent low density street. All connections shall be made via N. Meridian Street, a Minor Collector, which has adequate capacity as exhibited in the attached Traffic Impact Analysis, Exhibit G.

N. College Street/Highway 219 is classified by the City of Newberg as a Minor Arterial, which is approximately 1100 feet from subject property at N. Meridian. Additionally, commercial areas, employment centers and downtown are located on 99W which is less than ½ mile from the subject site.

I. HOUSING – Mix Policies

3b) Low and moderate income housing should not be concentrated within particular areas of the City.

Applicant Response: Applicant has created a map of Newberg that illustrates the known existing low-income housing locations. The attached Exhibit H shows that this project is not located in the areas of existing low-income housing, but rather supports dispersal of low-income housing throughout the City.

3i) The City shall encourage subsidized housing for low income people.

Applicant Response: There is a demonstrated need for affordable housing in Newberg. Per the *Comprehensive Plan Housing Element*, “little if any recent construction was available to low and very-low income families and individuals” (p16).

Per the City of Newberg *Comprehensive Plan Housing Element* (p2, 3) the median household income in Newberg in **2006-2008 was \$49,233** and the **average household size is 2.7**. It is worth noting that **29.6% of Newberg households made less than \$35,000 and 51.4% of households made less than \$50,000**.

Additionally, the *Affordable Housing Action Plan* states that “U.S. Census Bureau estimates the **median income** for all families in **Newberg to be \$53,417** (adjusted to 2009 dollars)” and the “**median family size is 3.17**” (p6). The Housing Authority of Yamhill County’s Income Limits for their affordable housing is listed below.

Housing Authority of Yamhill County Income Limits

Household Size	50% Median Income		60% Median Income		80% Median Income	
	Monthly	Annually	Monthly	Annually	Monthly	Annually
1	\$2,079	\$24,950	\$2,495	\$29,940	\$3,325	\$39,900
2	\$2,375	\$28,500	\$2,850	\$34,200	\$3,800	\$45,600
3	\$2,671	\$32,050	\$3,205	\$38,460	\$4,275	\$51,300
4	\$2,967	\$35,600	\$3,560	\$42,720	\$4,746	\$56,950
5	\$3,204	\$38,450	\$3,845	\$46,140	\$5,129	\$61,550
6	\$3,442	\$41,300	\$4,130	\$49,560	\$5,508	\$66,100
7	\$3,679	\$44,150	\$4,415	\$52,980	\$5,888	\$70,650
8	\$3,917	\$47,000	\$4,700	\$56,400	\$6,267	\$75,200

This data illustrates that there is an unmet need in the City of Newberg for affordable housing. The median household income in Newberg is approximately 80% of Median Income (with household size between 3 and 4) in the chart of above.

HAYC's mission is "To provide the opportunity for decent, safe, sanitary and affordable housing to lower-income families residing in our community including the opportunities to become self-sufficient."

- 3j) The City shall encourage innovation in housing types and design as a means of offering a greater variety of housing and reducing housing costs.

Applicant Response: Applicant has illustrated on the attached preliminary General Land Use Plans an innovative use of the site. By proposing to maintain the existing house and as many mature, healthy trees as possible, HAYC proposes that it is possible to develop an integrative and dynamic site that will benefit its future residents and surrounding community.

- 3k) The City shall encourage an adequate supply of rental housing dispersed throughout the City to meet the needs of renters.

Applicant Response: Applicant has created a map of Newberg that illustrates the known rental housing locations. The attached Exhibit H shows that this project supports the City's goal of dispersal of rental housing throughout Newberg.

J. URBAN DESIGN – Goal 1 - General Policies

- 1e) Developments should respect the natural ground cover of their sites to the extent possible and plans should be made to preserve existing mature, nonhazardous trees in healthy condition.

Applicant Response: According to the City of Newberg's Historic Resource Survey Form, at one time a "large walnut orchard stood in the front yard and the surrounding area [sic] was largely open fields and groves of Oak trees." This site now is uncharacteristically large and underdeveloped in the neighborhood context as varying residential developments and densities have occurred all around this site and the groves of Oak trees have disappeared on adjacent properties. HAYC, however, has illustrated that this large 3.39 acre site allows for design creativity in which the historic house can be maintained and large mature trees, reminiscent of the past, may be preserved.

HAYC contracted Tree-ific Arbor Care, Inc., to inventory and make recommendations for the existing trees on site that are 5" DBH or greater. See attached Exhibit J. HAYC has exhibited on the attached preliminary General Land Use Plans that tree preservation of existing mature, nonhazardous trees is feasible and indeed has the capacity to create a diverse and dynamic development using the existing site assets.

- 1n) The City shall encourage innovative design and ensure that developments consider site characteristics and the impact on surrounding areas.

Applicant Response: Applicant has illustrated on the attached preliminary General Land Use Plans an innovative use of the site. By proposing to maintain

the existing house and as many mature, healthy trees as possible, HAYC proposes that it is possible and desirable to develop an integrative and dynamic site that will benefit its future residents and surrounding community.

Note: A specific development proposal is not part of this Application. The Design Review Criteria per Development Code Section 151.192(B) and 151.195 will be addressed at the time of the Development Application.

J. URBAN DESIGN – Goal 2

2c) Neighborhoods should be designed to promote safety and interaction with neighbors, with items such as walking paths and neighborhood parks.

Applicant Response: Subject property is located approximately 700 feet, via pedestrian travel, from Jaquith Park which promotes interaction with neighbors. Additionally, as part of the Design Review process, which is not a part of this Application, Applicant shall carefully study and design the site plan for safe, internal walking paths.

K. TRANSPORTATION – Goal 1 - Establish cooperative agreements to address transportation based planning, development, operation and maintenance.

Applicant Response: The City of Newberg has satisfied this criterion. The proposed rezone will not have significant effects on State or County facilities, nor will it affect any cooperative agreements.

K. TRANSPORTATION – Goal 2 - Establish consistent policies which require concurrent consideration of transportation/land use system impacts.

Applicant Response: As described in the Traffic Impact Study, the existing transportation infrastructure is adequate to serve development under the proposed zoning. Meridian Street is currently improved with a sidewalk.

K. TRANSPORTATION – Goal 3 - Promote reliance on multiple modes of transportation and reduce reliance on the automobile.

3a1) The City shall plan for a network of transportation facilities and services including but not limited to air, water, rail, auto, pedestrian, bicycle and public transit.

Applicant Response: The proposed development is located on a transit line. The site will be well served by transit. Adequate facilities for pedestrians and bicycles, in addition to automobile traffic, are also available in the site vicinity.

3a2) The City shall encourage the continued operation of the existing public transit system.

Applicant Response: The proposed development is located on the Chehalem Transit Bus Route 5, Newberg North/Foothills Drive. The site will be well served

by transit as the bus runs every hour from 6:34 a.m. to 6:34 p.m. See attached Exhibit I.

- 3b2) Modifications should be made to the City's land use plan and development ordinances that will decrease trip length and encourage non-auto oriented development.

The City shall encourage higher density development in residential areas near transit corridors, commercial areas and employment centers, including the downtown.

Applicant Response: The proposed rezone would result in higher density development in a residential area on a transit corridor. The proposed development is located on the Chehalem Transit Bus Route 5, Newberg North/Foothills Drive. The site will be well served by transit as the bus runs every hour from 6:34 a.m. to 6:34 p.m. Additionally, commercial areas, employment centers and downtown are located on 99W which is less than ½ mile from the subject site.

K. TRANSPORTATION – Goal 4 - Minimize the impact of regional traffic on the transportation system.

Applicant Response: The proposed development will take access via N. Meridian Street, a minor collector. This roadway can support the additional traffic from development of the subject property while maintaining a safe and efficient local transportation system. Since vehicular access via N. Evergreen Drive is not proposed, traffic impacts on the local transportation system will be minimized. See the attached Traffic Impact Study, Exhibit G.

K. TRANSPORTATION – Goal 5 - Maximize pedestrian, bicycle and other non-motorized travel throughout the City.

- 5a) The City shall provide safe, convenient and well-maintained bicycle and pedestrian transportation systems that connect neighborhoods with identified community destinations, such as schools, parks, neighborhood commercial centers, and employment centers. (Ordinance 2005-2619, May 16, 2005)

Applicant Response: Development under the proposed zoning would include pedestrian and bicycle accommodations including path connections to adjacent properties and community destinations. Jaquith Park, located on College Street, is approximately 700 feet from the site via pedestrian travel. The neighborhood commercial center and employment center on 99W is less than ½ mile from the site.

- 5c) All new and improved commercial, office, institutional, and multi-family development shall be conveniently and directly accessible from the public right-of-way by bicycle and on foot.

Applicant Response: Development under the proposed zoning would include on-site pedestrian and bicycle accommodations including path connections to adjacent properties and community destinations.

- 5d) Public sidewalks shall be provided along all public street frontages. Pedestrian traffic shall be separated from automobile traffic whenever possible.

Applicant Response: The street frontage at N. Meridian is currently improved with a sidewalk. Per the City, the existing sidewalk may need to be repaired.

Note: A specific development proposal is not part of this Application. The Design Review Criteria per Development Code Section 151.192(B) and 151.195 will be addressed at the time of the Development Application.

K. TRANSPORTATION – Goal 6 - Provide effective levels of non-auto oriented support facilities (e.g. bus shelters, bicycle racks, etc.).

- 6a) The City shall develop land use, density, and design standards to encourage development patterns that accommodate pedestrian, bicycle and transit uses.

Applicant Response: Subject property is located adjacent to an existing bus stop and will have pedestrian and bicycle access to Evergreen Drive and N. Meridian Street. Rezoning this property from R-1 to R-3 encourages and supports development patterns that support non-auto use for more residents.

- 6b) New development shall be designed to accommodate integrated multiple modes of transportation. (Ordinance 2005-2619, May 16, 2005)

Applicant Response: Addition of specific non-auto oriented support facilities will be a part of any future development proposal within the subject property.

K. TRANSPORTATION – Goal 7 - Minimize the capital improvement and community costs to implement the transportation plan.

Applicant Response: No new facilities are needed to support future development under the proposed zoning. The area intersections are projected to operate acceptably though the planning horizon either with or without development of the subject property. Since no additional improvements or mitigations are needed, there are no capital improvement and community costs.

K. TRANSPORTATION – Goal 8 – Maintain and enhance the City’s image, character and quality of life.

Applicant Response: The proposed rezone would facilitate development of needed affordable housing within the City of Newberg. In order to limit impacts to adjacent neighborhoods, future development would take access via N. Meridian Street, with no auto traffic on N. Evergreen Drive.

K. TRANSPORTATION – Goal 9 - Create effective circulation and access for the local transportation system.

Applicant Response: Future development of the subject property would include private driveways, but no public streets. In order to maximize connections to adjacent neighborhoods while avoiding the negative traffic impacts of routing high-density residential site trips through lower-density existing neighborhoods, vehicular access is proposed only to N. Meridian Street. However, on-site pedestrian and bicycle connections will be provided to connect to adjacent neighborhoods, enhancing convenient links to community destinations.

N. Meridian Street is classified as a minor collector, which “...serves the local access needs of neighborhoods by channeling traffic to the major collector and arterial street system. A minor collector is not intended to serve through traffic.”

Development of the subject property under the proposed zoning would result in utilization of N. Meridian Street in precisely the manner described, with site trips channeled to higher-classification streets and no additional through traffic.

The access spacing criteria for N. Meridian Street will be maintained upon development of the site.

K. TRANSPORTATION – Goal 11 - Establish fair and equitable distribution of transportation improvement costs.

Applicant Response: No specific transportation improvement costs are associated with future development of the subject property. Standard development fees will apply.

K. TRANSPORTATION – Goal 12 - Minimize the negative impact of a Highway 99W bypass on the Newberg community.

Applicant Response: The proposed rezone will not affect the design or operation of the future Highway 99W bypass.

L. PUBLIC FACILITIES AND SERVICES – 1. All Facilities & Services Policies

- 1a) The provision of public facilities and services shall be used as tools to implement the land use plan and encourage an orderly and efficient development pattern.

Applicant Response: Existing public facilities are adjacent to the parcel and for the entire surrounding block of which the parcel is a part. Developing the subject parcel, would be considered infill development.

- 1c) New public facilities and services shall be designed at levels consistent with planned densities and designated land uses for the area.

Applicant Response: There is currently an 8” water line in Evergreen and a 6” water line in Meridian. A new water line will be required to connect the waterline in Evergreen with the waterline in Meridian as required by the City. The waterline will be sized to meet the City standards and will be adequate to serve the planned density.

There is currently an 8” sanitary sewer line in Evergreen and an 8” sanitary sewer line in Meridian. The existing sanitary sewer lines are adequate to serve the planned density. See attached Exhibit F, Sanitary Sewer Calculations prepared by Sisul Engineering, dated July 28, 2010, revised August 16, 2010.

Per the City, stormwater will be detained on-site with overflow to the existing 18” storm line in Meridian.

- 1f) Maximum efficiency for existing urban facilities and services will be encouraged through infill of vacant City land.

Applicant Response: The site is large with only one single family residence. By allowing the site to have increased density, better efficiency of existing facilities and services will be achieved with the infill development of the subject parcel.

L. PUBLIC FACILITIES AND SERVICES – 2. All Facilities & Services Policies

- 2b) Water systems within the planning area will be designed to provide an adequate peak flow for fire protection.

Applicant Response: The well-connected waterline system in the area has adequate peak flow for fire protection per the City of Newberg. The water system will be enhanced by connecting the dead end line in Evergreen Street to the waterline in Meridian.

- 2c) Developments with urban densities should be encouraged to locate within the area which can be serviced by Newberg’s present sanitary sewer system.

Applicant Response: The subject site is serviced by Newberg’s sanitary sewer system. There is an existing 8” line in Evergreen and an 8” line in Meridian. See attached Exhibit F, Sanitary Sewer Calculations prepared by Sisul Engineering, dated July 28, 2010, revised August 16, 2010, exhibiting that the existing public sanitary sewer system has adequate capacity.

L. PUBLIC FACILITIES AND SERVICES – 3. Street Lighting Policies

- 3a) Adequate street lighting shall be provided with priority given to arterial and collector streets, intersections, pedestrian paths and bikeways.

Applicant Response: A pedestrian pathway across the site may be a requirement of the proposed development. Adequate street lighting will be provided for pedestrian path if a part of the development.

M. ENERGY - Planning Policies

- 1a) The City will encourage energy-efficient development patterns. Such patterns shall include the mixture of compatible land uses and a compactness of urban development.

Applicant Response: As an affordable housing developer, HAYC intends to build affordable housing on this site. As stated in the City of Newberg’s Affordable Housing Action Plan – “If a local housing stock cannot accommodate the needs of a community’s employees, then those folks will live outside of Newberg and commute to work, thereby affecting our air quality and adding to our existing traffic congestion.” One can also infer that this increase in length of commute would generally increase the per resident energy consumption in Newberg, even if only considering energy as it relates to transit. More directly, Jonathan Rose notes in the Spring 2007 edition of Developing Time that “If we combine the energy used by a home and the energy used in the transportation getting to and from the home, we see that a green urban multifamily home consumes one quarter of the energy (62 million BTUs) used by a typical suburban home (250 million BTUs). So location and energy consumption are deeply causally related.”

Additionally, considering the density allowed in the proposed R-3 zone, many of the units will be attached in some way, with common (interior) demising walls. This building type fundamentally reduces the amount of exterior building envelop per square foot of occupied space. Since the building envelop is the venue where heat loss/gain occur, reducing the building envelop ratio helps to lower the overall per occupant energy demand in the City of Newberg. Also of note, as a rule of thumb, multi-family housing is smaller (in terms of gross occupied floor area) than a single family home. For instance, the average new home built in America in 2009 was 2,094 s.f. Compare that to the maximum area mandates (which HAYC intends to follow) that the Oregon Housing and Community Services (OHCS) “Architectural Standards for New Construction and Rehabilitation” states as follows:

Unit Type	1 Bed / 1 Bath	2 Bed / 1 Bath	3 Bed / 2 Bath	4 Bed / 2 Bath
Max. Unit Floor Area	690	900	1,200	1,400
Max. Unit Floor Area (Townhouses and Accessible Units)	740	950	1,250	1,450

A study by RLW Analytics for the Northwest Energy Efficiency Alliance dated October 11, 2007 entitled “Residential New Construction (Single and Multi-Family) Billing Analysis” suggests on average a new single family home uses 11,142 kWh of electricity per year. That compares to 9,392 kWh per year for the average new multi-family unit, meaning that multi-family units generally consume 84.3% of a single family home.

N. URBANIZATION- Urban Growth Boundary and Urban Reserve Area Policies

1c) The City shall encourage urban development within the City limits.

Applicant Response: As stated previously (1f above), this site is currently underutilized as it relates to the goals of the Comprehensive Plan for efficiency in utility usage and services. Creating greater density at this particular site offers the City of Newberg greater value for its previous investments in infrastructure.

The benefits of creating greater density at this urban infill lot are as follows:

1. Greater utilization of existing roads, utilities and transit: saves the city the cost of further extending and maintaining the utility and services networks
2. Reduced pressure to develop the “Urban Reserve” area, which serves to also preserve open space
3. Lowers residents’ overall cost of commute
4. Lessens air pollution due to shorter car commutes and greater accessibility to public transit, biking and pedestrian modes of travel
5. Decreases energy consumption due to shortened commutes and more compact development style
6. Greater utilization of core commercial centers, employment centers and parks
7. Better quality of life for residents

NEWBERG HOUSING AND RESIDENTIAL LAND NEEDS

Per City of Newberg, Comprehensive Plan, Housing Element, the recent development in Newberg has been built at “densities less than those planned”. “This trend does not use land as efficiently as desired nor does it meet the needs for housing at the expected income levels” (p13).

The following data was extracted from *Comprehensive Plan Housing Element, Table 13-12: Buildable Residential Land Needs vs. Supply*. This information illustrates that though there is a deficit in both LDR and HDR land, the **land deficit for HDR is 58%** as compared to 15% in LDR zones. Rezoning this property to R-3 (HDR) will have a greater impact and fulfill a greater need for housing in Newberg.

Plan Designation	Buildable Acres Needed 2010-2030	Buildable Acres in UGB (2009)	Surplus (Deficit) for 2010-2030	% Surplus or Deficit
LDR	690	585	(105)	15% Deficit
HDR	106	45	(61)	58% Deficit

The following data (target density and dwelling units needed) was extracted from the *Comprehensive Plan Housing Element Table 13-11 Buildable Residential Land Needs*.

Rezoning subject property from R-1 (LDR) to R-3 (HDR) will have the greatest positive impact on meeting the housing needs of Newberg and furthering the housing goals. Rezoning the property will **further the goals by 3.2%** for HDR housing needs as opposed to only 0.5% in the LDR housing needs should the property remain R-1 and be developed with single family units.

Plan Designation	Target Density (du/gross ac.)	1103 N. Meridian 147,667 sf = 3.39 acres 145,212 sf = 3.33 acres (after 10' dedication)	Dwelling Units Needed (2010-2030)	Impact as % of Need
LDR	4.4	14.92 units	3,037	0.5%
MDR	9	29.97 units	2,733	1.1%
HDR	16.5 *	55.94 units	1,746	3.2%

*includes a 25% allowance for streets

SUMMARY

There is an identified need for affordable housing in Newberg. The rezone of this property would contribute significantly to the goal for an adequate supply of affordable housing units within the City of Newberg.

The Housing Authority of Yamhill County has other properties in Newberg. See attached Exhibit M – some photos of a few of its properties. HAYC takes pride in the maintenance, care and attentiveness of their properties and residents.

Rezoning subject property from R-1 (LDR) to R-3 (HDR) will have the greatest positive impact on meeting the housing needs of Newberg and furthering the housing goals. Rezoning the property will further the goals by 3.2% for HDR housing needs as opposed to only 0.5% in the LDR housing needs should the property remain R-1. Additionally, there is a large deficit in R-3 (HDR) land of 58% and rezoning this property will have a greater impact and fulfill a greater need for housing in Newberg.

The site is situated close to neighborhood parks and commercial centers. The site is also located on pedestrian, bike, transit and automobile systems. The existing utilities, police and fire services, and transportation systems have adequate capacity to support the zone change.

The rezoning of this property is consistent with the existing pattern of the mixed residential zoning adjacent to the site. Additionally, the large lot size affords HAYC the ability to creatively organize the site that is both complementary of its neighbors and also to preserve the existing historic house and mature trees.

The Housing Authority of Yamhill County respectfully requests that the Application for Comprehensive Map Amendment and Zoning Map Amendment be granted.

1 GENERAL LAND USE PLAN - OPTION 1
SCALE: 1" = 60'

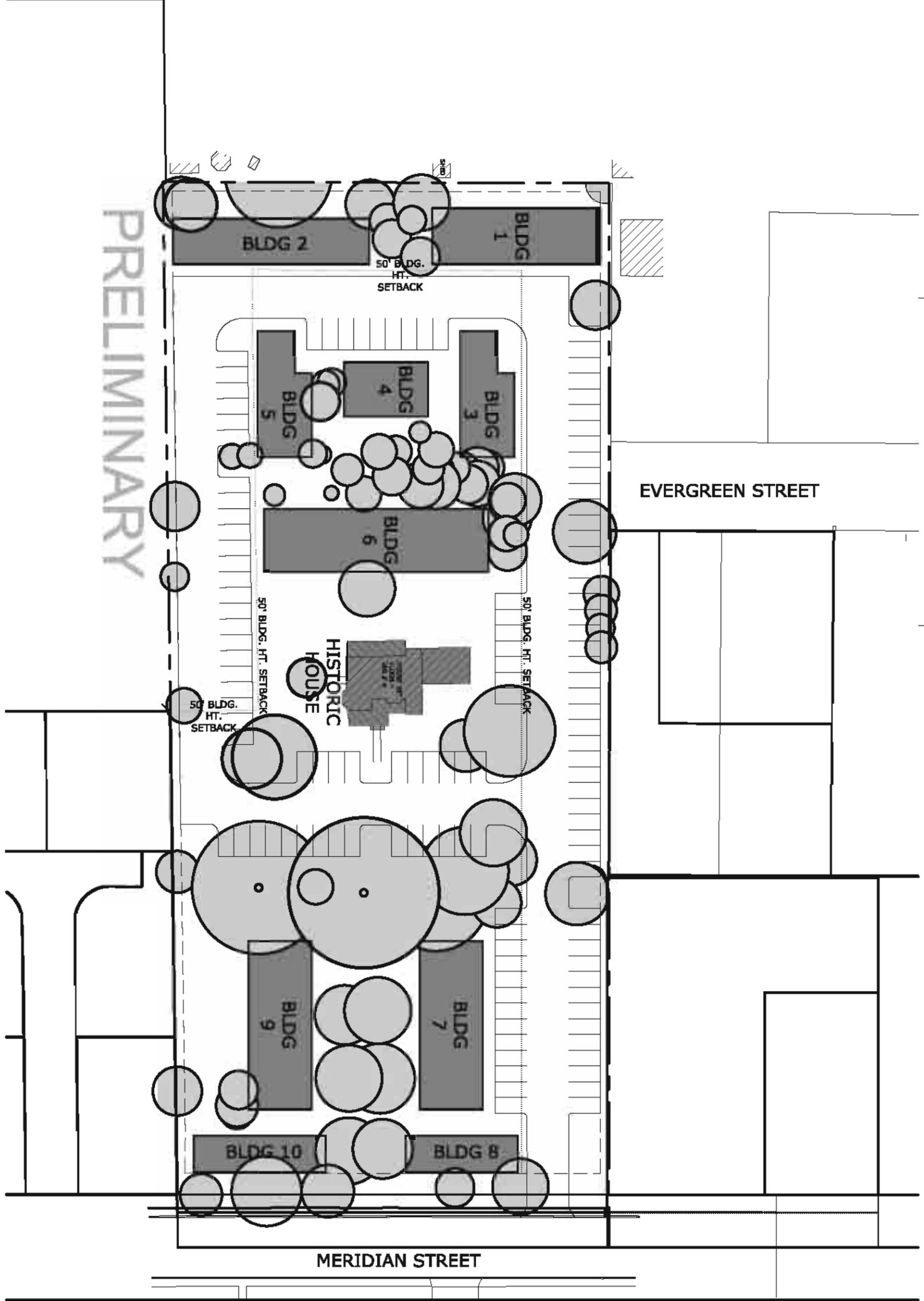


EXHIBIT
A1
AUGUST 17, 2010

HAYC
HOUSING AUTHORITY OF YAMHILL COUNTY

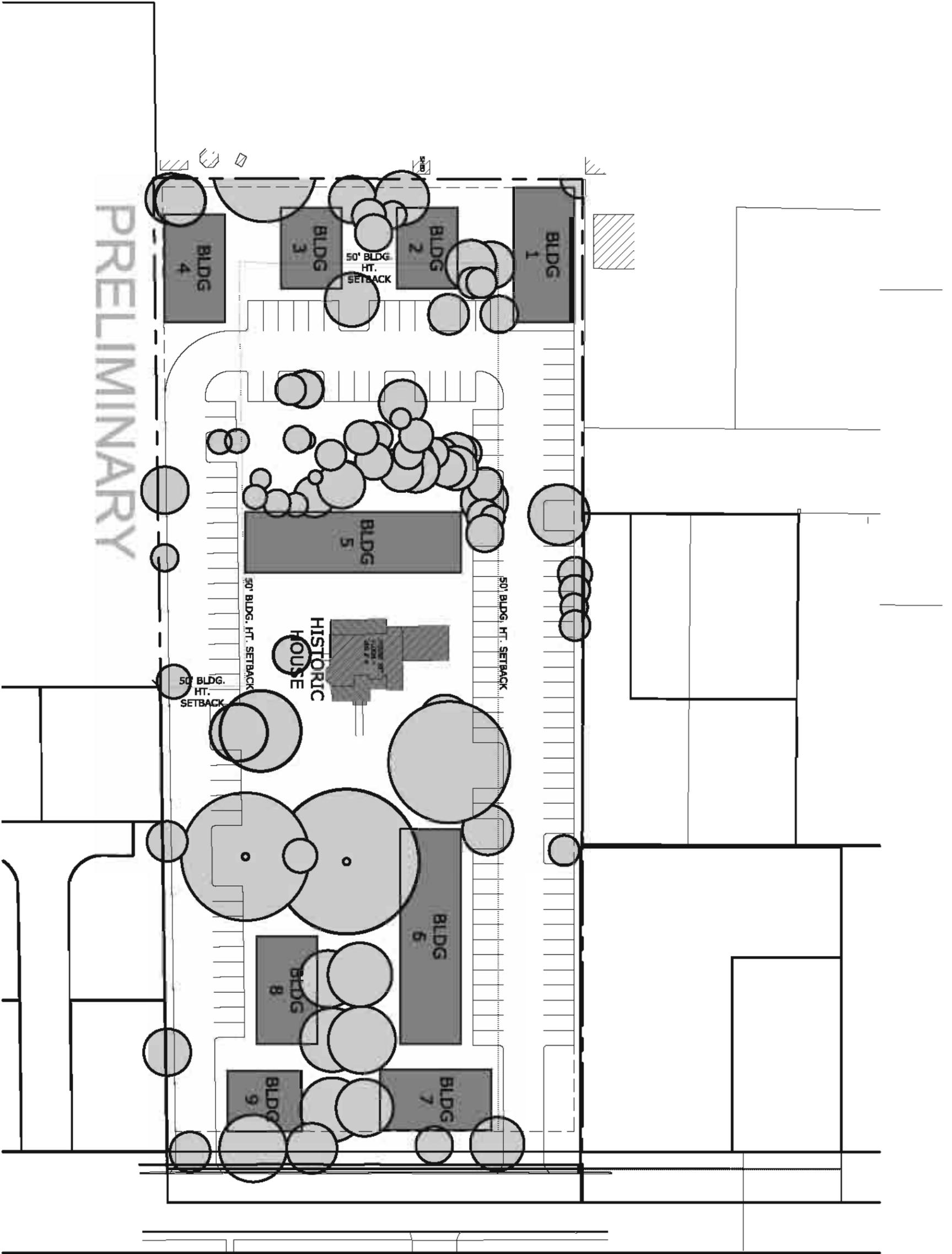
P.O. Box 865
135 NE Dunn Place
McMinnville, Oregon 97128-0865

**ZONING MAP AMENDMENT AND
COMPREHENSIVE MAP AMENDMENT
1103 NORTH MERIDIAN STREET
NEWBERG, OR**

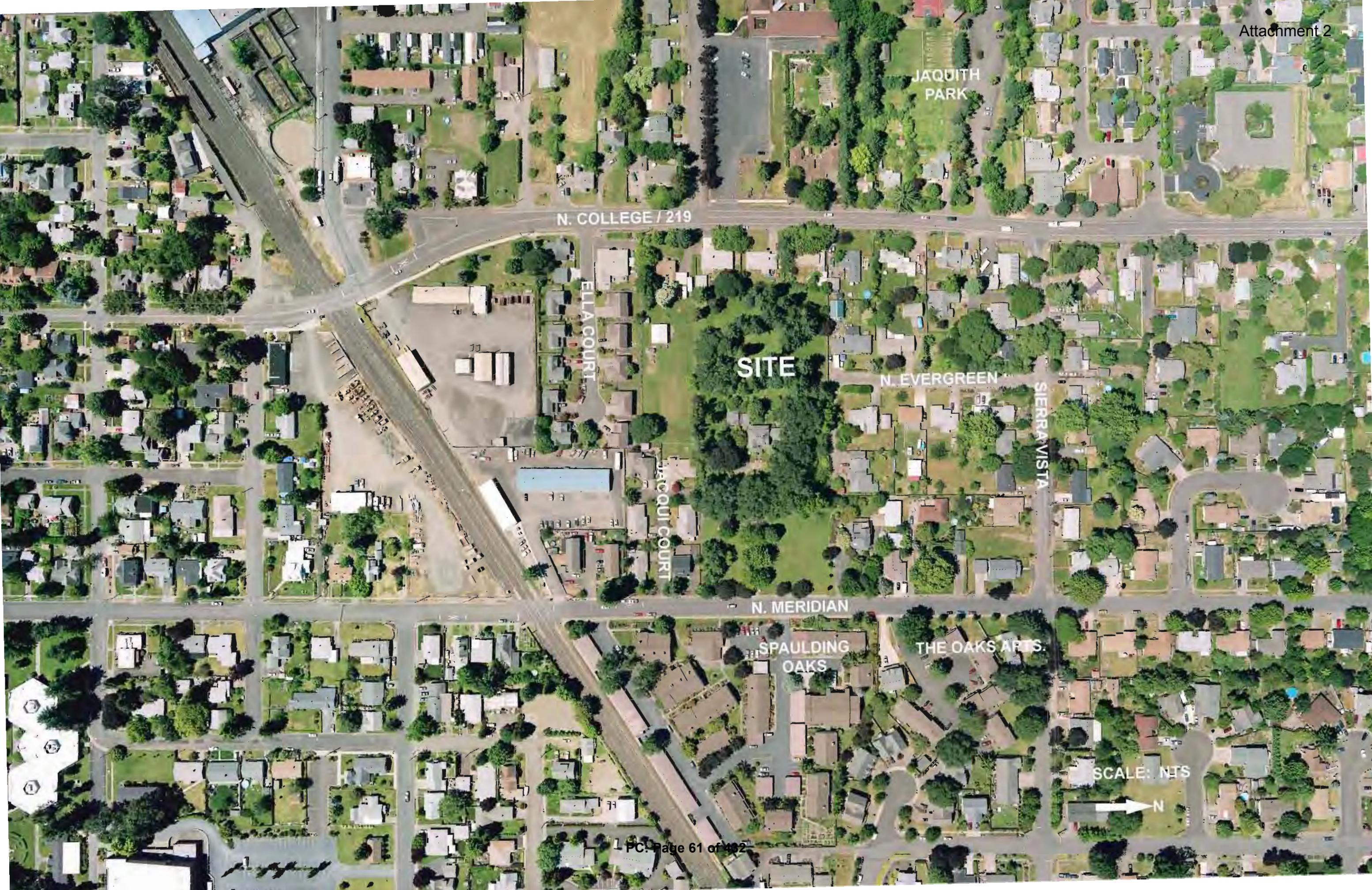
PC: Page 59 of 432

idea
architecture + development, llc

3105 NE Weidler
Portland OR 97232
P: 503.225.3820
F: 503.288.1098



1 GENERAL LAND USE PLAN - OPTION 2
 SCALE: 1" = 60'



JACQUITH PARK

N. COLLEGE / 219

ELLA COURT

SITE

N. EVERGREEN

SIERRA VISTA

JACQUIE COURT

N. MERIDIAN

SPAULDING OAKS

THE OAKS ARTS

SCALE: NTS





SITE

N. COLLEGE / 219

N. EVERGREEN

N. MERIDIAN

MISSION

JACQUI COURT

ELLA COURT

SCALE: 1" = 60'

EXHIBIT C

REVISIONS		
REV	DATE	DESCRIPTION
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

Location: SE 1/4 Section 18, T. 3 S., R. 2 W., WM., in the City of Newberg, Yamhill County, Oregon.

Tax Lot: 3218DA - 2100
Date: 24 July 2010

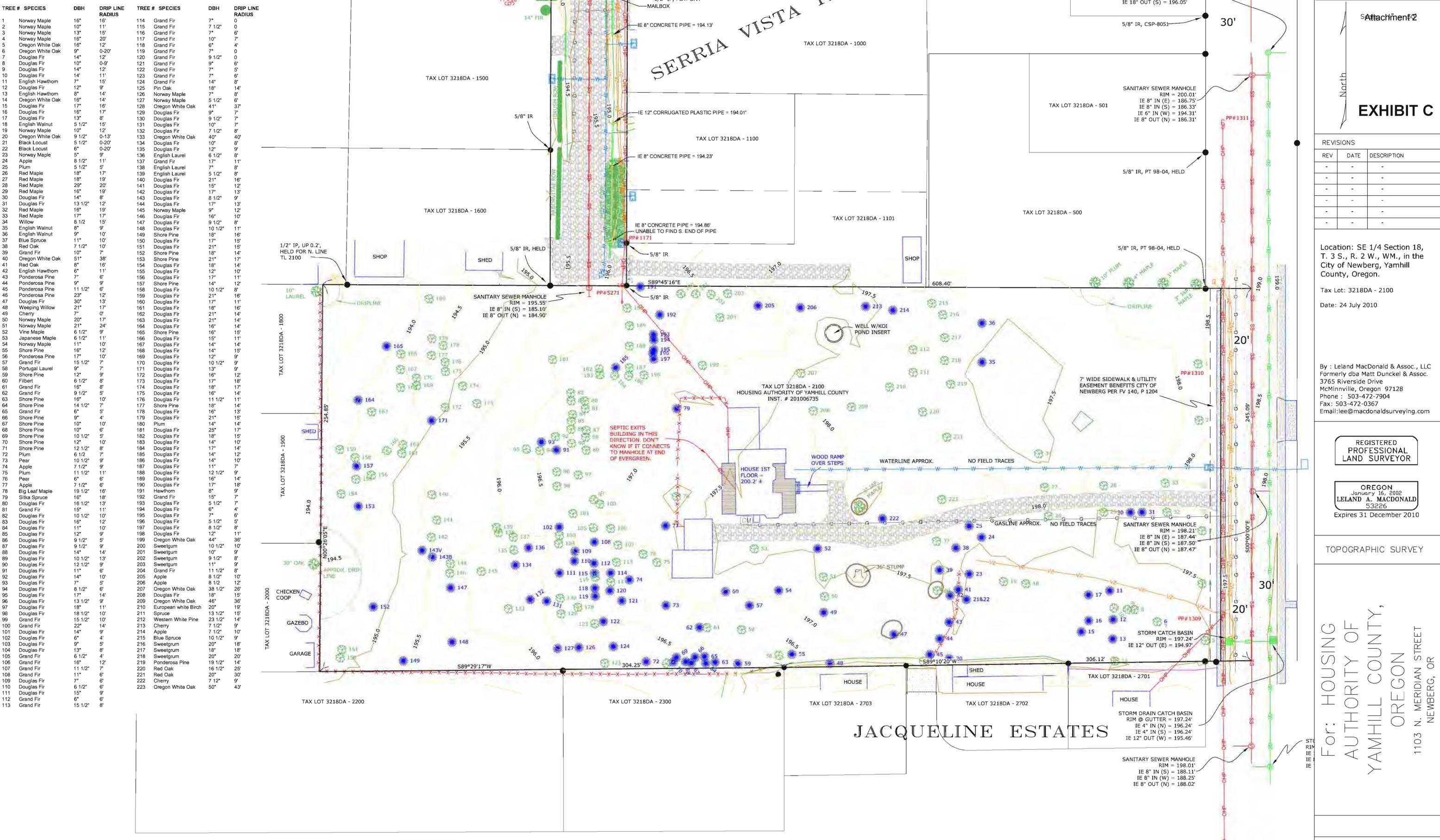
By : Leland MacDonald & Assoc., LLC
Formerly dba Matt Dunckel & Assoc.
3765 Riverside Drive
McMinnville, Oregon 97128
Phone : 503-472-7904
Fax: 503-472-0367
Email: lee@macdonaldsurveying.com

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
January 16, 2002
LELAND A. MACDONALD
53226
Expires 31 December 2010

TOPOGRAPHIC SURVEY

For: HOUSING AUTHORITY OF YAMHILL COUNTY, OREGON
1103 N. MERIDIAN STREET NEWBERG, OR



ELEVATIONS ARE BASED ON CITY OF NEWBERG DATUM (NAVD88) FROM BENCHMARK #71 ELEVATION 201.06'

EXHIBIT D COMPREHENSIVE MAP

City of Newberg, Oregon

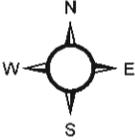
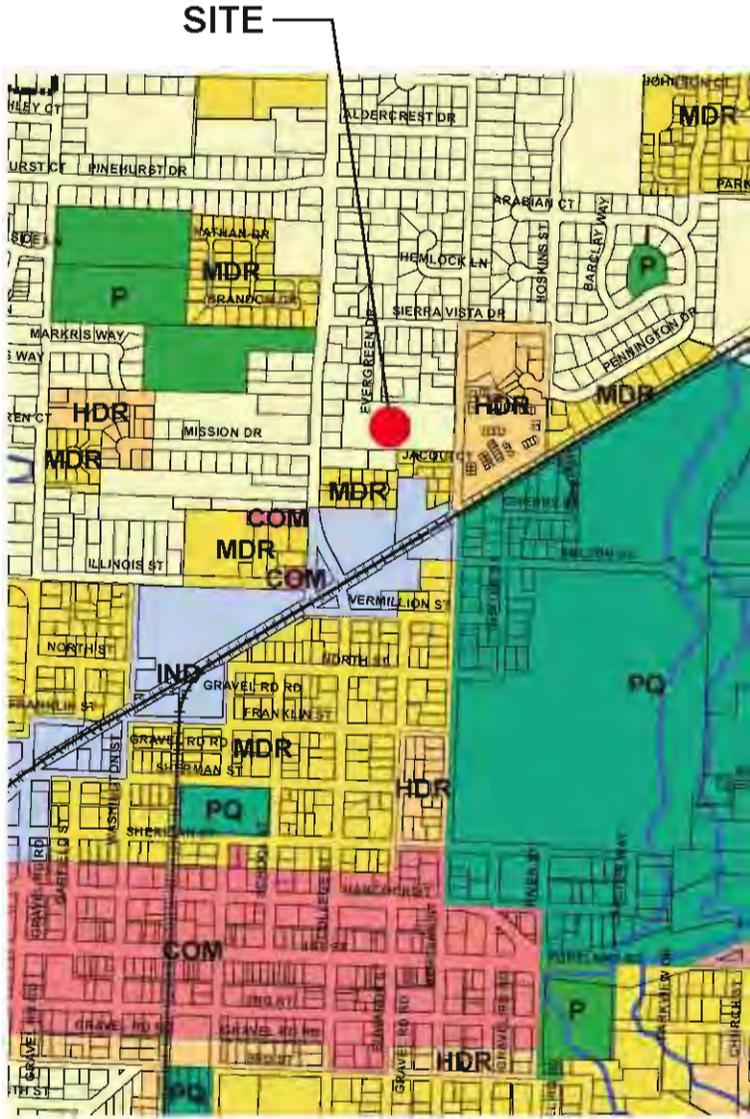
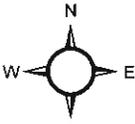
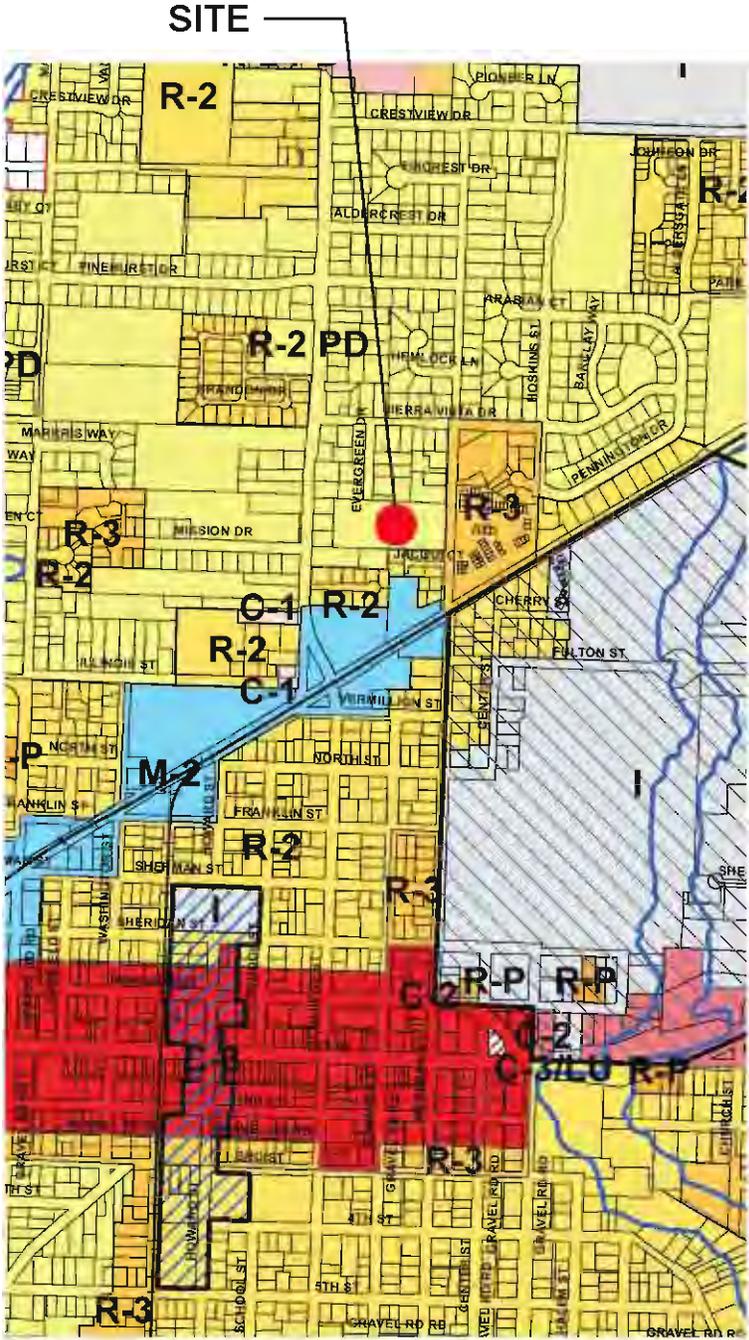


EXHIBIT E ZONING PLAN MAP



City of Newberg, Oregon

NEWBERG ZONING MAP

Including the Urban Growth Boundary

- Limited Use Bypass Corridor Overlay
 - Airport Industrial Overlay
 - Airport Residential Overlay
 - Institutional Overlay
 - Urban Growth Boundary
 - Stream Corridor
 - City Limits
 - Civic Corridor Overlay
- ZONING**
- C-1 Neighborhood Commercial
 - SDIV Springbrook District - Village
 - SDINC Springbrook District - Neighborhood Commercial
 - SDIH Springbrook District - Hospitality
 - C-1/SP Specific Plan
 - C-2 Community Commercial
 - C-2/LU Community Commercial/Limited Use
 - C-2 PD Planned Unit Development
 - C-2/SP Specific Plan
 - C-3 Central Business District
 - C-3/LU Central Business District - Limited Use
 - CF Community Facility
 - CF/RD Community Facility Riverfront District
 - I Institutional
 - M-1 Limited Industrial District
 - M-1/SP Specific Plan
 - AI Airport Industrial
 - M-2 Light Industrial District
 - SD/E Springbrook District - Employment
 - M-3 Heavy Industrial District
 - R-1 Low Density Residential
 - SD/LDR Springbrook District - Low Density Residential
 - R-1/PD Planned Unit Development
 - R-1/0.1 Low Density 0.1 d.u./ac.
 - R-1/0.4 Low Density 0.4 d.u./ac.
 - R-1/6.6 Low Density 6.6 d.u./ac.
 - R-1/SP Specific Plan
 - R-2 Medium Density Residential
 - R-2 PD Planned Unit Development
 - R-2/RD Riverfront District
 - R-2/SP Specific Plan
 - SD/MRR Springbrook District - Mid-Rise Residential
 - R-3 High Density Residential
 - R-3 PD Planned Unit Development
 - R-3/SP Specific Plan
 - R-P Residential Professional
 - R-P/SP Specific Plan
 - R-P/LU Residential Profession - Limited Use Overlay
 - AR Airport Residential

EXHIBIT F

ZONE CHANGE

AT

1103 MERIDIAN

NEWBERG, OREGON

HOUSING AUTHORITY OF YAMHILL COUNTY

28-Jul-10

REV. 8-16-10

J.O. SGL 10-037

Sanitary Sewer Calculations



SISUL ENGINEERING

A Division of Sisul Enterprises, Inc.

375 Portland Avenue

Gladstone, OR 97027

phone: (503) 657-0188

fax: (503) 657-5779

IMPACT OF ZONE CHANGE FROM R-1 TO R-3 ON SANITARY SEWER FLOWS

PARCEL SIZE AT 1103 MERIDIAN (TL 2100) = 3.33 AC. (AFTER STREET DEDICATION)

FOR R-1 ZONING - MINIMUM LOT AREA \geq 7500 SF

FOR R-3 ZONING - MINIMUM AREA PER DWELLING UNIT \geq 1500/SF

FOR A DEVELOPMENT AT R-1 ZONING

TYPICAL LOSS DUE TO STREET RIGHT-OF-WAY CREATION IS 20%. THEREFORE
POSSIBLE NUMBER OF SINGLE FAMILY LOTS =

$$3.33 \text{ AC} * 43560 \text{ SF/AC} * 0.80 * (1 \text{ LOT}/7500 \text{ SF}) = 15.47$$

THEREFORE 15 SINGLE FAMILY HOMESITES ARE POSSIBLE WITH R-1 ZONING

APPROXIMATE NUMBER OF RESIDENTS PER HOUSEHOLD FOR NEWBERG IS 3.1

THEREFORE ESTIMATE NUMBER OF NEW RESIDENTS EXPECTED WITH R-1 ZONING =
15 HOMES * 3.1 RESIDENTS/HOME = 46 RESIDENTS

FOR A DEVELOPMENT AT R-3 ZONING

MAXIMUM DENSITY IS 1500 SF/DU, THEREFORE MAXIMUM # OF DU =
(3.33 AC * 43560 SF/AC) / 1500 SF/DU = 96.7 DWELLING UNITS

ASSUMING 2.8 RESIDENTS / DWELLING UNIT, ESTIMATE # OF RESIDENTS =
96 UNITS * 2.8 RESIDENTS/DU = 268 RESIDENTS

SEWAGE FLOW ASSUMPTIONS

ASSUMED SEWAGE FLOW PER CAPITA = 100 GAL/DAY

ASSUMED DAILY PEAKING FACTOR OVER DAILY AVERAGE = 4

THEREFORE THE ESTIMATE DAILY FLOWS FROM TL 1200 ARE

FOR R-1 ZONING

$$46 \text{ RESIDENTS} * 100 \text{ GPCD} = 4600 \text{ GAL/DAY} = 0.00712 \text{ CFS}$$

FOR R-3 ZONING

$$268 \text{ RESIDENTS} * 100 \text{ GPCD} = 26,800 \text{ GAL/DAY} = 0.0415 \text{ CFS}$$

ESTIMATED NUMBER EXISTING DWELLING UNITS CONNECTED TO, OR UPSTREAM OF 8"
SEWER IN SIERRA VISTA AND WEST OF EVERGREEN IS 167 DWELLING UNITS

THEREFORE ESTIMATED DAILY FLOW FROM EXISTING DU's =

$$167 \text{ DU} * 3.0 \text{ RESIDENTS/DU} * 100 \text{ GPCD} = 50,100 \text{ GPD} = 0.0775 \text{ CFS}$$

CALCULATING FOR PEAK FLOW RATES THE FOLLOWING IS DETERMINED

FOR PEAK FLOWS FOR EXISTING + R-1 ZONING TIMES THE PEAKING FACTOR
 $(0.0775 \text{ CFS} + 0.00712 \text{ CFS}) * 4 = 0.338 \text{ CFS}$

FOR PEAK FLOWS FOR EXISTING + R-3 ZONING TIMES THE PEAKING FACTOR
 $(0.0775 \text{ CFS} + 0.0415 \text{ CFS}) * 4 = 0.476 \text{ CFS}$

EXISTING SEWER LINE IS 8 INCH DIAMETER AT 0.4% SLOPE ACCORDING TO CITY RECORDS

WHERE CONVEYANCE LINE IS 8 INCH DIAMETER; AT 0.4% SLOPE; AND $n=0.013$
 $Q= 0.75 \text{ CFS}$

THEREFORE ESTIMATED PEAK FLOW FOR EXISTING + R-1 ZONING ON TL 2100 IS APPROXIMATELY 45% OF PIPE CAPACITY

THEREFORE ESTIMATED PEAK FLOW FOR EXISTING + R-3 ZONING ON TL 2100 IS APPROXIMATELY 63% OF PIPE CAPACITY

PIPE CAPACITY IS ADEQUATE AT CRITICAL PIPE SEGMENT FOR BOTH SCENARIOS WITHOUT CONSIDERATION FOR INFILTRATION

CALCULATION FOR INFILTRATION

THE CITY OF NEWBERG USES AN INFILTRATION ALLOWANCE OF 1000 GAL/ACRE/DAY.

THE APPROXIMATE DRAINAGE AREA FOR THE SEWER BASIN OF THE LINE THAT DRAINS DOWN SIERRA VISTA STREET IS 30 ACRES.

THEREFORE THE APPROXIMATE FLOW DUE TO GROUNDWATER INFILTRATION IS
 $(1000 \text{ GAL/AC/DAY})(30 \text{ ACRES}) = 30,000 \text{ GAL/DAY OR } 0.046 \text{ CFS}$

REVIEWING DESIGN INFILTRATION RATES FROM OTHER SOURCES A RANGE FOR INFILTRATION ALLOWANCES IS FROM 50 TO 1500 GPD/INCH DIAMETER/MILE WITH MOST INFILTRATION ALLOWANCES IN THE 100 TO 500 GPD/INCH DIAMETER/MILE RANGE

THE SIERRA VISTA SEWER BASIN CONTAINS JUST UNDER A MILE OF PIPING NEARLY ALL OF WHICH IS 8 INCH. IF THE 1500 GPD/INCH DIAMETER/MILE FIGURE WERE USED THE DAILY INFILTRATION AMOUNT WOULD BE 12,000 GAL/DAY FOR THE BASIN.

THEREFORE THE 30,000 GAL/DAY FIGURE USED BY THE CITY IS A CONSERVATIVE FIGURE

PEAKING FACTORS ARE NOT NORMALLY USED FOR INFILTRATION RATES AS I&I IMPACTS FLOW AND EBB IN TERMS OF DAYS RATHER THAN HOURS.

THEREFORE FOR ADDING INFILTRATION FLOWS TO THE PEAK FLOWS THE FOLLOWING RESULTS ARE FOUND.

FOR EXISTING FLOW (PEAK FLOW + R1 ZONING) + INFILTRATION IS
 $0.338 \text{ CFS} + 0.046 \text{ CFS} = 0.384 \text{ CFS}$

FOR EXISTING FLOW (PEAK FLOW + R3 ZONING) + INFILTRATION IS
 $0.476 \text{ CFS} + 0.046 \text{ CFS} = 0.522 \text{ CFS}$

PREVIOUSLY DETERMINED WAS THE APPROXIMATE CAPACITY OF THE SEWER LINE
 $Q \approx 0.75 \text{ CFS}$

THEREFORE ACCOUNTING FOR INFILTRATION, PEAK FLOW FOR R-1 WOULD BE APPROXIMATELY 51% OF CAPACITY

ACCOUNTING FOR INFILTRATION, PEAK FLOW FOR R-3 WOULD BE APPROXIMATELY 70% OF CAPACITY.

PIPE CAPACITY IS ADEQUATE AT CRITICAL PIPE SEGMENT FOR BOTH SCENARIOS EVEN WHEN INFILTRATION IS CONSIDERED

**MERIDIAN STREET ZONE CHANGE
TRAFFIC IMPACT STUDY
NEWBERG, OREGON**

DATE:
August 10, 2010

PREPARED FOR:
Housing Authority of Yamhill County

PREPARED BY:
Michael Ard, PE





EXECUTIVE SUMMARY

1. A zone change from R1 (Low-Density Residential) to R3 (High-Density Residential) is proposed for a parcel located at 1103 N Meridian Street in Newberg, Oregon.
2. Development of the subject property with the maximum number of high-density residential units permitted under the zoning code would generate a net increase of 38 trips during the morning peak hour, 46 trips during the evening peak hour and 504 trips during an average day.
3. Development of the subject property under the likely development scenario with up to 71 residential dwelling units is projected to result in a net increase of 25 trips during the morning peak hour, 30 trips during the evening peak hour and 338 trips during an average day.
4. Adequate sight distance is available for a future driveway access serving the site on the N Meridian Street frontage.
5. A detailed review of the crash history in the site vicinity showed no significant existing hazards. No safety mitigations are recommended.
6. Based on the operational analysis, all study area intersections are projected to operate acceptably through the year 2025 planning horizon either with or without the addition of site trips from high-density residential development of the subject property. No mitigation is needed or recommended.
7. The Synchro/SimTraffic queuing analysis showed no significant queues at the study area intersections. No mitigation is needed or recommended.
8. The proposed zone change will not result in a “significant affect” as defined under Oregon’s Transportation Planning Rule. Therefore, no mitigations are recommended.



TABLE OF CONTENTS

Executive Summary 3

Project Description 4

Trip Generation & Distribution 8

Safety Analysis 14

Operational Analysis 16

Transportation Planning Rule Analysis 26

Appendix 28



PROJECT DESCRIPTION

INTRODUCTION

The Housing Authority of Yamhill County has proposed a zone change for a 3.27-acre parcel at 1103 N Meridian Street in Newberg, Oregon. The property is currently zoned R1 (Low-Density Residential) and is proposed for R3 (High-Density Residential) zoning.

The purpose of this study is to assess the potential traffic impacts of the proposed rezone on the nearby street system and to recommend any required mitigative measures. The proposed rezone is to be evaluated based on the reasonable worst-case development that could occur as a permitted use under the existing and proposed zonings. This requirement is typical of zone change applications, and is based on the application of the State of Oregon's Transportation Planning Rule.

In addition to the long-range (year 2025) analysis required for the proposed zone change, a build-out (year 2012) analysis is provided to identify short-term impacts expected from future development of the subject property.

Detailed information on traffic counts, trip generation calculations, and level of service calculations is included in the appendix to this report.

LOCATION DESCRIPTION

The subject property is located on the west side of N Meridian Street between Sierra Vista Street and Jacqueline Court in Newberg, Oregon. Site access is available via the frontage on N Meridian Street. It is currently developed with a single home that takes access to N Meridian Street.

The City of Newberg requires an operational and safety analysis of the potential traffic impacts to the intersections of N Meridian Street at Fulton Street, N Meridian Street at Sierra Vista Street, and N College Street/Highway 219 at Sierra Vista Street. In addition, analysis of potential site access on N Meridian Street is included.

North College Street forms a portion of the Hillsboro-Silverton Highway (OR 219) and is classified by the Oregon Department of Transportation as a District highway. It is also classified by the City of Newberg as a Minor Arterial. North College Street has a posted speed limit of 35 mph in the site vicinity. It has a two-lane cross-section with the centerline striped for passing. Fog line stripes are provided on both sides of the roadway, along with a mix of paved and gravel shoulders. Some on-street parking is available in the vicinity of Sierra Vista Street.

Sierra Vista Street is classified by the City of Newberg as a Local Residential street. It has a statutory speed limit of 25 mph. The roadway is approximately 18 feet wide with gravel shoulders and no centerline striping. There are no sidewalks on either side of the roadway.



North Evergreen Drive is classified by the City of Newberg as a Local Residential street and has a statutory speed limit of 25 mph. It has a gravel surface and is approximately 18 feet wide. There are no sidewalks on either side of the roadway. North Evergreen Drive terminates in a dead-end at the fence at the north property line of the subject property.

North Meridian Street is classified by the City of Newberg as a Minor Collector and has a statutory speed limit of 25 mph. In the vicinity of the project site, there are curbs, gutters, sidewalks and on-street parking on both sides of the roadway. One travel lane is provided in each direction, and the centerline is striped to allow passing.

Fulton Street is classified by the City of Newberg as a Major Collector and has a statutory speed of 25 mph. It has a two-lane cross-section with the centerline striped for passing. Curbs, gutters and on-street parking are provided on both sides of the roadway. A sidewalk is also provided on the north side of the roadway between N Meridian Street and N Center Street.

The intersection of College Street/Highway 219 at Sierra Vista Street is a T-intersection controlled by a stop sign on the westbound Sierra Vista Street approach. Through traffic travelling along Highway 219 does not stop. Each approach has a single, shared travel lane.

The intersection of Sierra Vista Street at N Evergreen Drive is an uncontrolled T-intersection. Each approach has a single, shared travel lane.

The intersection of N Meridian Street at Sierra Vista Street is a 4-way intersection controlled by stop signs on the eastbound and westbound Sierra Vista Street approaches. Each approach has a single, shared travel lane.

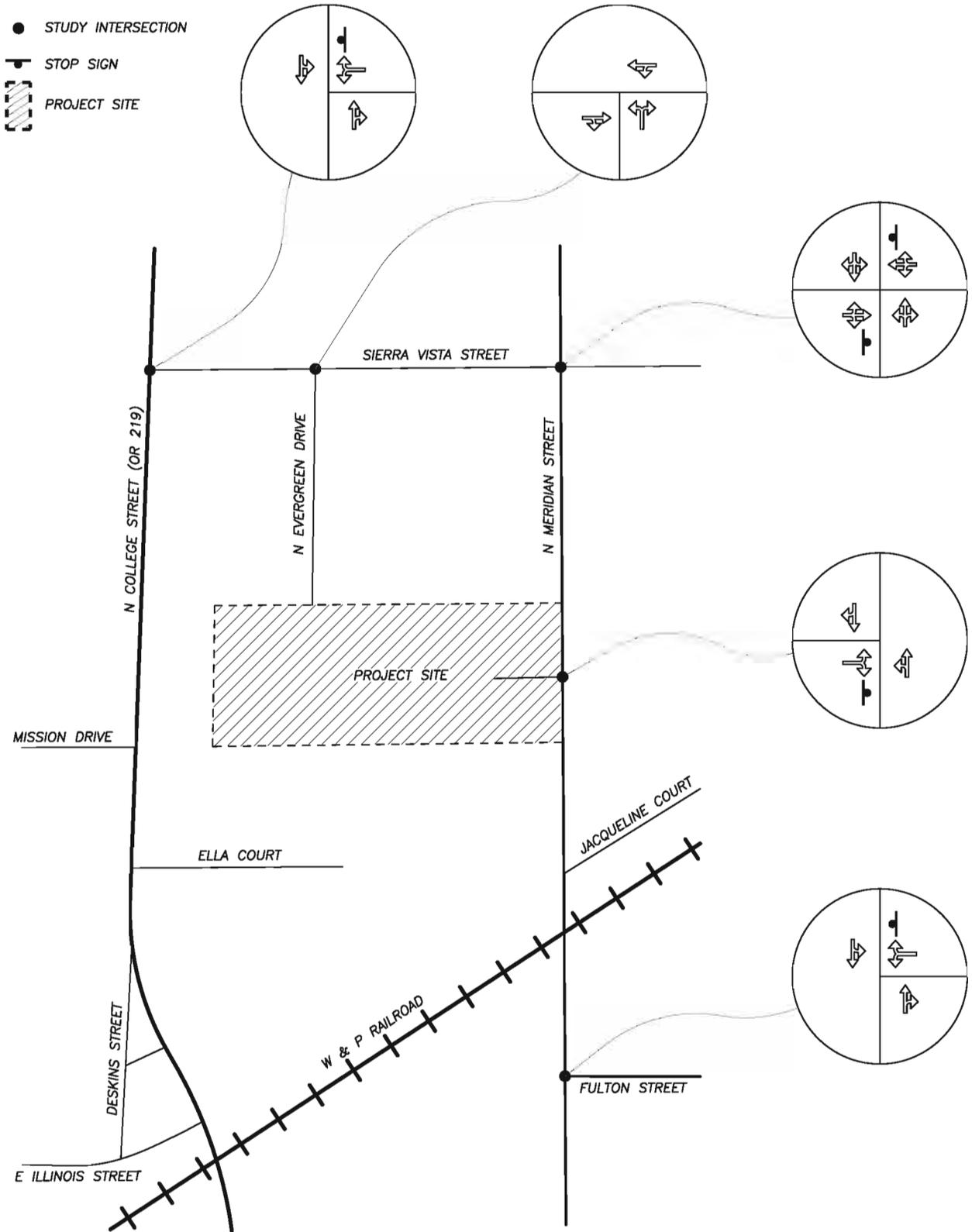
The intersection of N Meridian Street at Fulton Street is a T-intersection controlled by a stop sign on the westbound Fulton Street approach. Each approach has a single, shared travel lane.

Manual turning movement counts were made at the intersections of N Meridian Street at Fulton Street, N Meridian Street at Sierra Vista Street and College Street at Sierra Vista Street during July 2010 from 7:00 to 9:00 AM and from 4:00 to 6:00 PM. The peak hours typically occur from about 8:00 to 9:00 AM and from 4:55 to 5:55 PM. Detailed traffic count data is included in the appendix to this report.

Figure 1 on page six shows the location of the site and the existing lane configurations and traffic control devices at the study intersections. Figure 2 on page seven shows the existing traffic volumes at the intersections.

LEGEND

- STUDY INTERSECTION
- ⊥ STOP SIGN
- ▨ PROJECT SITE



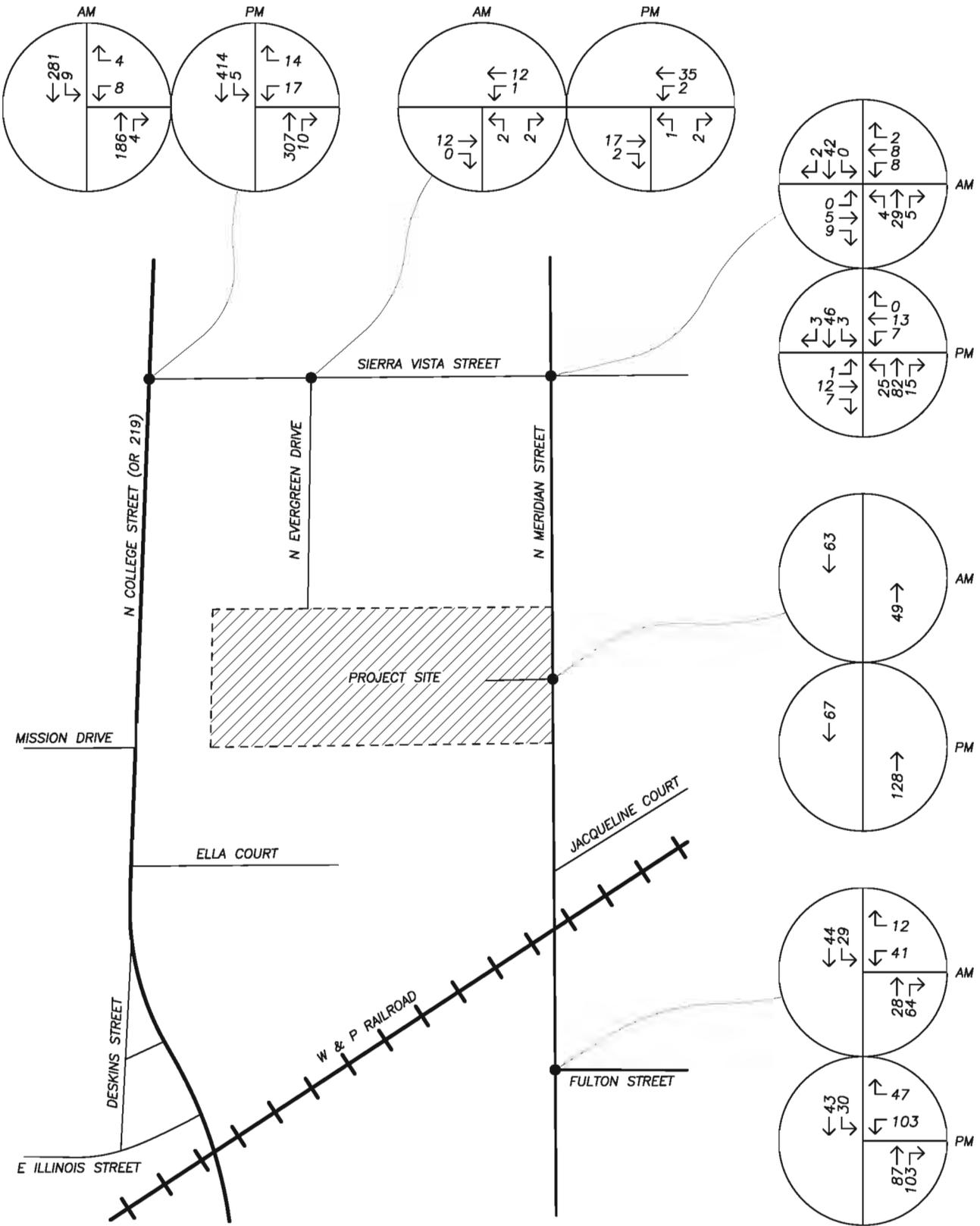
VICINITY MAP
Existing Lane Configurations
and Traffic Control Devices

PC: Page 75 of 432



FIGURE
1

PAGE
6



TRAFFIC VOLUMES
Existing Conditions
AM and PM Peak Hours





TRIP GENERATION & DISTRIBUTION

TRIP GENERATION

To estimate the number of trips that could reasonably be generated under the proposed zone change, allowable development under the existing and proposed zoning was compared.

Under existing conditions, the R1 zoning allows development of the subject property with up to 4.4 residential dwellings per acre. Accordingly, the 3.27-acre site could be partitioned and developed with up to 14 single-family dwellings.

Under the proposed R3 zoning, up to 96 multi-family dwelling units could be placed on the subject property with one unit for every 1,500 square feet. These calculations include a reduction in site acreage to account for a 10’ right-of-way dedication the will be required along the Meridian Street frontage.

To estimate the number of trips that would be generated under each analysis scenario, trip rates from the manual *TRIP GENERATION*, Eighth Edition, published by the Institute of Transportation Engineers (ITE), were used. The trip rates used were for land-use codes 210, *Single-Family Detached Housing*, and 220, *Apartment*. The trip generation rates are based on the number of dwelling units.

The trip generation calculations show that the proposed rezone could result in a net increase of 38 trips during the morning peak hour with 7 entering and 31 exiting the site. 46 additional trips are expected during the evening peak hour with 30 entering and 16 exiting the site. A weekday increase of 504 trips is expected with half entering and half exiting.

A summary of the trip generation calculations for the reasonable worst-case zone change scenario is provided in the following table. Detailed calculations are included in the appendix to this report.

WEEKDAY TRIP GENERATION SUMMARY

Meridian Street Zone Change

Units	AM Peak Hour			PM Peak Hour			Weekday			
	In	Out	Total	In	Out	Total	In	Out	Total	
Apartment Units	96	10	39	49	39	21	60	319	319	638
Single Family Homes	14	3	8	11	9	5	14	67	67	134
Net Zone Change Trips		7	31	38	30	16	46	252	252	504

Since an existing historical home and significant site trees will limit the achievable density on the site, a second analysis scenario was prepared based on the maximum number of dwelling units likely to be constructed given the constraints of the site. This scenario includes up to 71 multi-family residential dwelling units.



The trip generation calculations show that the proposed rezone could result in a net increase of 25 trips during the morning peak hour with 6 entering and 30 exiting the site. 30 additional trips are expected during the evening peak hour with 20 entering and 10 exiting the site. A weekday increase of 338 trips is expected with half entering and half exiting.

A summary of the trip generation calculations for the likely development scenario is provided in the following table. Detailed calculations are included in the appendix to this report.

WEEKDAY TRIP GENERATION SUMMARY
Meridian Street Development Scenario

	Units	AM Peak Hour			PM Peak Hour			Weekday		
		In	Out	Total	In	Out	Total	In	Out	Total
Apartment Units	71	7	29	36	29	15	44	236	236	472
Single Family Homes	14	3	8	11	9	5	14	67	67	134
Net Zone Change Trips		4	21	25	20	10	30	169	169	338

Based on the land use, no reductions were taken for pass-by trips. In order to provide a conservative analysis, no reductions were taken for transit use.

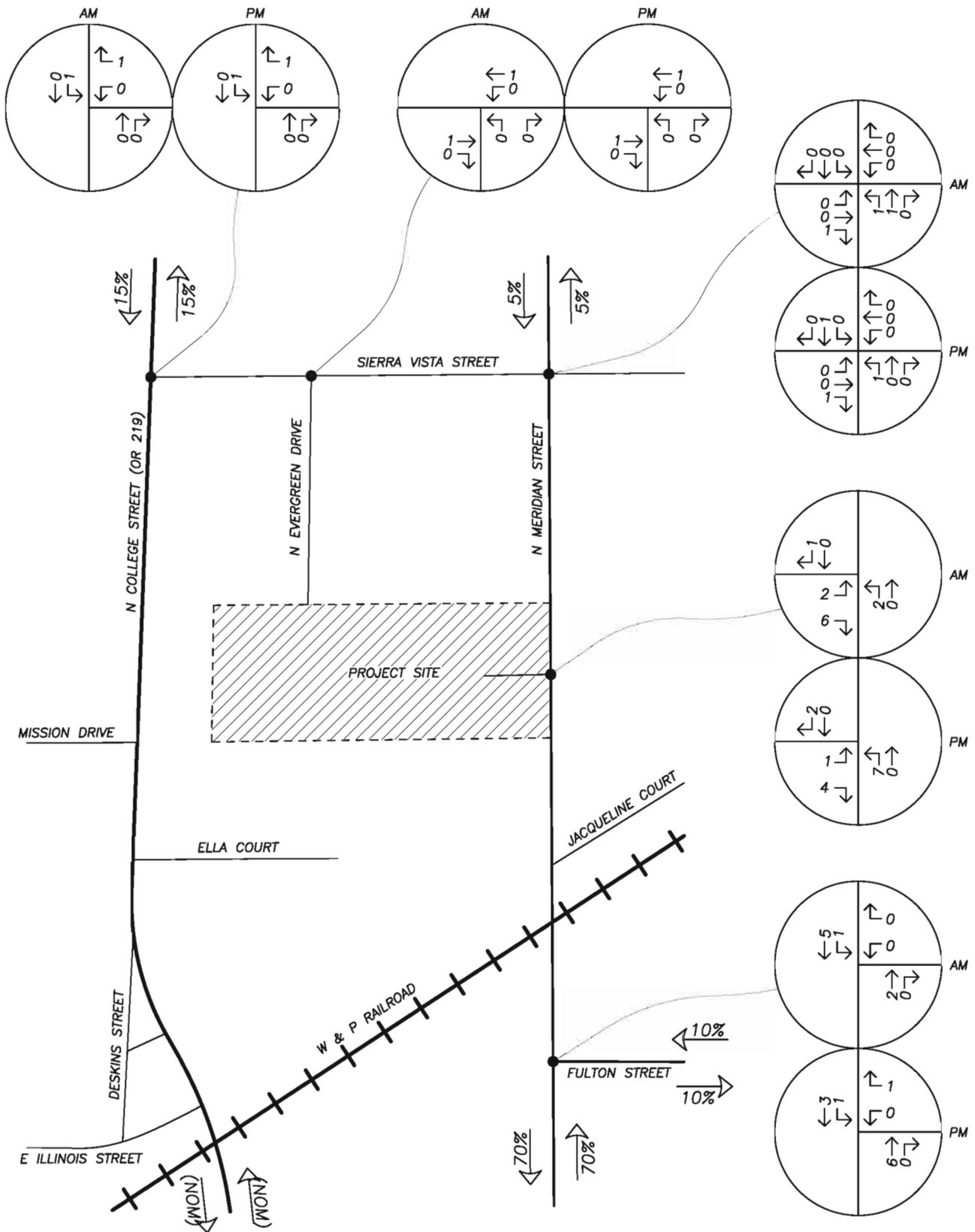


TRIP DISTRIBUTION

The assignment of site trips from potential development of the subject properties was determined based on existing traffic patterns, the locations of major transportation facilities, and the anticipated origin and destination points for potential residents.

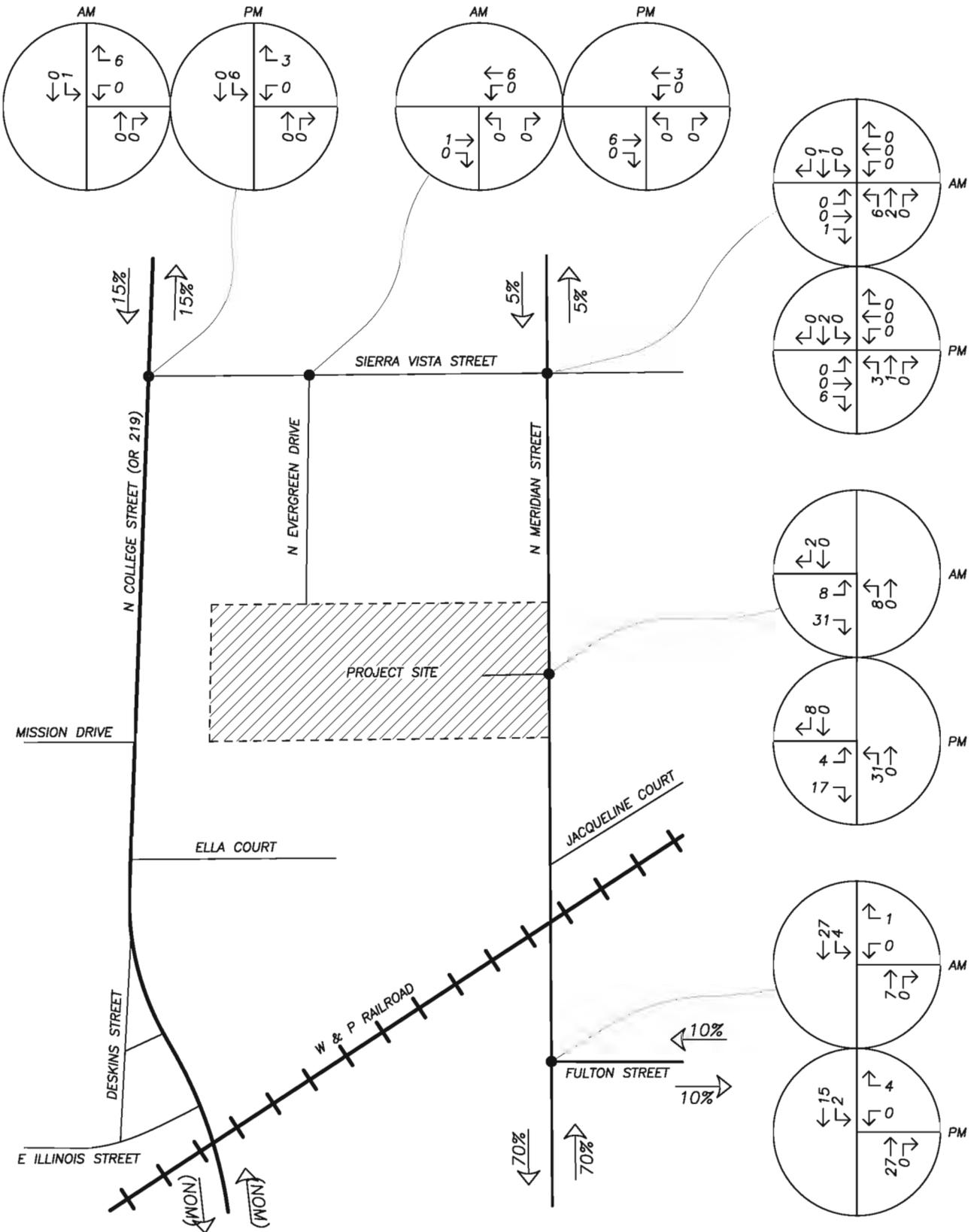
Seventy percent of site trips were projected to travel to and from the south on N Meridian Street. An additional ten percent were projected to travel to and from the east on Fulton Street. Twenty percent of site trips were projected to travel to and from the north. Most of these trips were assigned to N College Street, however some local trips to and from the north and northeast were assigned to N Meridian Street.

Figure 3 on page 11 shows the distribution and assignment of residential site trips from potential development of the subject property under the existing zoning. Figure 4 on page 12 shows the distribution and assignment of residential site trips from worst-case development of the subject property under the proposed zoning, as required to address Oregon's Transportation Planning Rule. Figure 5 on page 13 shows the distribution and assignment of residential site trips under the likely development scenario.



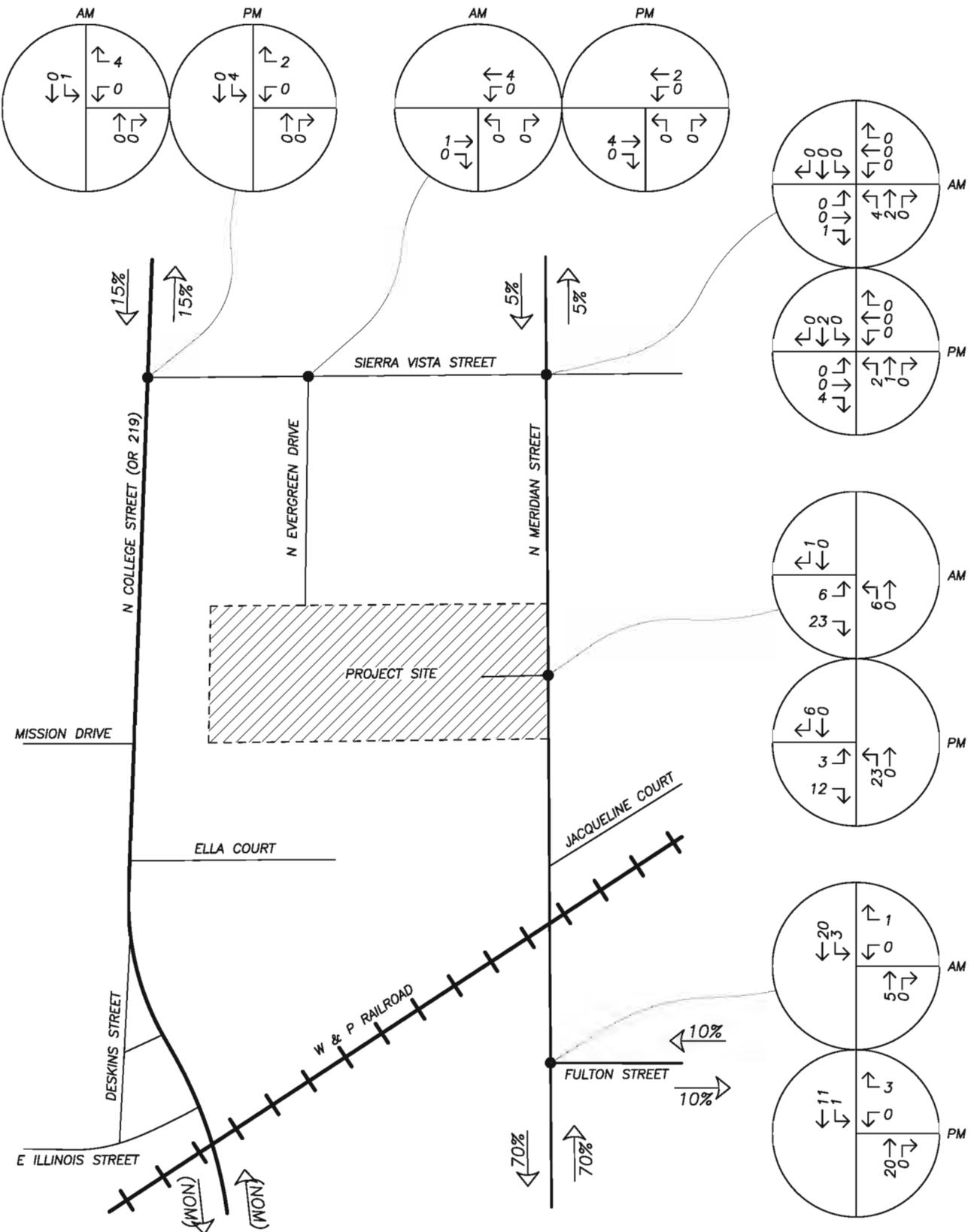
SITE TRIP DISTRIBUTION AND ASSIGNMENT
 Existing Zoning
 AM & PM Peak Hours





SITE TRIP DISTRIBUTION AND ASSIGNMENT
 Maximum Development Permitted Under Proposed Zoning
 AM & PM Peak Hours
 PC: Page 81 of 432





SITE TRIP DISTRIBUTION AND ASSIGNMENT
Likely Development Scenario
AM and PM Peak Hours





SAFETY ANALYSIS

SIGHT DISTANCE

Sight distance was examined along the site frontage on N Meridian Street in order to determine where safe access to the highway could be established. Required intersection sight distance was calculated from the equations given in *A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*, published in 2001 by the American Association of State Highway and Transportation Officials (AASHTO). The measurements are based on a driver's eye height of 3.5 feet above the roadway and an object height of 3.5 feet, with the driver's eye 15 feet behind the edge of the near side travel lane. Based on the statutory 25 mph speed limit, the required intersection sight distance is 280 feet in each direction.

There are no horizontal or vertical curvatures or obstructions limiting sight distance from locations along the property's frontage. Accordingly, access could be taken at any location along the site frontage.

CRASH HISTORY

The most recent three years of crash data for the area intersections was obtained from the Oregon Department of Transportation's Crash Analysis and Reporting Unit, in order to identify any existing safety deficiencies in the site vicinity. Generally, crashes are evaluated based on both the number of crashes and the relative frequency of crashes as compared to the volume of traffic. Crash rates lower than one crash per million entering vehicles are typically not associated with significant safety deficiencies. Crash rates of 1.0 or greater may be indicative of safety deficiencies and therefore merit a more detailed crash investigation.

The intersection of N College Street at Sierra Vista Street had one reported crash during the most recent three-year period for which crash data is available. It involved a northbound vehicle travelling along N College Street that collided at low speed with a southbound pedestrian walking on the east side of the roadway. No injuries were reported as a result of the collision. The incident occurred on a clear, dry day, and no factors contributing to the crash are detailed. The crash data indicates the cause of the collision only as "other – not improper driving". The crash rate for the intersection was calculated to be 0.12 crashes per million entering vehicles. Based on the crash analysis for this intersection, no significant concerns were noted and no mitigation is recommended.

The intersection of Sierra Vista Street at N Evergreen Drive had no reported crashes during the most recent three-year period for which crash data is available. No safety concerns are noted, and no mitigation is recommended.

The intersection of N Meridian Street at Sierra Vista Street had one reported crash during the most recent three-year period for which crash data is available. It involved a westbound vehicle travelling on Sierra Vista Street that failed to stop at the stop sign and collided with a southbound through vehicle travelling on N Meridian Street. The crash rate for the intersection was calculated to be 0.43



crashes per million entering vehicles. Based on the crash analysis for this intersection, no significant concerns were noted and no mitigation is recommended.

The intersection of N Meridian Street at Fulton Street had no reported crashes during the most recent three-year period for which crash data is available. No safety concerns are noted, and no mitigation is recommended.



OPERATIONAL ANALYSIS

BACKGROUND TRAFFIC

Prior to assigning site trips to the area intersections, the existing traffic volumes were increased in order to account for seasonal traffic variations, background traffic associated with operation of the nearby George Fox University campus, development of the Springbrook properties and other anticipated growth in the study area.

For streets operating under City of Newberg jurisdiction, an annual growth rate of two percent per year was included to account for increases in traffic volumes that can be expected as a result of additional development expected to occur in the future within Newberg and the surrounding areas. It is expected that this site could be developed and occupied by 2012, so the growth rate was applied over a two-year period to generate year 2012 background traffic volumes. The growth rate was also applied over a 15-year period to generate year 2025 background traffic volumes. This long-range analysis is required in order to address Oregon's Transportation Planning Rule requirements for the proposed Comprehensive Plan Amendment and Zone Change.

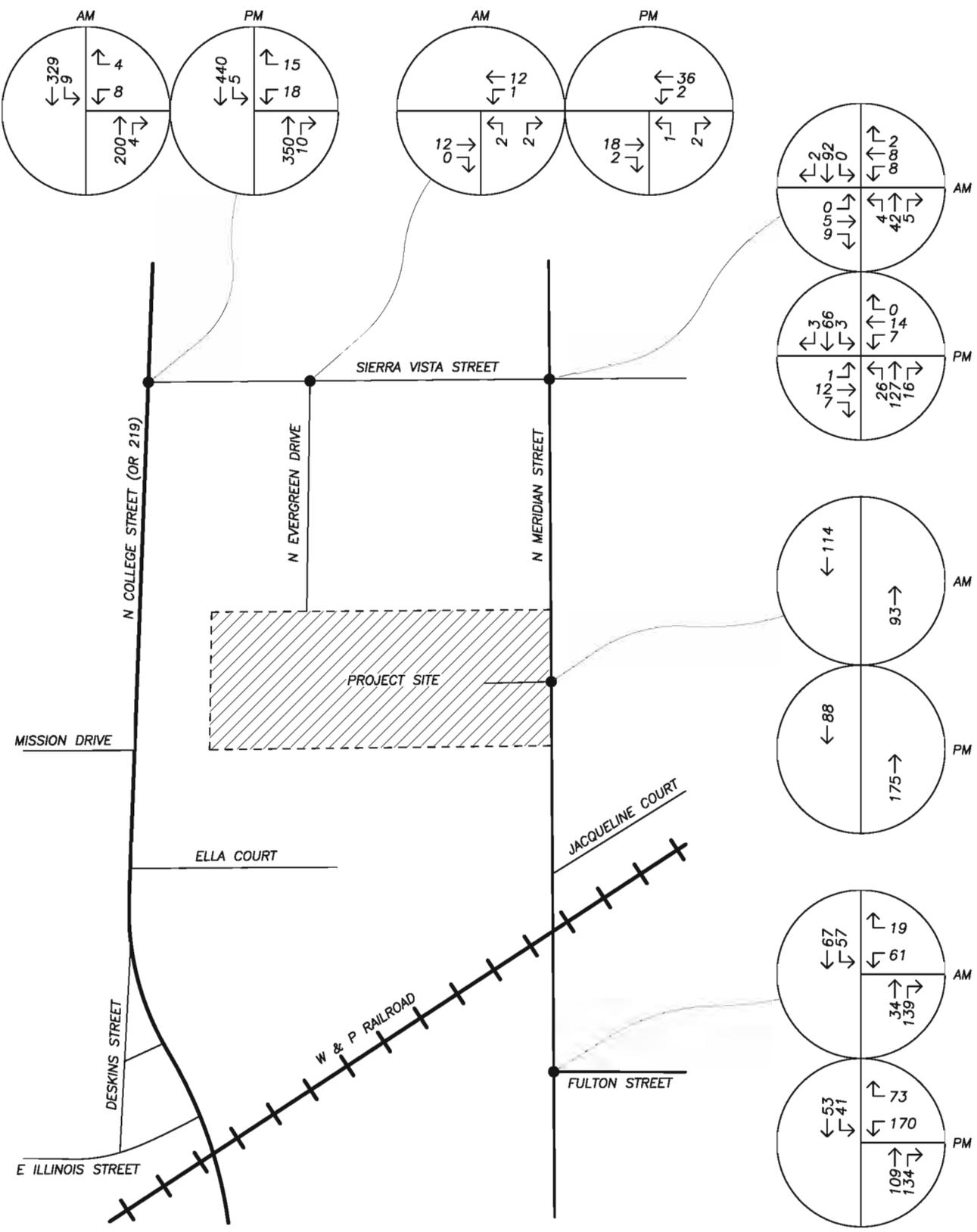
One of the analysis intersections is located on a District Highway. The Oregon Department of Transportation maintains detailed traffic information and resources for determining design hour volumes for current and future years. Using the methods described in ODOT's Analysis Procedures Manual for developing design hour volumes, the existing traffic counts were factored using a seasonal adjustment and model growth data to determine the projected year 2012 and year 2025 30th-highest-hour traffic volumes on N College Street/OR219. The seasonal adjustment factor was calculated to be 1.00 and the annual growth factor was calculated to be 1.16% per year (linear).

In addition to the nominal growth rates, in-process trips from George Fox University were added to the existing traffic volumes to account for the fact that traffic counts were conducted during the summer months when the school is not operating at capacity. Approved trips from the Springbrook Development were also added to the year 2025 background traffic volumes, since it is likely that development of this area will be completed by 2025. Figures illustrating the in-process trips from George Fox University and the Springbrook Development are included in the technical appendix to this report.

Figure 6 on page 17 shows the projected year 2012 background traffic volumes at the analysis intersections. Figure 7 on page 18 shows the year 2012 traffic volumes with the addition of site trips from high-density residential development of the subject property.

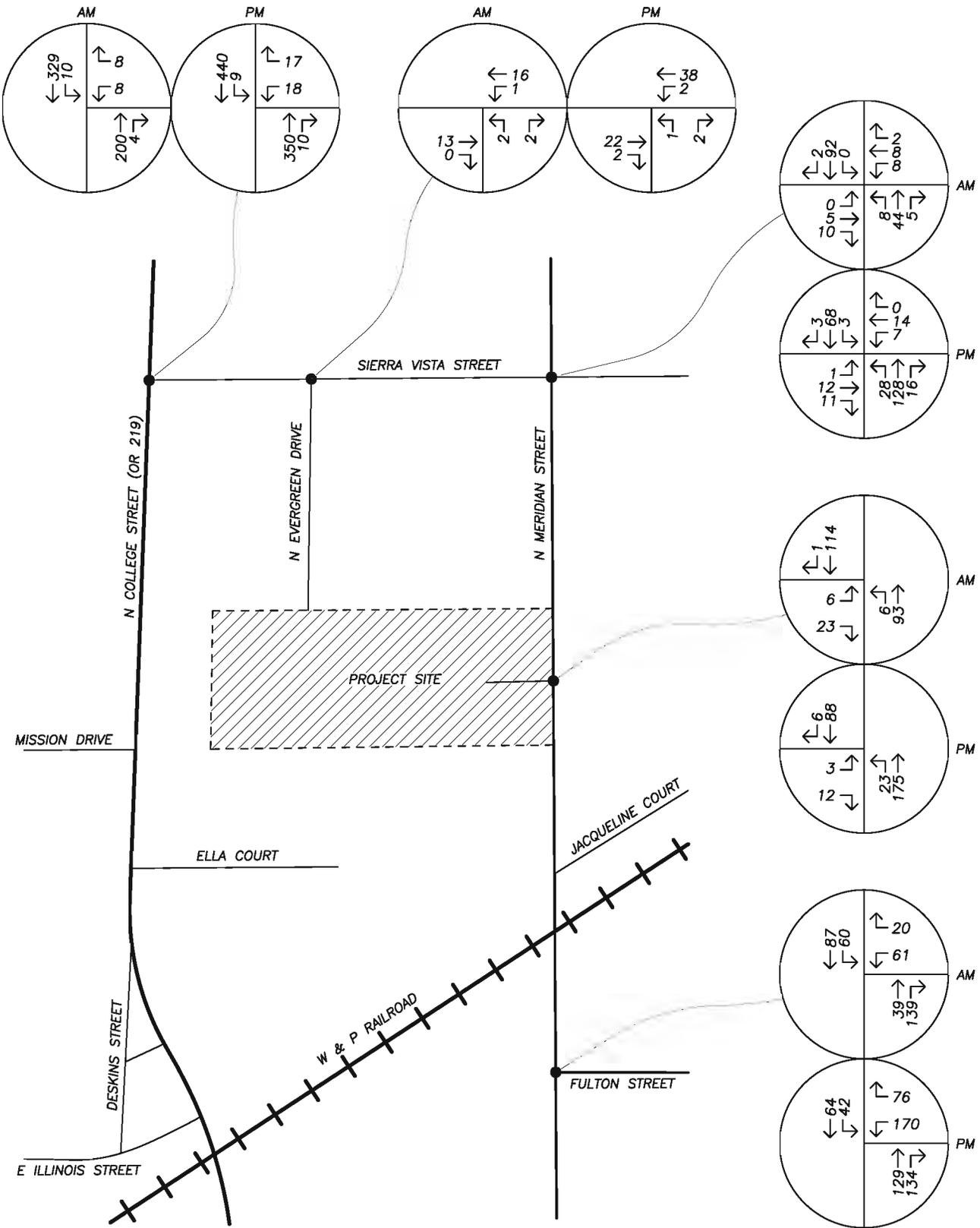
Figure 8 on page 19 shows the projected year 2025 background traffic volumes including development of the subject property with 14 single-family homes, as permitted under the existing R1 zoning. Figure 9 on page 20 shows the year 2025 traffic volumes with the addition of high-density residential development under the proposed R3 zoning designation.

A diagram showing the net increase in site trips from the existing to the proposed zoning is also included in the technical appendix.



TRAFFIC VOLUMES
 Year 2012 Background
 AM and PM Peak Hours



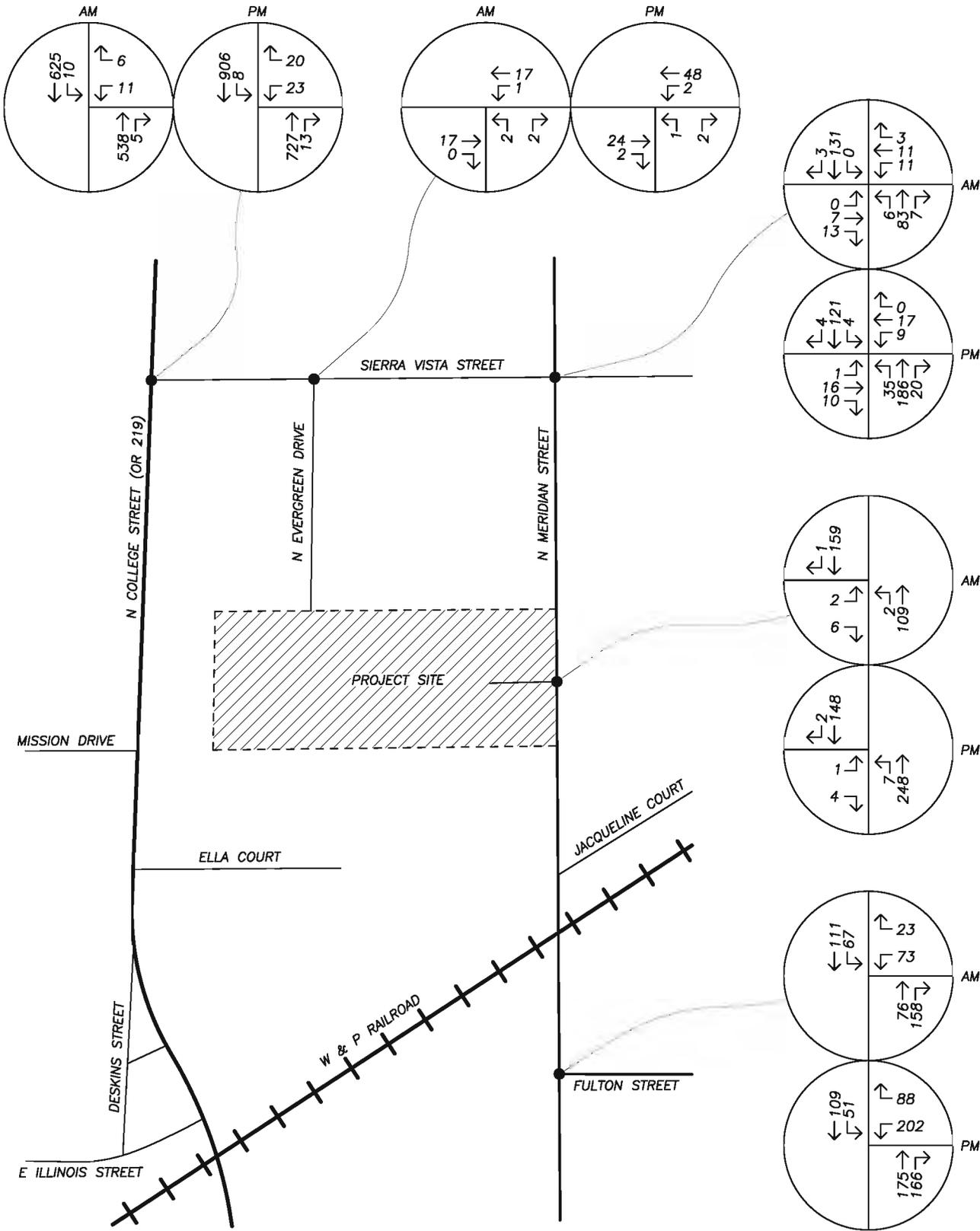


TRAFFIC VOLUMES
 Year 2012 Background plus Site Development
 AM and PM Peak Hours
 PC: Page 87 of 432



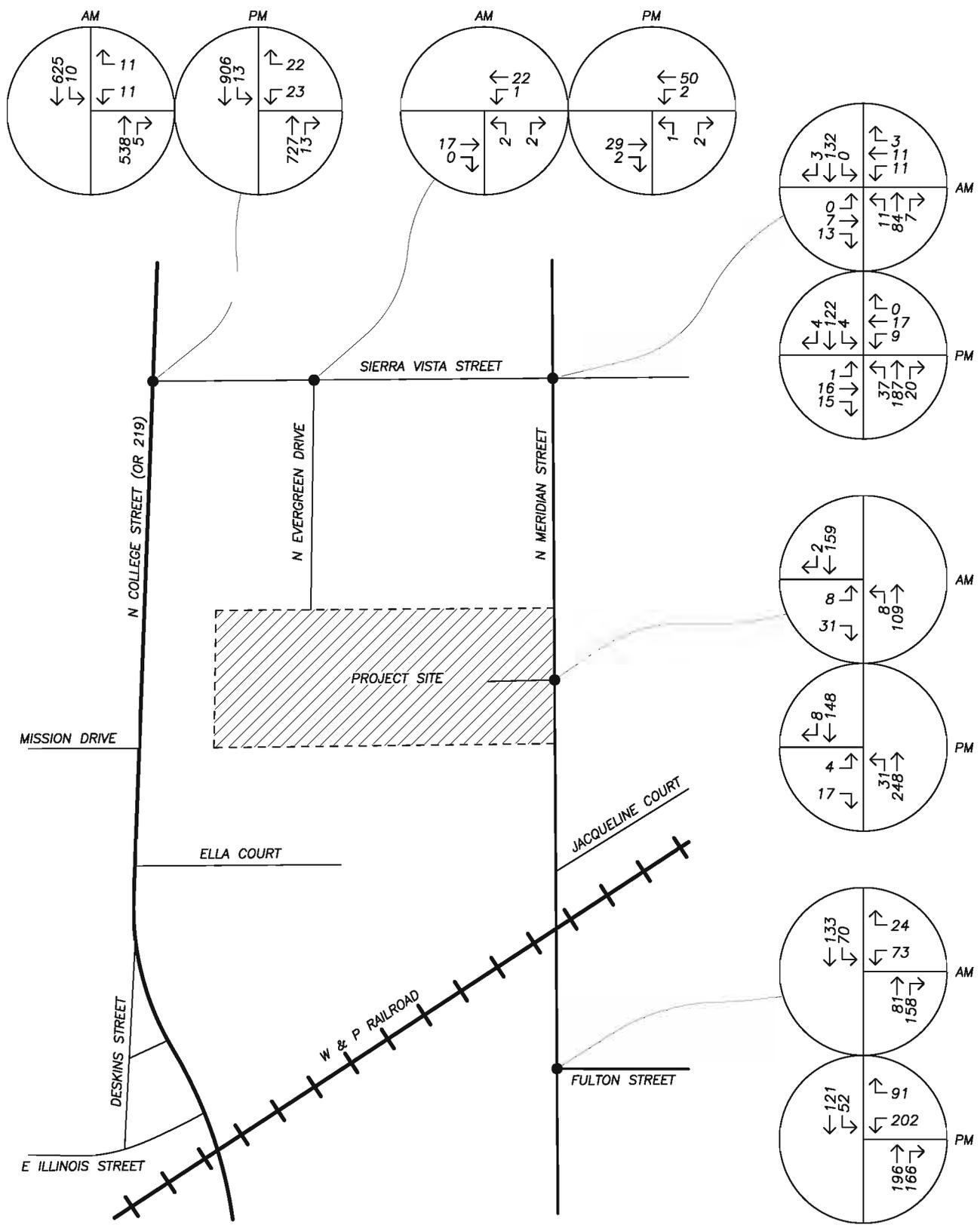
FIGURE 7

PAGE 18



TRAFFIC VOLUMES
 Year 2025 Background (Existing Zoning)
 AM and PM Peak Hours
 PC: Page 88 of 432





TRAFFIC VOLUMES
 Year 2025 Background plus Zone Change
 AM and PM Peak Hours
 PC: Page 89 of 432





CAPACITY ANALYSIS

To determine the level of service at the study intersections, a capacity analysis was conducted. The analysis was conducted according to the signalized and unsignalized intersection analysis methodologies in the 2000 *HIGHWAY CAPACITY MANUAL* (HCM) published by the Transportation Research Board. The level of service can range from A, which indicates very little or no delay, to level F, which indicates a high degree of congestion and delay. For unsignalized intersections, level of service E is generally considered to be the minimum operational standard.

The Oregon Highway Plan dictates that District Highway intersections within an Urban Growth Boundary on highways with a posted speed less than or equal to 35 mph operate with a volume-to-capacity (v/c) ratio of 0.90 or less. The v/c ratio is an indication of the portion of intersection capacity being used under the analyzed conditions, with a value of 1.0 indicating an intersection that is operating at capacity. This operational standard applies at the intersection of College Street and Sierra Vista Street since College Street is a District Highway.

Under existing conditions, the intersection of N College Street/OR 219 at Sierra Vista Street is operating with a v/c ratio of 0.13 during the morning peak hour and a v/c ratio of 0.23 during the evening peak hour. Under year 2012 traffic conditions, the intersection is projected to operate with a v/c ratio of 0.14 during the morning peak hour and a v/c ratio of 0.26 during the evening peak hour either with or without the addition of site trips from high-density residential development of the subject property. Under year 2025 traffic conditions, the intersection is projected to operate with a v/c ratio of 0.35 during the morning peak hour and a v/c ratio of 0.46 during the evening peak hour either with or without the addition of site trips from the proposed zone change. The intersection operates acceptably under all analysis scenarios. No operational mitigations are needed and none are proposed.

The intersection of Sierra Vista Street at N Evergreen Drive is projected to operate at level of service A during the morning and evening peak hours under all analysis scenarios. Intersection operation is acceptable and no mitigations are proposed.

The intersection of N Meridian Street at Sierra Vista Street is currently operating at level of service A during the morning peak hour and level of service B during the evening peak hour. Under all future analysis scenarios, the intersection is projected to operate at level of service B during the morning and evening peak hours. Intersection operation is acceptable and no mitigations are proposed.

The intersection of N Meridian Street at the site access is projected to operate at level of service A under all future analysis scenarios. No operational improvements are recommended to support the proposed site access driveway on N Meridian Street.

The intersection of N Meridian Street at Fulton Street is currently operating at level of service B during the morning and evening peak hours. Under year 2012 background conditions, the intersection is projected to continue to operate at level of service B during the morning and evening peak hours. With the addition of site trips from development of the subject property, the intersection is projected to operate at level of service B during the morning peak hour and level of service C during the evening peak hour. Under year 2025 background traffic conditions, the intersection is projected to operate at level of service B during the morning peak hour and level of service C during the evening peak



hour. With the addition of site trips under the proposed zone change, the intersection is projected to operate at level of service B during the morning peak hour and level of service D during the evening peak hour. Intersection operation is acceptable under all analysis scenarios, therefore no operational mitigation is recommended.

It should also be noted that in both analysis years, the addition of site trips results in a degradation of level of service by one letter grade at the intersection of N Meridian Street and Fulton Street during the evening peak hour. This is somewhat coincidental, since in each case, the intersection operation without the development is very near the threshold between level of service designations. In actuality, the increase in average delay resulting from development of the site is only one second per vehicle in the near term scenario and two seconds per vehicle in the long term scenario. The impacts of the site are minimal, and the gradual increase in delay is mostly a function of background traffic growth and other nearby developments.

The results of the capacity analysis, along with the Levels of Service (LOS) and delay are shown in the table on the following page. Detailed capacity analysis results are included in the appendix to this report.

As detailed in the summary table, all study intersections currently operate acceptably during the morning and evening peak hours and will continue to operate acceptably through 2025 with development under the proposed zone change. No operational mitigations are necessary or recommended.



LEVEL OF SERVICE SUMMARY

	AM Peak Hour			PM Peak Hour		
	<u>LOS</u>	<u>Delay</u>	<u>V/C</u>	<u>LOS</u>	<u>Delay</u>	<u>V/C</u>
<i>N College Street/OR 219 at Sierra Vista Street</i>						
Existing Conditions	B	12	0.13	B	15	0.23
2012 Background	B	13	0.14	C	16	0.26
2012 Background plus Site	B	12	0.14	C	16	0.26
2025 Background + EX Zoning	C	23	0.35	E	41	0.46
2025 Background + Zone Change	C	21	0.35	E	41	0.46
<i>Sierra Vista Street at N Evergreen Drive</i>						
Existing Conditions	A	9	0.01	A	9	0.01
2012 Background	A	9	0.01	A	9	0.02
2012 Background plus Site	A	9	0.01	A	9	0.02
2025 Background + EX Zoning	A	9	0.01	A	9	0.02
2025 Background + Zone Change	A	9	0.01	A	9	0.02
<i>N Meridian Street at Sierra Vista Street</i>						
Existing Conditions	A	10	0.03	B	10	0.04
2012 Background	B	10	0.03	B	12	0.05
2012 Background plus Site	B	10	0.03	B	12	0.05
2025 Background + EX Zoning	B	11	0.05	B	13	0.07
2025 Background + Zone Change	B	11	0.05	B	14	0.07
<i>N Meridian Street at Site Access</i>						
2012 Background plus Site	A	10	0.09	A	9	0.07
2025 Background + EX Zoning	A	10	0.11	A	10	0.10
2025 Background + Zone Change	A	10	0.11	A	10	0.11
<i>N Meridian Street at Fulton Street</i>						
Existing Conditions	B	10	0.09	B	12	0.25
2012 Background	B	12	0.17	B	15	0.45
2012 Background plus Site	B	12	0.18	C	16	0.47
2025 Background + EX Zoning	B	13	0.20	C	24	0.65
2025 Background + Zone Change	B	13	0.21	D	26	0.69

LOS = Level of Service

Delay = Average Delay per Vehicle in Seconds

V/C = Volume-to-Capacity ratio (Degree Utilization)



QUEUING ANALYSIS

An analysis of the queuing at the study intersection was conducted for existing, year 2012 and year 2025 traffic conditions. The 95th percentile queue lengths were determined based on a SimTraffic micro-simulation model. This means that 95-percent of the time, the queue length will be less than or equal to what is calculated.

The 95th percentile queue lengths for all analysis scenarios are presented in the table on the following page. More detailed queuing worksheets are included in the appendix to this report.

As shown in the table, no significant queues accumulate on any of the intersection approaches under any analysis scenarios. The maximum projected queues occur on the westbound Fulton Street approach to N Meridian Street and consist of six vehicles in queue. Based on the queuing analyses, no mitigations are recommended.



QUEUING SUMMARY

	Direction			
	<u>EB</u>	<u>WB</u>	<u>NB</u>	<u>SB</u>
<i>N College Street/OR 219 at Sierra Vista Street</i>				
Existing Conditions	N/A	47'	0'	26'
2012 Background	N/A	52'	7'	16'
2012 Background plus Site	N/A	47'	6'	18'
2025 Background + EX Zoning	N/A	58'	10'	82'
2025 Background + Zone Change	N/A	63'	22'	81'
<i>Sierra Vista Street at N Evergreen Drive</i>				
Existing Conditions	0'	0'	4'	N/A
2012 Background	0'	0'	6'	N/A
2012 Background plus Site	0'	0'	0'	N/A
2025 Background + EX Zoning	0'	0'	6'	N/A
2025 Background + Zone Change	0'	0'	0'	N/A
<i>N Meridian Street at Sierra Vista Street</i>				
Existing Conditions	43'	40'	15'	0'
2012 Background	43'	40'	22'	8'
2012 Background plus Site	43'	43'	19'	0'
2025 Background + EX Zoning	45'	44'	29'	6'
2025 Background + Zone Change	46'	46'	30'	13'
<i>N Meridian Street at Site Access</i>				
2012 Background plus Site	45'	N/A	23'	0'
2025 Background + EX Zoning	27'	N/A	11'	0'
2025 Background + Zone Change	43'	N/A	27'	0'
<i>N Meridian Street at Fulton Street</i>				
Existing Conditions	N/A	66'	6'	24'
2012 Background	N/A	84'	4'	41'
2012 Background plus Site	N/A	88'	7'	48'
2025 Background + EX Zoning	N/A	136'	10'	58'
2025 Background + Zone Change	N/A	143'	5'	60'

Note: The reported queues represent the 95th percentile queue lengths observed from the Synchro/SimTraffic simulation model. The greater of the AM and PM peak hour queues is reported for each approach direction and analysis scenario.



TRANSPORTATION PLANNING RULE ANALYSIS

The primary test of the TPR is to determine if an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation will “significantly affect” an existing or planned transportation facility. The definition of significant affect is addressed in the following sections of this letter.

OAR 660-012-0060

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

The proposed zone change will not change the functional classification of any existing or planned transportation facilities.

(b) Change standards implementing a functional classification system; or

The proposed zone change will not change the standards underlying the City’s functional classification system.

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or

(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

The types and levels of travel and access for this site are consistent with the functional classification of the area roadways under both the existing and proposed zoning. All existing and planned transportation facilities are projected to operate above the minimum acceptable performance standards identified in the City of Newberg’s Transportation System Plan and the Oregon Highway Plan either with or without the addition of traffic from the proposed zone change.

The proposed zone change will not result in a “significant affect” as defined under Oregon’s Transportation Planning Rule. Therefore, no mitigations are recommended.



CONCLUSIONS

Adequate sight distance is available for a future driveway access serving the site on the N Meridian Street frontage.

A detailed review of the crash history in the site vicinity showed no significant existing hazards. No safety mitigations are recommended.

Based on the operational analysis, all study area intersections are projected to operate acceptably through the year 2025 planning horizon either with or without the addition of site trips from high-density residential development of the subject property. No mitigation is needed or recommended.

The Synchro/SimTraffic queuing analysis showed no significant queues at the study area intersections. No mitigation is needed or recommended.

The proposed zone change will not result in a “significant affect” as defined under Oregon’s Transportation Planning Rule. Therefore, no mitigations are recommended.



APPENDIX



LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.

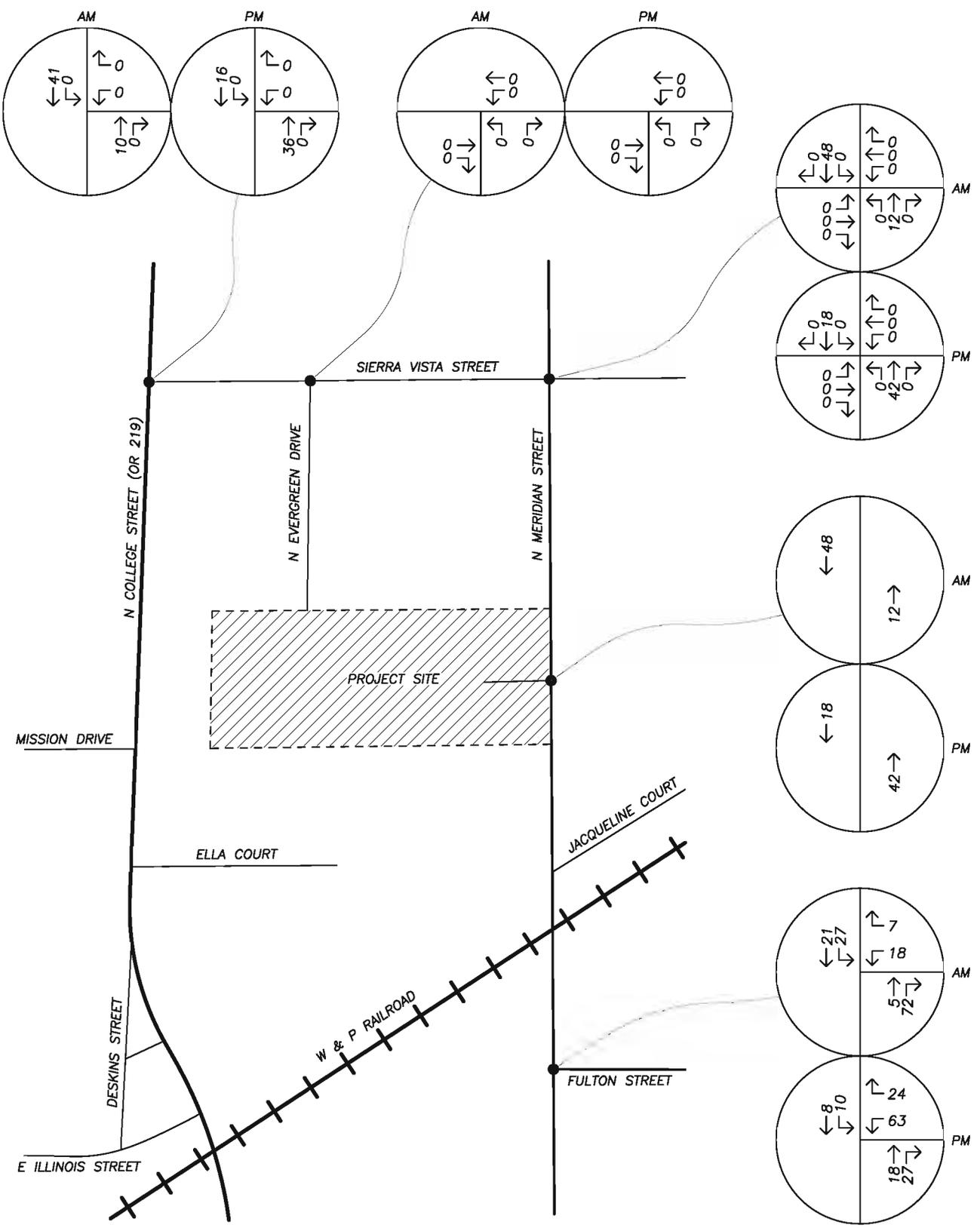


*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	< 10
B	10-20
C	20-35
D	35-55
E	55-80
F	> 80

*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

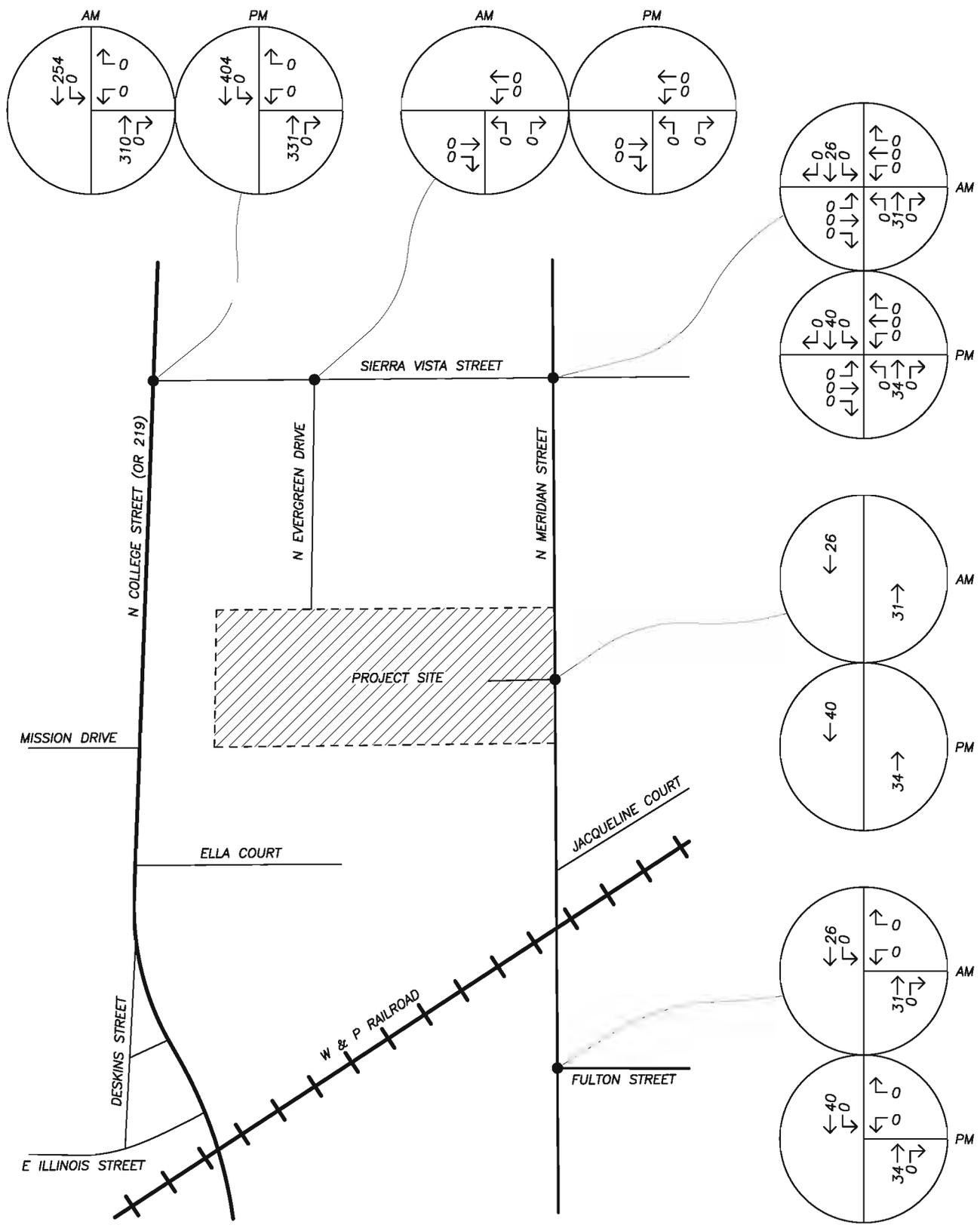
LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	< 10
B	10-15
C	15-25
D	25-35
E	35-50
F	> 50

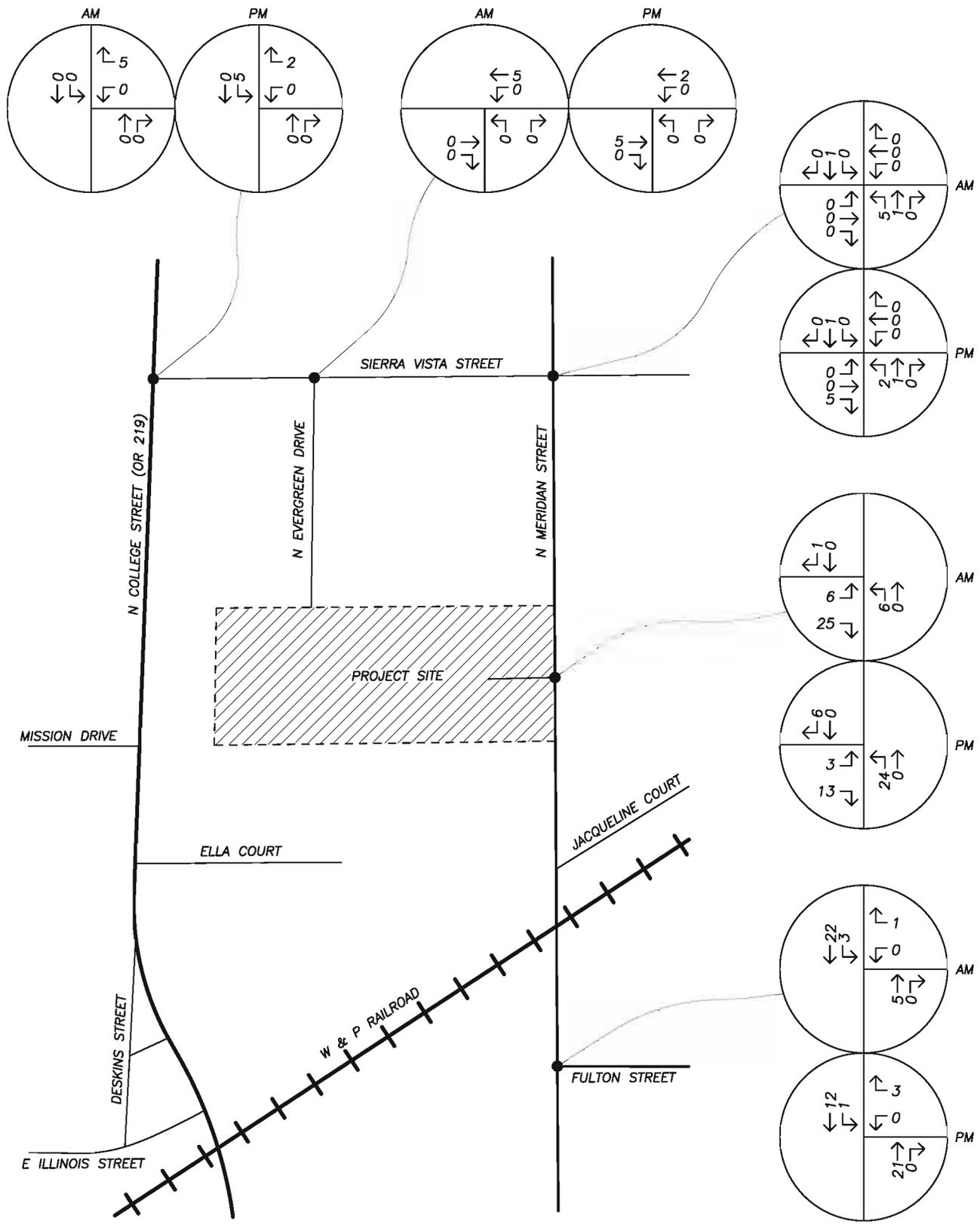


IN PROCESS TRAFFIC VOLUMES
 Site Trips from George Fox University
 AM and PM Peak Hours
 PC: Page 100 of 432



APPENDIX





ZONE CHANGE TRAFFIC
 Net Increase in Site Trips Due to Zone Change
 AM and PM Peak Hours
 PC: Page 102 of 432



APPENDIX



TRIP GENERATION CALCULATIONS

Land Use: Apartment
Land Use Code: 220
Variable: Occupied Dwelling Units
Variable Value: 96

AM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Distribution	20%	80%	
Trip Ends	10	39	49

PM PEAK HOUR

Trip Rate: 0.62

	Enter	Exit	Total
Directional Distribution	65%	35%	
Trip Ends	39	21	60

WEEKDAY

Trip Rate: 6.65

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	319	319	638

SATURDAY

Trip Rate: 6.39

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	307	307	614

Source: TRIP GENERATION, Eighth Edition



TRIP GENERATION CALCULATIONS

Land Use: Apartment
Land Use Code: 220
Variable: Occupied Dwelling Units
Variable Value: 71

AM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Distribution	20%	80%	
Trip Ends	7	29	36

PM PEAK HOUR

Trip Rate: 0.62

	Enter	Exit	Total
Directional Distribution	65%	35%	
Trip Ends	29	15	44

WEEKDAY

Trip Rate: 6.65

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	236	236	472

SATURDAY

Trip Rate: 6.39

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	227	227	454

Source: TRIP GENERATION, Eighth Edition



TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 14

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	3	8	11

PM PEAK HOUR

Trip Rate: 1.01

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	9	5	14

WEEKDAY

Trip Rate: 9.57

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	67	67	134

SATURDAY

Trip Rate: 10.08

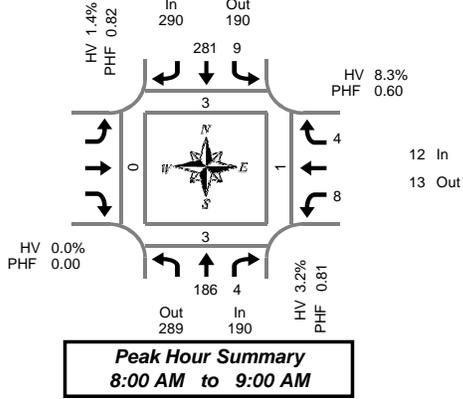
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	71	71	142

Source: TRIP GENERATION, Eighth Edition

Total Vehicle Summary



Clay Carney
(503) 833-2740



N College St & Sierra Vista St

Thursday, July 15, 2010

7:00 AM to 9:00 AM

5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
7:00 AM	17	2	0	1	20	0			0	0	0	0	40	0	0	0	0
7:05 AM	15	0	0	1	27	0			0	0	0	0	43	0	0	2	0
7:10 AM	10	0	0	1	23	0			0	0	1	0	35	0	1	0	0
7:15 AM	13	0	0	0	19	0			0	0	0	0	32	0	0	0	0
7:20 AM	10	0	0	1	12	0			0	1	2	0	26	1	0	0	0
7:25 AM	17	0	0	1	16	0			0	0	0	0	34	0	0	2	0
7:30 AM	10	0	0	0	29	0			0	0	0	0	39	0	1	0	0
7:35 AM	14	0	0	1	17	0			0	1	0	0	33	1	3	0	0
7:40 AM	14	0	0	0	27	0			0	0	0	0	41	0	0	0	0
7:45 AM	12	0	0	0	29	0			0	2	1	0	44	1	0	0	0
7:50 AM	15	0	0	0	22	0			0	0	0	0	37	0	0	0	2
7:55 AM	8	1	0	0	30	0			0	2	0	0	41	0	2	0	3
8:00 AM	12	0	0	1	18	0			0	0	1	0	32	0	0	0	0
8:05 AM	9	1	1	1	21	0			0	1	0	0	33	0	0	0	0
8:10 AM	20	0	0	1	15	0			0	1	0	0	37	0	0	0	0
8:15 AM	7	0	0	1	24	0			0	0	0	0	32	0	0	0	0
8:20 AM	12	0	0	0	24	0			0	1	1	0	38	0	0	0	0
8:25 AM	16	0	0	2	19	0			0	0	0	0	37	1	0	0	0
8:30 AM	19	0	0	0	32	0			0	0	0	0	51	0	1	0	0
8:35 AM	22	1	0	1	24	0			0	3	0	0	51	1	2	0	0
8:40 AM	17	0	0	0	18	0			0	0	0	0	35	0	0	0	0
8:45 AM	13	1	0	1	30	0			0	1	1	0	47	0	0	0	0
8:50 AM	18	1	0	0	31	0			0	1	0	0	51	0	0	0	0
8:55 AM	21	0	0	1	25	0			0	0	1	0	48	1	0	1	0
Total Survey	341	7	1	15	552	0			0	14	8	0	937	6	10	5	5

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
7:00 AM	42	2	0	3	70	0			0	0	1	0	118	0	1	2	0
7:15 AM	40	0	0	2	47	0			0	1	2	0	92	1	0	2	0
7:30 AM	38	0	0	1	73	0			0	1	0	0	113	1	4	0	0
7:45 AM	35	1	0	0	81	0			0	4	1	0	122	1	2	0	5
8:00 AM	41	1	1	3	54	0			0	2	1	0	102	0	0	0	0
8:15 AM	35	0	0	3	67	0			0	1	1	0	107	1	0	0	0
8:30 AM	58	1	0	1	74	0			0	3	0	0	137	1	3	0	0
8:45 AM	52	2	0	2	86	0			0	2	2	0	146	1	0	1	0
Total Survey	341	7	1	15	552	0			0	14	8	0	937	6	10	5	5

Peak Hour Summary

8:00 AM to 9:00 AM

By Approach	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	190	289	479	1	290	190	480	0	0	0	0	0	12	13	25	0	492
%HV	3.2%				1.4%				0.0%				8.3%			2.2%	
PHF	0.81				0.82				0.00				0.60			0.84	

By Movement	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Total				
	T	R	Total	L	T	Total			Total	L	R	Total					
Volume	186	4	190	9	281	290			0	8	4	12	492				
%HV	NA	3.2%	0.0%	3.2%	0.0%	1.4%	NA	1.4%	NA	NA	NA	0.0%	12.5%	NA	0.0%	8.3%	2.2%
PHF	0.80	0.50	0.81	0.75	0.82	0.82			0.00	0.50	0.50	0.60	0.84				

Rolling Hour Summary

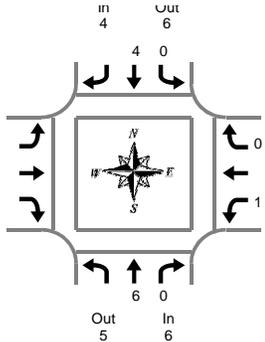
7:00 AM to 9:00 AM

Interval Start Time	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
7:00 AM	155	3	0	6	271	0			0	6	4	0	445	3	7	4	5
7:15 AM	154	2	1	6	255	0			0	8	4	0	429	3	6	2	5
7:30 AM	149	2	1	7	275	0			0	8	3	0	444	3	6	0	5
7:45 AM	169	3	1	7	276	0			0	10	3	0	468	3	5	0	5
8:00 AM	186	4	1	9	281	0			0	8	4	0	492	3	3	1	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Peak Hour Summary
8:00 AM to 9:00 AM

N College St & Sierra Vista St

Thursday, July 15, 2010

7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Interval Total
	T	R	Total	L	T	Total	Total	Total	L	R	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:05 AM	0	0	0	0	2	2	0	0	0	0	0	2	
7:10 AM	1	0	1	0	2	2	0	0	0	0	0	3	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:20 AM	0	0	0	0	0	0	0	0	0	1	1	1	
7:25 AM	2	0	2	0	0	0	0	0	0	0	0	2	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:35 AM	1	0	1	0	0	0	0	0	0	0	0	1	
7:40 AM	1	0	1	0	0	0	0	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	1	0	1	1	
7:50 AM	0	0	0	0	3	3	0	0	0	0	0	3	
7:55 AM	1	0	1	0	1	1	0	0	0	0	0	2	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:10 AM	1	0	1	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	1	1	0	0	0	0	0	1	
8:20 AM	1	0	1	0	0	0	0	0	0	0	0	1	
8:25 AM	1	0	1	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	2	2	0	0	0	0	0	2	
8:35 AM	2	0	2	0	0	0	0	0	1	0	1	3	
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	1	1	0	0	0	0	0	1	
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:55 AM	1	0	1	0	0	0	0	0	0	0	0	1	
Total Survey	12	0	12	0	12	12	0	2	1	3	27		

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Interval Total
	T	R	Total	L	T	Total	Total	Total	L	R	Total		
7:00 AM	1	0	1	0	4	4	0	0	0	0	0	5	
7:15 AM	2	0	2	0	0	0	0	0	0	1	1	3	
7:30 AM	2	0	2	0	0	0	0	0	0	0	0	2	
7:45 AM	1	0	1	0	4	4	0	1	0	1	6		
8:00 AM	1	0	1	0	0	0	0	0	0	0	0	1	
8:15 AM	2	0	2	0	1	1	0	0	0	0	0	3	
8:30 AM	2	0	2	0	2	2	0	1	0	1	5		
8:45 AM	1	0	1	0	1	1	0	0	0	0	0	2	
Total Survey	12	0	12	0	12	12	0	2	1	3	27		

Heavy Vehicle Peak Hour Summary
8:00 AM to 9:00 AM

By Approach	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	6	5	11	4	6	10	0	0	0	1	0	1	11
PHF	0.50			0.50			0.00			0.25			0.46

By Movement	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Total
	T	R	Total	L	T	Total	Total	Total	L	R	Total		
Volume	6	0	6	0	4	4	0	1	0	1	0	1	11
PHF	0.50	0.00	0.50	0.00	0.50	0.50	0.00	0.25	0.00	0.25	0.00	0.25	0.46

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Interval Total
	T	R	Total	L	T	Total	Total	Total	L	R	Total		
7:00 AM	6	0	6	0	8	8	0	1	1	2	16		
7:15 AM	6	0	6	0	4	4	0	1	1	2	12		
7:30 AM	6	0	6	0	5	5	0	1	0	1	12		
7:45 AM	6	0	6	0	7	7	0	2	0	2	15		
8:00 AM	6	0	6	0	4	4	0	1	0	1	11		

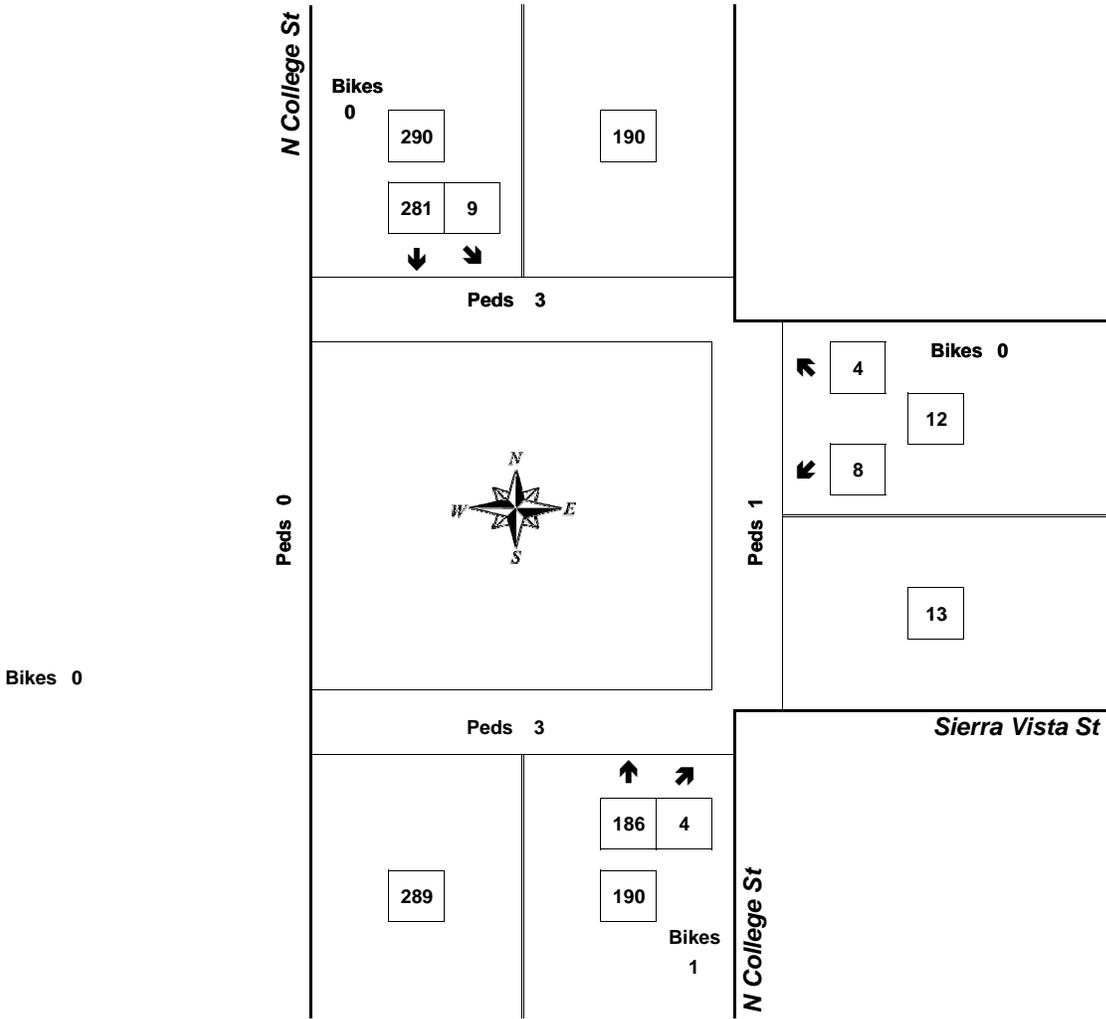
Peak Hour Summary



Clay Carney
(503) 833-2740

N College St & Sierra Vista St

8:00 AM to 9:00 AM
Thursday, July 15, 2010



Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.60	8.3%	12
NB	0.81	3.2%	190
SB	0.82	1.4%	290
Intersection	0.84	2.2%	492

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

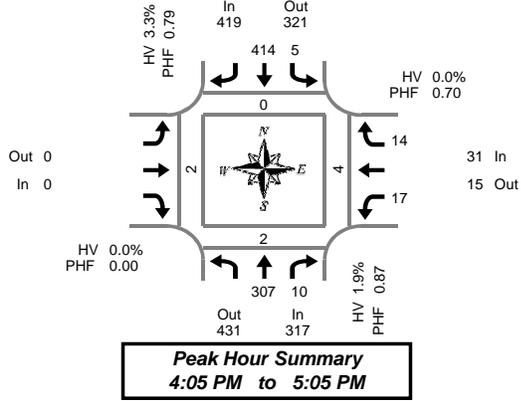


Clay Carney
(503) 833-2740

N College St & Sierra Vista St

Wednesday, July 14, 2010

4:00 PM to 6:00 PM



**Peak Hour Summary
4:05 PM to 5:05 PM**

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes		Bikes	L	R	Bikes	North		South	East	West	
4:00 PM	19	3	0	1	36	0		0	1	0	0	61	0	2	0	0	
4:05 PM	24	1	0	1	53	0		0	2	2	0	83	0	0	0	0	
4:10 PM	29	1	0	0	38	0		0	2	2	0	72	0	0	0	0	
4:15 PM	34	1	0	1	40	0		0	2	1	0	79	0	0	2	0	
4:20 PM	25	1	0	0	18	0		0	2	0	0	46	0	2	1	0	
4:25 PM	16	0	0	0	26	0		0	2	1	0	45	0	0	0	0	
4:30 PM	31	0	0	0	33	0		0	1	1	0	66	0	0	1	0	
4:35 PM	24	0	0	0	53	0		0	1	1	0	79	0	0	0	0	
4:40 PM	20	3	0	1	27	0		0	1	1	0	53	0	0	0	0	
4:45 PM	18	1	1	1	24	0		0	1	1	0	46	0	0	0	0	
4:50 PM	27	1	0	0	41	0		0	0	0	0	69	0	0	0	0	
4:55 PM	32	0	0	0	28	0		0	1	1	0	62	0	0	0	2	
5:00 PM	27	1	0	1	33	0		0	2	3	0	67	0	0	0	0	
5:05 PM	27	1	0	1	28	0		0	2	2	0	61	0	3	0	0	
5:10 PM	31	2	0	1	22	0		0	3	1	0	60	0	0	0	0	
5:15 PM	31	1	0	3	32	0		0	2	4	0	73	2	0	0	0	
5:20 PM	30	1	0	1	25	0		0	0	1	0	58	1	1	0	0	
5:25 PM	28	0	1	0	32	0		0	1	3	0	64	1	1	0	0	
5:30 PM	24	0	0	0	25	0		0	2	2	0	53	0	0	2	0	
5:35 PM	30	2	0	1	29	0		0	1	2	0	65	0	0	0	0	
5:40 PM	27	1	1	1	25	0		0	3	0	0	57	1	1	0	0	
5:45 PM	25	2	1	0	31	0		0	1	0	0	59	0	0	0	0	
5:50 PM	29	2	0	2	33	0		0	1	1	0	68	0	0	0	0	
5:55 PM	18	0	0	0	18	0		0	2	0	0	38	0	0	0	0	
Total Survey	626	25	4	16	750	0		0	36	31	0	1,484	5	10	6	2	

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes		Bikes	L	R	Bikes	North		South	East	West	
4:00 PM	72	5	0	2	127	0		0	5	5	0	216	0	2	0	0	
4:15 PM	75	2	0	1	84	0		0	6	2	0	170	0	2	3	0	
4:30 PM	75	3	0	1	113	0		0	3	3	0	198	0	0	1	0	
4:45 PM	77	2	1	1	93	0		0	2	2	0	177	0	0	0	2	
5:00 PM	85	4	0	3	83	0		0	7	6	0	188	0	3	0	0	
5:15 PM	89	2	1	4	89	0		0	3	8	0	195	4	2	0	0	
5:30 PM	81	3	1	2	79	0		0	6	4	0	175	1	1	2	0	
5:45 PM	72	4	1	2	82	0		0	4	1	0	165	0	1	0	0	
Total Survey	626	25	4	16	750	0		0	36	31	0	1,484	5	10	6	2	

Peak Hour Summary

4:05 PM to 5:05 PM

By Approach	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	317	431	748	1	419	321	740	0	0	0	0	0	31	15	46	0	767
%HV	1.9%				3.3%				0.0%				0.0%			2.6%	
PHF	0.87				0.79				0.00				0.70			0.82	

By Movement	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Total
	T	R	Total	L	T	Total		Total	L	R	Total		
Volume	307	10	317	5	414	419		0	17	14	31	767	
%HV	NA	2.0%	0.0%	1.9%	0.0%	3.4%	NA	3.3%	NA	NA	NA	2.6%	
PHF	0.87	0.50	0.87	0.63	0.79	0.79		0.00	0.71	0.70	0.70	0.82	

Rolling Hour Summary

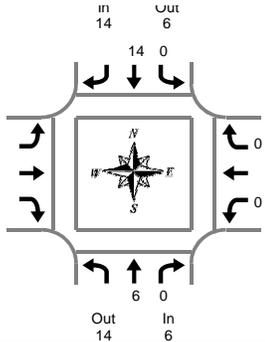
4:00 PM to 6:00 PM

Interval Start Time	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes		Bikes	L	R	Bikes	North		South	East	West	
4:00 PM	299	12	1	5	417	0		0	16	12	0	761	0	4	4	2	
4:15 PM	312	11	1	6	373	0		0	18	13	0	733	0	5	4	2	
4:30 PM	326	11	2	9	378	0		0	15	19	0	758	4	5	1	2	
4:45 PM	332	11	3	10	344	0		0	18	20	0	735	5	6	2	2	
5:00 PM	327	13	3	11	333	0		0	20	19	0	723	5	6	2	0	

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Peak Hour Summary
4:05 PM to 5:05 PM

N College St & Sierra Vista St

Wednesday, July 14, 2010

4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Interval Total
	T	R	Total	L	T	Total			Total	L	R	Total	
4:00 PM	0	0	0	0	0	0			0	0	0	0	0
4:05 PM	0	0	0	0	3	3			0	0	0	0	3
4:10 PM	1	0	1	0	1	1			0	0	0	0	2
4:15 PM	1	0	1	0	2	2			0	0	0	0	3
4:20 PM	1	0	1	0	0	0			0	0	0	0	1
4:25 PM	0	0	0	0	0	0			0	0	0	0	0
4:30 PM	1	0	1	0	0	0			0	0	0	0	1
4:35 PM	0	0	0	0	0	0			0	0	0	0	0
4:40 PM	0	0	0	0	1	1			0	0	0	0	1
4:45 PM	0	0	0	0	2	2			0	0	0	0	2
4:50 PM	0	0	0	0	4	4			0	0	0	0	4
4:55 PM	0	0	0	0	0	0			0	0	0	0	0
5:00 PM	2	0	2	0	1	1			0	0	0	0	3
5:05 PM	0	0	0	0	0	0			0	0	0	0	0
5:10 PM	2	0	2	0	1	1			0	0	0	0	3
5:15 PM	0	0	0	0	0	0			0	0	0	0	0
5:20 PM	0	0	0	0	1	1			0	0	0	0	1
5:25 PM	1	0	1	0	1	1			0	0	0	0	2
5:30 PM	0	0	0	0	1	1			0	0	0	0	1
5:35 PM	0	0	0	0	1	1			0	0	0	0	1
5:40 PM	0	0	0	0	0	0			0	0	0	0	0
5:45 PM	0	0	0	0	1	1			0	0	0	0	1
5:50 PM	0	0	0	0	0	0			0	0	0	0	0
5:55 PM	1	0	1	0	0	0			0	0	0	0	1
Total Survey	10	0	10	0	20	20			0	0	0	0	30

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Interval Total
	T	R	Total	L	T	Total			Total	L	R	Total	
4:00 PM	1	0	1	0	4	4			0	0	0	0	5
4:15 PM	2	0	2	0	2	2			0	0	0	0	4
4:30 PM	1	0	1	0	1	1			0	0	0	0	2
4:45 PM	0	0	0	0	6	6			0	0	0	0	6
5:00 PM	4	0	4	0	2	2			0	0	0	0	6
5:15 PM	1	0	1	0	2	2			0	0	0	0	3
5:30 PM	0	0	0	0	2	2			0	0	0	0	2
5:45 PM	1	0	1	0	1	1			0	0	0	0	2
Total Survey	10	0	10	0	20	20			0	0	0	0	30

Heavy Vehicle Peak Hour Summary
4:05 PM to 5:05 PM

By Approach	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	6	14	20	14	6	20	0	0	0	0	0	0	20
PHF	0.50			0.50			0.00			0.00			0.63

By Movement	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Total
	T	R	Total	L	T	Total			Total	L	R	Total	
Volume	6	0	6	0	14	14			0	0	0	0	20
PHF	0.50	0.00	0.50	0.00	0.50	0.50			0.00	0.00	0.00	0.00	0.63

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N College St			Southbound N College St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Interval Total
	T	R	Total	L	T	Total			Total	L	R	Total	
4:00 PM	4	0	4	0	13	13			0	0	0	0	17
4:15 PM	7	0	7	0	11	11			0	0	0	0	18
4:30 PM	6	0	6	0	11	11			0	0	0	0	17
4:45 PM	5	0	5	0	12	12			0	0	0	0	17
5:00 PM	6	0	6	0	7	7			0	0	0	0	13

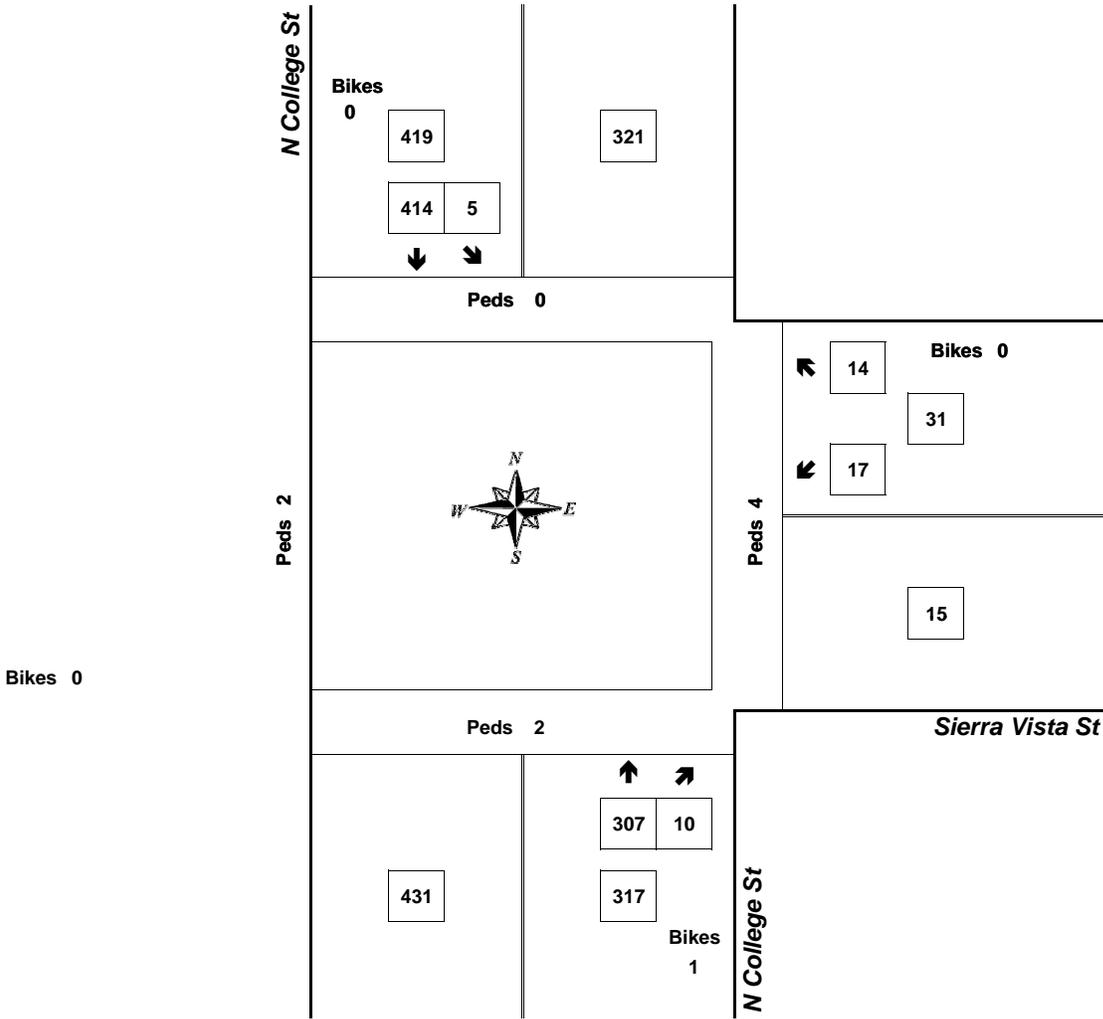
Peak Hour Summary



Clay Carney
(503) 833-2740

N College St & Sierra Vista St

4:05 PM to 5:05 PM
Wednesday, July 14, 2010



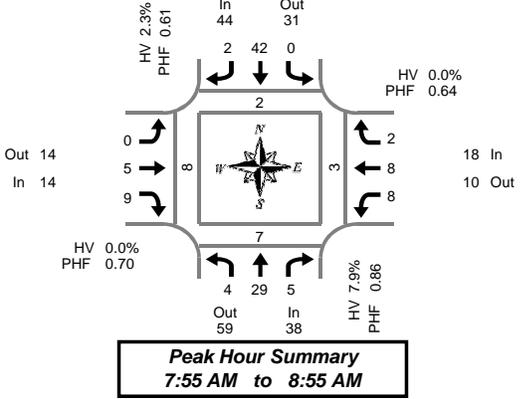
Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.70	0.0%	31
NB	0.87	1.9%	317
SB	0.79	3.3%	419
Intersection	0.82	2.6%	767

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



N Meridian St & Sierra Vista St

Thursday, July 15, 2010
7:00 AM to 9:00 AM

**5-Minute Interval Summary
7:00 AM to 9:00 AM**

Interval Start Time	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	1	0	0	0	4	0	0	0	1	2	0	1	1	0	0	0	0	0	0	
7:05 AM	0	3	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
7:10 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	
7:15 AM	2	0	1	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	1	
7:20 AM	2	2	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
7:25 AM	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0	2	0	0	0	
7:30 AM	0	1	2	0	0	6	0	0	0	0	1	0	0	0	0	0	1	0	0	0	
7:35 AM	0	1	0	0	0	4	1	0	0	0	1	0	1	0	0	0	2	0	1	1	
7:40 AM	0	0	1	1	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
7:45 AM	1	1	0	0	0	5	0	0	0	0	0	0	2	0	0	0	2	1	1	0	
7:50 AM	0	2	0	0	0	7	0	0	0	0	0	0	2	0	0	0	2	0	0	0	
7:55 AM	0	2	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
8:00 AM	0	3	1	0	0	6	0	2	0	2	1	0	1	0	0	0	0	0	0	0	
8:05 AM	1	2	0	0	0	5	1	0	0	0	1	0	0	1	0	0	0	3	0	1	
8:10 AM	0	2	0	0	0	2	0	0	0	0	1	0	0	1	0	0	0	1	0	0	
8:15 AM	0	4	0	0	0	2	0	0	0	1	0	0	2	0	0	0	0	0	0	0	
8:20 AM	0	3	1	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	1	0	
8:25 AM	0	3	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
8:30 AM	1	2	0	0	0	1	0	0	0	0	2	0	0	0	1	0	2	1	3	0	
8:35 AM	1	1	0	0	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
8:40 AM	0	3	0	0	0	4	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
8:45 AM	0	0	1	0	0	2	0	0	0	0	0	0	1	3	0	0	0	1	0	1	
8:50 AM	1	4	2	0	0	3	0	0	0	2	2	0	1	1	1	0	2	0	0	0	
8:55 AM	0	2	1	0	0	2	0	0	0	1	0	0	2	0	0	0	0	0	0	1	
Total Survey	9	43	11	1	0	85	3	2	0	8	18	0	16	11	2	1	206	4	15	6	15

**15-Minute Interval Summary
7:00 AM to 9:00 AM**

Interval Start Time	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	5	1	0	0	6	0	0	0	2	4	0	1	1	0	0	20	0	0	1	2
7:15 AM	4	2	1	0	0	10	0	0	0	0	3	0	2	0	0	0	22	0	2	0	2
7:30 AM	0	2	3	1	0	13	1	0	0	0	2	0	1	0	0	0	22	2	2	1	1
7:45 AM	1	5	0	0	0	18	0	0	0	0	0	0	2	3	0	0	29	0	4	1	2
8:00 AM	1	7	1	0	0	13	1	2	0	2	3	0	1	2	0	0	31	0	4	0	1
8:15 AM	0	10	1	0	0	8	1	0	0	1	1	0	3	1	0	0	26	0	0	1	0
8:30 AM	2	6	0	0	0	10	0	0	0	0	3	0	2	0	1	1	24	0	2	2	5
8:45 AM	1	6	4	0	0	7	0	0	0	3	2	0	4	4	1	0	32	2	1	0	2
Total Survey	9	43	11	1	0	85	3	2	0	8	18	0	16	11	2	1	206	4	15	6	15

**Peak Hour Summary
7:55 AM to 8:55 AM**

By Approach	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	38	59	97	0	44	31	75	2	14	14	28	0	18	10	28	1	114	2	7	3	8
%HV	7.9%				2.3%				0.0%				0.0%				3.5%				
PHF	0.86				0.61				0.70				0.64				0.84				

By Movement	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	4	29	5	38	0	42	2	44	0	5	9	14	8	8	2	18	114
%HV	25.0%	3.4%	20.0%	7.9%	0.0%	2.4%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%
PHF	0.50	0.73	0.42	0.86	0.00	0.62	0.50	0.61	0.00	0.63	0.75	0.70	0.67	0.50	0.50	0.64	0.84

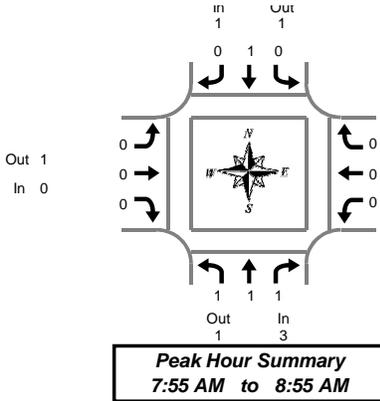
**Rolling Hour Summary
7:00 AM to 9:00 AM**

Interval Start Time	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	5	14	5	1	0	47	1	0	0	2	9	0	6	4	0	0	93	2	8	3	7
7:15 AM	6	16	5	1	0	54	2	2	0	2	8	0	6	5	0	0	104	2	12	2	6
7:30 AM	2	24	5	1	0	52	3	2	0	3	6	0	7	6	0	0	108	2	10	3	4
7:45 AM	4	28	2	0	0	49	2	2	0	3	7	0	8	6	1	1	110	0	10	4	8
8:00 AM	4	29	6	0	0	38	2	2	0	6	9	0	10	7	2	1	113	2	7	3	8

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



N Meridian St & Sierra Vista St

Thursday, July 15, 2010
7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:20 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2	2
7:50 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Total Survey	2	3	1	6	0	2	0	2	0	0	0	0	2	1	0	3	11	11

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	2
7:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	2
Total Survey	2	3	1	6	0	2	0	2	0	0	0	0	2	1	0	3	11	11

Heavy Vehicle Peak Hour Summary
7:55 AM to 8:55 AM

By Approach	Northbound N Meridian St			Southbound N Meridian St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	3	1	4	1	1	2	0	1	1	0	1	1	4
PHF	0.38			0.25			0.00			0.00			0.33

By Movement	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
Volume	1	1	1	3	0	1	0	1	0	0	0	0	0	0	0	0	0	4
PHF	0.25	0.25	0.25	0.38	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	1	2	0	3	0	1	0	1	0	0	0	0	1	1	0	2	6
7:15 AM	1	2	0	3	0	1	0	1	0	0	0	0	1	1	0	2	6
7:30 AM	0	2	1	3	0	2	0	2	0	0	0	0	0	1	0	1	6
7:45 AM	1	1	1	3	0	2	0	2	0	0	0	0	0	1	0	1	6
8:00 AM	1	1	1	3	0	1	0	1	0	0	0	0	1	0	0	1	5

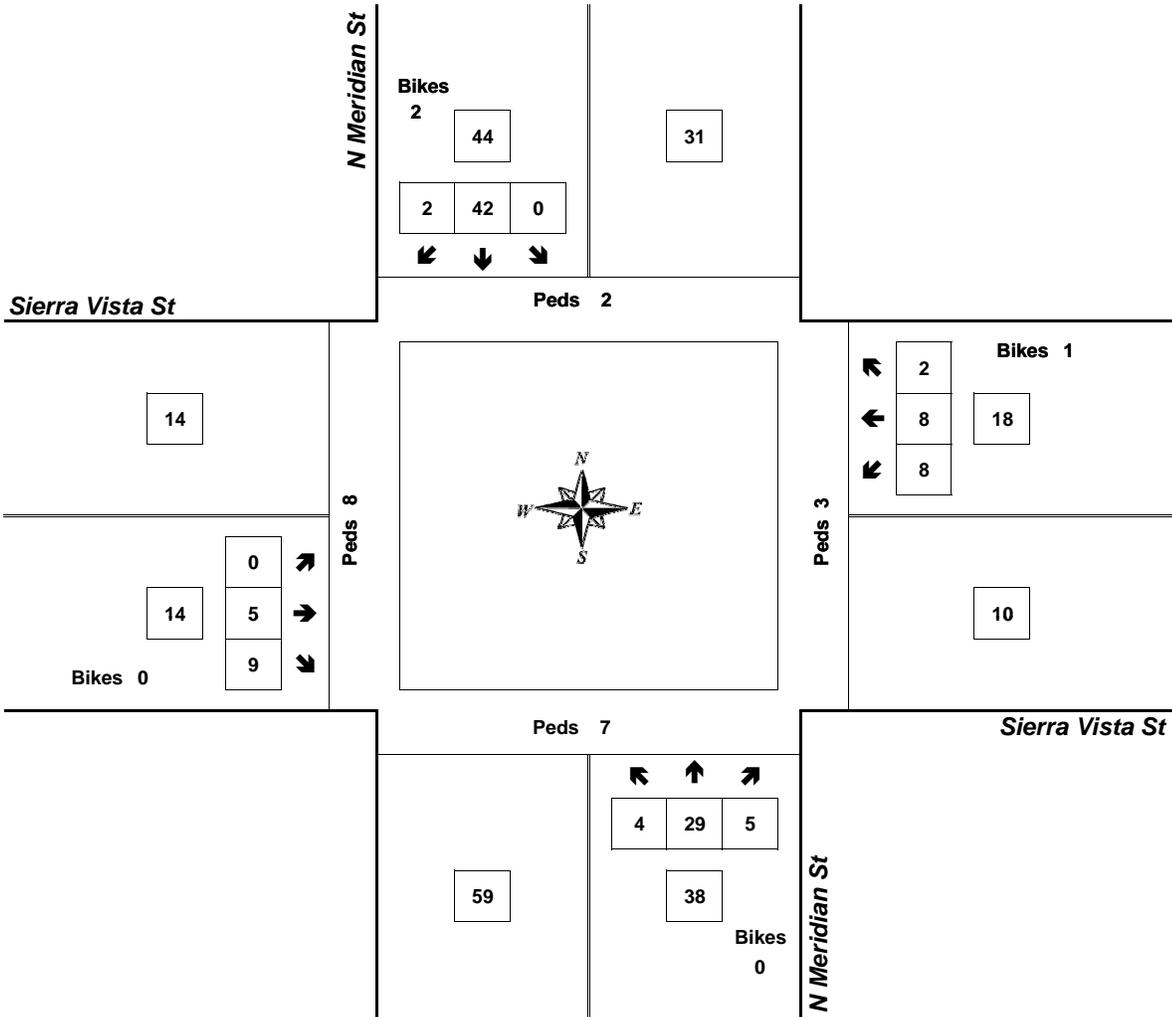
Peak Hour Summary



Clay Carney
(503) 833-2740

N Meridian St & Sierra Vista St

7:55 AM to 8:55 AM
Thursday, July 15, 2010



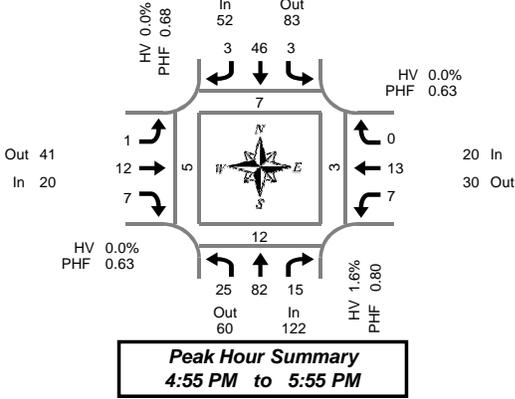
Approach	PHF	HV%	Volume
EB	0.70	0.0%	14
WB	0.64	0.0%	18
NB	0.86	7.9%	38
SB	0.61	2.3%	44
Intersection	0.84	3.5%	114

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



N Meridian St & Sierra Vista St

Wednesday, July 14, 2010

4:00 PM to 6:00 PM

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	9	3	0	0	3	0	0	0	2	1	0	1	1	0	0	21	0	4	0	1
4:05 PM	3	4	2	0	0	3	1	0	0	2	1	0	0	0	0	0	16	0	0	0	0
4:10 PM	3	6	3	0	0	6	0	0	0	1	0	0	1	2	0	0	22	0	0	2	0
4:15 PM	2	4	4	0	0	5	0	0	1	0	1	0	3	1	1	0	22	0	0	0	3
4:20 PM	3	5	1	0	0	2	0	0	0	1	0	0	2	2	0	0	16	0	0	0	0
4:25 PM	0	6	1	0	0	3	1	0	0	1	0	0	1	1	0	0	14	0	4	0	2
4:30 PM	1	3	1	0	0	6	0	0	0	0	1	0	0	1	0	0	13	0	0	1	1
4:35 PM	1	5	1	0	0	2	0	0	0	1	1	0	1	0	0	0	12	0	1	0	0
4:40 PM	2	3	0	0	0	3	0	0	0	3	1	0	1	1	0	0	14	0	3	0	0
4:45 PM	0	5	0	0	1	3	0	0	0	0	1	0	1	2	0	0	13	0	1	0	0
4:50 PM	0	6	0	0	1	3	0	0	1	0	1	0	1	0	0	0	13	0	0	0	1
4:55 PM	1	9	1	0	0	2	1	0	0	1	0	0	0	0	0	0	15	0	0	0	0
5:00 PM	5	9	1	0	1	4	0	0	1	1	0	0	1	1	0	0	24	0	1	0	0
5:05 PM	1	9	1	0	0	3	0	0	0	1	1	0	0	2	0	0	18	1	0	0	1
5:10 PM	3	9	0	0	0	5	0	0	0	1	2	0	1	1	0	0	22	0	0	0	0
5:15 PM	4	5	2	0	1	7	1	0	0	2	1	0	2	2	0	0	27	0	2	2	0
5:20 PM	1	11	3	0	0	5	0	0	0	1	0	0	1	0	0	0	22	2	2	0	3
5:25 PM	3	6	1	0	0	4	1	0	0	0	2	0	0	0	0	0	17	1	0	0	1
5:30 PM	4	3	2	0	0	2	0	0	0	0	0	0	0	1	0	0	12	2	2	0	0
5:35 PM	1	4	0	0	0	3	0	0	0	1	0	0	0	2	0	0	11	0	0	0	0
5:40 PM	1	4	1	0	0	2	0	0	0	1	1	0	1	3	0	0	14	1	1	0	0
5:45 PM	1	4	1	0	0	4	0	0	0	1	0	0	1	1	0	0	13	0	1	0	0
5:50 PM	0	9	2	0	1	5	0	0	0	2	0	0	0	0	0	0	19	0	3	1	0
5:55 PM	0	2	0	0	0	3	0	0	0	1	1	0	1	2	0	0	10	0	0	1	1
Total Survey	41	140	31	0	5	88	5	0	3	24	16	0	20	26	1	0	400	7	25	7	14

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	7	19	8	0	0	12	1	0	0	5	2	0	2	3	0	0	59	0	4	2	1
4:15 PM	5	15	6	0	0	10	1	0	1	2	1	0	6	4	1	0	52	0	4	0	5
4:30 PM	4	11	2	0	0	11	0	0	0	4	3	0	2	2	0	0	39	0	4	1	1
4:45 PM	1	20	1	0	2	8	1	0	1	1	2	0	2	2	0	0	41	0	1	0	1
5:00 PM	9	27	2	0	1	12	0	0	1	3	3	0	2	4	0	0	64	1	1	0	1
5:15 PM	8	22	6	0	1	16	2	0	0	3	3	0	3	2	0	0	66	3	4	2	4
5:30 PM	6	11	3	0	0	7	0	0	0	2	1	0	1	6	0	0	37	3	3	0	0
5:45 PM	1	15	3	0	1	12	0	0	0	4	1	0	2	3	0	0	42	0	4	2	1
Total Survey	41	140	31	0	5	88	5	0	3	24	16	0	20	26	1	0	400	7	25	7	14

Peak Hour Summary

4:55 PM to 5:55 PM

By Approach	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	122	60	182	0	52	83	135	0	20	41	61	0	20	30	50	0	214	7	12	3	5
%HV	1.6%				0.0%				0.0%				0.0%				0.9%				
PHF	0.80				0.68				0.63				0.63				0.75				

By Movement	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	25	82	15	122	3	46	3	52	1	12	7	20	7	13	0	20	214
%HV	0.0%	2.4%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
PHF	0.69	0.76	0.63	0.80	0.75	0.68	0.38	0.68	0.25	0.75	0.44	0.63	0.44	0.54	0.00	0.63	0.75

Rolling Hour Summary

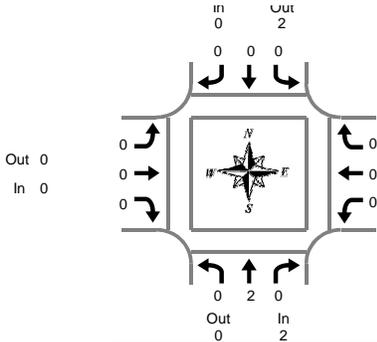
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	17	65	17	0	2	41	3	0	2	12	8	0	12	11	1	0	191	0	13	3	8
4:15 PM	19	73	11	0	3	41	2	0	3	10	9	0	12	12	1	0	196	1	10	1	8
4:30 PM	22	80	11	0	4	47	3	0	2	11	11	0	9	10	0	0	210	4	10	3	7
4:45 PM	24	80	12	0	4	43	3	0	2	9	9	0	8	14	0	0	208	7	9	2	6
5:00 PM	24	75	14	0	3	47	2	0	1	12	8	0	8	15	0	0	209	7	12	4	6

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Peak Hour Summary
4:55 PM to 5:55 PM

N Meridian St & Sierra Vista St

Wednesday, July 14, 2010

4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Heavy Vehicle Peak Hour Summary
4:55 PM to 5:55 PM

By Approach	Northbound N Meridian St			Southbound N Meridian St			Eastbound Sierra Vista St			Westbound Sierra Vista St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	0	2	0	2	2	0	0	0	0	0	0	2
PHF	0.50			0.00			0.00			0.00			0.50

By Movement	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PHF	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Meridian St				Southbound N Meridian St				Eastbound Sierra Vista St				Westbound Sierra Vista St				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
4:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

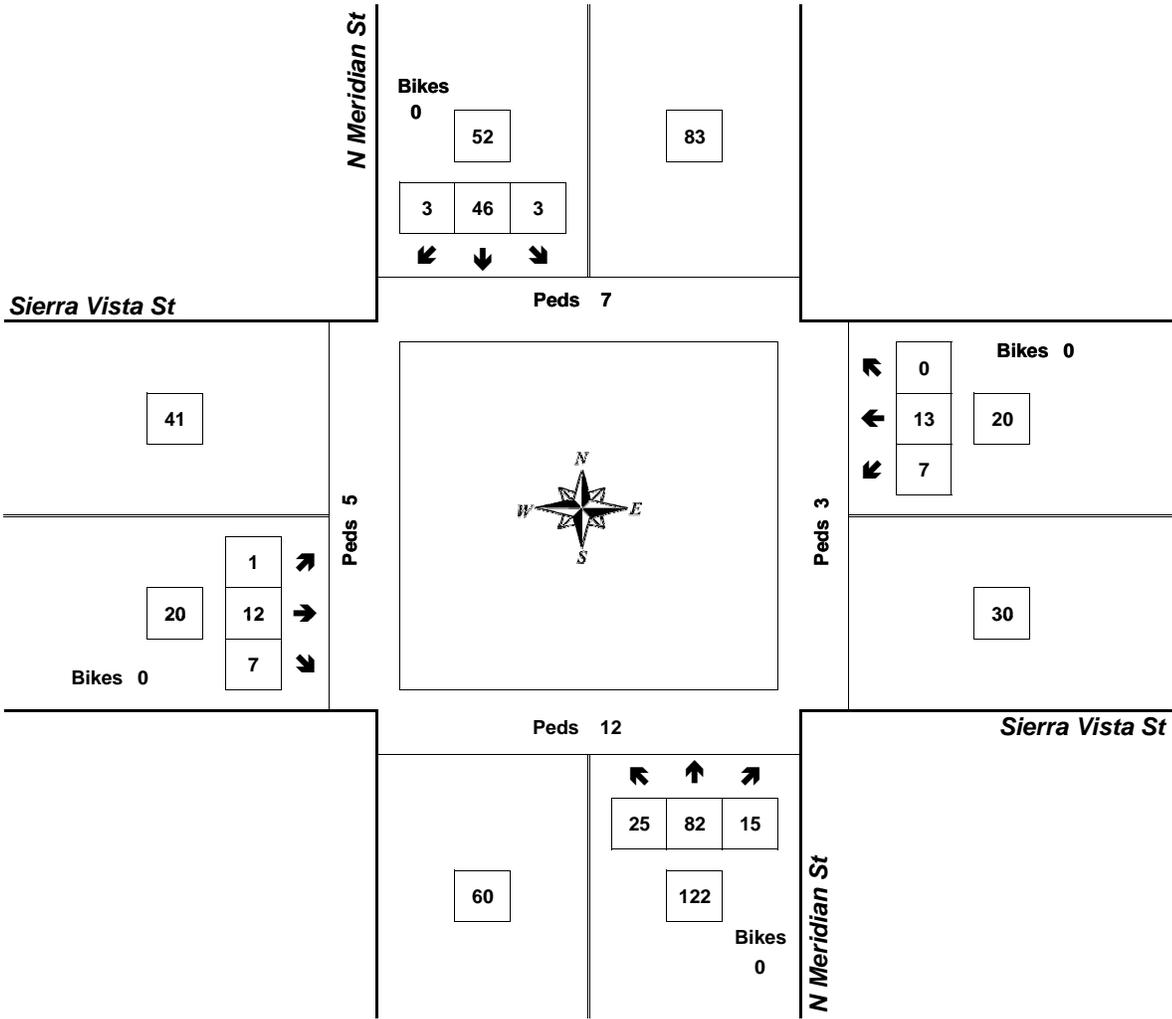
Peak Hour Summary



Clay Carney
(503) 833-2740

N Meridian St & Sierra Vista St

4:55 PM to 5:55 PM
Wednesday, July 14, 2010



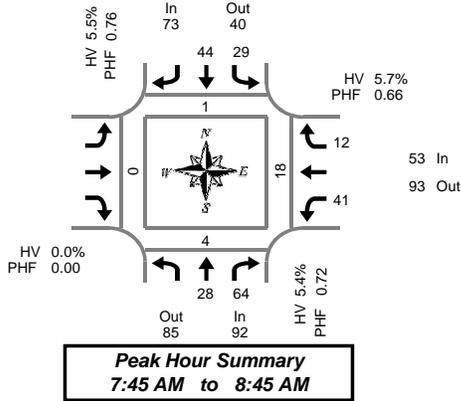
Approach	PHF	HV%	Volume
EB	0.63	0.0%	20
WB	0.63	0.0%	20
NB	0.80	1.6%	122
SB	0.68	0.0%	52
Intersection	0.75	0.9%	214

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



N Meridian St & Fulton St

Thursday, July 15, 2010
7:00 AM to 9:00 AM

**5-Minute Interval Summary
7:00 AM to 9:00 AM**

Interval Start Time	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
7:00 AM	1	4	0	5	2	0			0	1	1	0	14	0	1	1	0
7:05 AM	1	9	0	2	1	0			0	2	2	0	17	0	1	0	0
7:10 AM	1	7	0	2	0	0			0	2	2	0	14	1	0	1	0
7:15 AM	1	5	0	0	2	0			0	1	1	0	10	0	0	0	0
7:20 AM	2	3	0	5	5	0			0	0	2	0	17	1	0	1	0
7:25 AM	0	7	0	3	1	0			0	5	0	0	16	0	0	2	0
7:30 AM	1	5	0	4	3	0			0	1	1	0	15	0	0	0	0
7:35 AM	3	4	0	3	4	0			0	2	0	0	16	1	0	1	0
7:40 AM	1	3	0	2	2	0			0	5	0	0	13	0	0	1	0
7:45 AM	4	5	0	3	4	0			0	1	0	0	17	0	1	1	0
7:50 AM	1	13	0	3	6	0			0	4	1	0	28	1	0	6	0
7:55 AM	2	7	0	3	4	0			0	7	0	0	23	0	0	2	0
8:00 AM	0	8	0	4	4	0			0	4	2	0	22	0	0	0	0
8:05 AM	4	3	0	2	4	0			0	5	2	0	20	0	0	0	0
8:10 AM	3	3	0	3	4	0			0	3	1	0	17	0	0	0	0
8:15 AM	1	5	0	3	3	0			0	0	1	0	13	0	1	2	0
8:20 AM	4	4	0	1	1	0			0	6	1	0	17	0	0	0	0
8:25 AM	1	3	0	2	4	0			0	3	2	0	15	0	0	0	0
8:30 AM	3	3	0	1	2	0			0	2	1	0	12	0	1	1	0
8:35 AM	3	3	0	0	6	0			0	5	0	0	17	0	0	4	0
8:40 AM	2	7	0	4	2	0			0	1	1	0	17	0	1	2	0
8:45 AM	0	3	0	2	1	0			0	5	0	0	11	1	0	0	0
8:50 AM	6	11	0	1	3	0			0	0	1	0	22	0	0	1	0
8:55 AM	4	9	0	4	3	0			0	2	2	0	24	0	1	4	0
Total Survey	49	134	0	62	71	0			0	67	24	0	407	5	7	30	0

**15-Minute Interval Summary
7:00 AM to 9:00 AM**

Interval Start Time	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
7:00 AM	3	20	0	9	3	0			0	5	5	0	45	1	2	2	0
7:15 AM	3	15	0	8	8	0			0	6	3	0	43	1	0	3	0
7:30 AM	5	12	0	9	9	0			0	8	1	0	44	1	0	2	0
7:45 AM	7	25	0	9	14	0			0	12	1	0	68	1	1	9	0
8:00 AM	7	14	0	9	12	0			0	12	5	0	59	0	0	0	0
8:15 AM	6	12	0	6	8	0			0	9	4	0	45	0	1	2	0
8:30 AM	8	13	0	5	10	0			0	8	2	0	46	0	2	7	0
8:45 AM	10	23	0	7	7	0			0	7	3	0	57	1	1	5	0
Total Survey	49	134	0	62	71	0			0	67	24	0	407	5	7	30	0

**Peak Hour Summary
7:45 AM to 8:45 AM**

By Approach	Northbound N Meridian St				Southbound N Meridian St				Eastbound Fulton St				Westbound Fulton St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	92	85	177	0	73	40	113	0	0	0	0	0	53	93	146	0	218	1	4	18	0
%HV	5.4%				5.5%				0.0%				5.7%				5.5%				
PHF	0.72				0.76				0.00				0.66				0.75				

By Movement	Northbound N Meridian St				Southbound N Meridian St				Eastbound Fulton St				Westbound Fulton St				Total
	T	R	Total	Bikes	L	T	Total	Bikes			Total	Bikes	L	R	Total	Bikes	
Volume	28	64	92	0	29	44	73	0			0	0	41	12	53	0	218
%HV	NA	7.1%	4.7%	5.4%	3.4%	6.8%	NA	5.5%	NA	NA	NA	0.0%	4.9%	NA	8.3%	5.7%	5.5%
PHF	0.88	0.57	0.72	0.73	0.79	0.76					0.00	0.64	0.60	0.66	0.66	0.75	

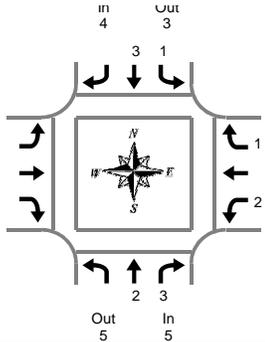
**Rolling Hour Summary
7:00 AM to 9:00 AM**

Interval Start Time	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T	Bikes			Bikes	L	R	Bikes		North	South	East	West
7:00 AM	18	72	0	35	34	0			0	31	10	0	200	4	3	16	0
7:15 AM	22	66	0	35	43	0			0	38	10	0	214	3	1	14	0
7:30 AM	25	63	0	33	43	0			0	41	11	0	216	2	2	13	0
7:45 AM	28	64	0	29	44	0			0	41	12	0	218	1	4	18	0
8:00 AM	31	62	0	27	37	0			0	36	14	0	207	1	4	14	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Out 0
In 0

Peak Hour Summary
7:45 AM to 8:45 AM

N Meridian St & Fulton St

Thursday, July 15, 2010
7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Interval Total
	T	R	Total	L	T	Total			Total	L	R	Total	
7:00 AM	0	1	1	0	0	0			0	0	0	0	1
7:05 AM	0	1	1	0	0	0			0	0	0	0	1
7:10 AM	0	0	0	0	0	0			0	0	0	0	0
7:15 AM	1	0	1	0	0	0			0	0	0	0	1
7:20 AM	0	0	0	0	1	1			0	0	0	0	1
7:25 AM	0	2	2	0	0	0			0	0	0	0	2
7:30 AM	1	0	1	0	0	0			0	0	1	1	2
7:35 AM	0	0	0	0	0	0			0	0	0	0	0
7:40 AM	0	0	0	0	0	0			0	0	0	0	0
7:45 AM	1	0	1	1	0	1			0	0	0	0	2
7:50 AM	0	1	1	0	2	2			0	0	0	0	3
7:55 AM	0	0	0	0	0	0			0	0	0	0	0
8:00 AM	0	0	0	0	0	0			0	0	0	0	0
8:05 AM	0	0	0	0	0	0			0	0	0	0	0
8:10 AM	0	0	0	0	0	0			0	0	0	0	0
8:15 AM	0	1	1	0	0	0			0	0	0	0	1
8:20 AM	0	0	0	0	0	0			0	0	1	1	1
8:25 AM	0	0	0	0	1	1			0	1	0	1	2
8:30 AM	1	0	1	0	0	0			0	1	0	1	2
8:35 AM	0	0	0	0	0	0			0	0	0	0	0
8:40 AM	0	1	1	0	0	0			0	0	0	0	1
8:45 AM	0	0	0	0	0	0			0	0	0	0	0
8:50 AM	1	0	1	0	0	0			0	0	0	0	1
8:55 AM	0	1	1	0	0	0			0	0	0	0	1
Total Survey	5	8	13	1	4	5			0	2	2	4	22

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Interval Total
	T	R	Total	L	T	Total			Total	L	R	Total	
7:00 AM	0	2	2	0	0	0			0	0	0	0	2
7:15 AM	1	2	3	0	1	1			0	0	0	0	4
7:30 AM	1	0	1	0	0	0			0	0	1	1	2
7:45 AM	1	1	2	1	2	3			0	0	0	0	5
8:00 AM	0	0	0	0	0	0			0	0	0	0	0
8:15 AM	0	1	1	0	1	1			0	1	1	2	4
8:30 AM	1	1	2	0	0	0			0	1	0	1	3
8:45 AM	1	1	2	0	0	0			0	0	0	0	2
Total Survey	5	8	13	1	4	5			0	2	2	4	22

Heavy Vehicle Peak Hour Summary
7:45 AM to 8:45 AM

By Approach	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	5	5	10	4	3	7	0	0	0	3	4	7	12
PHF	0.63			0.33			0.00			0.25			0.60

By Movement	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Total
	T	R	Total	L	T	Total			Total	L	R	Total	
Volume	2	3	5	1	3	4			0	2	1	3	12
PHF	0.50	0.75	0.63	0.25	0.38	0.33			0.00	0.25	0.25	0.25	0.60

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Interval Total
	T	R	Total	L	T	Total			Total	L	R	Total	
7:00 AM	3	5	8	1	3	4			0	0	1	1	13
7:15 AM	3	3	6	1	3	4			0	0	1	1	11
7:30 AM	2	2	4	1	3	4			0	1	2	3	11
7:45 AM	2	3	5	1	3	4			0	2	1	3	12
8:00 AM	2	3	5	0	1	1			0	2	1	3	9

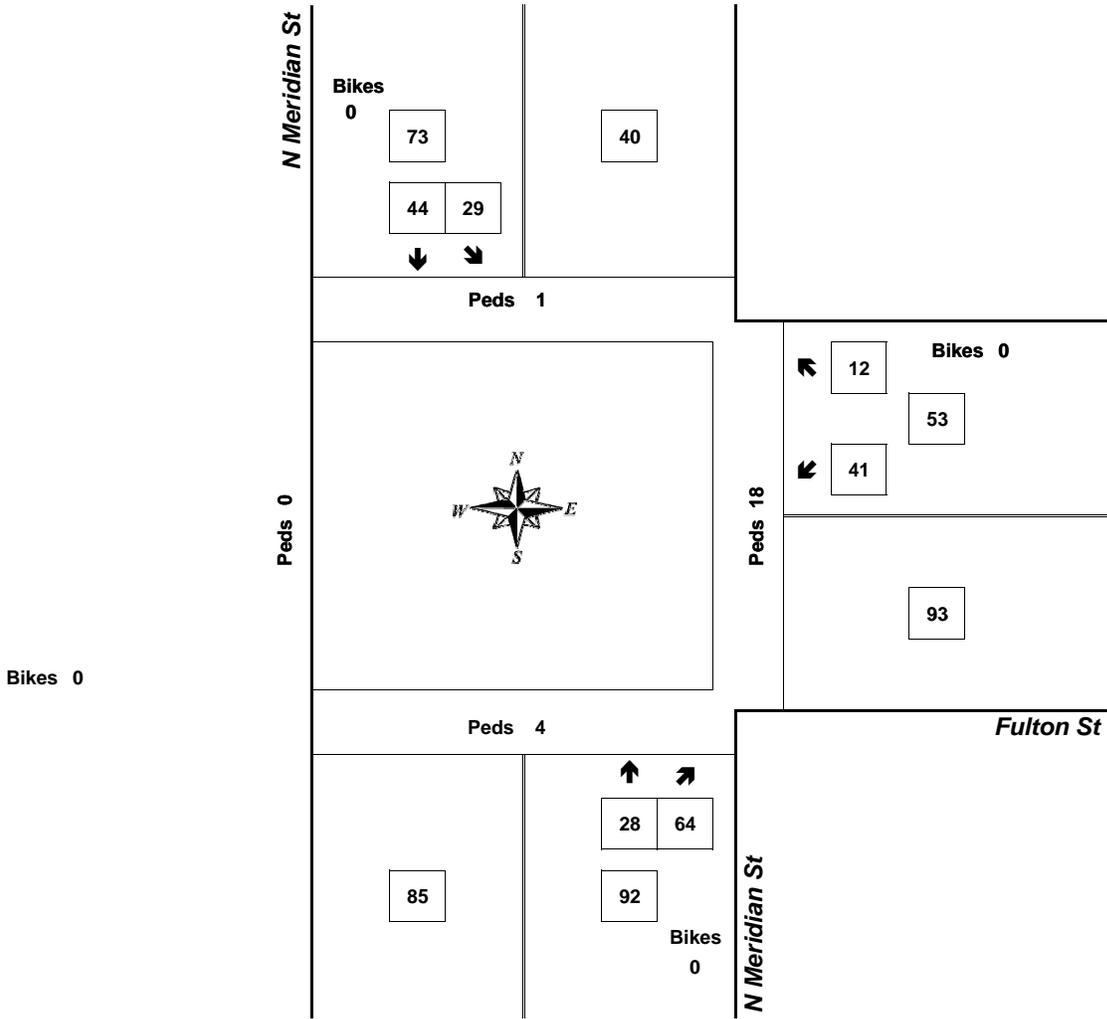
Peak Hour Summary



Clay Carney
(503) 833-2740

N Meridian St & Fulton St

7:45 AM to 8:45 AM
Thursday, July 15, 2010



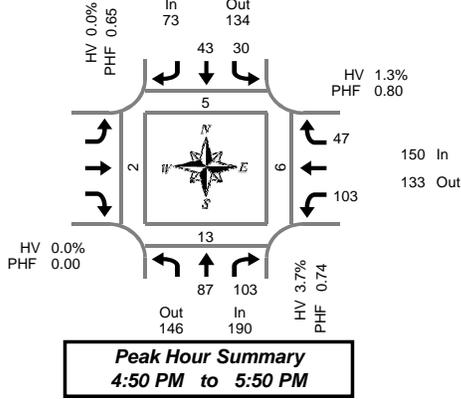
Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.66	5.7%	53
NB	0.72	5.4%	92
SB	0.76	5.5%	73
Intersection	0.75	5.5%	218

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



N Meridian St & Fulton St

Wednesday, July 14, 2010
4:00 PM to 6:00 PM

**5-Minute Interval Summary
4:00 PM to 6:00 PM**

Interval Start Time	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Interval Total	Pedestrians Crosswalk				
	T	R	Bikes	L	T	Bikes			Bikes	L		R		Bikes	North	South	East	West
4:00 PM	9	9	0	5	6	0			0	4		7	0	40	0	3	0	0
4:05 PM	4	5	0	3	2	0			0	12		7	0	33	2	0	0	0
4:10 PM	5	8	0	1	2	0			0	8		5	0	29	0	0	0	0
4:15 PM	9	9	0	4	4	0			0	18		4	0	48	1	1	0	1
4:20 PM	5	8	0	3	3	0			0	7		2	0	28	0	0	1	0
4:25 PM	2	11	0	1	3	0			0	13		6	0	36	1	0	2	0
4:30 PM	6	4	1	4	3	0			0	8		3	0	28	0	0	0	0
4:35 PM	2	8	0	2	2	0			0	5		1	0	20	1	0	1	0
4:40 PM	4	7	0	1	4	0			0	4		6	0	26	0	0	4	2
4:45 PM	3	6	0	2	3	0			0	7		4	0	25	0	3	0	0
4:50 PM	4	10	0	3	3	0			0	13		0	0	33	1	0	1	0
4:55 PM	9	13	0	0	2	0			0	7		6	0	37	0	0	0	0
5:00 PM	12	14	0	2	2	0			0	10		8	0	48	0	0	1	0
5:05 PM	8	8	0	3	4	0			0	12		4	0	39	0	1	0	0
5:10 PM	7	9	0	1	8	0			0	8		3	0	36	0	1	0	0
5:15 PM	8	3	0	4	7	0			0	12		5	0	39	0	3	0	2
5:20 PM	11	8	0	4	4	0			0	4		4	0	35	3	0	2	0
5:25 PM	9	7	0	3	4	0			0	6		4	0	33	0	1	0	0
5:30 PM	7	9	0	4	3	0			0	8		3	0	34	0	0	1	0
5:35 PM	3	5	0	2	1	0			0	10		4	0	25	0	1	0	0
5:40 PM	5	12	0	1	1	0			0	6		2	0	27	1	3	1	0
5:45 PM	4	5	2	3	4	0			0	7		4	0	27	0	3	0	0
5:50 PM	7	6	0	5	3	0			0	6		3	0	30	0	0	0	0
5:55 PM	1	2	0	1	1	0			0	9		0	0	14	0	0	2	0
Total Survey	144	186	3	62	79	0			0	204		95	0	770	10	20	16	5

**15-Minute Interval Summary
4:00 PM to 6:00 PM**

Interval Start Time	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Interval Total	Pedestrians Crosswalk				
	T	R	Bikes	L	T	Bikes			Bikes	L		R		Bikes	North	South	East	West
4:00 PM	18	22	0	9	10	0			0	24		19	0	102	2	3	0	0
4:15 PM	16	28	0	8	10	0			0	38		12	0	112	2	1	3	1
4:30 PM	12	19	1	7	9	0			0	17		10	0	74	1	0	5	2
4:45 PM	16	29	0	5	8	0			0	27		10	0	95	1	3	1	0
5:00 PM	27	31	0	6	14	0			0	30		15	0	123	0	2	1	0
5:15 PM	28	18	0	11	15	0			0	22		13	0	107	3	4	2	2
5:30 PM	15	26	0	7	5	0			0	24		9	0	86	1	4	2	0
5:45 PM	12	13	2	9	8	0			0	22		7	0	71	0	3	2	0
Total Survey	144	186	3	62	79	0			0	204		95	0	770	10	20	16	5

**Peak Hour Summary
4:50 PM to 5:50 PM**

By Approach	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	190	146	336	2	73	134	207	0	0	0	0	0	150	133	283	0	413
%HV	3.7%				0.0%				0.0%				1.3%				2.2%
PHF	0.74				0.65				0.00				0.80				0.83

By Movement	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Total				
	T	R	Total	L	T	Total			Total	L	R	Total					
Volume	87	103	190	30	43	73			0	103	47	150	413				
%HV	NA	2.3%	4.9%	3.7%	0.0%	0.0%	NA	0.0%	NA	NA	NA	0.0%	1.9%	NA	0.0%	1.3%	2.2%
PHF	0.75	0.70	0.74	0.68	0.57	0.65			0.00	0.80	0.65	0.80	0.83				

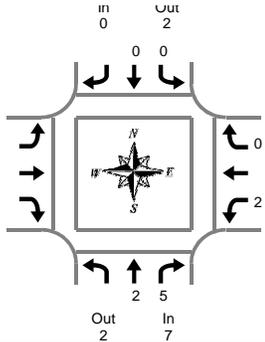
**Rolling Hour Summary
4:00 PM to 6:00 PM**

Interval Start Time	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Interval Total	Pedestrians Crosswalk				
	T	R	Bikes	L	T	Bikes			Bikes	L		R		Bikes	North	South	East	West
4:00 PM	62	98	1	29	37	0			0	106		51	0	383	6	7	9	3
4:15 PM	71	107	1	26	41	0			0	112		47	0	404	4	6	10	3
4:30 PM	83	97	1	29	46	0			0	96		48	0	399	5	9	9	4
4:45 PM	86	104	0	29	42	0			0	103		47	0	411	5	13	6	2
5:00 PM	82	88	2	33	42	0			0	98		44	0	387	4	13	7	2

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Peak Hour Summary
4:50 PM to 5:50 PM

N Meridian St & Fulton St

Wednesday, July 14, 2010

4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Interval Total	
	T	R	Total	L	T	Total			Total	L	R	Total		
4:00 PM	0	0	0	0	0	1	1			0	1	1	2	
4:05 PM	0	0	0	0	0	0	0			0	0	1	1	
4:10 PM	0	0	0	0	0	0	0			0	0	0	0	
4:15 PM	0	3	3	0	0	0	0			0	0	0	3	
4:20 PM	0	0	0	0	0	0	0			0	0	0	0	
4:25 PM	0	0	0	0	0	0	0			0	0	0	0	
4:30 PM	0	0	0	0	0	0	0			0	0	0	0	
4:35 PM	1	1	2	0	0	0	0			0	0	0	2	
4:40 PM	0	0	0	0	0	0	0			0	0	0	0	
4:45 PM	0	0	0	0	0	0	0			0	0	0	0	
4:50 PM	0	0	0	0	0	0	0			0	0	0	0	
4:55 PM	0	0	0	0	0	0	0			0	1	0	1	
5:00 PM	1	0	1	0	0	0	0			0	0	0	1	
5:05 PM	0	1	1	0	0	0	0			0	0	0	1	
5:10 PM	0	2	2	0	0	0	0			0	0	0	2	
5:15 PM	0	0	0	0	0	0	0			0	0	0	0	
5:20 PM	0	1	1	0	0	0	0			0	0	0	1	
5:25 PM	0	0	0	0	0	0	0			0	0	0	0	
5:30 PM	0	0	0	0	0	0	0			0	0	0	0	
5:35 PM	0	1	1	0	0	0	0			0	0	0	1	
5:40 PM	1	0	1	0	0	0	0			0	0	0	1	
5:45 PM	0	0	0	0	0	0	0			0	1	0	1	
5:50 PM	0	0	0	0	0	0	0			0	0	0	0	
5:55 PM	0	0	0	0	0	0	0			0	1	0	1	
Total Survey	3	9	12	0	1	1	1			0	4	1	5	18

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Interval Total	
	T	R	Total	L	T	Total			Total	L	R	Total		
4:00 PM	0	0	0	0	1	1			0	1	2	3		
4:15 PM	0	3	3	0	0	0			0	0	0	3		
4:30 PM	1	1	2	0	0	0			0	0	0	2		
4:45 PM	0	0	0	0	0	0			0	1	0	1		
5:00 PM	1	3	4	0	0	0			0	0	0	4		
5:15 PM	0	1	1	0	0	0			0	0	0	1		
5:30 PM	1	1	2	0	0	0			0	0	0	2		
5:45 PM	0	0	0	0	0	0			0	2	0	2		
Total Survey	3	9	12	0	1	1	1			0	4	1	5	18

Heavy Vehicle Peak Hour Summary
4:50 PM to 5:50 PM

By Approach	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	7	2	9	0	2	2	0	0	0	2	5	7	9
PHF	0.44			0.00			0.00			0.50			0.56

By Movement	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Total
	T	R	Total	L	T	Total			Total	L	R	Total	
Volume	2	5	7	0	0	0			0	2	0	2	9
PHF	0.50	0.42	0.44	0.00	0.00	0.00			0.00	0.50	0.00	0.50	0.56

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Meridian St			Southbound N Meridian St			Eastbound Fulton St			Westbound Fulton St			Interval Total
	T	R	Total	L	T	Total			Total	L	R	Total	
4:00 PM	1	4	5	0	1	1			0	2	1	3	9
4:15 PM	2	7	9	0	0	0			0	1	0	1	10
4:30 PM	2	5	7	0	0	0			0	1	0	1	8
4:45 PM	2	5	7	0	0	0			0	1	0	1	8
5:00 PM	2	5	7	0	0	0			0	2	0	2	9

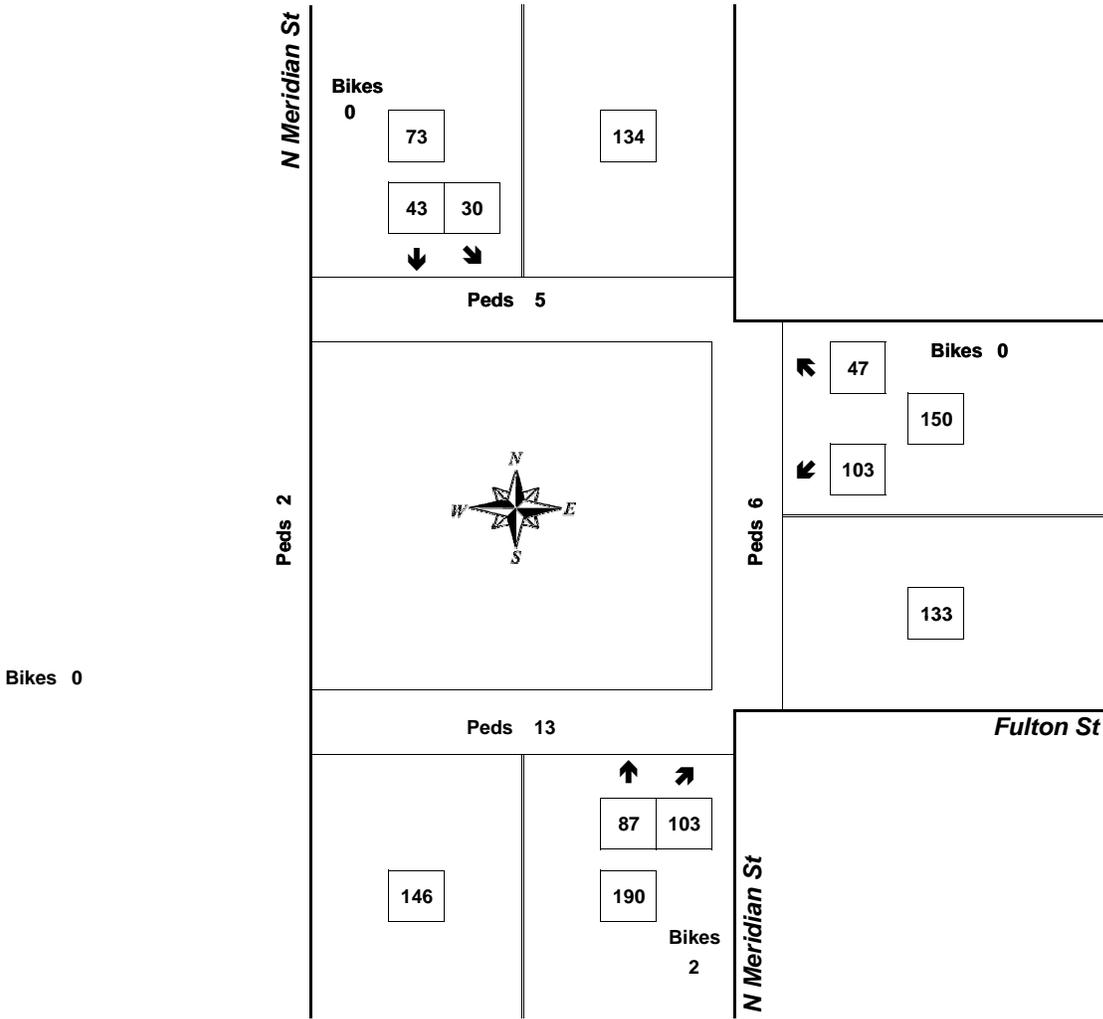
Peak Hour Summary



Clay Carney
(503) 833-2740

N Meridian St & Fulton St

4:50 PM to 5:50 PM
Wednesday, July 14, 2010



Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.80	1.3%	150
NB	0.74	3.7%	190
SB	0.65	0.0%	73
Intersection	0.83	2.2%	413

Count Period: 4:00 PM to 6:00 PM

HCM Unsignalized Intersection Capacity Analysis
 1: Sierra Vista Street & N College Street/OR 219

7/21/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	8	4	186	4	9	281
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	10	5	221	5	11	335
Pedestrians	1		3		3	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	4.0		4.0		4.0	
Percent Blockage	0		0		0	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	584	228			227	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	584	228			227	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	98	99			99	
cM capacity (veh/h)	459	794			1340	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	14	226	345
Volume Left	10	0	11
Volume Right	5	5	0
cSH	534	1700	1340
Volume to Capacity	0.03	0.13	0.01
Queue Length 95th (ft)	2	0	1
Control Delay (s)	11.9	0.0	0.3
Lane LOS	B		A
Approach Delay (s)	11.9	0.0	0.3
Approach LOS	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 2: Sierra Vista Street & N Evergreen Drive

7/21/2010



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	↻
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	12	0	1	12	2	2
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	14	0	1	14	2	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			14		31	14
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			14		31	14
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1604		982	1066

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	14	15	5
Volume Left	0	1	2
Volume Right	0	0	2
cSH	1700	1604	1022
Volume to Capacity	0.01	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.6	8.5
Lane LOS		A	A
Approach Delay (s)	0.0	0.6	8.5
Approach LOS			A

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Sierra Vista Street & N Meridian Street

7/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	5	9	8	8	2	4	29	5	0	42	2
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	6	11	10	10	2	5	35	6	0	50	2
Pedestrians	8			3			7			2		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	1			0			1			0		
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	115	112	66	122	110	42	60				43	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	115	112	66	122	110	42	60				43	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3				2.2	
p0 queue free %	100	99	99	99	99	100	100				100	
cM capacity (veh/h)	836	768	985	824	770	1024	1496				1561	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	17	21	45	52								
Volume Left	0	10	5	0								
Volume Right	11	2	6	2								
cSH	895	816	1496	1561								
Volume to Capacity	0.02	0.03	0.00	0.00								
Queue Length 95th (ft)	1	2	0	0								
Control Delay (s)	9.1	9.5	0.8	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	9.1	9.5	0.8	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			21.2%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 4: Site Access & N Meridian Street

7/21/2010



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↑	↓	↘
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	49	63	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	0	0	65	84	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	149	84	84			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	149	84	84			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	843	975	1513			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	65	84			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1513	1700			
Volume to Capacity	0.00	0.00	0.05			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 5: Fulton Street & N Meridian Street

7/21/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	41	12	28	64	29	44
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	55	16	37	85	39	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	216	80			123	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	216	80			123	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	93	98			97	
cM capacity (veh/h)	743	969			1440	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	71	123	97
Volume Left	55	0	39
Volume Right	16	85	0
cSH	784	1700	1440
Volume to Capacity	0.09	0.07	0.03
Queue Length 95th (ft)	7	0	2
Control Delay (s)	10.0	0.0	3.1
Lane LOS	B		A
Approach Delay (s)	10.0	0.0	3.1
Approach LOS	B		

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	20.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 1: Sierra Vista Street & N College Street/OR 219

7/21/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	17	14	307	10	5	414
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	21	17	374	12	6	505
Pedestrians	1		3			3
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	902	384			388	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	902	384			388	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	97			99	
cM capacity (veh/h)	306	661			1164	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	38	387	511
Volume Left	21	0	6
Volume Right	17	12	0
cSH	404	1700	1164
Volume to Capacity	0.09	0.23	0.01
Queue Length 95th (ft)	8	0	0
Control Delay (s)	14.8	0.0	0.2
Lane LOS	B		A
Approach Delay (s)	14.8	0.0	0.2
Approach LOS	B		

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 2: Sierra Vista Street & N Evergreen Drive

7/21/2010



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	17	2	2	35	1	2
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	23	3	3	47	1	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			25		76	24
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			25		76	24
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1589		926	1052

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	25	49	4
Volume Left	0	3	1
Volume Right	3	0	3
cSH	1700	1589	1007
Volume to Capacity	0.01	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.4	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	0.4	8.6
Approach LOS			A

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization	13.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 3: Sierra Vista Street & N Meridian Street

7/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	1	12	7	7	13	0	25	82	15	3	46	3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	1	16	9	9	17	0	33	109	20	4	61	4
Pedestrians	8			3			7			2		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	1			0			1			0		
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	276	278	78	285	270	124	73			132		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	276	278	78	285	270	124	73			132		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	97	99	99	97	100	98			100		
cM capacity (veh/h)	640	608	970	626	615	922	1516			1449		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	27	27	163	69								
Volume Left	1	9	33	4								
Volume Right	9	0	20	4								
cSH	702	619	1516	1449								
Volume to Capacity	0.04	0.04	0.02	0.00								
Queue Length 95th (ft)	3	3	2	0								
Control Delay (s)	10.3	11.1	1.7	0.5								
Lane LOS	B	B	A	A								
Approach Delay (s)	10.3	11.1	1.7	0.5								
Approach LOS	B	B										
Intersection Summary												
Average Delay			3.1									
Intersection Capacity Utilization			26.0%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 4: Site Access & N Meridian Street

7/21/2010



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↓	↔
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	128	67	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	0	0	171	89	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	260	89	89			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	260	89	89			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	729	969	1506			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	171	89			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1506	1700			
Volume to Capacity	0.00	0.00	0.05			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	10.6%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 5: Fulton Street & N Meridian Street

7/21/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	103	47	87	103	30	43
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	124	57	105	124	36	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	291	167			229	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	291	167			229	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	94			97	
cM capacity (veh/h)	681	877			1339	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	181	229	88
Volume Left	124	0	36
Volume Right	57	124	0
cSH	732	1700	1339
Volume to Capacity	0.25	0.13	0.03
Queue Length 95th (ft)	24	0	2
Control Delay (s)	11.5	0.0	3.3
Lane LOS	B		A
Approach Delay (s)	11.5	0.0	3.3
Approach LOS	B		

Intersection Summary			
Average Delay		4.8	
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 1: Sierra Vista Street & N College Street/OR 219

7/21/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	8	4	200	4	9	329
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	10	5	238	5	11	392
Pedestrians	1		3		3	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	4.0		4.0		4.0	
Percent Blockage	0		0		0	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	658	244			244	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	658	244			244	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	98	99			99	
cM capacity (veh/h)	415	777			1321	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	14	243	402
Volume Left	10	0	11
Volume Right	5	5	0
cSH	492	1700	1321
Volume to Capacity	0.03	0.14	0.01
Queue Length 95th (ft)	2	0	1
Control Delay (s)	12.5	0.0	0.3
Lane LOS	B		A
Approach Delay (s)	12.5	0.0	0.3
Approach LOS	B		

Intersection Summary			
Average Delay			0.4
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)			15

HCM Unsignalized Intersection Capacity Analysis
 2: Sierra Vista Street & N Evergreen Drive

7/21/2010



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	12	0	1	12	2	2
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	14	0	1	14	2	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			14		31	14
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			14		31	14
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1604		982	1066

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	14	15	5
Volume Left	0	1	2
Volume Right	0	0	2
cSH	1700	1604	1022
Volume to Capacity	0.01	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.6	8.5
Lane LOS		A	A
Approach Delay (s)	0.0	0.6	8.5
Approach LOS			A

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Sierra Vista Street & N Meridian Street

7/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	5	9	8	8	2	4	42	5	0	92	2
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	6	11	10	10	2	5	50	6	0	110	2
Pedestrians	8			3			7			2		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	1			0			1			0		
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	190	187	126	197	185	58	120			59		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	190	187	126	197	185	58	120			59		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	99	99	99	99	100	100			100		
cM capacity (veh/h)	746	699	913	735	700	1004	1422			1541		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	17	21	61	112								
Volume Left	0	10	5	0								
Volume Right	11	2	6	2								
cSH	823	741	1422	1541								
Volume to Capacity	0.02	0.03	0.00	0.00								
Queue Length 95th (ft)	2	2	0	0								
Control Delay (s)	9.5	10.0	0.6	0.0								
Lane LOS	A	B	A									
Approach Delay (s)	9.5	10.0	0.6	0.0								
Approach LOS	A	B										
Intersection Summary												
Average Delay				1.9								
Intersection Capacity Utilization	22.0%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
 4: Site Access & N Meridian Street

7/21/2010



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↓	↔
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	93	114	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	0	0	124	152	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	276	152	152			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	276	152	152			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	714	894	1429			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	124	152			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1429	1700			
Volume to Capacity	0.00	0.00	0.09			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	9.8%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 5: Fulton Street & N Meridian Street

7/21/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	61	19	34	139	57	67
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	81	25	45	185	76	89
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	379	138			231	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	379	138			231	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	86	97			94	
cM capacity (veh/h)	579	900			1314	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	107	231	165
Volume Left	81	0	76
Volume Right	25	185	0
cSH	633	1700	1314
Volume to Capacity	0.17	0.14	0.06
Queue Length 95th (ft)	15	0	5
Control Delay (s)	11.8	0.0	3.9
Lane LOS	B		A
Approach Delay (s)	11.8	0.0	3.9
Approach LOS	B		

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 1: Sierra Vista Street & N College Street/OR 219

7/21/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	18	15	350	10	5	440
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	22	18	427	12	6	537
Pedestrians	1		3		3	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	4.0		4.0		4.0	
Percent Blockage	0		0		0	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	986	437			440	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	986	437			440	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	97			99	
cM capacity (veh/h)	272	618			1114	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	40	439	543
Volume Left	22	0	6
Volume Right	18	12	0
cSH	365	1700	1114
Volume to Capacity	0.11	0.26	0.01
Queue Length 95th (ft)	9	0	0
Control Delay (s)	16.1	0.0	0.2
Lane LOS	C		A
Approach Delay (s)	16.1	0.0	0.2
Approach LOS	C		

Intersection Summary			
Average Delay			0.7
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)			15

HCM Unsignalized Intersection Capacity Analysis
 2: Sierra Vista Street & N Evergreen Drive

7/21/2010



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	18	2	2	36	1	2
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	24	3	3	48	1	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			27		79	25
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			27		79	25
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1587		922	1051

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	27	51	4
Volume Left	0	3	1
Volume Right	3	0	3
cSH	1700	1587	1004
Volume to Capacity	0.02	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.4	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	0.4	8.6
Approach LOS			A

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization	13.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 3: Sierra Vista Street & N Meridian Street

7/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	1	12	7	7	14	0	26	127	16	3	66	3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	1	16	9	9	19	0	35	169	21	4	88	4
Pedestrians	8			3			7			2		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	1			0			1			0		
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	367	369	105	375	360	185	100			194		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	367	369	105	375	360	185	100			194		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	97	99	98	97	100	98			100		
cM capacity (veh/h)	554	541	938	544	547	854	1483			1376		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	27	28	225	96								
Volume Left	1	9	35	4								
Volume Right	9	0	21	4								
cSH	636	546	1483	1376								
Volume to Capacity	0.04	0.05	0.02	0.00								
Queue Length 95th (ft)	3	4	2	0								
Control Delay (s)	10.9	12.0	1.3	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	10.9	12.0	1.3	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.5									
Intersection Capacity Utilization			28.7%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 4: Site Access & N Meridian Street

7/21/2010



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↓	↔
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	0	0	175	88	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	0	0	233	117	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	351	117	117			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	351	117	117			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	647	935	1471			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	233	117			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1471	1700			
Volume to Capacity	0.00	0.00	0.07			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			13.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 5: Fulton Street & N Meridian Street

7/21/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	170	73	109	134	41	53
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	205	88	131	161	49	64
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	375	212			293	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	375	212			293	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	66	89			96	
cM capacity (veh/h)	602	828			1269	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	293	293	113
Volume Left	205	0	49
Volume Right	88	161	0
cSH	656	1700	1269
Volume to Capacity	0.45	0.17	0.04
Queue Length 95th (ft)	58	0	3
Control Delay (s)	14.8	0.0	3.6
Lane LOS	B		A
Approach Delay (s)	14.8	0.0	3.6
Approach LOS	B		

Intersection Summary			
Average Delay	6.8		
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 1: Sierra Vista Street & N College Street/OR 219

8/5/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	8	8	200	4	10	329
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	10	10	238	5	12	392
Pedestrians	1		3		3	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	4.0		4.0		4.0	
Percent Blockage	0		0		0	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	660	244			244	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	660	244			244	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	98	99			99	
cM capacity (veh/h)	414	777			1321	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	19	243	404
Volume Left	10	0	12
Volume Right	10	5	0
cSH	540	1700	1321
Volume to Capacity	0.04	0.14	0.01
Queue Length 95th (ft)	3	0	1
Control Delay (s)	11.9	0.0	0.3
Lane LOS	B		A
Approach Delay (s)	11.9	0.0	0.3
Approach LOS	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 2: Sierra Vista Street & N Evergreen Drive

8/5/2010



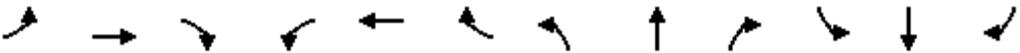
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	↻
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	13	0	1	16	2	2
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	15	0	1	19	2	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			15		37	15
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			15		37	15
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1602		975	1064

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	15	20	5
Volume Left	0	1	2
Volume Right	0	0	2
cSH	1700	1602	1017
Volume to Capacity	0.01	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.4	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	0.4	8.6
Approach LOS			A

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Sierra Vista Street & N Meridian Street

8/5/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	5	10	8	8	2	8	44	5	0	92	2
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	1	6	12	10	10	2	10	52	6	0	110	2
Pedestrians		8			3			7			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	202	199	126	210	197	60	120			61		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	202	199	126	210	197	60	120			61		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	99	99	99	99	100	99			100		
cM capacity (veh/h)	731	686	913	718	687	1001	1422			1538		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	19	21	68	112
Volume Left	1	10	10	0
Volume Right	12	2	6	2
cSH	816	726	1422	1538
Volume to Capacity	0.02	0.03	0.01	0.00
Queue Length 95th (ft)	2	2	1	0
Control Delay (s)	9.5	10.1	1.1	0.0
Lane LOS	A	B	A	
Approach Delay (s)	9.5	10.1	1.1	0.0
Approach LOS	A	B		

Intersection Summary			
Average Delay		2.1	
Intersection Capacity Utilization	22.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

4: Site Access & N Meridian Street

8/5/2010



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	6	23	6	93	114	1
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	8	31	8	124	152	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	293	153	153			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	293	153	153			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	97	99			
cM capacity (veh/h)	694	893	1427			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	39	132	153			
Volume Left	8	8	0			
Volume Right	31	0	1			
cSH	843	1427	1700			
Volume to Capacity	0.05	0.01	0.09			
Queue Length 95th (ft)	4	0	0			
Control Delay (s)	9.5	0.5	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.5	0.5	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization		20.7%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 5: Fulton Street & N Meridian Street

8/5/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	61	20	39	139	60	87
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	81	27	52	185	80	116
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	421	145			237	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	421	145			237	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	85	97			94	
cM capacity (veh/h)	546	892			1307	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	108	237	196
Volume Left	81	0	80
Volume Right	27	185	0
cSH	604	1700	1307
Volume to Capacity	0.18	0.14	0.06
Queue Length 95th (ft)	16	0	5
Control Delay (s)	12.3	0.0	3.5
Lane LOS	B		A
Approach Delay (s)	12.3	0.0	3.5
Approach LOS	B		

Intersection Summary			
Average Delay		3.7	
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 1: Sierra Vista Street & N College Street/OR 219

8/5/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	18	17	350	10	9	440
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	22	21	427	12	11	537
Pedestrians	1		3		3	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	4.0		4.0		4.0	
Percent Blockage	0		0		0	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	995	437			440	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	995	437			440	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	97			99	
cM capacity (veh/h)	268	618			1114	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	43	439	548
Volume Left	22	0	11
Volume Right	21	12	0
cSH	369	1700	1114
Volume to Capacity	0.12	0.26	0.01
Queue Length 95th (ft)	10	0	1
Control Delay (s)	16.0	0.0	0.3
Lane LOS	C		A
Approach Delay (s)	16.0	0.0	0.3
Approach LOS	C		

Intersection Summary			
Average Delay			0.8
Intersection Capacity Utilization	43.9%	ICU Level of Service	A
Analysis Period (min)			15

HCM Unsignalized Intersection Capacity Analysis
 2: Sierra Vista Street & N Evergreen Drive

8/5/2010



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	22	2	2	38	1	2
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	29	3	3	51	1	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			32		87	31
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			32		87	31
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1580		913	1044

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	32	53	4
Volume Left	0	3	1
Volume Right	3	0	3
cSH	1700	1580	996
Volume to Capacity	0.02	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.4	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	0.4	8.6
Approach LOS			A

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization	13.9%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Sierra Vista Street & N Meridian Street

8/5/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	12	11	7	14	0	28	128	16	3	68	3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	1	16	15	9	19	0	37	171	21	4	91	4
Pedestrians		8			3			7			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	376	378	108	389	370	186	103			195		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	376	378	108	389	370	186	103			195		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	97	98	98	97	100	97			100		
cM capacity (veh/h)	545	533	934	528	539	852	1479			1375		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	32	28	229	99
Volume Left	1	9	37	4
Volume Right	15	0	21	4
cSH	665	535	1479	1375
Volume to Capacity	0.05	0.05	0.03	0.00
Queue Length 95th (ft)	4	4	2	0
Control Delay (s)	10.7	12.1	1.4	0.3
Lane LOS	B	B	A	A
Approach Delay (s)	10.7	12.1	1.4	0.3
Approach LOS	B	B		

Intersection Summary			
Average Delay		2.7	
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 4: Site Access & N Meridian Street

8/5/2010



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	3	12	23	175	88	6
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	4	16	31	233	117	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	416	121	125			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	416	121	125			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	98			
cM capacity (veh/h)	581	930	1461			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	20	264	125			
Volume Left	4	31	0			
Volume Right	16	0	8			
cSH	830	1461	1700			
Volume to Capacity	0.02	0.02	0.07			
Queue Length 95th (ft)	2	2	0			
Control Delay (s)	9.4	1.0	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	1.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization	28.0%		ICU Level of Service	A		
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 5: Fulton Street & N Meridian Street

8/5/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	170	76	129	134	42	64
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	205	92	155	161	51	77
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	414	236			317	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	414	236			317	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	64	89			96	
cM capacity (veh/h)	570	803			1243	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	296	317	128
Volume Left	205	0	51
Volume Right	92	161	0
cSH	626	1700	1243
Volume to Capacity	0.47	0.19	0.04
Queue Length 95th (ft)	63	0	3
Control Delay (s)	15.8	0.0	3.4
Lane LOS	C		A
Approach Delay (s)	15.8	0.0	3.4
Approach LOS	C		

Intersection Summary			
Average Delay	6.9		
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 1: Sierra Vista Street & N College Street/OR 219

8/5/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	11	6	538	5	10	625
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	12	7	598	6	11	694
Pedestrians	1		3			3
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1321	605			604	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1321	605			604	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	93	99			99	
cM capacity (veh/h)	165	485			973	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	19	603	706
Volume Left	12	0	11
Volume Right	7	6	0
cSH	215	1700	973
Volume to Capacity	0.09	0.35	0.01
Queue Length 95th (ft)	7	0	1
Control Delay (s)	23.3	0.0	0.3
Lane LOS	C		A
Approach Delay (s)	23.3	0.0	0.3
Approach LOS	C		

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		55.4%	ICU Level of Service B
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 2: Sierra Vista Street & N Evergreen Drive

8/5/2010



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	17	0	1	17	2	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	20	0	1	20	2	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			20		42	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			20		42	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1596		968	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	20	21	5
Volume Left	0	1	2
Volume Right	0	0	2
cSH	1700	1596	1011
Volume to Capacity	0.01	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.4	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	0.4	8.6
Approach LOS			A

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 3: Sierra Vista Street & N Meridian Street

8/5/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	7	13	11	11	3	6	83	7	0	131	3
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	8	15	13	13	4	7	98	8	0	154	4
Pedestrians		8			3			7			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	292	287	171	301	285	107	166			109		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	292	287	171	301	285	107	166			109		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	99	98	98	98	100	99			100		
cM capacity (veh/h)	635	614	862	621	616	943	1368			1478		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	24	29	113	158
Volume Left	0	13	7	0
Volume Right	15	4	8	4
cSH	755	645	1368	1478
Volume to Capacity	0.03	0.05	0.01	0.00
Queue Length 95th (ft)	2	4	0	0
Control Delay (s)	9.9	10.8	0.5	0.0
Lane LOS	A	B	A	
Approach Delay (s)	9.9	10.8	0.5	0.0
Approach LOS	A	B		

Intersection Summary			
Average Delay		1.9	
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 4: Site Access & N Meridian Street

8/5/2010



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	2	6	2	109	159	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	7	2	128	187	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	321	188	188			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	321	188	188			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	672	854	1386			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	9	131	188			
Volume Left	2	2	0			
Volume Right	7	0	1			
cSH	800	1386	1700			
Volume to Capacity	0.01	0.00	0.11			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.6	0.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.6	0.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization		19.2%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 5: Fulton Street & N Meridian Street

8/5/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	73	23	76	158	67	111
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	86	27	89	186	79	131
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	471	182			275	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	471	182			275	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	83	97			94	
cM capacity (veh/h)	510	850			1265	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	113	275	209
Volume Left	86	0	79
Volume Right	27	186	0
cSH	564	1700	1265
Volume to Capacity	0.20	0.16	0.06
Queue Length 95th (ft)	19	0	5
Control Delay (s)	13.0	0.0	3.4
Lane LOS	B		A
Approach Delay (s)	13.0	0.0	3.4
Approach LOS	B		

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 1: Sierra Vista Street & N College Street/OR 219

8/5/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	23	20	727	13	8	906
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	24	21	765	14	8	954
Pedestrians	1		3		3	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	4.0		4.0		4.0	
Percent Blockage	0		0		0	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1747	776			780	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1747	776			780	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	74	95			99	
cM capacity (veh/h)	93	396			832	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	45	779	962
Volume Left	24	0	8
Volume Right	21	14	0
cSH	145	1700	832
Volume to Capacity	0.31	0.46	0.01
Queue Length 95th (ft)	31	0	1
Control Delay (s)	40.7	0.0	0.3
Lane LOS	E		A
Approach Delay (s)	40.7	0.0	0.3
Approach LOS	E		

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 2: Sierra Vista Street & N Evergreen Drive

8/5/2010



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖		↗
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	24	2	2	48	1	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	28	2	2	56	1	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			31		91	29
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			31		91	29
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1582		908	1045

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	31	59	4
Volume Left	0	2	1
Volume Right	2	0	2
cSH	1700	1582	995
Volume to Capacity	0.02	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	0.3	8.6
Approach LOS			A

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization	14.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis 3: Sierra Vista Street & N Meridian Street

8/5/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	16	10	9	17	0	35	186	20	4	121	4
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	19	12	11	20	0	41	219	24	5	142	5
Pedestrians		8			3			7			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	487	490	160	498	480	236	155			245		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	487	490	160	498	480	236	155			245		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	96	99	98	96	100	97			100		
cM capacity (veh/h)	456	459	874	443	465	800	1416			1317		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	32	31	284	152								
Volume Left	1	11	41	5								
Volume Right	12	0	24	5								
cSH	557	457	1416	1317								
Volume to Capacity	0.06	0.07	0.03	0.00								
Queue Length 95th (ft)	5	5	2	0								
Control Delay (s)	11.9	13.4	1.3	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.9	13.4	1.3	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			39.1%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 4: Site Access & N Meridian Street

8/5/2010



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	1	4	7	248	148	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	5	8	292	174	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	484	175	176			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	484	175	176			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	99			
cM capacity (veh/h)	539	868	1400			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	6	300	176			
Volume Left	1	8	0			
Volume Right	5	0	2			
cSH	774	1400	1700			
Volume to Capacity	0.01	0.01	0.10			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.7	0.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.7	0.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization		30.3%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 5: Fulton Street & N Meridian Street

8/5/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	202	88	175	166	51	109
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	238	104	206	195	60	128
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	552	304			401	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	552	304			401	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	49	86			95	
cM capacity (veh/h)	469	736			1157	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	341	401	188
Volume Left	238	0	60
Volume Right	104	195	0
cSH	527	1700	1157
Volume to Capacity	0.65	0.24	0.05
Queue Length 95th (ft)	115	0	4
Control Delay (s)	23.5	0.0	3.0
Lane LOS	C		A
Approach Delay (s)	23.5	0.0	3.0
Approach LOS	C		

Intersection Summary			
Average Delay	9.2		
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 1: Sierra Vista Street & N College Street/OR 219

8/10/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	11	11	538	5	10	625
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	12	12	598	6	11	694
Pedestrians	1		3		3	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	4.0		4.0		4.0	
Percent Blockage	0		0		0	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1321	605			604	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1321	605			604	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	93	97			99	
cM capacity (veh/h)	165	485			973	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	603	706
Volume Left	12	0	11
Volume Right	12	6	0
cSH	247	1700	973
Volume to Capacity	0.10	0.35	0.01
Queue Length 95th (ft)	8	0	1
Control Delay (s)	21.2	0.0	0.3
Lane LOS	C		A
Approach Delay (s)	21.2	0.0	0.3
Approach LOS	C		

Intersection Summary			
Average Delay			0.5
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)			15

HCM Unsignalized Intersection Capacity Analysis
 2: Sierra Vista Street & N Evergreen Drive

8/10/2010



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	17	0	1	22	2	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	20	0	1	26	2	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			20		48	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			20		48	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1596		961	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	20	27	5
Volume Left	0	1	2
Volume Right	0	0	2
cSH	1700	1596	1007
Volume to Capacity	0.01	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	0.3	8.6
Approach LOS			A

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 3: Sierra Vista Street & N Meridian Street

8/10/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	7	13	11	11	3	11	84	7	0	132	3
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	8	15	13	13	4	13	99	8	0	155	4
Pedestrians		8			3			7			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	306	301	172	315	299	108	167			110		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	306	301	172	315	299	108	167			110		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	99	98	98	98	100	99			100		
cM capacity (veh/h)	619	600	861	606	602	942	1366			1476		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	24	29	120	159
Volume Left	0	13	13	0
Volume Right	15	4	8	4
cSH	747	631	1366	1476
Volume to Capacity	0.03	0.05	0.01	0.00
Queue Length 95th (ft)	2	4	1	0
Control Delay (s)	10.0	11.0	0.9	0.0
Lane LOS	A	B	A	
Approach Delay (s)	10.0	11.0	0.9	0.0
Approach LOS	A	B		

Intersection Summary			
Average Delay		2.0	
Intersection Capacity Utilization		30.6%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 4: Site Access & N Meridian Street

8/10/2010



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↓	↔
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	8	31	8	109	159	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	9	36	9	128	187	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	335	188	189			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	335	188	189			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	96	99			
cM capacity (veh/h)	655	854	1384			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	46	138	189			
Volume Left	9	9	0			
Volume Right	36	0	2			
cSH	804	1384	1700			
Volume to Capacity	0.06	0.01	0.11			
Queue Length 95th (ft)	5	1	0			
Control Delay (s)	9.7	0.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.7	0.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			23.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 5: Fulton Street & N Meridian Street

8/10/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	73	24	81	158	70	133
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	86	28	95	186	82	156
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	509	188			281	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	509	188			281	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	82	97			93	
cM capacity (veh/h)	483	844			1259	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	114	281	239
Volume Left	86	0	82
Volume Right	28	186	0
cSH	540	1700	1259
Volume to Capacity	0.21	0.17	0.07
Queue Length 95th (ft)	20	0	5
Control Delay (s)	13.4	0.0	3.2
Lane LOS	B		A
Approach Delay (s)	13.4	0.0	3.2
Approach LOS	B		

Intersection Summary			
Average Delay			3.6
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)			15

HCM Unsignalized Intersection Capacity Analysis
 1: Sierra Vista Street & N College Street/OR 219

8/10/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	23	22	727	13	13	906
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	24	23	765	14	14	954
Pedestrians	1		3		3	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	4.0		4.0		4.0	
Percent Blockage	0		0		0	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1757	776			780	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1757	776			780	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	74	94			98	
cM capacity (veh/h)	91	396			832	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	47	779	967
Volume Left	24	0	14
Volume Right	23	14	0
cSH	147	1700	832
Volume to Capacity	0.32	0.46	0.02
Queue Length 95th (ft)	32	0	1
Control Delay (s)	40.9	0.0	0.5
Lane LOS	E		A
Approach Delay (s)	40.9	0.0	0.5
Approach LOS	E		

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 2: Sierra Vista Street & N Evergreen Drive

8/10/2010



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↶	↷
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	29	2	2	50	1	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	34	2	2	59	1	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			36		99	35
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			36		99	35
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1574		899	1037

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	36	61	4
Volume Left	0	2	1
Volume Right	2	0	2
cSH	1700	1574	987
Volume to Capacity	0.02	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.3	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	0.3	8.7
Approach LOS			A

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization	14.6%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: Sierra Vista Street & N Meridian Street

8/10/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	16	15	9	17	0	37	187	20	4	122	4
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	19	18	11	20	0	44	220	24	5	144	5
Pedestrians		8			3			7			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	494	497	161	511	487	237	156			247		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	494	497	161	511	487	237	156			247		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	96	98	98	96	100	97			100		
cM capacity (veh/h)	450	454	873	431	460	799	1414			1316		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	38	31	287	153
Volume Left	1	11	44	5
Volume Right	18	0	24	5
cSH	586	449	1414	1316
Volume to Capacity	0.06	0.07	0.03	0.00
Queue Length 95th (ft)	5	5	2	0
Control Delay (s)	11.6	13.6	1.4	0.3
Lane LOS	B	B	A	A
Approach Delay (s)	11.6	13.6	1.4	0.3
Approach LOS	B	B		

Intersection Summary			
Average Delay		2.5	
Intersection Capacity Utilization	39.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 4: Site Access & N Meridian Street

8/10/2010



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	4	17	31	248	148	8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	5	20	36	292	174	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	544	179	184			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	544	179	184			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	97			
cM capacity (veh/h)	487	864	1391			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	25	328	184			
Volume Left	5	36	0			
Volume Right	20	0	9			
cSH	753	1391	1700			
Volume to Capacity	0.03	0.03	0.11			
Queue Length 95th (ft)	3	2	0			
Control Delay (s)	9.9	1.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.9	1.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization		38.3%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 5: Fulton Street & N Meridian Street

8/10/2010



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	202	91	196	166	52	121
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	238	107	231	195	61	142
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	593	328			426	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	593	328			426	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	46	85			95	
cM capacity (veh/h)	443	713			1133	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	345	426	204
Volume Left	238	0	61
Volume Right	107	195	0
cSH	502	1700	1133
Volume to Capacity	0.69	0.25	0.05
Queue Length 95th (ft)	130	0	4
Control Delay (s)	26.4	0.0	2.9
Lane LOS	D		A
Approach Delay (s)	26.4	0.0	2.9
Approach LOS	D		

Intersection Summary			
Average Delay		9.9	
Intersection Capacity Utilization		60.4%	ICU Level of Service B
Analysis Period (min)		15	

Queuing and Blocking Report
Existing AM Peak Hour

7/21/2010

Intersection: 1: Sierra Vista Street & N College Street/OR 219

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	48	24
Average Queue (ft)	11	3
95th Queue (ft)	37	17
Link Distance (ft)	246	323
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Sierra Vista Street & N Evergreen Drive

Movement	NB
Directions Served	LR
Maximum Queue (ft)	6
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	388
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Sierra Vista Street & N Meridian Street

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	32	6
Average Queue (ft)	12	14	0
95th Queue (ft)	36	40	4
Link Distance (ft)	372	429	485
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
Existing AM Peak Hour

7/21/2010

Intersection: 4: Site Access & N Meridian Street

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 5: Fulton Street & N Meridian Street

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	61	4	40
Average Queue (ft)	29	0	3
95th Queue (ft)	54	3	20
Link Distance (ft)	655	345	636
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Existing PM Peak Hour

7/21/2010

Intersection: 1: Sierra Vista Street & N College Street/OR 219

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	49	64
Average Queue (ft)	20	3
95th Queue (ft)	47	26
Link Distance (ft)	246	323
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Sierra Vista Street & N Evergreen Drive

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: Sierra Vista Street & N Meridian Street

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	40	31	29
Average Queue (ft)	17	15	2
95th Queue (ft)	43	40	15
Link Distance (ft)	372	429	485
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
Existing PM Peak Hour

7/21/2010

Intersection: 4: Site Access & N Meridian Street

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 5: Fulton Street & N Meridian Street

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	72	13	36
Average Queue (ft)	43	1	5
95th Queue (ft)	66	6	24
Link Distance (ft)	655	345	636
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
2012 Background AM Peak Hour

7/21/2010

Intersection: 1: Sierra Vista Street & N College Street/OR 219

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	54	28
Average Queue (ft)	11	1
95th Queue (ft)	38	12
Link Distance (ft)	246	323
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Sierra Vista Street & N Evergreen Drive

Movement	NB
Directions Served	LR
Maximum Queue (ft)	12
Average Queue (ft)	0
95th Queue (ft)	6
Link Distance (ft)	388
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Sierra Vista Street & N Meridian Street

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	40	35	13
Average Queue (ft)	10	13	0
95th Queue (ft)	34	39	6
Link Distance (ft)	372	429	485
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
2012 Background AM Peak Hour

7/21/2010

Intersection: 4: Site Access & N Meridian Street

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 5: Fulton Street & N Meridian Street

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	66	8	57
Average Queue (ft)	37	0	12
95th Queue (ft)	56	4	41
Link Distance (ft)	655	345	636
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
2012 Background PM Peak Hour

7/21/2010

Intersection: 1: Sierra Vista Street & N College Street/OR 219

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	61	17	34
Average Queue (ft)	22	1	2
95th Queue (ft)	52	7	16
Link Distance (ft)	246	724	323
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Sierra Vista Street & N Evergreen Drive

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: Sierra Vista Street & N Meridian Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	44	36	48	13
Average Queue (ft)	17	15	3	1
95th Queue (ft)	43	40	22	8
Link Distance (ft)	372	429	485	268
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
2012 Background PM Peak Hour

7/21/2010

Intersection: 4: Site Access & N Meridian Street

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 5: Fulton Street & N Meridian Street

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	97	53
Average Queue (ft)	53	12
95th Queue (ft)	84	41
Link Distance (ft)	655	636
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
2012 BK+Site AM Peak Hour

8/5/2010

Intersection: 1: Sierra Vista Street & N College Street/OR 219

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	55	34
Average Queue (ft)	14	2
95th Queue (ft)	43	15
Link Distance (ft)	246	323
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Sierra Vista Street & N Evergreen Drive

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: Sierra Vista Street & N Meridian Street

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	36	36	16
Average Queue (ft)	12	16	1
95th Queue (ft)	37	43	11
Link Distance (ft)	372	429	485
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
2012 BK+Site AM Peak Hour

8/5/2010

Intersection: 4: Site Access & N Meridian Street

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	46	12
Average Queue (ft)	19	0
95th Queue (ft)	45	6
Link Distance (ft)	293	636
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Fulton Street & N Meridian Street

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	66	8	62
Average Queue (ft)	35	1	15
95th Queue (ft)	59	7	48
Link Distance (ft)	655	345	636
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
2012 BK + Site PM Peak Hour

8/5/2010

Intersection: 1: Sierra Vista Street & N College Street/OR 219

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	49	13	39
Average Queue (ft)	21	0	3
95th Queue (ft)	47	6	18
Link Distance (ft)	246	724	323
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Sierra Vista Street & N Evergreen Drive

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: Sierra Vista Street & N Meridian Street

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	36	40	40
Average Queue (ft)	18	16	2
95th Queue (ft)	43	42	19
Link Distance (ft)	372	429	485
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
2012 BK + Site PM Peak Hour

8/5/2010

Intersection: 4: Site Access & N Meridian Street

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	32	45
Average Queue (ft)	12	4
95th Queue (ft)	37	23
Link Distance (ft)	293	636
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Fulton Street & N Meridian Street

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	114	4	40
Average Queue (ft)	54	0	12
95th Queue (ft)	88	3	37
Link Distance (ft)	655	345	636
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
2025 Background AM Peak Hour

8/5/2010

Intersection: 1: Sierra Vista Street & N College Street/OR 219

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	47	17	54
Average Queue (ft)	13	1	6
95th Queue (ft)	41	9	32
Link Distance (ft)	246	724	323
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Sierra Vista Street & N Evergreen Drive

Movement	NB
Directions Served	LR
Maximum Queue (ft)	6
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	388
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Sierra Vista Street & N Meridian Street

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	40	36
Average Queue (ft)	14	17
95th Queue (ft)	39	43
Link Distance (ft)	372	429
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
2025 Background AM Peak Hour

8/5/2010

Intersection: 4: Site Access & N Meridian Street

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	32	6
Average Queue (ft)	6	0
95th Queue (ft)	26	4
Link Distance (ft)	293	636
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Fulton Street & N Meridian Street

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	74	20	82
Average Queue (ft)	39	1	20
95th Queue (ft)	65	10	58
Link Distance (ft)	655	345	636
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
2025 Background PM Peak Hour

8/5/2010

Intersection: 1: Sierra Vista Street & N College Street/OR 219

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	74	19	150
Average Queue (ft)	26	1	16
95th Queue (ft)	58	10	82
Link Distance (ft)	246	724	323
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Sierra Vista Street & N Evergreen Drive

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: Sierra Vista Street & N Meridian Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	45	54	10
Average Queue (ft)	20	17	6	0
95th Queue (ft)	45	44	29	6
Link Distance (ft)	372	429	485	268
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
2025 Background PM Peak Hour

8/5/2010

Intersection: 4: Site Access & N Meridian Street

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	36	25
Average Queue (ft)	6	1
95th Queue (ft)	27	11
Link Distance (ft)	293	636
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Fulton Street & N Meridian Street

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	183	4	58
Average Queue (ft)	80	0	17
95th Queue (ft)	136	4	51
Link Distance (ft)	655	345	636
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
2025 BK+Zone Change AM Peak Hour

8/10/2010

Intersection: 1: Sierra Vista Street & N College Street/OR 219

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	55	46	100
Average Queue (ft)	20	3	9
95th Queue (ft)	50	22	52
Link Distance (ft)	246	724	323
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Sierra Vista Street & N Evergreen Drive

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: Sierra Vista Street & N Meridian Street

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	40	6
Average Queue (ft)	17	18	0
95th Queue (ft)	42	44	4
Link Distance (ft)	372	429	485
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
2025 BK+Zone Change AM Peak Hour

8/10/2010

Intersection: 4: Site Access & N Meridian Street

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	44	18
Average Queue (ft)	22	1
95th Queue (ft)	48	9
Link Distance (ft)	293	636
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Fulton Street & N Meridian Street

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	84	4	69
Average Queue (ft)	39	0	19
95th Queue (ft)	67	4	54
Link Distance (ft)	655	345	636
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
2025 BK+Zone Change PM Peak Hour

8/10/2010

Intersection: 1: Sierra Vista Street & N College Street/OR 219

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	83	30	140
Average Queue (ft)	30	2	15
95th Queue (ft)	63	16	81
Link Distance (ft)	246	724	323
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Sierra Vista Street & N Evergreen Drive

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: Sierra Vista Street & N Meridian Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	45	57	50	29
Average Queue (ft)	21	18	6	1
95th Queue (ft)	46	46	30	13
Link Distance (ft)	372	429	485	268
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
2025 BK+Zone Change PM Peak Hour

8/10/2010

Intersection: 4: Site Access & N Meridian Street

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	41	41
Average Queue (ft)	17	6
95th Queue (ft)	43	27
Link Distance (ft)	293	636
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Fulton Street & N Meridian Street

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	188	6	88
Average Queue (ft)	77	0	19
95th Queue (ft)	143	5	60
Link Distance (ft)	655	345	636
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

N. College Street OR 219 (Hwy 140) @ Sierra Vista Street
 January 1, 2007 through December 31, 2009

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE		TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	INTER-SECTION ROAD	
	FATAL CRASHES	FATAL CRASHES	ONLY	PROPERTY DAMAGE											
YEAR: 2009															
PEDESTRIAN	0	0	1	1	1	0	0	0	1	0	1	0	1	0	0
2009 TOTAL	0	0	1	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	0	1	1	1	0	0	0	1	0	1	0	1	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Evergreen Drive @ Sierra Vista Street
January 1, 2007 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
----------------	---------------	-------------------	----------------------	---------------	---------------	----------------	--------	----------	----------	-----	------	-----------------------	----------

TOTAL

FINAL TOTAL

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Meridian Street @ Sierra Vista Street
 January 1, 2007 through December 31, 2009

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE		TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	INTER-SECTION ROAD
	FATAL CRASHES	CRASHES	FATAL CRASHES	PROPERTY DAMAGE										
YEAR: 2008	0	0	0	1	1	0	0	0	0	1	1	0	1	0
ANGLE	0	0	0	1	1	0	0	0	0	1	1	0	1	0
2008 TOTAL	0	0	0	1	1	0	0	0	0	1	1	0	1	0
FINAL TOTAL	0	0	0	1	1	0	0	0	0	1	1	0	1	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Meridian Street @ Fulton Street
January 1, 2007 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
----------------	---------------	-------------------	----------------------	---------------	---------------	----------------	--------	----------	----------	-----	------	-----------------------	----------

TOTAL

FINAL TOTAL

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

EXHIBIT H City Of Newberg Apartment Locations



See Attached List of Addresses, Size and Unit Counts

Legend

-  1103 N. Meridian
-  Apartment Complexes - all income levels
-  Apartment Complexes - low income

Note: This map was created by HAYC & IDEA with resources available to HAYC at the time of creation.

EXHIBIT H

APARTMENTS IN NEWBERG

Code	Size	Complex Name	Income levels and client types served (if known)	Address	Contact	Units
	1	Ambassador Apts		1200 E 4 th St, Newberg		17
*	2-3	Camellia Court Apts	Low-income - family	601 N Sitka, Newberg	503-537-1182	24
	2	Canyon Ridge Apts	Standard-multi family	401 S Everest Rd., Newberg	503-537-3066	60
	1-3	Cedar Terrace Apts	Multi-family	704 Elliott Rd, Newberg	503-538-9049	27
H	1-2	Chehalem Cr Apts	Standard-multi family	611 S Blaine, Newberg	503-538-8618	32
	2-3	Cherry Hill Apts	Standard-multi family	1536 E 3 rd St., Newberg	503-472-2604	26
H	1-2	Colonial Village Apts	Standard-multi family	2401 E 2 nd St., Newberg	503-538-8164	63
*H	1-3	Deborah Court Apts	Low-income - family	1412 Deborah Rd., Newberg	503-538-8825	40
*	1-2	Haworth Terrace Apts	Low-income - family	2700 Haworth Ave., Newberg	503-538-2922	38
	1-3	East 9 th Street Apts		406 E. 9 th St., Newberg	503-931-7473	26
		K&M Apartments LLC		300 S. Everest Rd., Newberg	503-538-9670	
	2-4	Mountain View Duplex		1907 N College, Newberg	503-537-0800	16
	2	Oaks Canyon Prop		1200 N Meridian St, Newberg	503-487-6372	
*SD	1-2	Newberg Village	Low-income – elderly/disabled	1209 N Springbrook Rd., Newberg	503-538-8825	32
	1-2	Rivercrest Apts	Standard-multi family	500 River St., Newberg	503-472-2604	20
	2	Springbrook Apts		1401 N Springbrook, Newberg	503-537-9383	55
*HD	1	Springbrook Place	Low-income - disabled	1201 N Springbrook Rd., Newberg	503-487-6227	15
	2-4	Townhouse Village		606 E 9 th St., Newberg	866-317-2452	32
	1-3	Typres Gardens	Standard-multi family	2400 Haworth Ave, Newberg	971 832-8213	20
H	2	Trillium Square Apts	Standard-multi family	901 Pecan Ct., Newberg	503-538-6699	52
*HSD	1-2	Vittoria Square Apts	Low-income - elderly/disabled	3300 Vittoria Way, Newberg	503-538-3698	43
	2	Woodside Park	Low-income - family	802 E 9 th , Newberg	503-538-5326	84
H	1-2	Woodview Village	Standard-multi family	1210 S College, Newberg	503-538-1616	82

(* Subsidized, (H) Handicap accessible, (S) Senior, (D) Disabled, (F) Farm-worker

CHEHALEM TRANSIT BUS ROUTES

City of Newberg
Yamhill County, Oregon

Legend

Chehalam Transit Routes

- 4 Newberg/Dudee
- 5 Foothills
- 6 Springbrook
- 7 Chehalam Glenn

City Boundary

- Dundee
- Newberg

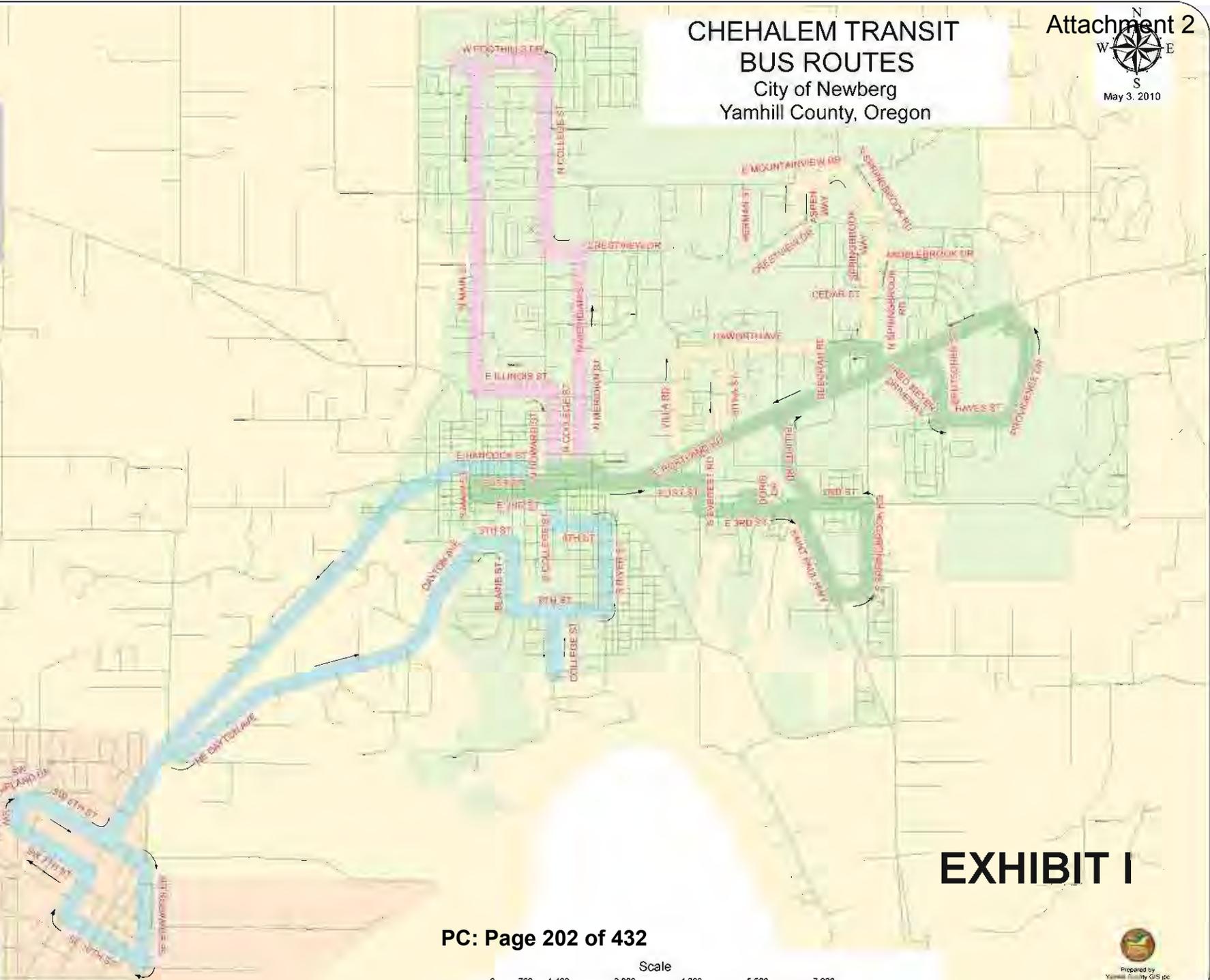
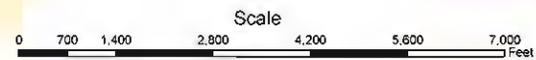


EXHIBIT I



**IMPORTANT NOTICE TO ALL USERS:
DISCLAIMER AND LIMITATION OF LIABILITY**

This information is not guaranteed and is provided for informational purposes only. It is not intended to be used as a substitute for professional advice. The City of Newberg and Yamhill County are not responsible for any errors or omissions in this information. This information is provided as a public service and is subject to change without notice. The City of Newberg and Yamhill County are not responsible for any damages, including consequential damages, arising from the use of this information. This information is provided as a public service and is subject to change without notice. The City of Newberg and Yamhill County are not responsible for any damages, including consequential damages, arising from the use of this information.

Newberg/Dundee Route #4, Newberg Routes #5, 6, 7

Attachment 2

	Monday to Friday Services												
Route 4: Newberg South/Dundee													
Naps Thriftway	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30
5th and Edwards (Dundee)	6:35	7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:35
9th and Hwy 99W (Dundee)	6:38	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38
Post Office (Dundee)	6:42	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	6:42
Dayton Ave/5th (Newberg)	6:46	7:46	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:46
Woodview Village	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49
Naps Thriftway	6:54	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54	6:54

Route 5: Newberg North/Foothills Drive													
Naps Thriftway	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30
George Fox	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33
The Oaks Apartments	6:34	7:34	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34
Newberg Senior Center	6:39	7:39	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:39	6:39
Main/Columbia	6:42	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	6:42
Main/Illinois	6:44	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:44	5:44	6:44
Naps Thriftway	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48

Route 6: Newberg/Springbrook													
Naps Thriftway	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	
Villa Medical Center	7:02	8:02	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:02	5:02	6:02	
CPRD Pool	7:04	8:04	9:04	10:04	11:04	12:04	1:04	2:04	3:04	4:04	5:04	6:04	
A-DEC	7:09	8:09	9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09	
Springbrook/Hayworth	7:13	8:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13	5:13	6:13	
George Fox	7:17	8:17	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	6:17	
Naps Thriftway	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22	

Route 7: Newberg East/Chehalem Glenn													
Naps Thriftway	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	
Colonial Village	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	
FISH	7:07	8:07	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	6:07	
Fred Meyer	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	
Providence Hospital	7:13	8:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13	5:13	6:13	
Safeway	7:17	8:17	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	6:17	
Naps Thriftway	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	



TREE-IFIC ARBOR CARE, INC
2664 NW PINOT NOIR DRIVE
MCMINNVILLE OREGON 97128
(503) 474-9566
(503) 508-4085 - Andrew

July 16, 2010

Housing Authority of Yamhill County
Mark C Davis
135 NE Dunn Place
P O Box 865
McMinnville OR 97128

RE: TREE INVENTORY FOR MERIDIAN STREET PROJECT – NEWBERG
OREGON

Dear Mr. Davis

We completed a tree inventory at 1103 Meridian Street, Newberg Oregon on Monday, July 12, 2010. As agreed we tagged all trees greater than 5" DBH. The tree inventory catalogs the species, general health based on a visual assessment only & Drip Line Radius. We marked for removal only those trees that have severe health issues, dead trees, or safety issues (based again on visual assessment). We realize other trees will have to be removed to allow for the development. Hopefully, the tree list will aid in choosing the trees best suited for preservation based on their health and location in the site. The surveyor will supply the site map with trees plotted and numbered.

There were a few very desirable trees that we marked on the list for possible preservation. If you decide to fit these into your development, it may be advantageous to have a root crown excavation done to verify the relative health of the root crown (primarily the large Oregon White Oak trees).

Following are a few general guidelines regarding tree protection recommendations for preservation trees before & during the development process.

- ❖ Establishing a critical root zone for each preservation tree
- ❖ Install fencing around the critical root zone for each tree, which shall remain in place for the duration of the project to ensure protection.

- ❖ **Avoid the following activity inside the tree protection zone**
 - **Operation equipment**
 - **Stock piling of construction material**
 - **Placing debris, soil or waste inside the tree protect zone**
 - **Change soil grade**
 - **Contaminating soil from washing out equipment or vehicle maintenance**

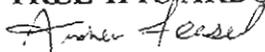
- ❖ **Larger roots (3” and greater) outside the critical root zone that are severed, should have a clean cut made to encourage wound closure**

- ❖ **It would be beneficial to apply mulch inside the tree protection zone, this will assist in water retention during dry summer months**

If you have any questions on this report or the tree inventory, please feel free to call us. We would be happy to assist you in the development stage of your project. We can supply an arborist to oversee critical work around tree protection zone(s); also we are fully equipped to remove and or prune trees, grind stumps, and other tree related services. Please let us know if we may be of further assistance. Thank you!

Sincerely,

TREE-IFIC, ARBOR CARE INC



Andrew Feasel

Certified Arborist PN-2025A

Tree Inventory @ 1103 N Meridian Drive, Newberg OR

8/14/2010

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
1	Norway Maple Acer platanoides	16"	16'	Balanced Symmetrical crown, general health good, leaf count & color, good, minor dead wood, some surface rooting.	
2	Norway Maple Acer platanoides	10"	11'	Symmetrical crown, fair, leaf count and color, minor dead wood, some surface rooting, possible girdling roots	
3	Norway Maple Acer platanoides	13"	15'	Minor dead wood, symmetrical crown, fair leaf count and color. surface roots.	
4	Norway Maple Acer Platanoides	16"	20'	Symmetrical crown, leaf count good, color good, minor dead wood, some surface roots	
5	Oregon White Oak Quercas Garryana	16"	12'	Tree health fair, leaf count & color fair, symmetrical crown	
6	Oregon White Oak Quercas Garryana	9"	0-20'	Severe Asymmetrical crown, health fair, competition with adjacent tree, common trunk bond with Fir	X
7	Douglas Fir Pseudotsuga Menziessii	14"	12'	Symmetrical crown, health fair, needle count & color fair minor dead wood	
8	Douglas Fir Pseudotsuga Menziessii	10"	0-9'	Asymmetrical, health fair, needle count & color fair	
9	Douglas Fir Pseudotsuga Menziessii	14"	12'	Intermediate tree, poor to fair, color good, & needle count good poor, surface rooting	
10	Douglas Fir Pseudotsuga Menziessii	14"	11'	General health fair, color and needle count fair, minor dead wood	
11	English Hawthorn Crataegus oxycantha c=laevigata	7"	15'	Co-dominant - health fair, asymmetrical crown, leaf count and color fair, minor dead wood	X

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
12	Douglas Fir Pseudotsuga Menziessii	12"	9'	Asymmetrical crown, fair needle count and color, minor dead wood	X
13	English Hawthorn Crataegus oxycantha c=laevigata	8"	14'	Asymmetrical crown, fair needle count & color , health fair	X
14	Oregon White Oak Quercas Garryana	16"	14'	Asymmetrical crown, fair health, leaf count & color fair, adjacent to property and fence line (east side)	
15	Douglas Fir Pseudotsuga Menziessii	17"	16'	General health fair, needle count & color fair, minor dead wood severe surface rooting, stag headed dead top	X
16	Douglas Fir Pseudotsuga Menziessii	16"	17'	Asymmetrical crown, fair needle count & color, dead wood distorted trunk	X
17	Douglas Fir Pseudotsuga Menziessii	13"	8'	Symmetrical crown, needle count and color fair, surface rooting, dead wood	X
18	English Walnut Juglans regia	5 1/2"	15'	Symmetrical crown, good health, good leaf count & color	
19	Norway Maple Acer Platanoides	10"	12'	Symmetrical crown, good health, good leaf count and color	
20	Oregon White Oak Quercas Garryana	9 1/2"	0-13'	Severe asymmetrical crown, fair health, fair leaf count & color over hangs property line and adjacent house	X
21	Black Locust Robinia pseudoacacia	5 1/2"	0-20'	Severely asymmetrical crown fair health fair leaf count & color	X
22	Black Locust Robinia pseudoacacia	6"	0-20'	Severely asymmetrical crown Fair health, leaf count & color good	X

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
23	Norway Maple Acer Platanoides	5"	9'	Symmetrical crown, health poor, good leaf count and color poor taper, under storage tree	X
24	Apple	8 1/2"	11'	Poor health, asymmetrical crown, leaf count and color poor	X
25	Plum Prunus cerasifera	5 1/2"	5'	poor health, leaf count and color poor, under storage tree	X
26	Red Maple Acer rubrum	18"	17'	Health good, Asymmetrical crown, good leaf count and color Co-dominant, poor attachment at 6' above ground, dead wood	
27	Red Maple Acer rubrum	18"	19'	Co-dominant, good health, some surface roots, dead wood, leaf count and color good	
28	Red Maple Acer rubrum	29"	20'	Good health, good color and leaf count, minor dead wood some surface rooting - co-dominant	
29	Red Maple Acer rubrum	16"	19'	Asymmetrical crown, good health, leaf count and color good minor dead wood, some surface roots	
30	Douglas Fir Pseudotsuga Menziessii	14"	8'	Asymmetrical crown, poor health, needle count and color poor high percentage of dead wood	X
31	Douglas Fir Pseudotsuga Menziessii	13 1/2"	12'	Asymmetrical crown, poor health, needle count and color poor high percentage of dead wood	X
32	Red Maple Acer rubrum	16"	19'	Good health, leaf count and color good, minor dead wood	
33	Red Maple Acer rubrum	17"	17'	Surface roots, health good, leaf count and color good minor dead wood	

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
34	Willow Salix discolor	8 1/2	15'	Health good, leaf count and color good, co-dominant stems, poor attachments at ground level. Some surface rooting	
35	English Walnut Juglans regia	8"	9'	Asymmetrical crown, health poor, leaf count low, color fair	X
36	English Walnut Juglans regia	9"	10'	Health poor, high percentage of dead wood, leaf and color bad, decay in trunk	X
N/A	Plum Prunus cerasifera	10"	12'	tree adjacent property (west) 50' from Meridian street 5' off property line, ornamental Plum tree	
37	Blue Spruce Picea pungens	11"	10'	Health good, needle count and color good, some dead wood under storage tree	
38	Red Oak Quercus rubra	7 1/2"	10'	Asymmetrical, leaning trunk health fair, leaf count and color fair	X
39	Grand Fir Abies grandis	10"	7'	Poor health, needle count and color poor declining, large dead wood	X
40	Oregon White Oak Quercus Garryana	51"	38'	Fair health, symmetrical crown. Leaf count and color fair, mature Oak, possible preservation tree	
41	Red Oak Quercus rubra	8"	16'	Severe asymmetrical crown, leaning trunk, under storage tree, grown around existing fence.	X
42	English Hawthorn Crataegus oxycantha c=laevigata	6"	11'	Growth fair, leaf count and color fair, under storage tree	X

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
43	Ponderosa Pine Pinus ponderosa	7"	6'	Poor health, engulfed in Ivy, poor needle count and color	X
44	Ponderosa Pine Pinus ponderosa	9"	9'	Poor health, poor needle count and color, high percentag of dead wood	X
45	Ponderosa Pine Pinus ponderosa	11 1/2"	6'	Poor health, engulfed with Ivy, poor needle count and color dead wood	X
46	Ponderosa Pine Pinus ponderosa	23"	12'	Engulfed with Ivy 30' up tree, health fair, close to east property line and 3' from fence	
47	Douglas Fir Pseudotsuga Menziessii	30"	13'	Health poor, needle count and color fair, co-dominant top, dead wood, storm damage	X
48	Weeping Willow Salix babylonica	21"	17'	Asymmetrical crown, poor health, leaf count and color poor bad branch attachments, heavy lean over property line and adjacent house	X
49	Cherry Prunus cerasus	7"	0'	Dead	X
50	Norway Maple Acer platanoides	20"	17'	Good health, good leaf count and color , slightly asymmetrical crown (possible preservation tree)	
51	Norway Maple Acer platanoides	21"	24'	Asymmetrical crown, good health, good leaf count and color (Possible Preservation tree)	
52	Vine Maple Acer circinatum	6 1/2"	9'	Asymmetrical crown, poor health, declining, under storage tree	X
53	Japanese Maple Acer Palmatum	6 1/2"	11'	5 stems, fair health, leaf count and color good, mature Japanese Maple (Preservation tree)	

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
54	Norway Maple Acer platanoides	11"	10'	Asymmetrical crown, fair health, leaf count and color fair, some decay in trunk, potential disease, surface rooting	X
55	Shore Pine Pinus contorta	16"	12'	Poor health, declining, dead wood, co-dominant leaning trunk	X
56	Ponderosa Pine Pinus ponderosa	17"	10'	Fair health, needle count and color fair, dead wood	
57	Grand Fir Abies grandis	15 1/2"	7'	Poor health, declining, dead wood	X
58	Portugal Laurel Prunus lusitonica	9"	7'	Good health, leaf count and color good	
59	Shore Pine Pinus contorta	12"	9'	Asymmetrical crown, poor health, severe lean over property line and fence, dead wood	X
60	Filbert	6 1/2"	8'	Declining tree, dead top, poor health	X
61	Grand Fir Abies grandis	16"	8'	Health fair, needle count and color fair, some dead wood	
62	Grand Fir Abies grandis	9 1/2"	5'	Poor health, declining, poor taper, dead wood	X
63	Shore Pine Pinus contorta	16"	10'	Severe Asymmetrical crown, health poor, leans over property line and fence, decay in lower trunk	X
64	Shore Pine Pinus contorta	14 1/2"	7'	Health poor, needle count and color poor, high percentage of dead wood	X

Tree Inventory @ 1103 N Meridian Drive, Newberg OR

8/14/2010

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
65	Grand Fir Abies grandis	6"	5'	Dead	X
66	Shore Pine Pinus contorta	9"	4'	Poor health, needle count and color poor, poor taper	X
67	Shore Pine Pinus contorta	10"	10'	Severe asymmetrical crown, heavy lean over property line fair health, fair needle count and color	X
68	Shore Pine Pinus contorta	10"	6'	Poor health, poor needle count and color poor, poor taper, dead wood	X
69	Shore Pine Pinus contorta	10 1/2"	5'	Poor health, poor taper, co-dominant stem poor branch attachment	X
70	Shore Pine Pinus contorta	12"	10'	Severe asymmetrical crown, poor branch attachment lean over property line	X
71	Shore Pine Pinus contorta	12 1/2"	8'	Fair health, needle count and color fair, storm damage evidence of insect infestation	
72	Plum Prunus cerasifera	6 1/2"	7'	Heavy lean, canopy fair, small under storage tree fair color and leaf count	X
73	Pear	10 1/2"	9'	Co-dominant at 4' - poor health, poor leaf color, dead wood	X
74	Apple	7 1/2"	9'	Poor health, heavy leaning trunk asymmetrical	X
75	Plum Prunus cerasifera	11 1/2"	11'	fair health, fair canopy fair leaf count and color, split trunk dead wood	
76	Pear	6"	6'	Fair health, fair leaf count and color, dead wood	
77	Apple	7 1/2"	6'	Poor health, decay in trunk , poor leaf count and color	X

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
78	Big Leaf Maple Acer macrophyllum	19 1/2"	16'	Good health, leaf count and color good, leaning trunk, dead wood, tree growing into existing fence	
79	Sitka Spruce Picea sitchensis	16"	18'	Good health, good needle count and color, under growth tree dead wood, tree grown into existing fence	X
80	Douglas Fir Pseudotsuga Menziessii	16 1/2"	13'	Fair health, needle count and color fair, dead wood	
81	Grand Fir Abies grandis	15"	11'	fair health, fair, needle count and color, dead wood	
82	Douglas Fir Pseudotsuga Menziessii	10 1/2"	10'	Fair health, fair needle count and color, dead wood	
83	Douglas Fir Pseudotsuga Menziessii	16"	12'	Fair health, fair needle count and color, dead wood	
84	Douglas Fir Pseudotsuga Menziessii	11"	10'	Fair health, fair needle count and color, trunk distorted dead wood	
85	Douglas Fir Pseudotsuga Menziessii	12"	9'	Poor health, poor needle count and color, dead wood	
86	Douglas Fir Pseudotsuga Menziessii	9 1/2"	5'	Poor health, poor needle count and color, dead wood	
87	Douglas Fir Pseudotsuga Menziessii	9 1/2"	9'	Poor health, poor needle count and color, dead wood	
88	Douglas Fir Pseudotsuga Menziessii	14"	14'	Fair health, fair needle count color, dead wood	
89	Douglas Fir Pseudotsuga Menziessii	10 1/2"	13'	Poor health, poor needle count and color, asymmetrical crown leaning trunk	

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
90	Douglas Fir Pseudotsuga Menziessii	12 1/2"	9'	Fair health, fair needle count and color, dead wood	X
91	Douglas Fir Pseudotsuga Menziessii	11"	6'	Poor health, poor needle count and color, dead wood	
92	Douglas Fir Pseudotsuga Menziessii	14"	10'	Fair health, fair needle count and color, dead wood	
93	Douglas Fir Pseudotsuga Menziessii	7"	5'	Poor health, poor needle count and color, dead wood	X
94	Douglas Fir Pseudotsuga Menziessii	8 1/2"	6'	Poor health, poor needle count and color, distorted trunk dead wood	
95	Douglas Fir Pseudotsuga Menziessii	17"	14'	Fair health, fair needle count and color, dead wood, storm damage	
96	Douglas Fir Pseudotsuga Menziessii	13 1/2"	9'	Fair health, fair needle and color count, dead wood	
97	Douglas Fir Pseudotsuga Menziessii	18"	11'	Fair health, fair needle count and color, dead wood distorted trunk	
98	Douglas Fir Pseudotsuga Menziessii	18 1/2"	10'	Fair health, fair needle count and color, dead wood	
99	Grand Fir Abies grandis	15 1/2"	10'	Fair health, fair needle count and color, dead wood	
100	Grand Fir Abies grandis	22"	14'	Fair health, fair needle count and color, dead wood	
101	Douglas Fir Pseudotsuga Menziessii	14"	9'	Fair health, fair needle count and color, dead wood	

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
102	Douglas Fir Pseudotsuga Menziessii	6"	4'	Poor health, poor needle count and color, dead wood	X
103	Douglas Fir Pseudotsuga Menziessii	9"	5'	Poor health, poor needle count and color, dead wood	
104	Douglas Fir Pseudotsuga Menziessii	13"	8'	Fair health, fair needle count and color, dead wood	
105	Grand Fir Abies grandis	6 1/2"	4'	Poor health, poor needle count and color, dead wood	
106	Grand Fir Abies grandis	16"	12'	Fair health, fair needle count and color, dead wood	
107	Grand Fir Abies grandis	11 1/2"	7'	Fair health, fair needle count and color, dead wood	
108	Grand Fir Abies grandis	11"	6'	Poor health, poor needle count and color, dead wood heavy lean, possible root sprung	X
109	Douglas Fir Pseudotsuga Menziessii	7"	6'	Poor health, poor needle count and color, dead wood	X
110	Douglas Fir Pseudotsuga Menziessii	6 1/2"	6'	Poor health, poor needle count and color, dead wood	X
111	Douglas Fir Pseudotsuga Menziessii	15"	9'	Fair health, fair needle count and color, dead wood wire fence embedded into tree, bulging trunk at 5' above ground	X
112	Grand Fir Abies grandis	6"	6'	Poor health, poor needle count and color, dead wood	X
113	Grand Fir Abies grandis	15 1/2"	8'	Fair health, fair needle count and color, dead wood	

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
114	Grand Fir Abies grandis	7"	0	Dead	X
115	Grand Fir Abies grandis	7 1/2"	0	Dead	X
116	Grand Fir Abies grandis	7"	6'	Fair health, fair needle count and color, dead wood	
117	Grand Fir Abies grandis	10"	7'	Asymmetrical crown, lean, fair health, fair needle count and color	
118	Grand Fir Abies grandis	6"	4'	Poor health, poor needle count and color, dead wood	X
119	Grand Fir Abies grandis	7"	0	Dead	X
120	Grand Fir Abies grandis	9 1/2"	0	Dead	X
121	Grand Fir Abies grandis	9"	6'	Declining tree, poor health	X
122	Grand Fir Abies grandis	7"	5'	Declining tree, under storage tree, poor health	X
123	Grand Fir Abies grandis	7"	6'	Fair health, fair needle count and color, dead wood	
124	Grand Fir Abies grandis	14"	8'	Fair health, fair needle count and color, wounding and scaring lower trunk	X

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
125	Pin Oak Quercus palustris	18"	14'	Severe asymmetrical crown, lean in trunk, leaning over adjacent fence and property line	
126	Norway Maple Acer platanoides	7"	8'	Fair color and leaf count, wounding lower trunk	X
127	Norway Maple Acer platanoides	5 1/2"	6'	Severe wounding in trunk 4' up, foliage fair	X
128	Oregon White Oak Quercus Garryana	41"	37'	Large mature tree, some decay in trunk from old pruning cuts, heavy branching, fair color and leaf count - advanced decay in scaffold branches (probably not the best for a preservation tree)	
129	Douglas Fir Pseudotsuga Menziessii	9"	7'	Fair health, fair needle count and color, dead wood	
130	Douglas Fir Pseudotsuga Menziessii	9 1/2"	7'	Poor health, poor needle count and color, dead wood	
131	Douglas Fir Pseudotsuga Menziessii	10"	7'	Poor health, poor needle count and color, dead wood surface rooting	X
132	Douglas Fir Pseudotsuga Menziessii	7 1/2"	8'	Poor health, poor needle count and color, dead wood Asymmetrical crown, distorted trunk	X
133	Oregon White Oak Quercus Garryana	40"	40'	Asymmetrical crown, heavy lateral branching, decay around old pruning cuts and wounds	
134	Douglas Fir Pseudotsuga Menziessii	10"	8'	Fair color and leaf count, wounding lower trunk	X
135	Douglas Fir Pseudotsuga Menziessii	12"	9'	Fair health, fair needle count and color, dead wood	

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
136	English Laurel Prunus laurocerasus	6 1/2"	8'	Understorage tree	X
137	Grand Fir Abies grandis	17"	11'	Good healthy tree, good needle count and color good taper (Possible Preservation Tree)	
138	English Laurel Prunus laurocerasus	7"	8'	Health fair, fair color and leaf count, under storage tree	
139	English Laurel Prunus laurocerasus	5 1/2"	8'	Health fair, fair color and leaf count, under storage tree	
140	Douglas Fir Pseudotsuga Menziessii	21"	16'	Good health, good needle count and color, dead wood	
141	Douglas Fir Pseudotsuga Menziessii	15"	12'	Fair health, fair needle count and color, dead wood distorted lower trunk	
142	Douglas Fir Pseudotsuga Menziessii	17"	13'	Fair health, fair needle count and color, dead wood	
143	Douglas Fir Pseudotsuga Menziessii	8 1/2"	9'	Severe asymmetrical crown, decay in trunk, distorted	X
144	Douglas Fir Pseudotsuga Menziessii	17"	13'	Fair health, fair needle count and color, dead wood	
145	Norway Maple Acer Platanoides	9"	12'	Good health, good color and leaf count, good scaffold branching	
TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
146	Douglas Fir	16"	10'	Fair health, fair needle count and color, dead wood	

Tree Inventory @ 1103 N Meridian Drive, Newberg OR

8/14/2010

	Pseudotsuga Menziessii			some declining in canopy	
147	Douglas Fir Pseudotsuga Menziessii	9 1/2"	8'	Poor health, poor needle count and color, decline in tips of laterals	X
148	Douglas Fir Pseudotsuga Menziessii	10 1/2"	11'	Fair health, fair needle count and color, dead wood No vertical leader, stunted growth, surface roots	X
149	Shore Pine Pinus contorta	18"	16'	Severe asymmetrical crown, lean over adjacent property line and fence	X
150	Douglas Fir Pseudotsuga Menziessii	17"	15'	Asymmetrical crown, fair needle count and color, on SE property line.	
151	Douglas Fir Pseudotsuga Menziessii	21"	15'	Good health, good needle color, good needle count, some dead wood	
152	Shore Pine Pinus contorta	18"	14'	Asymmetrical crown, heavy weighted, lean, broken top	X
N/A	Oregon White Oak Quercus Garryana			Adjacent property south side, large Oregon White Oak, approximate DBH 30" and DL Radius 20' - trunk is 4' from property line, canopy over hangs property line	
153	Shore Pine Pinus contorta	21"	17'	Asymmetrical crown, heavy lean, broken top	X
154	Douglas Fir Pseudotsuga Menziessii	18"	14'	Good health, good needle count, good color, surface roots	

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
--------	---------	-----	------------------	---	--------

Tree Inventory @ 1103 N Meridian Drive, Newberg OR

8/14/2010

155	Douglas Fir Pseudotsuga Menziessii	12"	10'	Fair health, fair needle count and color, dead wood	
156	Douglas Fir Pseudotsuga Menziessii	17"	11'	Fair health, fair needle count and color, dead wood	
157	Shore Pine Pinus contorta	14"	12'	Severe asymmetrical crown, leaning trunk, heavily weighted	X
158	Douglas Fir Pseudotsuga Menziessii	10 1/2"	8'	Fair health, fair needle count and color, dead wood	
159	Douglas Fir Pseudotsuga Menziessii	21"	16'	Good health, fair needle count and color, dead wood	
160	Douglas Fir Pseudotsuga Menziessii	17"	11'	Fair health, fair needle count and color, dead wood	
161	Douglas Fir Pseudotsuga Menziessii	18"	16'	Fair health, fair needle count and color, dead wood lean in trunk	
162	Douglas Fir Pseudotsuga Menziessii	21"	14'	Good health, fair needle count and color, dead wood	
163	Douglas Fir Pseudotsuga Menziessii	21"	14'	Good health, fair needle count and color, dead wood surface roots	
164	Douglas Fir Pseudotsuga Menziessii	16"	14'	Distorted trunk, root sprung, Asymmetrical crown	X
165	Shore Pine Pinus contorta	16"	15'	Decay, broken top, dead wood, distorted upper trunk, storm damage	X
166	Douglas Fir Pseudotsuga Menziessii	15"	11'	Fair health, discoloration of needles, needle count fair	

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
--------	---------	-----	---------------------	--	--------

Tree Inventory @ 1103 N Meridian Drive, Newberg OR

8/14/2010

167	Douglas Fir Pseudotsuga Menziessii	14"	14'	Fair health, fair needle count and color, dead wood	
168	Douglas Fir Pseudotsuga Menziessii	14"	15'	Fair health, fair needle count and color, dead wood Co-dominant upper stems	
169	Douglas Fir Pseudotsuga Menziessii	12"	9'	Fair health, needle count fair	
170	Douglas Fir Pseudotsuga Menziessii	10 1/2"	9'	Fair health, needle count fair	
171	Douglas Fir Pseudotsuga Menziessii	13"	9'	Poor health, poor needle count, dead wood	X
172	Douglas Fir Pseudotsuga Menziessii	16"	12'	Fair health, needle count fair	
173	Douglas Fir Pseudotsuga Menziessii	17"	18'	Good health, some surface rooting, good needle count & color	
174	Douglas Fir Pseudotsuga Menziessii	18"	17'	Good health, slightly asymmetrical crown, good needle count and color	
175	Douglas Fir Pseudotsuga Menziessii	16"	14'	Fair canopy, distortion in upper stem	
176	Douglas Fir Pseudotsuga Menziessii	11 1/2"	11'	Fair health, fair needle count and color, dead wood	
177	Shore Pine Pinus contorta	18"	14'	Fair health, fair needle count and color, dead wood	
178	Douglas Fir Pseudotsuga Menziessii	16"	13'	Good health, fair needle count and color, dead wood	

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
179	Douglas Fir Pseudotsuga Menziessii	21"	15'	Good health, fair needle count and color, dead wood	
180	Plum Prunus cerasifera	14"	14'	Good health, good foliage color, over hangs property line and fence	
181	Douglas Fir Pseudotsuga Menziessii	25"	17'	Good canopy, good needle count and color, slightly distorted trunk	
182	Douglas Fir Pseudotsuga Menziessii	18"	15'	Good health, good needle count and color, slight distortion in trunk @ 15'	
183	Douglas Fir Pseudotsuga Menziessii	14"	10'	Fair health, fair needle count and color, dead wood distortion trunk @ 15'	
184	Douglas Fir Pseudotsuga Menziessii	17"	14'	Fair health, fair needle count and color, dead wood	
185	Douglas Fir Pseudotsuga Menziessii	14"	12'	Poor health, poor needle count and color, distortion in trunk poor attachment point	X
186	Douglas Fir Pseudotsuga Menziessii	14"	10'	Fair health, fair needle and color count, dead wood	
187	Douglas Fir Pseudotsuga Menziessii	11"	7'	Poor health, distortion in trunk, poor foliage, dead wood	
188	Douglas Fir Pseudotsuga Menziessii	12 1/2"	9'	Poor health, distortion in trunk, poor foliage, dead wood	
189	Douglas Fir Pseudotsuga Menziessii	16"	14'	Fair health, fair needle count and color, dead wood	
190	Douglas Fir Pseudotsuga Menziessii	17"	18'	Fair health, fair needle count and color, dead wood	

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
191	Hawthorn Crataegus pinatifida	8"	9'	Good foilage, sits on property line, grown into fence	X
192	Grand Fir Abies grandis	15"	7'	Poor health, poor needle count and color, dead wood	X
193	Douglas Fir Pseudotsuga Menziessii	5 1/2"	7'	Poor health, poor needle count and color, dead wood	X
194	Douglas Fir Pseudotsuga Menziessii	6"	4'	Poor health, poor needle count and color, dead wood	X
195	Douglas Fir Pseudotsuga Menziessii	7"	6'	Poor health, poor needle count and color, dead wood	X
196	Douglas Fir Pseudotsuga Menziessii	5 1/2"	5'	Poor health, poor needle count and color, dead wood	X
197	Douglas Fir Pseudotsuga Menziessii	8 1/2"	8'	Poor health, poor needle count and color, dead wood	X
198	Douglas Fir Pseudotsuga Menziessii	12"	11'	Fair health, fair needle count and color, dead wood	
199	Oregon White Oak Quercus Garryana	44"	36'	Fair health, fair color and leaf count, large and heavily weighted branches, utility hard ware and piping embedded into tree, decay in scaffold branches at old pruning wounds, large dead wood	
200	Sweetgum Liquidambar styraciflua	10 1/2"	10'	Good health, good leaf count and color,	
201	Sweetgum Liquidambar styraciflua	10"	9'	Good health, good leaf count and color,	

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
202	Sweetgum Liquidambar styraciflua	9 1/2"	8'	Good health, good leaf count and color, poor branch attachment in upper canopy	
203	Sweetgum Liquidambar styraciflua	11"	9'	Good health, good leaf count and color	
204	Grand Fir Abies grandis	11 1/2"	8'	Fair health, dead wood in upper canopy, fair needle count & color	
205	Apple	8 1/2"	10'	Poor health, poor leaf count and color, dead wood	X
206	Apple	8 1/2"	12'	Fair health, leaf count & color	X
207	Oregon White Oak Quercus Garryana	38 1/2"	26'	Foliage fair, fair color, density, large dead wood, electric box and pole embedded into tree, heavily lateral branches	
208	Douglas Fir Pseudotsuga Menziessii	18"	15'	Fair health, fair needle count and color, dead wood	
209	Oregon White Oak Quercus Garryana	46"	36'	Fair health, fair leaf count & color, heavily weighted lateral branches some decay in scaffold branches due to canker, large dead wood	
210	European white Birch Betula pendula	20"	19'	Good health, good color and leaf count, good taper	
211	Spruce	13 1/2"	15'	Fair health, fair needle count and color, dead wood	
212	Western White Pine Pinus monticola	23 1/2"	14'	Good health, good color and leaf count, good taper	
213	Cherry	7 1/2"	9'	Fair health, good leaf count and color, minor dead wood	X
214	Apple	7 1/2"	10'	Poor tree, decay in lower trunk, poor color and leaf count	X

TREE #	SPECIES	DBH	DRIP LINE RADIUS	VISUAL ASSMT, HEALTH & SAFETY - RECOMMENDATIONS	REMOVE
215	Blue Spruce Picea pungens	10 1/2"	9'	Fair health, fair needle count and color, dead wood	
216	Sweetgum Liquidambar styraciflua	20"	18'	Good health, good leaf count and color, dead wood	
217	Sweetgum Liquidambar styraciflua	18"	18'	Good health, heavily weighted lateral branches, narrow stem attachments	
218	Sweetgum Liquidambar styraciflua	20"	20'	Good health, heavy lateral branches, good leaf count & color	
219	Ponderosa Pine Pinus ponderosa	19 1/2"	14'	Fair health, fair needle count and color, co-dominant stems in upper canopy	
220	Red Oak Quercus rubra	16 1/2"	25'	Fair health, heavy lateral branching, large dead wood, good color & leaf count	
221	Red Oak Quercus rubra	20"	30'	Good health, good leaf count & color, scaffold branching good, heavy lateral branches and dead wood.	
222	Cherry	7 1/2"	9'	Fair health, decay at old pruning cuts and trunk wood	X
223	Oregon White Oak Quercus Garryana	50"	43'	Fair health, fair leaf count and color, good scaffold branching heavily weighted lateral branches, large dead wood. (Possible preservation tree)	



HOUSING AUTHORITY OF YAMHILL COUNTY
NEIGHBORHOOD MEETING NOTICE

Attachment 2
EXHIBIT K
Notice Mailed to Property
Owners within 500' of
1103 N. Meridian

Re: Zone Change at 1103 North Meridian Street, Newberg, Oregon

Dear Resident:

I am writing on behalf of Housing Authority of Yamhill County, who will be going to the City of Newberg to rezone the property we own at 1103 North Meridian Street in Newberg. This site is currently zoned R-1 (low density residential). The Housing Authority of Yamhill County is seeking to rezone this property to R-3 (high density residential).

Prior to preparing site plans and making application to the City of Newberg for the necessary review and approvals, we would like to discuss the proposal in more detail with the surrounding property owners and residents. Therefore, you are cordially invited to attend a meeting on:

Date: Wednesday, July 21st, 2010
Location: First Federal Meeting Room
121 N. Edwards Street
Newberg, Oregon
Time: 7:00 p.m.

*A follow-up meeting will be held on Wednesday, August 11, 2010 at 7:00 p.m. at the First Federal Meeting Room located at 121 N. Edwards Street in Newberg.

Please note that this will be an informational meeting with the owner and representative only and is not intended to take the place of a public hearing before the Planning Commission or City Council expected to be held later in the fall. You will have an opportunity to present formal testimony to the Planning Commission or City Council when an application is submitted to the City for review.

I look forward to seeing you at the meeting and hearing your thoughts on the proposed project.

Respectfully,

Elise Hui
Executive Director



HOUSING AUTHORITY OF YAMHILL COUNTY

August 2, 2010

«ResidentName»
 «Address1»
 «City», «State» «PostalCode»

Dear Neighbors,

Thank you for taking the time to attend the meeting on Wednesday, July 21st, to share your concerns, comments and ideas. The following is a recap of the topics that were discussed.

- Ideas for the type of housing that the neighborhood would like to see, if the property was rezoned to R-3, was development that related to the elderly housing across the street on Meridian. Residents expressed that the environment that they would like to see would be quiet, safe, lower traffic density and development that respects their privacy (i.e. fences, buffers along the property lines and one-level units).
- Some residents were concerned about this development and what impact it would have to their personal property values.
- Different types of potential tenant base were discussed such as elderly, special needs and family. There was a preference for elderly housing, followed by special needs.
- There was support for retaining the historic house that currently exists on the property.
- Concern was expressed for the hazardous trees on site and impacts on neighboring property.
- There was interest in understanding the upgrades that may be required for Evergreen, Sierra Vista and Meridian and how that will impact the property owners in terms of financial responsibility, increased automobile and pedestrian traffic, and the characteristics of their physical property. Residents currently work as a community for upkeep on Evergreen (pick up trash and unplug stormwater culverts).
- There was concern about current traffic speeds on Sierra Vista and Meridian, and current overflow on-street parking on Meridian. The on-street parking seems to be an issue as apartment residents park on both sides of the street thereby decreasing travel width which is an issue at peak travel hours in the morning and early evening.

- The residents along Meridian, specifically Spaulding Oaks residents, are concerned about their safety as they are pulling onto Meridian, as there are cars that are blocking their vision. Slowing down traffic on Meridian was a suggestion for safety of the pedestrians and bicyclists.
- The connectivity between Evergreen and Meridian or other streets was a concern because of the potential of increased traffic. Some residents on Evergreen would like to see the dead-end street not developed and not connected to any other streets. Additionally, there was a concern about the dead-end street and the potential of trucks and construction activities blocking access for services to their properties (i.e. garbage service).
- There was a concern about current stormwater ponding issues on the property and neighboring properties and how development would potentially further impact the problem.

We understand that most people in attendance at the meeting would prefer that the property not be rezoned. We clearly stated in our invitation to the meeting our intention to rezone the property. We would like to work with the neighbors to minimize the impact of our proposed rezoning and ultimate development of the property. We expect that the public process for this re-zone will be held in the fall and you will receive formal notification by mail. If you are interested in working with us as a community, please visit with us on August 11th at 7:00 p.m. for another Neighborhood Meeting at the First Federal Meeting Room.

We will be meeting with the City this week to understand what their requirements are for this process. We would like to share with you additional information that we have discovered in our meeting with the City and our consultant studies. We will not be able to satisfy all the concerns raised at the last meeting, but we will address those that we can.

Again, thank you for your interest and participation in this process. Together, we can make this a successful project of which the neighborhood can be proud.

Sincerely,

Elise Hui
Executive Director

Resident Name	Address1	City	State	Postal Code
John Shaw	1107 Evergreen	Newberg	OR	97132
Katherine Baugh	1100 N Meridian St #28	Newberg	OR	97132
Von Stevens	912 E Vermillion	Newberg	OR	97132
Don Urban	1100 N Meridian #3	Newberg	OR	97132
Charles Scott	1100 N Meridian #19	Newberg	OR	97132
Mark & Rhonda Scialpi	1104 N College St	Newberg	OR	97132
Kurt & Cyndi Ziegenbein	1018 N College St	Newberg	OR	97132
Susan Baird	810 Jacqui Ct	Newberg	OR	97132
Lorna Kilmer	1106 Evergreen Dr	Newberg	OR	97132
Barb & Tony Roberto	1100 N Meridian #35	Newberg	OR	97132
Joe & Roxy Proffer	1108 Evergreen Dr	Newberg	OR	97132
Cindy & Gary Brunk	1109 Evergreen	Newberg	OR	97132
Lois & Bob Hutchinson	1112 Evergreen Dr	Newberg	OR	97132
Howard Harmon	1100 N Meridian #4	Newberg	OR	97132
Daniel & Gail Shepherd	1117 N Meridian St	Newberg	OR	97132
Jason & Heidi Myers	1020 N College St	Newberg	OR	97132

*NOTE: The Second (2nd) Neighborhood Meeting Notice dated August 2, 2010 was sent to the above-listed residents. The above-listed residents attended the first (1st) Neighborhood Meeting on July 21, 2010.

**PHOTOS of 1103 N. MERIDIAN &
ADJACENT MERIDIAN PROPERTIES
EXHIBIT L**



1103 N. Meridian—View from Meridian



1103 N. Meridian – Existing House



Meridian - Adjacent Property to North



Meridian – Adjacent Property to South



Meridian – View to South



Meridian – View to North



Spaulding Oaks – East View across Meridian



Spaulding Oaks – East View across Meridian



Spaulding Oaks– East View across Meridian



Spaulding Oaks – East View across Meridian



Meridian - View to East



The Oaks – East View across Meridian

EXHIBIT M

Housing Authority of Yamhill County

Images of Current Property

Vittoria Square Apartments



Vittoria Square Apartments



Vittoria Square Apartments



EXHIBIT M

Housing Authority of Yamhill County

Images of Current Property

Haworth Terrace Apartments



Woodside Park

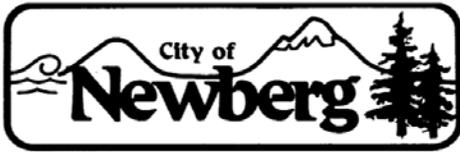


Woodside Community Room Building



**CITY OF NEWBERG TYPE III – EXHIBIT N
SAMPLE MAILED NOTICE (PLANNING COMMISSION)**

City of Newberg
414 E. First Street
P.O. Box 970
Newberg, OR 97132



City Manager
(503) 538-9421
(503) 538-5013 FAX

**WE WANT YOUR COMMENTS
ON A PROPOSED NEW DEVELOPMENT IN YOUR NEIGHBORHOOD**

A property owner in your neighborhood submitted application to the City of Newberg for a Comprehensive Map Amendment and Zoning Map Amendment from R-1 (low density residential) to R-3 (high density residential). The Newberg Planning Commission will hold a public hearing on October 14, 2010 at 7:00 p.m. at the Newberg Public Safety Building, 401 E. Third Street, Newberg, Oregon, to evaluate the proposal. You are invited to take part in the City’s review of this project by sending in your written comments or by testifying before the Planning Commission. For more details about giving comments, please see the back of this sheet.

The application would rezone the property from R-1 (low density residential) to R-3 (high density residential).

Applicant: IDEA Architecture + Development, LLC
Telephone: (503) 525-2679
Property Owner: Housing Authority of Yamhill County
Location: 1103 N. Meridian Street, Newberg, Oregon
Tax Lot Number: R3218DA 02100



We are mailing you information about this project because you own land within 500 feet of the subject site. We invite you to participate in the land use hearing scheduled before the Planning Commission. If you wish to participate in the hearing, you may do so in person or be represented by someone else.

If you mail your comments to the City, please put the following information on the outside of the envelope:

Written Comments: File No.
City of Newberg
Planning & Building Department
P.O. Box 970
Newberg, OR 97132

You can look over all the information about this project or drop comments off at Newberg City Hall, 414 E. First Street. You can also buy copies of the information for a cost of 25 cents a page. A staff report relating to the proposal will be available for inspection at City Hall and on the city website (www.newbergoregon.gov) at no cost seven days prior to the public hearing. If you have any questions about the project, you can call the Newberg Planning Division at 503-537-1240.

All written comments must be turned in by 5:00 p.m. on October 7, 2010. Written testimony received after this date or at the hearing will be considered late, and will be accepted only by motion of the Planning Commission.

Any issue which might be raised in an appeal of this case to the Land Use Board of Appeals (LUBA) must be submitted to the City in writing before this date. You must include enough detail to enable the decision maker an opportunity to respond. The applicable criteria used to make a decision on this application for comprehensive plan map amendment and zoning map amendment approval is found in Newberg Development Code Section 151.122.

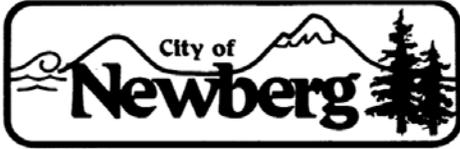
Prior to the conclusion of the initial evidentiary hearing, any participant may request an opportunity to present additional evidence, arguments or testimony regarding the application through a continuance or extension of the record. Failure of an issue to be raised in the hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes appeal to the State Land Use Board of Appeals based on that issue.

A recommendation will be made the City Planning Commission to the City Council at the end of the initial hearing. A new evidentiary hearing will then be scheduled before the City Council. If you participate in the public hearing process, either by testifying at the public hearing, or by sending in written comments, you will be sent information about any decision made by the City relating to this project.

Date Mailed:

CITY OF NEWBERG TYPE III – EXHIBIT N
SAMPLE MAILED NOTICE (CITY COUNCIL)

City of Newberg
414 E. First Street
P.O. Box 970
Newberg, OR 97132



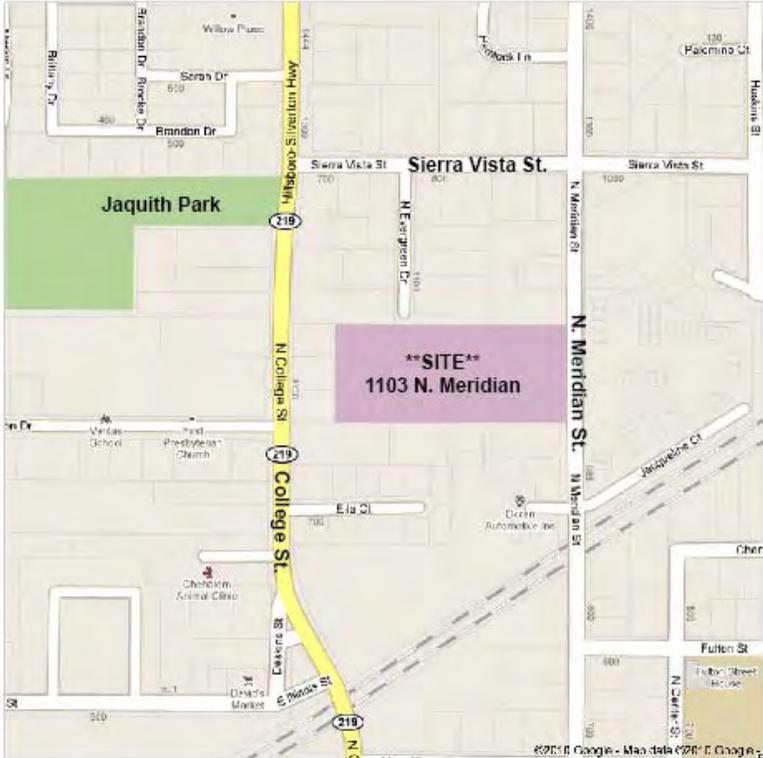
City Manager
(503) 538-9421
(503) 538-5013 FAX

**WE WANT YOUR COMMENTS
ON A PROPOSED NEW DEVELOPMENT IN YOUR NEIGHBORHOOD**

A property owner in your neighborhood submitted an application to the City of Newberg for a Comprehensive Map Amendment and Zoning Map Amendment from R-1 (low density residential) to R-3 (high density residential). The Newberg City Council will hold a public hearing on _____, 2010 at 7:00 p.m. at the Newberg Public Safety Building, 401 E. Third Street, Newberg, Oregon, to evaluate the proposal. You are invited to take part in the City’s review of this project by sending in your written comments or by testifying before the City Council. For more details about giving comments, please see the back of this sheet.

The application would rezone the property from R-1 (low density residential) to R-3 (high density residential).

Applicant: IDEA Architecture + Development, LLC
Telephone: (503) 525-2679
Property Owner: Housing Authority of Yamhill County
Location: 1103 N. Meridian Street, Newberg, Oregon
Tax Lot Number: R3218DA 02100



We are mailing you information about this project because you own land within 500 feet of the subject site. We invite you to participate in the land use hearing scheduled before the City Council. If you wish to participate in the hearing, you may do so in person or be represented by someone else.

If you mail your comments to the City, please put the following information on the outside of the envelope.

Written Comments: File No.
City of Newberg
Planning & Building Department
P.O. Box 970
Newberg, OR 97132

You can look over all the information about this project or drop comments off at Newberg City Hall, 414 E. First Street. You can also buy copies of the information for a cost of 25 cents a page. A staff report relating to the proposal will be available for inspection at City Hall and on the city website (www.newbergoregon.gov) at no cost seven days prior to the public hearing. If you have any questions about the project, you can call the Newberg Planning Division at 503-537-1240.

All interested persons may appear and provide testimony. Speakers are encouraged to submit information in writing at least **ten days** prior to the Council meeting for the Council's review. Speakers may also submit information at the meeting, but it may or may not be read and considered by the Mayor and Council.

Any issue which might be raised in an appeal of this case to the Land Use Board of Appeals (LUBA) must be submitted to the City in writing before this date. You must include enough detail to enable the decision maker an opportunity to respond. The applicable criteria used to make a decision on this application for comprehensive plan map amendment and zoning map amendment approval is found in Newberg Development Code Section 151.122.

Failure of an issue to be raised in the hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes appeal to the State Land Use Board of Appeals based on that issue.

If you participate in the public hearing process, either by testifying at the public hearing, or by sending in written comments, you will be sent information about any decision made by the City relating to this project.

Date Mailed:

OWNER'S POLICY OF TITLE INSURANCE

ISSUED BY

First American Title Insurance Company of Oregon

Any notice of claim and any other notice or statement in writing required to be given to the Company under this policy must be given to the Company at the address shown in Section 18 of the Conditions.

COVERED RISKS

SUBJECT TO THE EXCLUSIONS FROM COVERAGE, THE EXCEPTIONS FROM COVERAGE CONTAINED IN SCHEDULE B AND THE CONDITIONS, Title Insurance Company of Oregon dba FIRST AMERICAN TITLE INSURANCE COMPANY OF OREGON (the "Company") insures, as of Date of Policy and, to the extent stated in Covered Risks 9 and 10, after Date of Policy, against loss or damage, not exceeding the Amount of Insurance, sustained or incurred by the Insured by reason of:

1. Title being vested other than as stated in Schedule A.
2. Any defect in or lien or encumbrance on the Title. This Covered Risk includes but is not limited to insurance against loss from
 - (a) A defect in the Title caused by
 - (i) forgery, fraud, undue influence, duress, incompetency, incapacity, or impersonation;
 - (ii) failure of any person or Entity to have authorized a transfer or conveyance;
 - (iii) a document affecting Title not properly created, executed, witnessed, sealed, acknowledged, notarized, or delivered;
 - (iv) failure to perform those acts necessary to create a document by electronic means authorized by law;
 - (v) a document executed under a falsified, expired, or otherwise invalid power of attorney;
 - (vi) a document not properly filed, recorded, or indexed in the Public Records including failure to perform those acts by electronic means authorized by law; or
 - (vii) a defective judicial or administrative proceeding.
 - (b) The lien of real estate taxes or assessments imposed on the Title by a governmental authority due or payable, but unpaid.
 - (c) Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
3. Unmarketable Title.
4. No right of access to and from the Land.
5. The violation or enforcement of any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (a) the occupancy, use, or enjoyment of the Land;
 - (b) the character, dimensions, or location of any improvement erected on the Land;

- (c) the subdivision of land; or
 - (d) environmental protection
- if a notice, describing any part of the Land, is recorded in the Public Records setting forth the violation or intention to enforce, but only to the extent of the violation or enforcement referred to in that notice.
6. An enforcement action based on the exercise of a governmental police power not covered by Covered Risk 5 if a notice of the enforcement action, describing any part of the Land, is recorded in the Public Records, but only to the extent of the enforcement referred to in that notice.
 7. The exercise of the rights of eminent domain if a notice of the exercise, describing any part of the Land, is recorded in the Public Records.
 8. Any taking by a governmental body that has occurred and is binding on the rights of a purchaser for value without Knowledge.
 9. Title being vested other than as stated in Schedule A or being defective
 - (a) as a result of the avoidance in whole or in part, or from a court order providing an alternative remedy, of a transfer of all or any part of the title to or any interest in the Land occurring prior to the transaction vesting Title as shown in Schedule A because that prior transfer constituted a fraudulent or preferential transfer under federal bankruptcy, state insolvency, or similar creditors' rights laws; or
 - (b) because the instrument of transfer vesting Title as shown in Schedule A constitutes a preferential transfer under federal bankruptcy, state insolvency, or similar creditors' rights laws by reason of the failure of its recording in the Public Records
 - (i) to be timely, or
 - (ii) to impart notice of its existence to a purchaser for value or to a judgment or lien creditor.
 10. Any defect in or lien or encumbrance on the Title or other matter included in Covered Risks 1 through 9 that has been created or attached or has been filed or recorded in the Public Records subsequent to Date of Policy and prior to the recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The Company will also pay the costs, attorneys' fees, and expenses incurred in defense of any matter insured against by this policy, but only to the extent provided in the Conditions.

Title Insurance Company of Oregon

dba FIRST AMERICAN TITLE INSURANCE COMPANY OF OREGON

By:

PC: Page 238 of 432

President

Attest:



Secretary

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risks 9 and 10); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
 - (a) a fraudulent conveyance or fraudulent transfer; or
 - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

CONDITIONS

1. DEFINITION OF TERMS

The following terms when used in this policy mean:

- (a) "Amount of Insurance": The amount stated in Schedule A, as may be increased or decreased by endorsement to this policy, increased by Section 8(b), or decreased by Sections 10 and 11 of these Conditions.
- (b) "Date of Policy": The date designated as "Date of Policy" in Schedule A.
- (c) "Entity": A corporation, partnership, trust, limited liability company, or other similar legal entity.
- (d) "Insured": The Insured named in Schedule A.
 - (i) The term "Insured" also includes
 - (A) successors to the Title of the Insured by operation of law as distinguished from purchase, including heirs, devisees, survivors, personal representatives, or next of kin;
 - (B) successors to an Insured by dissolution, merger, consolidation, distribution, or reorganization;
 - (C) successors to an Insured by its conversion to another kind of Entity;
 - (D) a grantee of an Insured under a deed delivered without payment of actual valuable consideration conveying the Title
 - (1) if the stock, shares, memberships, or other equity interests of the grantee are wholly-owned by the named Insured,
 - (2) if the grantee wholly owns the named Insured,
 - (3) if the grantee is wholly-owned by an affiliated Entity of the named Insured, provided the affiliated Entity and the named Insured are both wholly-owned by the same person or Entity, or
 - (4) if the grantee is a trustee or beneficiary of a trust created by a written instrument established by the Insured named in Schedule A for estate planning purposes.

- (ii) With regard to (A), (B), (C), and (D) reserving, however, all rights and defenses as to any successor that the Company would have had against any predecessor Insured.
- (e) "Insured Claimant": An Insured claiming loss or damage.
- (f) "Knowledge" or "Known": Actual knowledge, not constructive knowledge or notice that may be imputed to an Insured by reason of the Public Records or any other records that impart constructive notice of matters affecting the Title.
- (g) "Land": The land described in Schedule A, and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is insured by this policy.
- (h) "Mortgage": Mortgage, deed of trust, trust deed, or other security instrument, including one evidenced by electronic means authorized by law.
- (i) "Public Records": Records established under state statutes at Date of Policy for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge. With respect to Covered Risk 5(d), "Public Records" shall also include environmental protection liens filed in the records of the clerk of the United States District Court for the district where the Land is located.
- (j) "Title": The estate or interest described in Schedule A.
- (k) "Unmarketable Title": Title affected by an alleged or apparent matter that would permit a prospective purchaser or lessee of the Title or lender on the Title to be released from the obligation to purchase, lease, or lend if there is a contractual condition requiring the delivery of marketable title.

2. CONTINUATION OF INSURANCE

The coverage of this policy shall continue in force as of Date of Policy in favor of an Insured, but only so long as the Insured retains an estate or interest in the Land, or holds an obligation secured by a purchase money Mortgage given by a purchaser from the Insured, or only so long as the Insured shall have liability by reason of warranties in any transfer or conveyance of the Title. This policy shall not continue in force in favor of any purchaser from the Insured of either (i) an estate or interest in the Land, or (ii) an obligation secured by a purchase money Mortgage given to the Insured.

3. NOTICE OF CLAIM TO BE GIVEN BY INSURED CLAIMANT

The Insured shall notify the Company promptly in writing (i) in case of any litigation as set forth in Section 5(a) of these Conditions, (ii) in case Knowledge shall come to an Insured hereunder of any claim of title or interest that is adverse to the Title, as insured, and that might cause loss or damage for which the Company may be liable by virtue of this policy, or (iii) if the Title, as insured, is rejected as Unmarketable Title. If the Company is prejudiced by the failure of the Insured Claimant to provide prompt notice, the Company's liability to the Insured Claimant under the policy shall be reduced to the extent of the prejudice.

4. PROOF OF LOSS

In the event the Company is unable to determine the amount of loss or damage, the Company may, at its option, require as a condition of payment that the Insured Claimant furnish a signed proof of loss. The proof of loss must describe the defect, lien, encumbrance, or other matter insured against by this policy that constitutes the basis of loss or damage and shall state, to the extent possible, the basis of calculating the amount of the loss or damage.

5. DEFENSE AND PROSECUTION OF ACTIONS

- (a) Upon written request by the Insured, and subject to the options contained in Section 7 of these Conditions, the Company, at its own cost and without unreasonable delay, shall provide for the defense of an Insured in litigation in which any third party asserts a claim covered by this policy adverse to the Insured. This obligation is limited to only those stated causes of action alleging matters insured against by this policy. The Company shall have the right to select counsel of its choice (subject to the right of the Insured to object for reasonable cause) to represent the Insured as to those stated causes of action. It shall not be liable for and will not pay the fees of any other counsel. The Company will not pay any fees, costs, or expenses incurred by the Insured in the defense of those causes of action that allege matters not insured against by this policy.
- (b) The Company shall have the right, in addition to the options contained in

Section 7 of these Conditions, at its own cost, to institute and prosecute any action or proceeding or to do any other act that in its opinion may be necessary or desirable to establish the Title, as insured, or to prevent or reduce loss or damage to the Insured. The Company may take any appropriate action under the terms of this policy, whether or not it shall be liable to the Insured. The exercise of these rights shall not be an admission of liability or waiver of any provision of this policy. If the Company exercises its rights under this subsection, it must do so diligently.

- (c) Whenever the Company brings an action or asserts a defense as required or permitted by this policy, the Company may pursue the litigation to a final determination by a court of competent jurisdiction, and it expressly reserves the right, in its sole discretion, to appeal any adverse judgment or order.

6. DUTY OF INSURED CLAIMANT TO COOPERATE

- (a) In all cases where this policy permits or requires the Company to prosecute or provide for the defense of any action or proceeding and any appeals, the Insured shall secure to the Company the right to so prosecute or provide defense in the action or proceeding, including the right to use, at its option, the name of the Insured for this purpose. Whenever requested by the Company, the Insured, at the Company's expense, shall give the Company all reasonable aid (i) in securing evidence, obtaining witnesses, prosecuting or defending the action or proceeding, or effecting settlement, and (ii) in any other lawful act that in the opinion of the Company may be necessary or desirable to establish the Title or any other matter as insured. If the Company is prejudiced by the failure of the Insured to furnish the required cooperation, the Company's obligations to the Insured under the policy shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation, with regard to the matter or matters requiring such cooperation.
- (b) The Company may reasonably require the Insured Claimant to submit to examination under oath by any authorized representative of the Company and to produce for examination, inspection, and copying, at such reasonable times and places as may be designated by the authorized representative of the Company, all records, in whatever medium maintained, including books, ledgers, checks, memoranda, correspondence, reports, e-mails, disks, tapes, and videos whether bearing a date before or after Date of Policy, that reasonably pertain to the loss or damage. Further, if requested by any authorized representative of the Company, the Insured Claimant shall grant its permission, in writing, for any authorized representative of the Company to examine, inspect, and copy all of these records in the custody or control of a third party that reasonably pertain to the loss or damage. All information designated as confidential by the Insured Claimant provided to the Company pursuant to this Section shall not be disclosed to others unless, in the reasonable judgment of the Company, it is necessary in the administration of the claim. Failure of the Insured Claimant to submit for examination under oath, produce any reasonably requested information, or grant permission to secure reasonably necessary information from third parties as required in this subsection, unless prohibited by law or governmental regulation, shall terminate any liability of the Company under this policy as to that claim.

7. OPTIONS TO PAY OR OTHERWISE SETTLE CLAIMS; TERMINATION OF LIABILITY

In case of a claim under this policy, the Company shall have the following additional options:

- (a) To Pay or Tender Payment of the Amount of Insurance.
To pay or tender payment of the Amount of Insurance under this policy together with any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment or tender of payment and that the Company is obligated to pay. Upon the exercise by the Company of this option, all liability and obligations of the Company to the Insured under this policy, other than to make the payment required in this subsection, shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation.
- (b) To Pay or Otherwise Settle With Parties Other Than the Insured or With the Insured Claimant.
- (i) To pay or otherwise settle with other parties for or in the name of an Insured Claimant any claim insured against under this policy. In addition, the Company will pay any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment and that the Company is obligated to pay; or
- (ii) To pay or otherwise settle with the Insured Claimant the loss or damage provided for under this policy, together with any costs,

attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment and that the Company is obligated to pay.

Upon the exercise by the Company of either of the options provided for in subsections (b)(i) or (ii), the Company's obligations to the Insured under this policy for the claimed loss or damage, other than the payments required to be made, shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation.

8. DETERMINATION AND EXTENT OF LIABILITY

This policy is a contract of indemnity against actual monetary loss or damage sustained or incurred by the Insured Claimant who has suffered loss or damage by reason of matters insured against by this policy.

- (a) The extent of liability of the Company for loss or damage under this policy shall not exceed the lesser of
- the Amount of Insurance; or
 - the difference between the value of the Title as insured and the value of the Title subject to the risk insured against by this policy.
- (b) If the Company pursues its rights under Section 5 of these Conditions and is unsuccessful in establishing the Title, as insured,
- the Amount of Insurance shall be increased by 10%, and
 - the Insured Claimant shall have the right to have the loss or damage determined either as of the date the claim was made by the Insured Claimant or as of the date it is settled and paid.
- (c) In addition to the extent of liability under (a) and (b), the Company will also pay those costs, attorneys' fees, and expenses incurred in accordance with Sections 5 and 7 of these Conditions.

9. LIMITATION OF LIABILITY

- (a) If the Company establishes the Title, or removes the alleged defect, lien, or encumbrance, or cures the lack of a right of access to or from the Land, or cures the claim of Unmarketable Title, all as insured, in a reasonably diligent manner by any method, including litigation and the completion of any appeals, it shall have fully performed its obligations with respect to that matter and shall not be liable for any loss or damage caused to the Insured.
- (b) In the event of any litigation, including litigation by the Company or with the Company's consent, the Company shall have no liability for loss or damage until there has been a final determination by a court of competent jurisdiction, and disposition of all appeals, adverse to the Title, as insured.
- (c) The Company shall not be liable for loss or damage to the Insured for liability voluntarily assumed by the Insured in settling any claim or suit without the prior written consent of the Company.

10. REDUCTION OF INSURANCE; REDUCTION OR TERMINATION OF LIABILITY

All payments under this policy, except payments made for costs, attorneys' fees, and expenses, shall reduce the Amount of Insurance by the amount of the payment.

11. LIABILITY NONCUMULATIVE

The Amount of Insurance shall be reduced by any amount the Company pays under any policy insuring a Mortgage to which exception is taken in Schedule B or to which the Insured has agreed, assumed, or taken subject, or which is executed by an Insured after Date of Policy and which is a charge or lien on the Title, and the amount so paid shall be deemed a payment to the Insured under this policy.

12. PAYMENT OF LOSS

When liability and the extent of loss or damage have been definitely fixed in accordance with these Conditions, the payment shall be made within 30 days.

13. RIGHTS OF RECOVERY UPON PAYMENT OR SETTLEMENT

- (a) Whenever the Company shall have settled and paid a claim under this policy, it shall be subrogated and entitled to the rights of the Insured Claimant in the Title and all other rights and remedies in respect to the claim that the Insured Claimant has against any person or property, to the extent of the amount of any loss, costs, attorneys' fees, and expenses paid by the Company. If requested by the Company, the Insured Claimant shall execute documents to evidence the transfer to the Company of these rights and remedies. The Insured Claimant shall permit the Company to sue, compromise, or settle in the name of the Insured Claimant and to use the name of the Insured Claimant in any transaction or litigation involving these rights and remedies.

If a payment on account of a claim does not fully cover the loss of the Insured Claimant, the Company shall defer the exercise of its right to recover until after the Insured Claimant shall have recovered its loss.

(b) The Company's right of subrogation includes the rights of the Insured to indemnities, guaranties, other policies of insurance, or bonds, notwithstanding any terms or conditions contained in those instruments that address subrogation rights.

(d) Each endorsement to this policy issued at any time is made a part of this policy and is subject to all of its terms and provisions. Except as the endorsement expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsement, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance.

14. ARBITRATION

Either the Company or the Insured may demand that the claim or controversy shall be submitted to arbitration pursuant to the Title Insurance Arbitration Rules of the American Land Title Association ("Rules"). Except as provided in the Rules, there shall be no joinder or consolidation with claims or controversies of other persons. Arbitrable matters may include, but are not limited to, any controversy or claim between the Company and the Insured arising out of or relating to this policy, any service in connection with its issuance or the breach of a policy provision, or to any other controversy or claim arising out of the transaction giving rise to this policy. All arbitrable matters when the Amount of Insurance is \$2,000,000 or less shall be arbitrated at the option of either the Company or the Insured. All arbitrable matters when the Amount of Insurance is in excess of \$2,000,000 shall be arbitrated only when agreed to by both the Company and the Insured. Arbitration pursuant to this policy and under the Rules shall be binding upon the parties. Judgment upon the award rendered by the Arbitrator(s) may be entered in any court of competent jurisdiction.

15. LIABILITY LIMITED TO THIS POLICY; POLICY ENTIRE CONTRACT

- (a) This policy together with all endorsements, if any, attached to it by the Company is the entire policy and contract between the Insured and the Company. In interpreting any provision of this policy, this policy shall be construed as a whole.
- (b) Any claim of loss or damage that arises out of the status of the Title or by any action asserting such claim shall be restricted to this policy.
- (c) Any amendment of or endorsement to this policy must be in writing and authenticated by an authorized person, or expressly incorporated by Schedule A of this policy.

16. SEVERABILITY

In the event any provision of this policy, in whole or in part, is held invalid or unenforceable under applicable law, the policy shall be deemed not to include that provision or such part held to be invalid, but all other provisions shall remain in full force and effect.

17. CHOICE OF LAW; FORUM

- (a) Choice of Law: The Insured acknowledges the Company has underwritten the risks covered by this policy and determined the premium charged therefore in reliance upon the law affecting interests in real property and applicable to the interpretation, rights, remedies, or enforcement of policies of title insurance of the jurisdiction where the Land is located. Therefore, the court or an arbitrator shall apply the law of the jurisdiction where the Land is located to determine the validity of claims against the Title that are adverse to the Insured and to interpret and enforce the terms of this policy. In neither case shall the court or arbitrator apply its conflicts of law principles to determine the applicable law.
- (b) Choice of Forum: Any litigation or other proceeding brought by the Insured against the Company must be filed only in a state or federal court within the United States of America or its territories having appropriate jurisdiction.

18. NOTICES, WHERE SENT

Any notice of claim and any other notice or statement in writing required to be given to the Company under this policy must be given to the Company at 1 First American Way, Santa Ana, CA 92707, Attn: Claims Department.

POLICY OF TITLE INSURANCE



SCHEDULE A

First American Title Insurance Company of Oregon

Name and Address of Title Insurance Company:
First American Title Insurance Company of Oregon
775 NE Evans Street
McMinnville, OR 97128

File No.: **1032-1564264**

Policy No.: **1564264**

Address Reference: 1103 N Meridian Street, Newberg, OR 97132

Amount of Insurance: \$900,000.00

Premium: \$1,950.00

Date of Policy: May 26, 2010 at 1:35 p.m.

1. Name of Insured:

Housing Authority of Yamhill County, Oregon a Public Body

2. The estate or interest in the Land that is insured by this policy is:

Fee Simple

3. Title is vested in:

Housing Authority of Yamhill County, Oregon a Public Body

4. The Land referred to in this policy is described as follows:

See Exhibit "A" attached hereto and made a part hereof

SCHEDULE B

File No.: **1032-1564264**

Policy No.: **1564264**

EXCEPTIONS FROM COVERAGE

This Policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees, or expenses that arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims or easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.
6. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.
7. Easement, including terms and conditions contained therein:
Granted to: Portland General Electric Company, a corporation of Oregon
For: Easement and/or right-of-way
Recorded: September 10, 1953
Recording Information: Book 171, Page 99, Deed Records
8. Easement, including terms and conditions contained therein:
Granted to: City of Newberg, Oregon, a municipal corporation
For: Sidewalk and utility easement
Recorded: June 5, 1979
Recording Information: Film Volume 140, Page 1204, Deed and Mortgage Records
9. In order to insure a transaction involving the herein named trust, we will need to be provided a Certification of Trust pursuant to ORS 130.800 through ORS 130.910.

EXHIBIT "A"

File No.: **1032-1564264**

Policy No.: **1564264**

Real property in the City of Newberg, County of Yamhill, State of Oregon, described as follows:

A part of the D. D. Deskins Donation Land Claim No. 54 in Township 3 South, Range 2 West, of the Willamette Meridian in Yamhill County, Oregon, bounded and described as follows, to-wit:

BEGINNING at a point on the Section line between Sections 17 and 18 in said Township and Range, said point being 723 feet South of the Quarter Post between said Sections and being also 396 feet South of the intersection of the North boundary line of said Donation Land Claim with said Section line; thence South along said Section line 245 feet; thence South 89°11' West 609 feet to the Southeast corner of tract conveyed to Dale D. Voss, et ux. by deed recorded February 24, 1954 in Book 172, Page 417, Deed Records; thence North 00°11' East 254.6 feet to the South line of land conveyed to George W. Constable by deed recorded August 2, 1949 in Book 153, Page 771, Deed Records, and thence East 608.4 feet to the place of beginning.

APN: R3218DA-2100

AFTER RECORDING RETURN TO:
 City of Newberg
 Planning and Building Department
 PO Box 970 – (414 E. First Street)
 Newberg, OR 97132

EXHIBIT P

COVENANT OF WAIVER OF RIGHTS AND REMEDIES

Recitals

- 1) The undersigned, Housing Authority of Clatsop County and _____ (hereinafter referred to as "Owner" or "Owners") has/have petitioned the City of Newberg (hereinafter referred to as "City") to commence certain proceedings, relating to Comprehensive Map Amendment and Zoning Map Amendment, for the real property described in **Exhibit A** which is attached hereto and incorporated herein.
- 2) Pursuant to the enactment of **Ballot Measure 49** (adopted November 6, 2007), if a public entity enacts one or more land use regulations that restrict the residential use of private real property or a farming or forest practice and that reduce the fair market value of the property, then the owner of the property shall be entitled to just compensation from the public entity that enacted the land use regulation or regulations as provided in Measure 49.
- 3) There is the potential that the Oregon electors or the Oregon Legislature may, in the future, enact further statutory or constitutional amendments relating to compensation for the impact of local regulations upon real property, under certain circumstances.
- 4) City does not wish to approve the Owner's/Owners' requested proceedings if the result would or could arguably give rise to a later claim by the Owner or Owners, or the Owner's/Owners' successors or assigns for compensation for the land use regulations in effect upon the effective date of the proceedings, or would or could arguably require the City to waive the City's land use regulations in effect upon the effective date of the proceedings, which are being newly imposed upon the property by reason and result of the proceedings.
- 5) Owner(s) seek(s) to induce the City to proceed with the proceedings and therefore Owner(s) agree(s) to eliminate the potential of claim for compensation or the right to seek waiver from the City's land use regulations existing as of the effective date of the proceedings.

NOW THEREFORE, the undersigned Owner(s) warrant(s) that the Owner(s) executing this covenant hold(s) the full and complete present ownership or any interest therein in the property, and hereby agree(s) and covenant(s) as follows:

- 1) As inducement to the City to proceed with the following proceeding(s) affecting the subject real property: 1103 N. Meridian Street, which may include designation of the property as subject to additional applicable overlay zones and districts, e.g., Limited Use Overlay District, (all inclusively referred to herein as "proceedings"), the undersigned Owner(s), on behalf of Owner(s), Owner's/Owners' heirs, devisees, executors, administrators, successors and assigns, agree(s) and covenant(s) to the City of Newberg, its officers, agents, employees and assigns that the undersigned hereby remises, waives, releases and forever discharges, and agrees that Owner(s) shall be estopped from asserting any rights and remedies, actions, causes of action, suits, claims, liabilities, demands, and rights to waivers arising under or granted by any statutory or constitutional regulatory compensation or waiver provisions, including but not limited to Ballot Measure 49 (2007) or otherwise enacted after the date of this proceeding which would create a right of claim for compensation or waiver from City land use regulations that exist upon the effective date of the proceeding and which, by the approval of the proceeding, are then applicable to the property.

- 2) This waiver and release shall bind the undersigned's heirs, devisees, executors and administrators, successors in interests, and assigns. This covenant, waiver, release and discharge shall run with the land, and this instrument, or a memorandum hereof, may be recorded in the official records of the County in which the subject real property is located. This instrument may be terminated upon the filing of a Notice of Termination of Covenant filed by the City of Newberg.
- 3) If this instrument is given contemporaneous with a consent to future proceedings to be initiated by the City, Owner(s) acknowledge(s) that the proceedings may be initiated by the City of Newberg at any time in the discretion of the City of Newberg, and that this waiver and release is applicable to any ordinances adopted prior to the effective date of the proceeding.
- 4) This document is executed of my/our own free will and without duress. I, or if more than one, each of us respectively acknowledge that I/we have been advised to obtain legal advice prior to the execution of this document, and that either I, or each of us respectively, have either obtained legal advice or have independently elected not to seek legal advice prior to the execution of this document, recognizing that this document may affect my/our legal rights and remedies.

OWNER

OWNER

Alise Hui, Executive Director
Housing Authority of Yamhill County

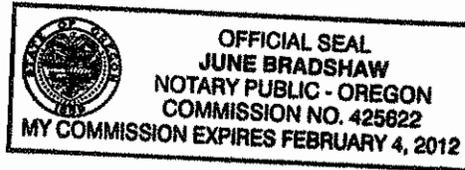
STATE OF OREGON)

County of Yamhill)

) ss.
)

This instrument was acknowledged before me on this 12 day of August, 2010, by
Housing Authority of Yamhill County and _____

Jane Bradshaw
 Notary Public for Oregon
 My Commission expires: 02/04/12



CITY OF NEWBERG

APPROVED AS TO FORM:

Norma I. Alley, City Recorder

Terrence D. Mahr, City Attorney

Dated: _____

Dated: _____

From: Dan Shepherd [mailto:danielshepherd@comcast.net]
Sent: Saturday, July 31, 2010 1:49 PM
To: David Beam
Subject: proposed rezoning for "affordable housing" in Newberg

July 31, 2010

To: David Beam

We are writing to you to express our opposition to the proposed zone change of approximately 3.60 acres of land on North Meridian Street in Newberg. The property located at 1103 North Meridian Street has recently been purchased by the Housing Authority of Yamhill County. At a neighborhood meeting held 7/21/10 by HAYC, the attendees were told by HAYC that their intention is to change the current zoning of that property from R-1 (low density residential) to R-3 (high density residential).

Re-zoning of this property would allow HAYC to build 22 multi-family "affordable housing" units per acre as stated by HAYC. This could result in building approximately 80 units of "affordable housing". This re-zoning change would have a tremendous impact on the entire community of Newberg.

This property purchase was funded by Federal dollars per HAYC. Who will be paying for the maintenance of development? The State of Oregon has dictated a 9% across the board cut in budgets. Where will YCHA find money for maintenance? From the City of Newberg? From the State? From the already overburdened working families?

The property is currently designated historical. What will happen to the historical home? To build on this property will certainly require removal of many of the old growth trees that provide noise abatement and enjoyment for our neighborhood. Why are we willing to remove trees and add high density structures to increase our carbon footprint?

High density "affordable housing" residents will certainly require additional police, fire and ambulance service provided and paid for by the residents of Newberg. High density "affordable housing" could increase drug and criminal activity in our community. Both Meridian and College Streets are currently heavily traveled, traffic and parking will certainly increase. There are many retirement facilities in the area and we dare say they will be easy victims of crime.

Newberg's current slogan is "A Great Place To Grow", however growth should not compromise our standard of livability. This development will compromise our livability.

I urge all residents of our community to think about what impact this will have on all of us. The taxpayers will certainly be footing the bill and dealing with the repercussions for many years to come. Please write and speak up to the City of Newberg, City Council and Planning Department and tell them not to allow this to happen.

Sincerely,

Daniel and Gail Shepherd

From: RollieJane [rolliejane@comcast.net]

Sent: Wednesday, August 04, 2010 4:23 PM

To: Kathy George; Leslie Lewis; Bob Andrews; David Beam; Barton Brierley; Denise Bacon; Marc Shelton; Ryan Howard; Stephen McKinney; Bart Rierson; wade.withespoon@ci.newberg.or.us

Subject: Rezoning Meridian St Property

We are writing to oppose the rezoning of the property located at 1103 N. Meridian in Newberg. Our address is 1405 N Meridian and drive down Meridian street daily. The rezoning to R-3 as we understand is high density.

Our main concern is traffic and lack of parking. North of the railroad tracks is especially loaded with parked cars. As we drive in the evening, when most people are home from work, there are cars and trucks parked on both sides of the street. This makes it difficult for cars traveling in both directions to pass because of the close proximity to each other. If there is off street parking provided, most single family dwellings have at least two cars to park.

We appreciate your time in taking our thoughts on this matter.

Rolland and Jane Grubbe

From: Jennifer Kruggel [mailto:krug_jen@yahoo.com]

Sent: Thursday, August 05, 2010 2:55 PM

To: Bart Rierson; Barton Brierley; Bob Andrews; David Beam; Denise Bacon; Kathy George; Leslie Lewis; Marc Shelton; Mary Stern; Ryan Howard; Stephen McKinney; Wade Witherspoon

Subject: Proposed Zoning Change in Newberg...

August 5, 2010

To the following:

Newberg Planning Dept., Newberg City Council, Our Newberg Mayor, and
The Yamhill County Commissioners,

I am writing this letter to let you know how I feel about the proposed zoning change from R-1 to R-3 to the property of 1103 N. Meridian Street. At the last meeting on July 21, 2010 we were told that the HAYC want to do exactly that!

As I understand this will allow them to build 80 or so accommodations in a large building or in a group of buildings. This I can assure you will significantly influence the whole neighborhood in such a way as to see long time residence considering moving away from our lovely community. I for one moved here 5 years ago from Medford because it was getting too busy and dangerous and Newberg has been a wonderful fit for me. If I had wanted to live next to low income housing I would have simply move to Portland as it is COVERED with this kind of "slum" area the HAYC is proposing to plunk down beside my home, its enough that we have " The Oaks" apartments just across the street and there are many, many people coming and going at ALL hours of the day and night!

The house on this property is considered to be "Historical" has anyone given any thought about what will happen to the history it leaves behind or is our history just something we can easily dismiss? Not to mention the Tax burden this will bring to our community as well as over crowding our schools and by the way where are all of these people going to be parking??

I know I have been sounding off in this letter BUT I LIVE HERE and can only imagine what impact this is going to have on myself as well as all of my neighbors and this whole City as well!

Please consider the people that love this quiet neighborhood and want to preserve it just the way it is, not only this but the problems it will also bring with it.

Thank you for taking the time to read my letter.

Sincerely,

Jennifer Kruggel

From: KURT J ZIEGENBEIN [mailto:ziggy533@juno.com]

Sent: Friday, August 06, 2010 5:22 PM

To: Bart Rierson; Denise Bacon; David Beam; fengel@friendsview.org; georgek@yamhill.or.us; lesliel@co.yamhill.or.us; Marc Shelton; Bob Andrews; Barton Brierley; president@georgefox.edu; Ryan Howard; Stephen McKinney; Mary Stern; Wade Witherspoon

Subject: Fw: Try this

August 6th 2010

To: who it may
concern

Please take some time to review our expressed opposition to the proposed zone change of approximately 3.60 acres of land on North Meridian Street in Newberg. The property is located at 1103 North Meridian St. and has recently been purchase by the Housing Authority of Yamhill County and their intention is to change the zone from R-1 to R-3 allowing high density residential housing into our neighborhood. We understand this to be multi-family "affordable housing" apartments. This could result in building approximately 66-80 plus units.

The re-zoning would have a large impact on the entire community of Newberg. We do not want more strain on police, fire and ambulance services that our tax money is paying for. This certainly will bring more drugs and crime to our community along with heavy traffic and parking problems that are already strained in this area.

This land has a Historical house on it, What will happen to the house? We believe Historical property and housing should remain as it is. There is also many old growth trees and animals that enjoy this area.

We request and urge you to share this information with the community or other people in your offices.

Sincerely,

Kurt and Cyndi Ziegenbein

8-6 Letters to the editor

-
- Published: 8/7/2010 8:33:16 AM
-

Affordable housing could bring increased crime rate

To the editor:

We are writing to you to express our opposition to the proposed zone change of approximately 3.60 acres of land on North Meridian Street in Newberg.

The property located at 1103 North Meridian Street has recently been purchased by the Housing Authority of Yamhill County. At a neighborhood meeting held July 21 by HAYC, the attendees were told by HAYC that their intention is to change the current zoning of that property from R-1 (low-density residential) to R-3 (high-density residential).

Rezoning of this property would allow HAYC to build 22 multi-family “affordable housing” units per acre, as stated by HAYC. This could result in building approximately 80 units of “affordable housing”. This rezoning change would have a tremendous impact on the entire community of Newberg.

This property purchase was funded by federal dollars, per HAYC. Who will be paying for the maintenance of development? The state of Oregon has dictated a 9% across-the-board cut in budgets. Where will HAYC find money for maintenance? From the city of Newberg? From the state? From the already overburdened working families? The property is currently designated historical. What will happen to the historical home?

To build on this property will certainly require removal of many of the old growth trees that provide noise abatement and enjoyment for our neighborhood. Why are we willing to remove trees and add high-density structures to increase our carbon footprint? High-density “affordable housing” residents will certainly require additional police, fire and ambulance service provided and paid for by the residents of Newberg. High-density “affordable housing” could increase drug and criminal activity in our community.

Both Meridian and College streets are currently heavily traveled, traffic and parking will certainly increase. There are many retirement facilities in the area and we dare say they will be easy victims of crime. Newberg’s current slogan is “A Great Place To Grow”, however, growth should not compromise our standard of livability. This development will compromise our livability.

I urge all residents of our community to think about what impact this will have on all of us. The taxpayers will certainly be footing the bill and dealing with the repercussions for many years to come. Please write and speak up to the city of Newberg, city council and planning department and tell them not to allow this to happen.

Daniel and Gail Shepherd, Newberg



Guest Opinion: Newberg needs more affordable housing, not less

Published: 8/13/2010 2:20:45 PM

This is in response to a letter to the editor which ran in the Aug. 7 edition of the Newberg Graphic, written by Daniel and Gail Shepard.

I would like to draw everyone's attention to the Comprehensive Plan — Housing Element report from the city of Newberg planning department, with the last revision dated Feb. 4. This report spells out housing needs in Newberg over the next 30 years. It provides income, homelessness, homeowner and renter information.

This report states in part, "There are many reasons for Newberg to be concerned about affordable housing. Perhaps foremost, it is the right thing to do. All hardworking people should be able to live in safe, decent housing and still have enough money for groceries and other basic necessities. Everyone needs a stable home to succeed in life, especially children.

"In addition, affordable housing for all income levels is important to our local economy. Attracting and retaining a good work force is one of the most difficult challenges any business faces if it is to remain competitive. Poor housing availability in a community makes this a very difficult task. Those who live here contribute to the local economy by shopping and patronizing local businesses.

"Also, a lack of affordable housing can have a negative effect on the environment and our quality of life. If a local housing stock cannot accommodate the needs of a community's employees, then those folks will live outside of Newberg and commute to work, thereby affecting our air quality and adding to our existing traffic congestion.

"Finally, affordable housing can build social capital in the community. Those who live and work in Newberg can invest themselves in many ways, such as volunteering to be firefighters, police reserves, helping at their church or civic club, or simply picking up litter or helping their neighbors. Such volunteering is less likely when you commute two hours every day to a home outside the community."

As for Shepard's letter, I take particular offense to their remarks that "affordable housing residents will certainly require additional police, fire and ambulance service provided and paid for by the residents of Newberg" and that "high density affordable housing could increase drug and criminal activity in our community."

What gives the Shepard's the idea that Newberg citizens that happen to live in affordable housing are criminals, deadbeats and drug users that would require all that extra service? Or that as citizens through their rent payments the services the Shepard's

Most Read Most Comments

[Review: 'Other Guys' proves to be more funny than you would expect](#)

[High school passes AYP, but district fails](#)

[Topspin taking on disc golf challenge](#)

(last 7 days)

Top Jobs

[AFTER HOURS SAFESHELTER INTAKE WORKER\(S\)](#)

[ART SALES CONSULTANTS](#)

[CUSTOMER SERVICE REPRESENTATIVES](#)

[FINANCIAL SERVICES](#)

[FULL TIME, TEMPORARY](#)

[ON-CALL YOUTH OUTREACH ASSISTANTS](#)

[PRESSER for DRY CLEANERS](#)

[PSYCHIATRIC R.N.](#)

Flyerboard



Attachment 3: Public Comment & Media

describe aren't being paid for?

Just because someone lives in affordable housing doesn't mean they are any less a citizen than anyone else. Lots of circumstances lead families to use the services of affordable housing. Most of those currently using affordable housing work at minimum or low-wage jobs and contribute to the community. Their current circumstances usually are not through any misdeeds on their part — the economy and particularly the job market have been in the tank for a couple of years now, requiring even a greater need for affordable housing.

I might also add that Yamhill County is early in a program to end homelessness in the next 10 years. This is another step toward that goal. As of January 2009 there were 233 families that were homeless in Yamhill County. This development, if approved and built, would be a big step in reducing that number.

Also, property across North Meridian Street is already zoned R-3, so this rezoning, if approved, will not create an island of R-3, just increase the size of R-w land already in that neighborhood.

What the Shepard's letter really sounds like to me is just another person that says "NIMBY" (Not In My Back Yard) and has dreamed up all types of negatives to try to forestall what could be a very positive step for the citizens of Newberg.

Tom Barnes is a Newberg resident

[Share](#) | [Email](#)



[\(log in to rate\)](#)

Comments

We welcome comments from registered users. Comments are solely the responsibility of those who post them; their viewpoints are not endorsed by the The Newberg Graphic and TheNewbergGraphic.com. [\(read more\)](#)

no comments have been added

[Sign In](#) or [Register](#) to Add Comment

McMinnville HEARTH & BARBEQUE
 245 NE Hwy 99W
 McMinnville, OR 97128
 503-434-1109

Friendly Staff

Fireplaces & Inserts

Barbeques & Smokers

NEWBERG GRAPHIC
Feature Publications

Follow The Newberg Graphic on Facebook

Shop Newberg

Our 5 Newspapers Reach over 80% of the Households in the Market

THE NEWBERG GRAPHIC

- Sections** [News](#) / [Education](#) / [Sports](#) / [Opinions](#) / [Classifieds](#)
- NewbergGraphic.com** [Archives](#) / [Contact](#) / [Privacy Policy](#) / [Commenting Policy](#) / [RSS Feeds](#)
- Services** [Subscriptions](#) / [Advertising](#) / [Place Classified Ad](#)

All contents of this site are ©Copyright 2001 - 2010 Eagle Newspapers Inc. All rights reserved. [Powered by: Public Aware](#)

Editorial

August 17, 2010

We became Newberg residents because of the small town feeling and decided to raise our children here, moving from Seattle to get away from the heavy traffic, noise and crime.

In the past 2 months everything has changed by the beautiful property on 1103 N. Meridian being sold to Housing Authority of Yamhill County. Along with friends and neighbors, we starting exploring what was going on in our city. It is quite an eye opener to the residents in Newberg who are just finding out what is really going on. A lot of our community is unaware of the changes that are being proposed to the re-zoning of our land. Our City Council along with the Housing Authority of Yamhill County are making decisions without us that will affect homeowners and business owners. Our politicians are not making favorable decisions for our residents. We have many senior citizens that freely walk around in nice weather. This is a impeachment on their privacy and well being.

Their proposals are to buy land and resize and rezone to build multi-level structures which will cause Newberg's population over the next decade to explode, forcing residents to reach in their own pockets at some time when streets need to be widened and additional storm drains are put in for their proposed "Affordable housing." No one will benefits from this! Except for HAYC. Our tax dollars and the business owner's tax dollars will be increased to pay for these projects. The amendment includes; Business's will pay for their employee's housing if they live in the "Affordable Housing." Traffic will only increase to cause more congestion than we already are faced with bringing with it as well as more crime, more polices and more expenses to the community. Government and State subsidies will not help us but will hurt us all.

Our small town will slowly fade out and the residents of Newberg will realize over population, which will only affect our pocket books but also one's health. Hypertension, anxiety, helplessness and aggression will increase with the added stress their proposals of land use and permits bring to our city. Struggling business owners will not be able to keep their doors open when they are going to help pay for the multi level buildings that will be taking place.

We have so many houses that are sitting empty due to foreclosures, unemployment, and our struggling economy. Building more won't help! This will create a recipe for disaster that everyone will feel in the coming years.

We need to hear the voice of the people that reside in our home town of Newberg, our opinions need to count. Who really benefits? Newberg residents need to start being scared at what is about to take place in our neighborhoods. I strongly urge all residents in our community to get involved by writing or speaking up to the City of Newberg, City Council and the Planning Department. An important City Council meeting will be held September 7th at 7:00 at the Newberg Public Safety Building, 401 E. Third Street, Newberg, OR to evaluate the following proposals:

Sincerely,

Pat and Barb Brown

<http://www.newberggraphic.com/news/2010/August/20/Local.News/hayc.plan.for.historic.property.incites.controversy/news.aspx>

HAYC plan for historic property incites controversy

Land use — Neighbors decry plans to construct affordable housing on land that holds historic house on North Meridian Street

- By: [Amanda Newman](#)
- Published: 8/20/2010 3:41:07 PM



Photo By: Gary Allen

Historic —A picturesque home on North Meridian Street sits on a lot the Housing Authority of Yamhill County bought in order to build affordable housing.

The application may not have been filed, but neighbors are already up in arms about Housing Authority of Yamhill County’s plan to request a zone change and build public housing on a historic North Meridian Street property.

HAYC has gone out of its way to work with the neighbors, officials say, but questions and concerns remain. How will the neighborhood change? What will happen to the historic house and old growth trees? How will the road handle the additional traffic? Where is HAYC getting the money?

HAYC planned to file this week an application to rezone its new property at 1103 N. Meridian St. from the current R-1 (low-density residential) to R-3 (high-density residential).

With a zone change, the more than three-acre property — the title report shows 3.27 acres; HAYC officials claim 3.33 acres — could accommodate possibly up to 93 units, said Newberg planning and building director Barton Brierley, but “that depends on a lot of factors.”

As of Thursday, his office had not yet received the application.

HAYC executive director Elise Hui said her organization is “currently planning” to maintain the historic house, possibly one of the oldest in Newberg, and develop around it, which would limit the buildable area.

HAYC purchased the property for \$900,000 in May from longtime owner Kenneth James and his son, David. In 2007, the organization began selling off its single-family residences and duplexes throughout the county, which were scattered and thus not cost effective to maintain (of 70 units, 14 have yet to sell). The proceeds are restricted for use on public housing and are being

used on the Meridian Street project. By consolidating in a high-density development, Hui said, HAYC hopes to have a more cost effective operation.

In June and again this month, they met with neighboring property owners — something they were not required to do, she pointed out.

“We’re trying to mitigate some of their concerns,” she said. “They’re upset, for the most part. Anytime you’re rezoning from R-1 to R-3 and there are surrounding neighbors that are R-1, you’re going to get that ... We are doing our best to try to address as many of the concerns as we can, but obviously we aren’t able to address all of them.”

One concern was the house, which Hui said will be incorporated into the site, though specific plans have not been made. Another was the fate of the many old-growth trees on the property — Hui said as many as possible will be retained.

“They are trying to address some of our concerns,” said Gail Shepherd. “The biggest problem we’re having with it right now is the zone change.”

Shepherd and her husband, Dan, bought the neighboring property to the north — the Edith J. Holt House, a 1900 Queen Anne design — about eight years ago. They didn’t expect the park-like setting next door to remain forever. Kenneth James continued to maintain the property, mowing regularly, into his 90s and said he would live in the house until he died, but its future beyond was uncertain.

“We knew it was going to be developed; there was no doubt,” Shepherd said. “We’re just concerned about the zone change and we feel there was secrecy.”

The neighborhood didn’t learn about the property’s sale until months after the deed was done and, as HAYC has few set plans for the development, they still don’t know what to expect. Hui said it will be public housing, but as they haven’t done a needs analysis, HAYC doesn’t know what kind of housing that will be and has “no idea” how many units will be constructed.

“We feel there are other places better suited for an R-3 development than in an R-1 neighborhood,” Dan Shepherd said. “We don’t think that the thing has been thought out well.”

Actually, the property along the east side of Meridian is already R-3, the site of a 55-plus community and, at the corner of Meridian and Sierra Vista, an apartment complex. Part of the HAYC property’s southern border abuts R-2 (medium-density residential) zoning on Jacqui Court. The rest of the surrounding area is R-1.

The Shepherds are part of a group of 20 to 30 community members, mostly from the area surrounding the property (Meridian and Sierra Vista streets, Evergreen Drive, and College Street, which backs the property) who have been meeting to discuss their concerns and circulate a petition against the zone change.

“I understand the need for affordable housing, that’s no question,” Gail Shepherd said. “Our concern is that it’s going to take a middle-class neighborhood and destroy it.”

They are particularly concerned about the significant increase in traffic and potential parking issues 80 or so new homes would bring to the street, regardless of what kind of housing it is. They also said drainage is a “huge issue” on the property, there are no storm drains on the street and they worry neighbors will have to share in some of the costs to improve the infrastructure.

But mostly, they’re concerned about changes to the area and, particularly, to the historic property.

“People are not aware of this happening and it does affect everyone, even if you don’t live in this area,” Gail Shepherd said. “We cannot get our history back once it’s gone.”

A house shrouded in mystery

The house is like something out of a storybook — scarcely visible from the street, hidden from view by tall trees and a dark fence

It sits far back from the road, the long, treelined driveway marked at the entrance by two white pillars. From the street view, one can barely make out the peaks of the stately white two-story. 1103 N. Meridian St. is one of the oldest houses in town ... maybe.

In fitting fashion for a house about which so little is known, there is discrepancy over the construction date. The title claims it was built in 1880, predating the Hoover-Minthorn House, thought to be the oldest standing house in Newberg. But the house's entry in the Oregon Historic Sites Database puts it at 1905, among the oldest 70 or so Newberg houses.

It is known as the Ellen D. Todd House, named for the woman thought to be the original owner — but it's a mystery why. "It's odd it doesn't have the husband's name, for that time," said Marjorie Owens, a researcher for the Yamhill County Historical Museum.

The house was also owned by Mary C. Goodrich in its early days, then by Fred Carter, pastor of Newberg Friends Church. In 1924, Chris and Emma Aebischer bought it from Carter. Chris Aebischer had homesteaded on Chehalem Mountain at the end of the 19th century and married Emma in the early 1900s. They moved to town in 1923.

At the time, the property included a large barn and chicken coop, said the Aebischers' daughter, a Mrs. Gerald Edwards in a 1987 interview. Edwards, who worked for Ticor Title Company in McMinnville, provided the information that was included in the house's entry in the "Inventory of Historical Properties" book for Yamhill County and Newberg.

The Aebischers lived in the house until the early 1940s. The next owners may have been Kenneth and Mary James — at any rate, the house was theirs when the book was published.

According to "The Tryon Family in America" by Wesley Tryon, Kenneth Dowling James married Mary Marceline Cornwell on Feb. 14, 1938, in Kelso, Wash. Their son, Stanley Cornwell, was born in 1940 in Sitka, Ala., but the next three children — Mary Marceline, Stephen Dowling and David Tryon — were born in Portland between 1942 and 1949. Perhaps the James family moved to Newberg between the births of the eldest two or after that of the youngest.

Kenneth James lived in the house until recently, when he moved into a nursing home and the property was sold to Housing Authority of Yamhill County (see main story).

The 2,049-square foot house, with four bedrooms and two bathrooms, was thought to be one of the "finest examples" of a Craftsman style home when the historical inventory was written. Queen Anne-style embellishments, such as full-height bay windows, a corbelled brick chimney (projecting both upward and outward) and a roof of intersecting gables, added to its charm and stateliness.

"At the time they did this (book), it was considered in excellent condition," Owens added.

<http://www.newberggraphic.com/news/2010/August/20/Local.News/hayc.plan.for.historic.prope.rty.incites.controversy/news.aspx>

Letters to the Editor, Newberg Graphic, 8-24-2010

Affordable housing plan a bad one

To the editor:

We became Newberg residents because of the small town feeling, moving from Seattle to get away from the heavy traffic, noise and crime.

Along with friends and neighbors, we started exploring what is going on in our city. Our community is unaware of the changes that are being proposed for the rezoning of our land.

Their proposals are to buy land and rezone to build multi-level structures which will cause Newberg's population to explode. Forcing residents at some time in the future to pay for streets to be widened and additional storm drains to be put in for their proposed "affordable housing."

The amendment includes: businesses will pay for their employee's housing if they live in the "affordable housing." Traffic will only increase, causing more congestion than we already have.

Our small town will slowly fade out and the residents of Newberg will realize overpopulation, which will only affect our pocketbooks and our health. Hypertension, anxiety, helplessness and aggression will increase with the added stress their proposals of land use and permits bring to our city.

We have so many houses that are sitting empty due to foreclosures, unemployment and our struggling economy.

They need to hear the voice of Newberg. Our opinions need to count. I strongly urge all residents to get involved by writing or speaking up to the city of Newberg, city council and the planning department.

Pat and Barb Brown, Newberg

Zoning change will ruin the neighborhood

(Editor's note: This letter was sent to the Newberg City Council and the Yamhill County Board of Commissioners).

Please do not allow further R-3 zoning development in the 1100 to 1200 blocks of North Meridian Street in Newberg.

Living on Sierra Vista Drive (the first cross street between Meridian and College streets north of 1103 N. Meridian Street), we presently endure an inordinate amount of automobile and pedestrian traffic as a shortcut to Jaquith Park and College Street.

I am not opposed to either, per se', but too many people in too small a space will inevitably cause problems and has in the past.

I know of two children hit by cars on our little block, one fatally. The vehicle I park on the street has been hit three times over the years, most recently three months ago, and all were hit and runs. We had a weekend guest's car scratched from one end to the other. I have had a window broken, a gas tank sugared and a tire slashed.

The Housing Authority of Yamhill County offers up more of this for me and my neighbors on our street via proposed development at 1103 N. Meridian St.

My home is almost a full block away from the proposed development for high density housing (apartment complex). Yamhill County's end game is to have 80 more units within 200 feet and cut an access road into the middle of our block, putting a lot more trouble on our doorstep.

Individuals within the Housing Authority of Yamhill County, county commissioners and Newberg City Council members need to consider the livability and sanctity of our homes and neighborhoods and how much violation they would bear in order to satisfy government grants, subsidies and quotas.

More R-3 zoning at 1103 N. Meridian St. will have a negative impact on livability for several blocks around this area of Newberg. At the very least, this huge undertaking by local government needs to be publicly disclosed and approved or denied by informed voters.

Rick Houston, Newberg

-----Original Message-----

From: KURT J ZIEGENBEIN [mailto:ziggy533@juno.com]

Sent: Friday, August 27, 2010 5:23 PM

To: Bart Rierson; Denise Bacon; David Beam; fengel@friendsview.org; Kathy George; Leslie Lewis; Marc Shelton; Bob Andrews; Barton Brierley; president@georgefox.edu; Ryan Howard; Stephen McKinney; Mary Stern; Wade Witherspoon

Subject: affordable (low income) housing surrounding a historical home????

Hi I am extremely upset with the city of Newberg but I am only one person whos opinion doesn't seem to matter even though I have lived in this town for 49 years I can't believe the things that go on in this town and the citizens that live here don't know about it until its to late for example building 80 to 90 possibly three story apartment complexes on three acres of property that is home to possibly one of the oldest houses in newberg but the new owners (the Housing Authority of Yamhill county) just doesn't seem to care about our history as long as they balance the need for affordable (low income) housing. now that most of the higher class housing is built in all of the desirable locations they HAYC and the city planners need to stuff low income housing in where ever they can to balance things out hoping no one will notice until the have all the permits and plans in place then its to late to do or say anything about it for example ordinance no:2010-2730 amendments to the comprehensive plan to support affordable housing and the amendments to development codes that seem to give developers an express lane or drive up window to build low income housing any where (except in the higher class neighbor hoods) so they can put bigger buildings on smaller pieces of property with over crowed parking just to make the balance of high class and low income housing is wrong I also think proposals of this size should be voted on by the citizens of newberg so i plan to speak out at any of the city meetings an will appeal when ever needed. THANK YOU KURT ZIEGENBEIN

From: Roger Currier [mailto:rcurrier@hevanet.com]
Sent: Monday, August 30, 2010 10:13 PM
To: Dan Danicic; Barton Brierley
Subject: YCHA rezone.doc

Roger Currier
504 Pinehurst Dr.
Newberg, Oregon

To the Newberg Planning Commission and City Council:
Re: Re zone of Meridian Street property for Yamhill County Housing Authority

Ladies and gentlemen please do not do this radical rezone of the parcel on the West side of Meridian Street that was the home of Mr. James! I realize that the area has r-2 and R-3 now on the East side of the street, but we do not need it all in one area! Most of the other housing in the area has its own parking for one thing. And the other is that of the increased traffic load on the area.

The tradition of homes used or built for housing authority is that the only can have a certain number of residents by their rules. But as happens right there on Meridian Street with Habit for Humanity homes; there are many more who seem to move in and park all over the street. Leaving cars broken down as well as trailers for many weeks out in the streets before we finally tow them. I have been told by some that they only need to say that they are just friends visiting if they get in inspected. Thus what we construe as a legal or minimum impact may be twice what we have registered for the area?

Why do we have to have the majority of homes of this sort for the entire county? They have homes all over on Charles and College streets as well as many others. Then they have the apartments beside the Shilo Inn as well. Maybe you should ask how many Police calls are generated to those locations compared to other apartments ,not counting Cherry Hill Apartments. If I am not mistaken Cherry Hill is mostly leased to the low income as well? Maybe you should run a count on the number of low income rentals that are already in Newberg? I will bet that you “maybe” surprised at that number? Just a contact call of all the apartment units to find out the number in each would be helpful!

I truly believe that we as Newberg Citizens have more than paid our way on helping the low income be part of our City! We really do not need to have more of wall to wall cars like the above mentioned on Meridian and the RR track area! And looking like 9th street after about 6-7 PM at night! It would be nice to have taxpayers back in the City to help out! Tell YCHA to find other locations for this high density that they wish to provide—lets share with other places like Laf., Dayton, or Sheridan to help them grow.

http://www.newberggraphic.com/news/2010/August/31/Opinion_Letters/831.letters.to.the.editor/news.aspx

8-31 Letters to the Editor

Restore historic homes, don't build a ghetto in their place

- Published: 8/31/2010 1:30:55 PM

To the editor:

What makes Newberg special? Let me count the ways. Newberg is one of the few historic burgs where we honor the old and the new. We have our own university.

We still have our own newspaper. Our skate park is renowned. We have a cultural center in a restored old building. We still are a church community.

We have a state highway to the coast with tourist traffic. We have active community groups who care about our town. And, we have a multitude of beautiful, historic family homes.

We even have a train running through the middle of town, but we do not have a “wrong side of the tracks.” Yet.

For the most part our neighborhoods are integrated, evolving over time to include homes reflecting all economic levels mixed, one beside the other. This, to me, is a healthy community.

An integrated neighborhood is the village it takes to raise a child and care for the infirm and elderly personally.

Because I have pride in all these attributes of Newberg, I was unhappy to read of the plans to develop the land of the “Mystery House” on Meridian Street into a low-income ghetto.

This is a disturbing trend. We already have ghettos for the elderly, and we are turning our scenic mountains into gated ghettos for the rich.

Now it is proposed to create a ghetto for the poor, while at the same time destroying a historic home romantically hidden within a mini-forest of rare, mature trees in the heart of the city.

The downturn in the housing market has reduced the price of older homes so that it is now worth restoring them. This is an opportunity! I know that low-income housing in Newberg is in serious short supply.

So let's intersperse low-cost housing with the older homes, creating integrated communities. Integrated communities are much less likely to have gangs or hate crimes.

The Agri-Business Comprehensive Plan encourages tourism, as does the city of Newberg comprehensive plan. Both are based upon our very special wine country environs.

To prosper as an end destination for tourism we must hold on to our heritage charisma. It worked for northwest Portland and it can work for us.

Small business, the artistic community, the hotels and the restaurants will all bring jobs for which we are hurting. The icing on the cake is that at the same time we can make our town sustainably green.

Marni Haley, Sherwood

-----Original Message-----

From: KURT J ZIEGENBEIN [mailto:ziggy533@juno.com]

Sent: Thursday, September 02, 2010 5:32 PM

To: www.gallen@newberggraphic.com

Cc: Bart Rierson; Denise Bacon; David Beam; fengel@friendsview.org; Kathy George; Leslie Lewis; Marc Shelton; Bob Andrews; Barton Brierley;

president@georgefox.edu; Ryan Howard; Stephen McKinney; Mary Stern; Wade Witherspoon

Subject:

I guess Newbergs history doesn't mean a whole lot to some people any more case in point "affordable housing" surrounding possibly one of the oldest houses in Newberg (1103 N. Meridian St. Newberg Oregon) just because it sits on 3.3 acres. This does not seem fair or the right thing to do to some people to waist this amount of property for one old house old growth trees and wild life (owls,redheaded woodpeckers, raccoons and for the last few winters deer a total of six this last winter I wonder is that because there regular habitat has been replaced by fancy houses, hotels and golf courses (we really needed that) So my question is do the residents of Newberg really want it to be a bigger city like Sherwood or Beaverton.

Personally I think its to big already I liked it 15 years ago with half the traffic and a lot less crime it use to be a great place to live but now I'm starting to think differently mostly because of the lack of industry and jobs the addition of new "affordable housing" to much traffic and a rising crime rate and on top of all that the city wants to be able to tell me what I can and can't do on or with the property I though was "MINE".

If the people of Newberg care or are interested in whats going on in there city for instentance changing ordinances like adopting ORD#2010-2730 is just one of the things that will leave every piece of property large and small vulnerable to "affordable housing" which has now become a priority because all the fancy houses,hotels and golf courses have been built first and now we need to fill in remaining middle class neighborhoods with "affordable housing" no matter what the cost (Newbergs history). That is whats really not fair.

Kurt Ziegenbein

-----Original Message-----

From: KURT J ZIEGENBEIN [mailto:ziggy533@juno.com]

Sent: Thursday, September 16, 2010 7:37 PM

To: Bart Rierson; Denise Bacon; David Beam; fengel@friendsview.org; Kathy George; Leslie Lewis; Marc Shelton; Bob Andrews; Barton Brierley; president@georgefox.edu; Ryan Howard; Stephen McKinney; Mary Stern; Wade Witherspoon

Subject: WOW HAVE MY EYES BEEN OPENED

WOW I have lived in Newberg for 47 of my 49 years on this planet and now that I have started paying attention to whats going on in what I call MY home town and I am not happy I wish that in the past I was not so busy living my life in a nice quiet town that I was not paying any attention to what I thought were people looking out for my well being/best interest and safety and the security of my community. little did I know that the people I was blindly trusting were going to slowly and silently destroy my hometown.

There seems to be this thing called AD HOC that was made up of only a few select people that have Newbergs best interest in mind I am now calling B.S on them because their true motives are now coming to light, they seem to want to destroy Newbergs livability at any cost just for an experiment to help out Newberg's financial problems and a few unfortunate people that have fallen victim to the economy or just to flat out ride the system while I have worked my butt of to get what I have only to see it now be almost worthless

THANK YOU AD HOC &THE NEWBERG PLANNING DEPT.

KURT ZIEGENBEIN

-----Original Message-----

From: KURT J ZIEGENBEIN [mailto:ziggy533@juno.com]

Sent: Friday, September 17, 2010 5:27 PM

To: Barton Brierley

Cc: Bob Andrews; Stephen McKinney; David Beam;

GAllen@NewbergGraphic.com; Leslie Lewis; Wade Witherspoon; Bart

Rierson; Mary Stern; Marc Shelton; Denise Bacon

Subject:

Dear Mr. Brierly I as a citizen of this town for 49 years am wondering just how long you have lived here and why your so eager to destroy a perfectly good town and I would also like to know how long you intend to live in this town after the planning dept. and ad hoc have dismantled the livability of this town or do you plan on moving to a new town and begin ravaging it for what you think the people of your next hometown want so please think hard if you can? of exactly what it is you are proposing to do to this town because if you plan on living here for the rest of your life I hope it is what you have in vision that the people Newberg really wants. because if the city council lets you and all involved do what you AD HOC and the housing authority of Yamhill county are proposing when it ends up being like your last hometown too much crime, bars on windows and just the kind of place nobody wants to live in I hope I will still be here to tell you I told you so.

thank you.

Kurt Ziegenbein

From: KURT J ZIEGENBEIN [mailto:ziggy533@juno.com]

Sent: Sunday, September 26, 2010 3:37 PM

To: Bart Rierson; Denise Bacon; David Beam; fengel@friendsview.org; Kathy George; Leslie Lewis; Marc Shelton; Bob Andrews; Barton Brierley; president@georgefox.edu; Ryan Howard; Stephen McKinney; Mary Stern; Wade Witherspoon

Subject:

[affordable housing is like paying taxes](#)

In this respect: if anybody should have to do it, everybody (that is, every municipality) should have to do it. Otherwise, the cities that allow it are basically suckers.

From: KURT J ZIEGENBEIN [mailto:ziggy533@juno.com]

Sent: Sunday, September 26, 2010 3:24 PM

To: Bart Rierson; Denise Bacon; David Beam; fengel@friendsview.org; Kathy George; Leslie Lewis; Marc Shelton; Bob Andrews; Barton Brierley; president@georgefox.edu; Ryan Howard; Stephen McKinney; Mary Stern; Wade Witherspoon

Subject:

NEW ORLEANS — In this hard-pressed city a proposal by the federal [Department of Housing and Urban Development](#) to demolish four public housing complexes has touched a raw nerve. The demolition, which would affect more than 4,500 housing units, represents for some the plight of a poor, black underclass displaced by Hurricane Katrina and struggling to return. It also represents the problems that faced the city even before the hurricane: poverty, crime and racial divisions.

The bluntness of HUD's solution reflects a degree of historical amnesia that this wounded city cannot afford. In its rush to demolish the apartment complexes — and replace them with the kind of generic mixed-income suburban community so favored by Washington bureaucrats — the agency demonstrates great insensitivity to both the displaced tenants and the urban fabric of this city.

Offering perhaps a last chance to bring some sanity to this process, a congressional subcommittee is scheduled to open hearings here on Feb. 22 about the future of the city's affordable housing. It is an opportunity to rethink HUD's questionable vision and reappraise the role that architecture plays in society.

The hearings should help open up a process that so far has seemed anything but democratic. HUD took control of the four complexes from the Housing Authority of New Orleans in 2002 because of accusations of financial mismanagement. In order to implement the demolition plan, both agencies must comply with a section of the National Historic Preservation Act that requires an appraisal of the historic significance of any building more than 50 years old. But they have largely ignored testimony from a long list of preservationists, including the Louisiana Landmarks Society and a local representative of the [National Trust for Historic Preservation](#).

In arguing to save the buildings, preservationists point to the human scale of the apartment complexes, whose pitched slate roofs, elegant brickwork and low-rise construction reflect a subtle understanding of the city's historical context without slavishly mimicking it.

Tellingly, neither housing agency has closely examined alternatives to demolition, like renovating some buildings in the complexes and replacing others. Although the Housing Authority of New Orleans says that modernizing existing developments would cost more than building new housing, it has yet to release cost breakdowns or the source of the figures. John Fernandez, an architecture professor at [M.I.T.](#) who examined all four of the complexes, has suggested that the extent of the storm's damage has been overstated.

The housing agencies' tabula rasa planning mentality recalls the worst aspects of the postwar Modernist agenda, which substituted a suburban model of homogeneity for an urban one of

diversity. The proposal for “traditional-style” pastel houses, set in neat little rows on uniform lots, is a model of conformity that attacks the idea of the city as a place where competing values coexist.

This is reinforced by the plan’s tendency to isolate the new housing from the rest of the city. Often arranged along dead-end cul-de-sacs, the proposed developments lack the mix of big and small buildings, residential apartments and retail shops that could weave them into the surrounding urban fabric.

The point is not to return people to the same housing conditions that existed before Hurricane Katrina, but to distinguish between failures of social policy and design policy. Architects can’t determine the economic mix of residents in public housing developments nor provide education and health services. Their job is to give physical form to social and cultural values.

In this city that should begin with a fair appraisal of existing housing. With its low scale, narrow footprint and high-quality construction, for example, the 1940s Lafitte development, one of the four complexes slated for demolition, cannot be compared to Desire, a generic, shoddily constructed housing block, built more than a decade later. Some have suggested carving new roads through existing developments to anchor them more firmly into the surrounding neighborhoods.

Solutions like this might preclude the violent bulldozing of neighborhoods in a city so short of housing. A willingness to make case by case historical distinctions would result in a more historically layered urban composition, one that could, eventually, include contemporary architectural ideas as well.

For that to happen, however, HUD needs to listen to the preservationists who have taken the time to examine the value of the city’s public housing stock. It might also consider tapping into a higher level of creative intelligence. Architects like Enrique Norten and Thom Mayne, for instance, are working on major projects for commercial developers in the city’s business district. Enlisting a similar level of imaginative talent to rethink the city’s public housing could help alleviate trenchant social divisions here.

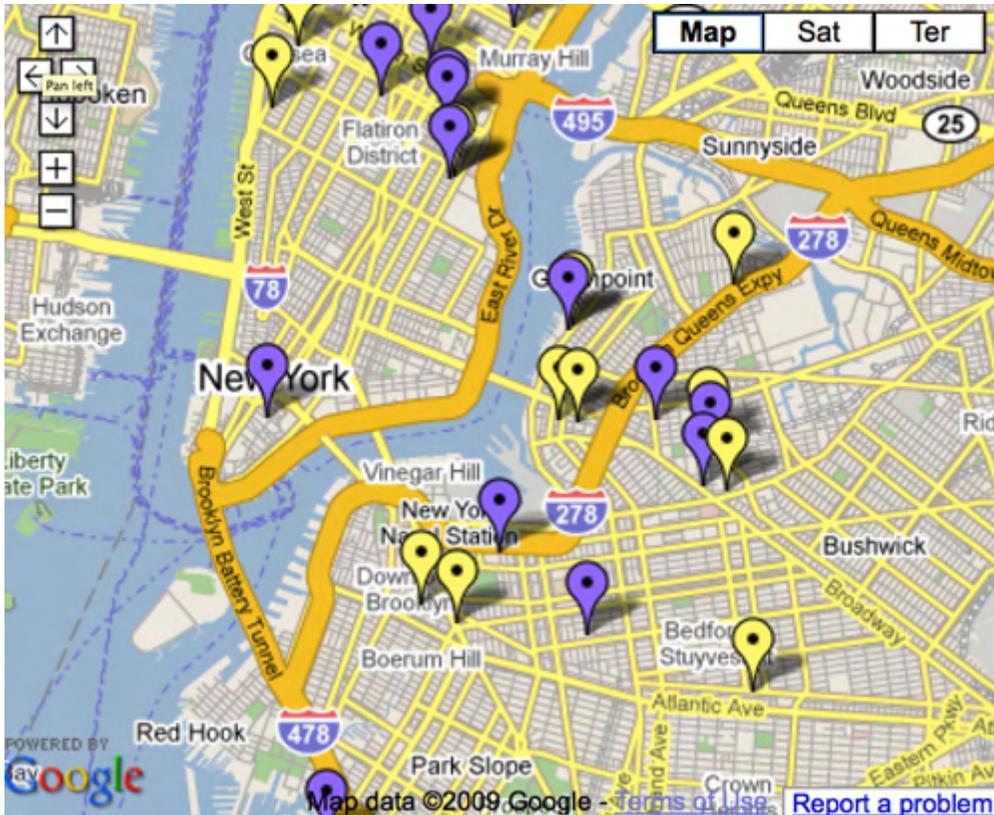
If some feel nostalgia for places like Lafitte, it is partly because it embodies a time when America still seemed capable of a more hopeful vision, one in which architecture, planning and social policy collaborated to create a more decent society.

From: KURT J ZIEGENBEIN [mailto:ziggy533@juno.com]

Sent: Sunday, September 26, 2010 3:57 PM

To: Bart Rierson; Denise Bacon; David Beam; fengel@friendsview.org; Kathy George; Leslie Lewis; Marc Shelton; Bob Andrews; Barton Brierley; president@georgefox.edu; Ryan Howard; Stephen McKinney; Mary Stern; Wade Witherspoon

Subject:



The Gotham Gazette published an interesting article this week examining Mayor Bloomberg's track record in affordable housing. A keystone to the Mayor's housing plan is inclusionary zoning—granting benefits, such as a 33 percent higher floor to area ratio, to developers who include permanent affordable housing in their plans. Critics say that the plan hasn't delivered nearly as much affordable housing as promised and supporters say that the plan can work, given enough time. In Greenpoint-Williamsburg, for example, the program has created 768 affordable rentals since 2005, and the goal is 2,200 over the course of a decade. Also, in 2005, the city promised over 6,000 units from already approved projects, but since then only 2,716 have come into existence, mostly in Manhattan, and this figure includes renovations of existing affordable apartments, not just new units. Also, between 2005 and 2008, the city lost 20,000 rent-stabilized apartments to market-rate developments, which tips the mayor's affordable housing balance into the red. Alternative solutions proposed include mandatory as opposed to optional inclusionary housing, and a new focus on preservation and regulation of existing housing, as opposed to new construction. "The priorities that Bloomberg has put on development of new construction as a solution to affordable housing has been the wrong emphasis," Mario Mazzoni, the lead organizer at the Metropolitan Council on Housing, told the *Gazette*. "You cannot build yourself out of the affordable housing crisis in New York City."

[Affordable Housing Not Included](#) [Gotham Gazette]

Affordable housing map, showing completed vs. closed inclusionary housing projects, from [The Gotham Gazette](#)

From: KURT J ZIEGENBEIN [mailto:ziggy533@juno.com]

Sent: Sunday, September 26, 2010 3:34 PM

To: Bart Rierson; Denise Bacon; David Beam; fengel@friendsview.org; Kathy George; Leslie Lewis; Marc Shelton; Bob Andrews; Barton Brierley; president@georgefox.edu; Ryan Howard; Stephen McKinney; Mary Stern; Wade Witherspoon

Subject:

In suburban St. Paul, Minnesota, homeowners are losing the battle to keep affordable housing out of their neighborhoods. This Pioneer Press article includes a video that nicely shows both sides of the issue.

"Greg Bogut lives in a \$575,000 home. He can afford it. To him, that makes it affordable housing.

What bothers him is affordable housing that people can't afford without a government subsidy — such as the town homes he can see from his front porch. The affordable complex has slashed the value of his Woodbury house, he says.

"If I had known then what I know now," Bogut said, "I wouldn't have moved here."

He would have had many alternatives. While Woodbury embraces affordable housing — government-subsidized or not — dozens of Twin Cities suburbs don't. Traditionally, homeowners like Bogut have made the suburbs hostile territory for affordable housing. The lack of affordability is written into building codes, integrated into local regulations and woven into suburban culture.

But the anti-affordable way of life is under attack."

Full Story: [Affordability is tough sell in suburbia](#)

From: KURT J ZIEGENBEIN [mailto:ziggy533@juno.com]

Sent: Tuesday, September 28, 2010 7:12 PM

To: Bart Rierson; Denise Bacon; David Beam; fengel@friendsview.org; Kathy George; Leslie Lewis; Marc Shelton; Bob Andrews; Barton Brierley; president@georgefox.edu; Ryan Howard; Stephen McKinney; Mary Stern; Wade Witherspoon

Subject:

Recent Tigard Apartment Reviews and Ratings

[Live here if you love crackheads!](#)

When first living here the management was better and things actually got fixed. Since then it went to hell. Our floor had major rot under the carpe... [Hawthorne Villa - Affordable Housing](#)

07/31/2010 Rating: ★★★★★ [Read Full Review](#) >>

[nice family environment](#)

I have lived here for 6 months, and I disagree with the previous comments. The staff is courteous and helpful, maintenance is prompt. Neighbors are... [Meadow Creek](#)

07/31/2010 Rating: ★★★★★ [Read Full Review](#) >>

[Keep looking](#)

Paper thin walls, screaming bad-crazy neighbors, pack of kids fighting and trashing the property all day every day. In warm weather, apt smelled o... [Alderbrook](#)

07/21/2010 Rating: ★★★★★ [Read Full Review](#) >>

[STAY AWAY!](#)

The security doors are almost always propped open though if you pull hard enough you dont need to enter a code at all. The year round heated pool i... [Georgetown Manor](#)

07/06/2010 Rating: ★★★★★ [Read Full Review](#) >>

[slum lords](#)

this is not a good place to live, it is moldy in the winter since the bathroom exhaust doesn't work. the layouts were poorly planned since the... [Forest Hideaway Apartments](#)

06/09/2010 Rating: ★★★★★ [Read Full Review](#) >>

[View Tigard Apartments for Rent here!](#)

- [About Us](#)
- [Apartment Search Tips](#)
- [Moving Services](#)
- [Home Loans](#)
- [Terms of Use](#)
- [Privacy Policy](#)
- [Contact Us](#)
- [Latest Reviews](#)
- [Manager Login](#)

© ApartmentReview.net - All Rights Reserved

From: KURT J ZIEGENBEIN [mailto:ziggy533@juno.com]

Sent: Tuesday, September 28, 2010 7:26 PM

To: Bart Rierson; Denise Bacon; David Beam; fengel@friendsview.org; Kathy George; Leslie Lewis; Marc Shelton; Bob Andrews; Barton Brierley; president@georgefox.edu; Ryan Howard; Stephen McKinney; Mary Stern; Wade Witherspoon

Cc: Bob Andrews; Barton Brierley; David Beam

Subject:

Now that the federal government has decided to bail out homeowners in trouble, with mortgage loans up to \$729,000, that raises some questions that ought to be asked, but are seldom being asked.

Since the average American never took out a mortgage loan as big as seven hundred grand-- for the very good reason that he could not afford it-- why should he be forced as a taxpayer to subsidize someone else who apparently couldn't afford it either, but who got in over his head anyway?

Why should taxpayers who live in apartments, perhaps because they did not feel that they could afford to buy a house, be forced to subsidize other people who could not afford to buy a house, but who went ahead and bought one anyway?

We hear a lot of talk in some quarters about how any one of us could be in the same financial trouble that many homeowners are in if we lost our job or had some other misfortune. The phrase is that we are all just a few paydays away from being in the same predicament.

Another way of saying the same thing is that some people live high enough on the hog that any of the common misfortunes of life can ruin them.

Who hasn't been out of work at some time or other, or had an illness or accident that created unexpected expenses? The old and trite notion of "saving for a rainy day" is old and trite precisely because this has been a common experience for a very long time.

What is new is the current notion of indulging people who refused to save for a rainy day or to live within their means. In politics, it is called "compassion"-- which comes in both the standard liberal version and "compassionate conservatism."

The one person toward whom there is no compassion is the taxpayer.

The current political stampede to stop mortgage foreclosures proceeds as if foreclosures are just something that strikes people like a bolt of lightning from the blue-- and as if the people facing foreclosures are the only people that matter.

What if the foreclosures are not stopped?

Will millions of homes just sit empty? Or will new people move into those homes, now selling for lower prices-- prices perhaps more within the means of the new occupants?

The same politicians who have been talking about a need for "affordable housing" for years are now suddenly alarmed that home prices are falling. How can housing become more affordable unless prices fall?

The political meaning of "affordable housing" is housing that is made more affordable by politicians intervening to create government subsidies, rent control or other gimmicks for which politicians can take credit.

Affordable housing produced by market forces provides no benefit to politicians and has no attraction for them.

Study after study, not only here but in other countries, show that the most affordable housing is where there has been the least government interference with the market-- contrary to rhetoric.

When new occupants of foreclosed housing find it more affordable, will the previous occupants all become homeless? Or are they more likely to move into homes or apartments that they can afford? They will of course be sadder-- but perhaps wiser as well.

The old and trite phrase "sadder but wiser" is old and trite for the same reason that "saving for a rainy day" is old and trite. It reflects an all too common human experience.

Even in an era of much-ballyhooed "change," the government cannot eliminate sadness. What it can do is transfer that sadness from those who made risky and unwise decisions to the taxpayers who had nothing to do with their decisions.

Worse, the subsidizing of bad decisions destroys one of the most effective sources of better decisions-- namely, paying the consequences of bad decisions.

In the wake of the housing debacle in California, more people are buying less expensive homes, making bigger down payments, and staying away from "creative" and risky financing. It is amazing how fast people learn when they are not insulated from the consequences of their decisions.

From: KURT J ZIEGENBEIN [mailto:ziggy533@juno.com]

Sent: Tuesday, September 28, 2010 7:58 PM

To: Bart Rierson; Denise Bacon; David Beam; fengel@friendsview.org; Kathy George; Leslie Lewis; Marc Shelton; Bob Andrews; Barton Brierley; president@georgefox.edu; Ryan Howard; Stephen McKinney; Mary Stern; Wade Witherspoon

Cc: Bart Rierson; Stephen McKinney; David Beam; Barton Brierley; Marc Shelton; Ryan Howard; Wade Witherspoon; Bob Andrews; Leslie Lewis

Subject:

But what precisely is 'affordable housing'? The note quotes the Cambridge scholar Alan Holmans, who defines it as: "renting at below-market rents from a public body or a housing association?; shared ownership sponsored by a housing association; or renting from a private landlord with all or part of the rent paid from public funds, currently Housing Benefit."

In other words, what has come to be called 'affordable housing' is in fact social housing or subsidised housing. A new name to make an old political policy more difficult to object to.

And why do we need social or 'affordable' housing? The House of Commons note suggests that it is simply because the cost of housing has outstripped the financial means of many people: "The cost of house building and the level and distribution of incomes and assets means that large numbers of households lack the resources to make a demand for decent housing effective in the market."

Scale of the problem

Since the market is assumed to have failed, political debate in housing circles has become heavily focused on disputes over how many new 'affordable' housing units the government should be providing to meet future demand.

In 1995, the Conservative government estimated a need for 60,000 to 100,000 units per year throughout the 1990s. Subsequent studies tend to support a figure in the same region, although towards the upper end: in 2001, Alan Holmans' estimate was about 80,000 to 85,000 p.a.

But provision in recent years (at about 40,000 p.a.) has fallen well short of this figure, with the result that estimates of the accumulated shortage (or 'backlog') have risen. Holmans' 1995 estimate of 500,000 units needed to clear the backlog had become 650,000 by March 2001. In March 2002, Lord Best estimated that the "difference between housing demand and supply will have widened to a yawning gap of 1.1 million homes in England alone by 2022, most of it in London and the South-East."

The total amount of 'affordable housing' needed in each future year is therefore the sum of projected annual demand and the build required over time to clear the 'backlog'. Given that governments have consistently failed to meet the targets for new 'affordable housing' set for them by housing experts, the calculation of future demand is constantly rising, since the backlog, far from being reduced, is always getting bigger.

Importance of the debate

This debate has real consequences. Reluctant to liberalise the planning rules and allow more building, governments have presided over a market where demand has well outstripped supply. The people who are most clearly excluded as a result of this imbalance are of course those who are least well off. So now, politicians are under constant pressure to meet the needs of this group by providing more 'affordable' or social housing.

Some politicians relish the situation that this 'market failure' (or more properly, government failure) has brought about. The electoral consequences of such things have never been lost on politicians: Herbert Morrison triumphantly declared his determination to "build the Tories out of London". And today, the Mayor of London's draft Spatial Development Strategy (the 'London Plan') is predicated on massive new provision of social housing.

The 'key workers' justification

Another stimulus to the 'affordable housing' debate is the difficulty that public-sector workers (in particular) find in affording starter homes in London and other places. So the question is how homes might be found for 'key workers'.

It is not precisely clear who qualifies as a 'key worker', though police, nurses, and teachers are commonly cited as examples. And since it is assumed that people in such professions will demand more flexible tenure arrangements than traditional public-sector renting, it is not obvious what 'key worker housing' would look like.

Nonetheless, it is taken as a fact of life that these 'key workers' cannot decently house themselves without the public sector providing homes for them, or at least without the government intervening significantly in the housing market.

Soft-selling social housing

Semantically, the substitution in recent years of the phrase 'affordable housing' for 'social housing' has made the policy easier to sell. The new language has led many ordinary people into thinking that it means that houses on sale in the private market will somehow be made more affordable. But of course it means nothing of the sort: it means a return to the policy of the state providing social housing and subsidised housing. And the terms in which the proponents of this approach have framed the debate mean that the only legitimate area for dispute is about how fast the demand for 'affordable housing' is projected to rise.

The promise of lower house prices must be a cheering prospect for purchasers, particularly those just entering the housing market. Unfortunately, in believing this implication they are the victims of pure spin.

2. Unravelling the assumptions

Dependency and dysfunction

The reality of the housing market is not only quite different from that which the language of the

'affordable housing' debate implies: it is also racked with perverse incentives that do nothing to help solve the underlying problems.

For example, many of those living in 'affordable' housing are drawing Housing Benefit and Council Tax Benefit: they therefore have little incentive to leave the 'affordable' housing sector, even if they are in work.

And there are many other spanners in the works of the housing market. In some cases, tenancies are inherited. Council house sales have been resisted by most local authorities and further discouraged by recent lowering of the discounts. Housing associations are not subject to the Right to Buy legislation. In London especially, larger units are in very short supply; but there is no incentive (as there would be in the private sector) for those whose families have grown up and gone away to trade down to a smaller (rented) unit, thus releasing it for a new family.

It is a sector from which practically all market mechanisms have been removed. It is not dysfunctional because the market is incapable of working in the housing sector, even though it works quietly and efficiently in so many others. It is dysfunctional precisely because the market is not being permitted to work.

Just what has failed?

But the consensus position is that large numbers of households lack enough money to make their demand for decent housing effective in the market. In other words, in the housing sector, markets are assumed to have failed *ex hypothesi*.

And the consensus conclusion is that, because of this market failure, the need for the state to house people has grown. That is indeed a remarkable conclusion, in a country where incomes have been rising steadily for decades.

Historically, it might have been understandable that we should have wished to make subsidised provision for the landless labourer or the unskilled industrial worker. But today, astonishingly, we are being asked to provide publicly subsidised housing for young people with university qualifications about to enter such eminently middle class professions as teaching and medicine.

It seems hard to understand why the market should have failed in housing, when in most other sectors, the goods and services it delivers have become steadily more 'affordable', not less.

Could the answer be 'government failure' rather than 'market failure'?

3. The policy conclusions

New 'affordable' housing policies

Mrs. Thatcher's government removed from local authorities their established role as providers of social housing. They also pressured the local authorities to contract out the management of their housing stock, and gave tenants the right to buy. The present government has, until now, continued these policies.

Thus, the housing associations, which were given the local authorities' social housing role, have remained the principal means by which public subsidy might be channelled into 'affordable' housing.

But now, in addition, increasing use has been made of planning policy guidance requiring larger-scale developments of new private-sector housing to include a substantial 'affordable' element (in conjunction with a Registered Social Landlord) by means of a Section 106 agreement incorporated into the planning permission. (Exactly how much of a new private development should be dedicated to 'affordable' housing is a matter of acute political debate, but the consensus is between one-third and one-half of the new supply, with the Mayor of London at the upper end of the range.)

Make housing less affordable

Many people assume that Section 106 agreements to provide new 'affordable' housing are either costless (since no public money is provided), or that they capture for the public sector a planning gain that would otherwise have gone to the developer or landowner.

But developers and landowners are unlikely to give away their gains without a qualm. In reality, they pass at least some of the cost of providing the 'affordable' houses to the purchasers of the new private units that are built alongside. Section 106 agreements therefore contribute to the upward spiral in private sector house prices; and the wedge between those who can afford to enter that market and those condemned to state support widens even further.

Supporting bad managers

Structural rigidities in the social-landlord sector also need more rigorous examination. The management failings of housing associations (in very ordinary ways, such as replacing light-bulbs in common areas) are often overlooked by the proponents of 'affordable housing', although most councillors know from case work that housing associations tend to be very sub-standard property managers.

If the Right to Buy cannot be imposed on housing associations - and the House of Lords would not pass it even when the Conservatives were in power - might not housing association tenants at least have the power to appoint private sector managers for their blocks?

Creating more dependants

As to 'key workers', it is no coincidence that the groups usually mentioned are all workers in the public sector. Formerly, police and nurses (among others) were provided with subsidised accommodation as part of their remuneration. But much of this stock has now been sold off, in part because of the constraining effects of government accounting policies.

In private, public-sector employers admit that it is bad pay policies that are at the root of the calls for 'key worker' housing. It seems pointlessly destructive to distort the whole of the housing market just to make up for this deficiency. The only lasting solution is to address the deficiencies in public-sector pay.

We need more market, not less

If the established policy consensus has any merit, then it must rest on one or more of the following demonstrable facts:

a) that there is an overall shortage of housing, now and projected into the future, that the market is not meeting; or b) that what is regarded as a decent standard of housing has risen faster than ordinary incomes can sustain.

There is some evidence for both of these propositions, but it is not clear that they support the extension of subsidised housing to an ever-growing section of society. Rather, they might point to the need for more house-building overall (rather than just 'affordable' housing), to the need for market liberalisation, or more flexible planning controls, or less restrictive regulation on minimum housing standards.

They might point, indeed, to the need for the housing sector to be driven far more by the power of the market, and far less by the powers within politics.

Attachment 3: Public Comment & Media

From: Geraldine Willcuts [mailto:oma.gwillcuts@gmail.com]
Sent: Tuesday, September 28, 2010 8:50 AM
To: David Beam; Barton Brierley; Bob Andrews; georgek@yamhill.or.us; Mary Stern; Leslie Lewis
Subject: Be wise

To those who are concerned :

I hope that the sale and proposed use of the James Property on North Meridian , has not been done too speedily and hastily. We who live on North Meridian are stressed with the proposed construction . These proposals add to traffic problems, and population increases, and use of the property. High density building, is not necessarily the best use of the property. Please, no re-zoning. Please, no high density buildings.

Questions: is it true that Newberg needs more low-cost housing?

Have the re-zoning committee members visited the low-cost housing units all ready in Newberg?

Have the Yamhill Housing Authority people visited the Low-cost housing units in Newberg>:

Has each committee, or commission, spent time thinking how the property could be used to greater advantage:

Family parks, Children's parks, science park, museum in the lovely old house. etc.

Is low-cost housing the only way to help, and assist occupants? How about college scholarships,? Re-education on jobs?

Re-training.?

Does the Housing authority limit the number of residents per unit? Are there Managers?

I have just visited each of the low-cost housing areas in Newberg"
: North Meridian, on Haworth, Colonial Apartments,
and Vittoria Way. The very best one, with manager, clean parking, and attractive units was The Colonial Apartments
on Corinne and Second. The manager was a young woman and her husband; Flowers, attractive entrance,
friendly atmosphere. In each of these areas there were empty apartments. Which needs to be a serious and
wise consideration in our decisions about low-cost housing. Are more units justified? Since the State is flooded in red ink,
where will the money come from?

Please, use great wisdom in thinking of building other high density housing. To destroy trees, dig up grass and change a beautiful property as the James place, seems a very bad decision for keeping the environment :green" in the city of Newberg.

Geraldine S. Willcuts,
1100 N. Meridian # 23
Newberg.Or. 97132

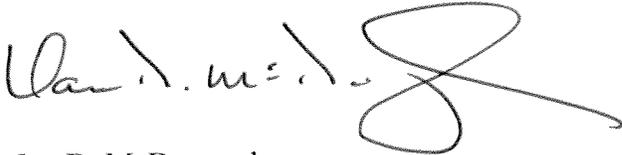
Spaulding Oaks Homeowners Association
1100 N. Meridian Street
Newberg, OR 97132

September 29, 2010

Written Comments: File No. CPA-10-001/ZMA-10-001
City of Newberg
Planning & Building Department
P.O. Box 970
Newberg, OR 97132

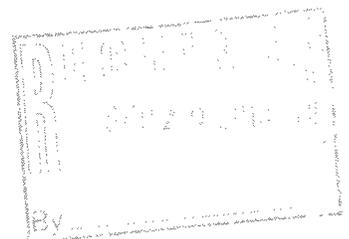
In accordance with the instructions contained in *City of Newberg Type III Notice for Planning Commission Hearing* dated September 22, 2010 the attached *Statement of Position on the Rezoning of 1103 N. Meridian Street* is enclosed for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Ian D. McDonough", with a large, stylized flourish at the end.

Ian D. McDonough
Vice Chairman
Spaulding Oaks Homeowners Association

Encl: *Statement of Position on the Rezoning of 1103 N. Meridian Street* dated
September 23, 2010



**Spaulding Oaks Homeowners Association
Board of Directors
1100 N. Meridian Street
Newberg, OR 97132**

September 23, 2010

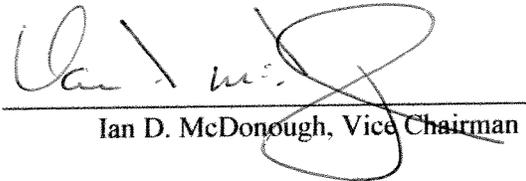
Statement of Position on the Rezoning of 1103 N. Meridian Street

We, the Directors of the Spaulding Oaks Homeowners Association, Spaulding Oaks Condominiums, located at 1100 N. Meridian Street, wish to convey the following in regards to this possible rezoning issue:

1. That the Yamhill County Housing Authority, City of Newberg, and related agencies undertaking the rezoning and development of the subject property must make factual, accurate, and verifiable representations, supported by demographic data, development studies, and other means, detailing the specific need(s) for any proposed development.
2. That any such development be compatible in use, style, and function with the surrounding neighborhood which includes historic residential buildings, senior housing (including age 55+ condominiums and a continuing care retirement community), a university, and single family residential homes. Further, any such development must maintain and/or improve the values of surrounding preexisting properties.
3. That provision be made to provide infrastructure including (but not limited to) provision of utilities and construction of a storm drainage system for all affected properties in the impacted area.
4. That provision is made for the following vehicular and pedestrian traffic considerations:
 - a. Traffic on N. Meridian Street, already at peak travel hour saturation, shall not become more congested.
 - b. Available on-street parking, required for existing properties, not be reduced.
 - c. Off-street parking be generously provided for any proposed new development.
 - d. Sidewalks on both sides of the street are retained.
5. That guarantees and safeguards for funding from private and public sources be obtained, verified, and committed before rezoning is approved to ensure that the development, infrastructure improvements, and on-going maintenance can be conducted for any proposed development.



Chuck Scott, Chairman



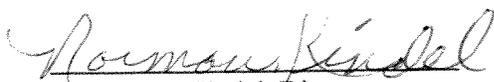
Ian D. McDonough, Vice Chairman



Barbara Davis, Director



Ron Fieldhouse, Director



Norm Kindel, Director

To: NEWBERG PLANNING COMMISSION

Please do not allow further Zone R3 development in the 1100-1200 blocks of N. Meridian St. in Newberg.

Living on Sierra Vista Dr (the first cross street between Meridian & college north of 1103 N Meridian) we presently endure an inordinate amount of automobile and pedestrian traffic as a short cut to Jaquith Park and College St.

I am not opposed to either per se' but too many people in too small a space will inevitably cause problems and does.

I know of two children hit by cars on our little block, one fatally. The vehicle I park on the street has been hit three times over the years, most recently 3 months ago, all hit and run. The car I keep in my driveway was burgled as was my neighbor's across the street. We had a weekend guest's car scratched from one end to the other. I have had a window broken, a gas tank sugared and a tire slashed.

Yamhill county Housing Authority offers up more of this for me and my neighbors on our street via proposed development of the property at 1103 N. Meridian St.

My home is almost a full block away from the referred to existing high density housing (apartment complex). Yamhill County's end game is to have 80 more units within 200ft and cut an access road into the middle of our block putting a lot more trouble on our doorstep.

Individuals within the Yamhill County Housing Authority, County commissioners and Newberg city council members need to consider the livability and sanctity of their homes and neighborhoods and how much violation they would bear in order to satisfy government grants, subsidies and quotas.

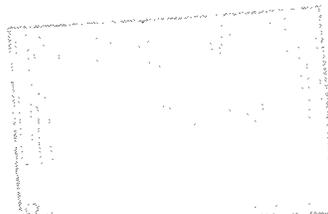
More zone R3 development at 1103 N. Meridian St will have a negative impact on livability for several blocks around this area of Newberg.

At the very least, this huge undertaking by local government needs to be publicly disclosed and approved or denied by informed voters.

Rick Houston



601 1/2 Sierra Vista Dr
Newberg, OR 97132



Sandra McDonough
1100 N. Meridian St. #33
Newberg, OR 97132
October 3, 2010

Written Comments: File No. CPA-10-001/ZMA-10-001
City of Newberg
Planning & Building Department
PO Box 970
Newberg, OR 97132

Re: Rezoning 1103 N. Meridian St., Newberg, OR 97132

To: Newberg City Council and Newberg Planning Commission

I wish to make the following statements for your considerations in regards to the rezoning of 1103 N. Meridian St. in Newberg, OR 97132.

In reference to “APPLICATION FOR: COMPREHENSIVE MAP AMENDMENT and ZONING MAP AMENDMENT” submitted by the Housing Authority of Yamhill County, I vehemently disagree with the research and two of the conclusions contained in Traffic Amelioration Study:

CONCLUSIONS:

Adequate sight distance is available for a future driveway access serving the site on the N Meridian Street frontage.

A detailed review of the crash history in the site vicinity showed no significant existing hazards. No safety mitigations are recommended.

Having done statistics myself, I know that you can take statistics and prove a totally erroneous conclusion. I believe that is exactly what was done here. The study was done at a low traffic density time (July) and says the researcher took into account the future months when George Fox University is in session. He did not consider the number of University students that ride their bikes down Meridian St. and that Meridian St. is already very narrow. We can barely drive two cars past each other when cars are parked on both sides. The street is too narrow for parking on both sides (especially RVs), driving in both direction, and adding bicycle traffic. I have seen some near misses with cars and bicyclists. In addition, the study did not recognize the number of vehicles that come down Meridian to avoid the slow, 20mph school zone on College St. when school is in session to get to Fulton St. That adds to our density and it was not mentioned. There is also higher density with parents driving their children to school. There are also many speeders on Meridian St. I have a sightline of approximately 40 feet when attempting to enter traffic from our driveway onto Meridian because I can't see around all the parked cars, I can't see bicyclists, and I can't make corrections fast enough for

speeders. I have enclosed a photo that documents my view when trying to get out of our parking lot. When following all the safety rules specified in the Oregon Drivers Manual concerning entering a street from a driveway, this is not a safe entry even when attempted very slowly. If there is increased traffic on Meridian St. from high density housing without requiring the builder to widen the street, there will be accidents, and I will personally hold the City Planning Commission and City Council responsible.

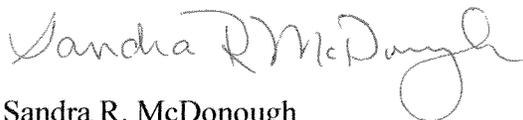
Second, IDEA Architecture and Development has not adequately demonstrated how they plan to provide for utilities, parking, water, storm drains, road widening, sidewalks and other public improvements. Will they be required to pay the cost of these improvements by the City? I have not received adequate information concerning the possibility of a rise in public building fees or utility fees that might be accessed other homeowners in this area because of this project. I would object to any ancillary costs whatever to the public.

Third, the application does not give detailed information about the buildings or specific type of housing that would be built. When I do even the smallest rebuild at my property, I have to submit detailed plans to the City for approval. Where are plans for the public to see concerning what is actually going to be built, how many units, how much parking provided, and for how many people? You are asking citizens for opinions concerning rezoning and planning, so require the necessary planning.

Fourth, in my opinion the historical building and trees on that sight should be maintained in their historical setting. It would be a far better use of City land to create a historical museum and park, widen Meridian St. and provide a parking lot to relieve street parking.

This rezoning application is made based on inadequate information. It lacks publicly disclosed planning criteria, has poor research on public traffic and safety, does not guarantee actual components on this property if re-zoning is granted, and gives no assurances that funds are available for construction, utilities, and traffic improvements.

Until and unless the Housing Authority of Yamhill County can adequately address these concerns, I respectfully request that this application for re-zoning be denied.



Sandra R. McDonough



October 2, 2010

Written Comments:

/File No. CPA-10-001/ZMA-10-001

City of Newberg
Planning and Building Department
PO Box 970
Newberg, OR 97132

Dear Sir and/or Madam:

In reference to the property of 1103 N. Meridian Street we, Craig and Susan Leavitt, who reside at 1100 N. Meridian Street #9 are **NOT IN FAVOR** of rezoning the 1103 N. Meridian Street address to R-3 status.

There have been several reasons listed to not rezone to R-3 status but our concerns are the parking and traffic.

There are several high density grounds in this area already. Spaulding Oaks, an adult housing community where my wife and I reside have 54 condominiums. A couple of months ago the Fire Marshal came through and we lost approximately 150 feet of curve space. So at that time we've lost some space that was available for parking.

There are twenty-six (26) living units next to Spaulding Oaks plus several other apartments and duplexes etc. in the surrounding blocks so putting in another ninety plus (90+) unit housing would have a negative impact on the community.

Then there is the traffic issue. I believe it was a city planning commission traffic study that gave an estimation of the traffic flow for the year 2012. However, the numbers given were much lower in comparison to an actual count taken by some of the residents at Spaulding Oaks who actually sat down and counted passing motor vehicles.

Something is amiss here. There are other matters of concern but I'll just state these.

I hate long letters and I'll bet you do also. .

Thank you for your time and consideration of our concerns with this rezoning issue.

Sincerely,



Craig and Sue Leavitt
1100 N. Meridian #9
Newberg, OR 97132
503-554-5574



Written Comments. File No. CPA-10-001/ZMA-10-001
City of Newberg
Planning & Building Department
P.O. Box 970
Newberg, OR 97132

Dear Sirs:

We are writing in reference to the proposed change in zoning from R-1 to R-3 for the property located at 1103 N. Meridian St., Newberg,OR.

We have resided at 1100 N. Meridian St., Unit #1 since July 1, 2010. Our back door is approximately 33.67feet from the edge of Meridian St. our garage is approximately 30.67feet from the edge of Meridian St. It is difficult to see traffic coming from the south when exiting our driveway. This is due to the automobiles parked on both sides of Meridian just north of the rail crossing. It is not easy to see traffic approaching from the north until you cross the sidewalk before entering Meridian. This is due to fences and landscaping at 1100 N Meridian and autos parked on both sides of Meridian to the north. Living this close to Meridian, it is enjoyable to see young families, neighbors and others using both the street and the sidewalks for various purposes. This activity is good and not disruptive to our lifestyle.

Our concern is the increased traffic and on street parking that would result from a large housing project located at 1103 N. Meridian. This would be very possible if the zone is changed from R-1 to R-3. We are concerned that the good and appropriate use of Meridian Street would be compromised if that occurs. Another traffic concern is the speed along Meridian. It is definitely a residential area and thus should carry a speed limit of 25mph. It is quite easy to tell, by the sound, that some vehicles are traveling at a higher speed than that.

I, Verne, am a product of the Newberg community and the school district. The early years of my life were spent very close to the residence in which we now reside. It is encouraging to visit the schools of the area and see how well they are being run and the great job they are doing with the students of Newberg. We now plan to spend the remainder of our lives together here in this community so are interested in seeing plans for the development of property being kept in line with the history of the community. The property in question is already a park-like setting which contains a very historic home and is part of the original land grant that was used to obtain much of the property on which the city now sits. Our opinion is that the City of Newberg or Yamhill County will be missing a great opportunity to save some green space and history by allowing multiple unit housing to be built in this particular location.

Sincerely,

Verne Martin Ellen Martin

Verne and Ellen Martin
1100 N Meridian. No 1
503.487.6346
verne.martin@gmail.com



RECEIVED

OCT - 5 2010

NORMAN KINDEL
1100 N MERIDIAN ST #11
NEWBERG, OR 97132

October 4, 2010

Written Comments, File No. CPA-10-001/ZMA-10-001
City of Newberg
Planning & Building Department
P.O. Box 970
Newberg, OR 97132

Dear Sirs:

Regarding the property at 1103 N Meridian St.:

It is difficult for me to approve or reject the re-zoning of said property when I have not been told **exactly** what kind of a project would be constructed that requires an R-3 zone code.

I wish to point out to you, that no matter what kind of high density project is being considered (luxury, moderate, senior or low income) the **impact on the areas traffic and parking** problems will be outrageous.

Soon to come will be the opening of The George Fox **Sports Complex**. That alone will **increase the traffic flow** on N Meridian St. I currently have trouble driving down N Meridian with cars parked on both sides of the street, lanes poorly marked and absolutely no speed limit signs posted.

Keeping the current R-1 status would be best for this already densely populated area. But, if the zoning code must be changed, **please** consider using the moderate density code of **R-2** or use 1103 N Meridian as a **city park** with the existing Historic House as a local museum/offices of the Newberg Historical Society.

Thank You for your dedication in making *the City of Newberg a wonderful place to live.*

Sincerely,

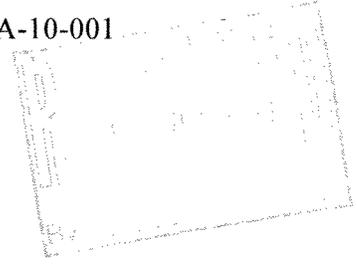


Norman Kindel



WRITTEN COMMENTS File No. CPA-10-001/ZMA-10-001

City of Newberg Planning & Building Department
 PO Box 970
 Newberg, OR 97132



RE: YCAP proposed rezoning of 1103 North Meridian Street

We owners and residents live in Spaulding Oaks at 1100 N. Meridian Street, a 56-unit planned community for age 55 and over. It is quiet and peaceful here in the middle of our condominiums. For example, despite some street traffic noise, residents can see the stars and hear the crickets at 9 P.M; it's peaceful. We wish to continue that quality of life.

We are concerned about the possibility of noisy high density housing being built across the street. We are concerned with minimizing noisy traffic and congestion while preserving property values and a safe environment. Therefore, our desire is that the property be used for either a park or senior housing, or both, if the property is re-zoned.

Sincerely,

Barbara Davis-Roberto

DATE	UNIT #	NAME	SIGNATURE
10/3/10	35	Barbara Davis-Roberto	Barbara Davis-Roberto
10/3/10	34	Beta M. Stewart	Beta M. Stewart
10/3/10	33	Imelda McDonough	Imelda McDonough
10/3/10	33	Sandra McDonough	Sandra McDonough
10-3-10	32	Jon Holt	Jon Holt
10/3/10	31	Linda C. Byrd	Linda C. Byrd
10/3/10	29	Nick Maurer	Nick Maurer
10/3/10	29	M. Alice Maurer	M. Alice Maurer
10/3/10	11	Norman Kindel	Norman Kindel
10/3/10	7	Connie Magee	Connie Magee
10/3/10	7	JERALD J. MAGEE	Jerald J. Magee
10/3/10	23	Geraldine Swilcotts	Geraldine Swilcotts
10/3/10		Debbie Swilcotts	Debbie Swilcotts

RECEIVED

OCT - 6 2010

Written comments – File No. CPA-10-001/zma-10-001

City of Newberg

Planning and Building Department

Newberg, Or. 97132

Dear Sirs:

This is in regards to the proposed rezoning of 1103 N. Meridian to R-3 high density residential.

Our home is at 1100 N. Meridian (Spaulding Oaks). Our condo unit is along Meridian and opposite the property in question. Traffic of all kinds is heavy and moving rapidly. Foot traffic and bicycles are using sidewalks and the streets. Parking on the streets and discontinuous sidewalks results in pedestrians, bicycles, and mothers with strollers to use traffic lanes for passage. Meridian is presently used by George Fox University and other students. This will likely increase with development of the new sports complex. Bottom line issue: the off site affects of this rezoning will increase an already serious concern about traffic and parking. Traffic counts published in the application are for an intersection a block north of this site.

The exact number of trees on the site has been tallied. Those not in prime condition have also been inventoried. The number to be removed for development was not mentioned.

This is a prime piece of property with a historic home, many trees, well cared for yard and enclosed by fencing. It looks like a park and needs to be rezoned and protected not rezoned and "opened" to "development".

Two blocks away is a vacant house and a storage yard. It is not an asset to the neighborhood. A modest development on this site would result in meeting the goals of the Housing Authority and the vision of the city of Newberg. It could be a very positive result.

Attached are some thoughts regarding this rezoning that came to my mind as I listened to the Housing Authority staff and viewed some of their alternative designs plus actions of the Authority reported in the newspaper.



Donald R. Urban

1100 N. Meridian # 3

Newberg, Or. 97132

Attachment: (1) Concerns prior to a rezoning

**SUBJECTS OR CONCERNS THAT NEED TO
BE ADDRESSED PRIOR TO REZONING
Don R. Urban 9/28/2010**

1. Concentrating low income families into a small neighborhood is a form of segregation. It may be economical for the managing agency but results in social stigma of the residents. Being poor, old, single parents or handicapped does not justify separation from the rest of society. Failure of this form of housing style (even with flush toilets) has a long history.
2. Meridian Street is the home for many families with children. There are no facilities for play except on the sidewalks or in the street. Parks and play areas are only available by going out of the neighborhood. It is necessary to walk, skateboard or bike to play. Sidewalks are not continuous, bike lanes do not exist and crosswalks rare.
3. There are no posted speed limits on Meridian. Is this a connector street (35 mph) or a residential street (25mph)? No traffic controls (signals, signs or crosswalks) exist except for a rough rail crossing. GFU is not even posted as a school zone or high pedestrian area
4. Is there a demand for labor to fill positions paying modest income now, not being filled in Newberg, that would justify relocation of families from other parts of the country?
5. There exists a number of infrastructure shortcomings which need to be addressed (storm drains, sidewalks, parks, crosswalks, bike lanes, parking, speed limits, curbing improvements, intersection development, turn lanes, etc. Suggesting that these concerns be addressed sometime in the future does not reflect the actual costs of a development and will be a costly "surprise" to affected property owners at a later time.
6. The Housing Authority has stated that many of their present properties require expensive repairs. Have they been lax in maintaining property under their control? Will this change in the future? A nest egg of \$900,000 should pay for considerable repair and improvement. Will their stewardship of community money and property improve? Will the Authority reform itself or is new management called for?
7. Is this a request for "spot" zoning? Is this part of a plan to concentrate R-3 in a geographical area? If so, are there commercial zones also being provided for development of needed services such as neighborhood groceries? How and how far should R-3 residents need to travel for these needs?
8. The policy of in-filling is sound since it reduces sprawl and makes for more efficient and less costly provision of services. The zoning of commercial areas needs to take advantage of the support infrastructure in place. A drive-in restaurant on a lot in the CBD takes advantage of streets, sidewalks, sewers, traffic controls, lighting, etc. but similar developments require major expenditures on an empty lot in a residential area.
9. R-3 zoning is for high density residential housing. There can be a wide variety of high density housing. Compatibility with the adjoining uses is only one concern. Services needed for an over 55 community or for lower income, single parent housing are not the same.
10. Peak travel times: commuters, college students, school children and school buses are not reflected in 24 hour averages. No mention of bikers, walkers, and conditioning runs by students from GFU and the public schools. The transit authority also runs buses as well as occasional 'dial-a-ride' buses on Meridian.

1100 N Meridian St., Unit 18
Newberg, OR 97132

Written Comments: File No. CPA-10-001/ZMA-10-001
City of Newberg
Planning & Building Department
PO Box 970
Newberg, OR 97132

To Whom It May Concern:

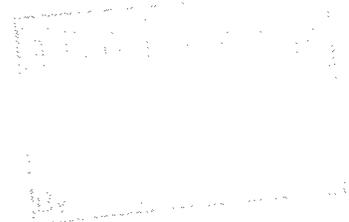
I am a resident across the street from the 1103 N Meridian Street, Newberg, OR location that is being considered for zone change to R-3 (high density residential).

I am writing to share my opposition to this zone change for the following reasons:

- A) This proposed zone change would impact our property values by having a low income development across the street.
- B) Regardless of your traffic study, I doubt there will be adequate parking to accommodate the extra vehicles and Meridian Street does not have enough street parking now. Low income housing always comes with many extra vehicles. With Meridian Street full of parked cars, it will make it even more difficult to get in and out of our driveways.
- C) I would hate to see this property devoid of the numerous trees situated on the property that most assuredly would be taken out to accommodate multiple housing units.
- D) Who is going to be responsible for upkeep on the housing units and yard maintenance? If it is HAYC, do they have funding set aside for this matter?
- E) Is this complex going to look like other complexes owned by HAYC, such as Haworth Terrace which is currently in run down condition?
- F) I would like to know who checked Vicinity Map and Traffic Volume Map for appropriate placement of the streets. Jacqueline Court does not exist on the right hand (east) side of Meridian Street.

Thank you,


Sandee Waide, Homeowner



Jon A. & Lynn H. Holt
1100 N. Meridian St. Unit 32
Newberg, OR 97132-1186

October 6, 2010

Written Comments. File No. CPA-10-001/ZMA-10-001
City of Newberg
Planning & Building Department
P.O. Box 970
Newberg, OR 97132

Dear Sirs:

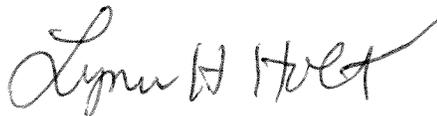
We wish to convey the following in regards to this possible rezoning issue:

1. That the Yamhill County Housing Authority, City of Newberg, and related agencies undertaking the rezoning and development of the subject property must make factual, accurate, and verifiable representations, supported by demographic data, development studies, and other means, detailing the specific need(s) for any proposed development.
2. That any such development be compatible in use, style, and function with the surrounding neighborhood which includes historic residential buildings, senior housing (including age 55+ condominiums and a continuing care retirement community), a university, and single family residential homes. Further, any such development must maintain and/or improve the values of surrounding preexisting properties.
3. That provision be made to provide infrastructure including (but not limited to) provision of utilities and construction of a storm drainage system for all affected properties in the impacted area.
4. That provision is made for the following vehicular and pedestrian traffic considerations:
 - a. Traffic on N. Meridian Street, already at peak travel hour saturation, shall not become more congested.
 - b. Available on-street parking, required for existing properties, not be reduced.
 - c. Off-street parking be generously provided for any proposed new development.
 - d. Sidewalks on both sides of the street are retained.
5. That guarantees and safeguards for funding from private and public sources be obtained, verified, and committed before rezoning is approved to ensure that the development, infrastructure improvements, and on-going maintenance can be conducted for any proposed development.

Sincerely,



Jon A. Holt



Lynn H. Holt

RECEIVED

OCT - 7 2010

Newberg Citizen's Alliance is asking for YOUR Help in the fight
to SAVE the History of Newberg!!

The Housing Authority of Yamhill County (HUD agency not affiliated with either the City or County) has submitted an application to the City of Newberg Planning Department to rezone the property located at 1103 N. Meridian Street in Newberg. That property is currently zoned R-1 (low density single family). Their application requests a rezoning to R-3 (high density multi-family) for the specific purpose of an affordable housing development.

THE PUBLIC IN GENERAL IS NOT AWARE OF THIS DEVELOPMENT.

Historical Notes:

The property at 1103 N. Meridian Street contains a 3.27 acre parcel of land that is *THE ONLY UNDEVELOPED acreage remaining of the D.D. Deskins land grant of 1848. The property also contains the family's historical residence built in 1880.*

In brief, D.D. Deskins arrived in the Yamhill Valley after traveling the Oregon Trail in 1846 where he established his land claim to 320 acres. His claim spanned from Main Street to the north and to the east to Springbrook. A major portion of the current downtown Newberg is built upon D.D. Deskins land. In 1854 he married Sarah Ann Shuck who traveled the Oregon Trail circa 1852. Several members of her family also had land claims in the area.

The grandparents of both D.D. Deskins and Sarah Ann Shuck fought in the revolutionary war. *These two individuals and their families were paramount in the founding of Newberg. Their pioneer heritage and provenance is vast.*

OVER

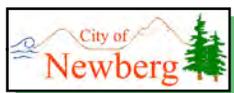
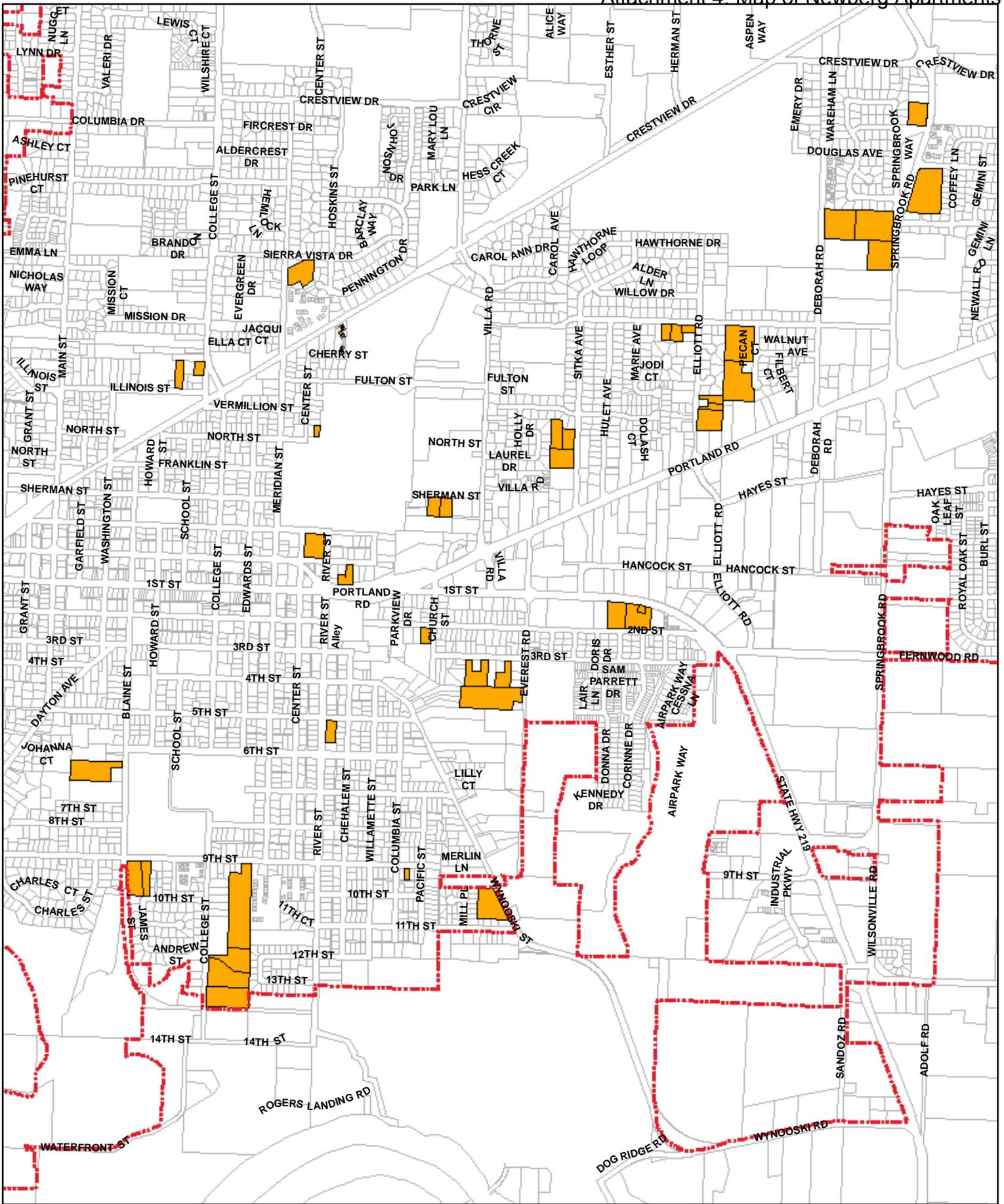
PLEASE HELP THE NEWBERG CITIZEN'S ALLIANCE STOP
THIS REZONING PROPOSAL AND PROTECT OUR
HISTORY FOR FUTURE GENERATIONS.

What you can do to help.

- Share this information with your friends, family and co-workers.
- **Write** to the **Newberg City Planning Department** and **The Newberg City Council** and tell them your objections and concerns.
- Attend the **Newberg Citizen's Alliance** meetings held every Sunday from 5:00 to 6:00 pm at the Spaulding Oaks Community Center located at 1100 North Meridian Street.
- Attend the **Newberg City Planning Department meeting** to be held at the **Newberg Public Safety Building, 401 E. Third Street** on **Thursday, October 14th** at 7:00 pm and the **Newberg City Council meeting** on **Monday, October 18th** at 7:00 pm. and **show them that Newberg cares!**

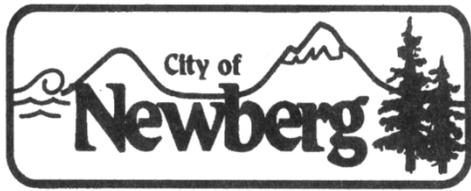
For further information please call Newberg Citizen's Alliance Group at 503-538-6035 or email Dan Shepherd at danielshepherd@comcast.net.

THANK YOU!



Legend

- Newberg City Limits
- Apartment Complexes



Comprehensive Plan Housing Element



Section 13 of Newberg Inventory of Natural and Cultural Resources

Originally Adopted by Newberg City Council January 1978

Revised April 6, 1981

Revised November 21, 2005 by Ordinance 2005-2626

Revised April 5, 2010 by Ordinance 2010-2724

City of Newberg Comprehensive Plan Housing Element

Table of Contents

- Table of Tables iii
- Table of Figures iii
- I. Introduction 1
- II. Population and Demographic Information 1
 - Historic Population 1
 - Demographics 1
 - Age and Sex of Population 1
 - Households and Families 2
 - Income Levels 3
 - Homeless Population 4
 - Population Projections 4
- III. Existing Housing 5
 - Housing Characteristics 5
 - Occupied Housing Unit Characteristics 6
 - Age and condition of Housing 6
 - Housing Costs 7
- IV. Recent Trends in Housing Construction 8
 - Number of units constructed 8
 - Types of Housing Units Constructed 8
 - Housing Density and Lot Sizes 9
- V. Future Housing Needs 10
 - Housing Unit Needs 10
 - Future Housing Types 10
- VI. Land Needs for Housing 12
 - Housing Types by Comprehensive Plan Designation 12
 - Housing Density 13
 - Residential Land Need 13
 - Residential Land Need and Supply 14
- VII. Other Aspects of Housing Needs 14
 - Affordable Housing 14
 - Manufactured Housing 17
 - Mobile home or manufactured dwelling parks 17
 - Manufactured homes on individual lots 18
 - Government assisted housing, farmworker housing 18
 - Group Housing 18
 - Ending Homelessness 18
- VIII. Actions Needed 19
- IX. Conclusion 19
- X. Documents Referenced 19

Table of Tables

Table 13- 1: Newberg City Population – 1960-2009 1

Table 13- 2: Household Incomes, Newberg 2006-2008 3

Table 13- 3: Future Population Forecast – Newberg Urban Area 5

Table 13- 4: Recent Trends for Housing Densities..... 9

Table 13- 5: Needed Housing Units by Year Range - 2010-2040 10

Table 13- 6: Future Housing Needs by Income Levels (2009 Dollars) 11

Table 13- 7: Future Housing Need by Housing Type (number of dwelling units)..... 12

Table 13- 8: Housing Types by Plan and Zone Category 12

Table 13- 9: Housing Unit Need by Comprehensive Plan Category 2010-2040..... 12

Table 13- 10: Planned Residential Densities 13

Table 13- 11: Buildable Residential Land Needs 14

Table 13- 12: Buildable Residential Land Needs vs. Supply 14

Table of Figures

Figure 13- 1: Age of Population, Newberg 2006-2008 2

Figure 13- 2: Percent of Types of Household in Newberg, 2006-2008 3

Figure 13- 3: Types of Housing Units in Newberg City, 2006-2008 6

Figure 13- 4: Housing Units by Year Built - Newberg 2006-2008 7

Figure 13- 5: Occupants with a Housing Cost Burden in Newberg city, Oregon in
2006-2008 7

Figure 13- 6: Average Annual Number of Housing Units Issued Permits 8

Figure 13- 7: Permits Issued by Dwelling Type, Newberg 2000-2009 9

Figure 13- 8: Newberg Housing Constructed 2005-2008 by Affordability Level
Compared to Comprehensive Plan Projected Need 17

I. Introduction

Oregon’s Statewide Planning Goal 10 is, “To provide for the housing needs of citizens of the state.” Newberg’s housing goal is “To provide for a diversity in the type, density and location of housing within the City to ensure there is an adequate supply of affordable housing units to meet the needs of City residents of various income levels.”

Newberg is home for over 23,000 people. It is expected to be home for over 42,000 by 2030, and over 54,000 by 2040. This element details Newberg’s existing demographics and housing information, and projects its needs for future housing units.

Newberg strives diligently to keep and enhance its livability. Livability starts with having a place to live.

II. Population and Demographic Information

Historic Population

Newberg grew over 450 percent from 1960 to 2009. This population growth was due to a variety of factors: regional population growth, expansion of industry and business in the area, proximity to other employment centers, and the high quality of life in the area.

Table 13- 1: Newberg City Population – 1960-2009

Year	Population
1960	4,204
1970	6,507
1980	10,394
1990	13,086
2000	18,064
2009	23,150

Sources: U.S. Census, Population Research Center, Portland, State University

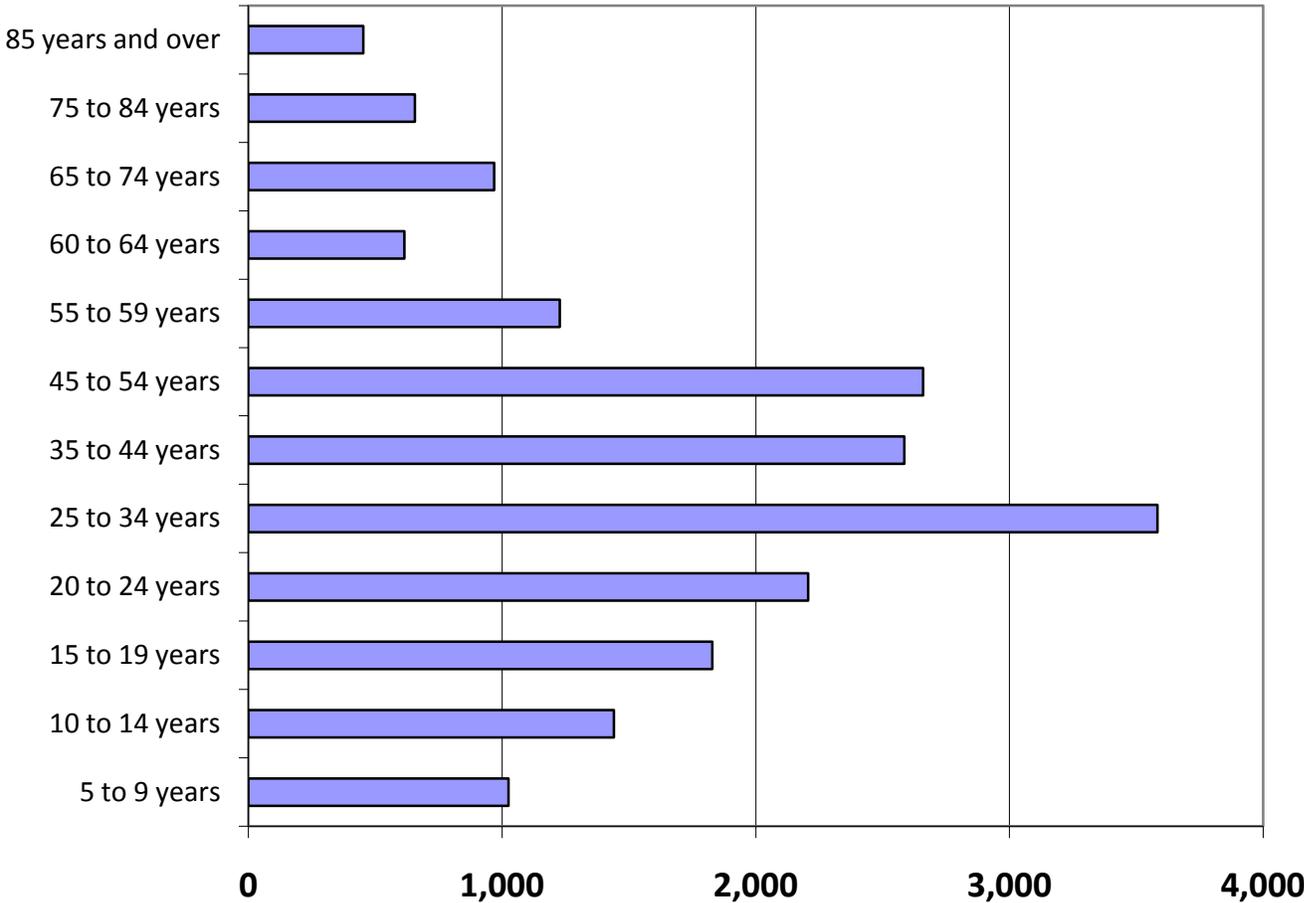
The Portland State University Population Research Center estimated Newberg’s population as of July 1, 2009 to be 23,150. In addition, approximately 432 people live in the area between the city limits and the urban growth boundary. So, as of July 1, 2009, the Urban Growth Boundary had an estimated population of 23,582.

Demographics

Age and Sex of Population

Newberg’s median age in 2006-2008 was 31.8. 10 percent of the population was 65 or older. Newberg’s population was 52 percent female, and 48 percent male. Figure 13- 1 on page 2 show the population age cohorts for Newberg.

Figure 13- 1: Age of Population, Newberg 2006-2008

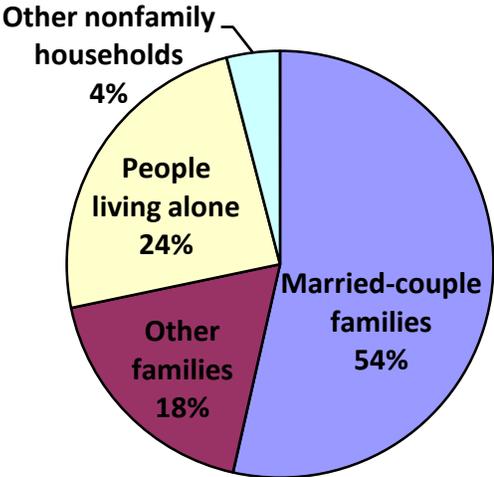


Source: American Community Survey, 2006-2008

Households and Families

In 2006-2008 there were 7,500 households in Newberg city. The average household size was 2.7 people. Families made up 71 percent of the households in Newberg city. This figure includes both married-couple families (53 percent) and other families (18 percent). Nonfamily households made up 29 percent of all households in Newberg city. Most of the nonfamily households were people living alone, but some were composed of people living in households in which no one was related to the householder.

Figure 13- 2: Percent of Types of Household in Newberg, 2006-2008



Source: American Community Survey, 2006-2008

Income Levels

According to the American Community Survey, in 2006-2008 the median household income in Newberg was \$49,233. Table 13- 2 shows estimated household incomes by income level.

Table 13- 2: Household Incomes, Newberg 2006-2008

Household Income	Percent of Households	Margin of Error
Less than \$10,000	6.40%	+/-2.8
\$10,000 to \$14,999	4.40%	+/-2.0
\$15,000 to \$24,999	8.50%	+/-3.1
\$25,000 to \$34,999	10.30%	+/-3.7
\$35,000 to \$49,999	21.80%	+/-5.4
\$50,000 to \$74,999	22.10%	+/-5.5
\$75,000 to \$99,999	15.50%	+/-3.7
\$100,000 to \$149,999	9.40%	+/-2.8
\$150,000 to \$199,999	1.00%	+/-0.8
\$200,000 or more	0.50%	+/-0.6

Source: American Community Survey, 2006-2008

Homeless Population

Yamhill County has led an effort to count the homeless population. Based on the data from the Point In Time Count that was conducted in January 2008 countywide, 216 families with a combined total of 364 persons (does not include those not involved with a shelter or social services on that day) were counted as being homeless on that particular night. Of this number, approximately 5.6 percent are considered chronically homeless and have been without a home for a year or more or have had at least four episodes of homelessness in the past four years. The January 2009 Point In Time Count that included a full countywide count effort resulted in a total of 233 families with a combined total of 404 persons (does not include all school aged children).¹ The plan did not report the percentage of these found in the Newberg area, but it is clear that some percentage are living or would like to live in Newberg.

Population Projections

Population projections are the basis of comprehensive land use planning. To maintain a high quality of living, the community must plan for its future population. Population growth will require sufficient land and services.

Many of the same factors that have contributed to Newberg's historic population growth will contribute to its future growth: employment opportunities both in Newberg and nearby, high quality of life, and regional population growth. Newberg is already experiencing a great amount of population growth due to the lack of buildable land within the Portland area.

Future population projections for the City of Newberg were prepared in 2004 by Barry Edmonston, Director Population Research Center, Portland State University,² using two different methodologies: a ratio method and a cohort component method. While the two methods produced similar results, City staff and the Ad Hoc Committee on Newberg's Future³ felt that the cohort component method more accurately projected the future population of Newberg. In addition, projected population growth for the area outside the city limits but inside the UGB was added to the City population projections to yield urban area population projections. Table III-1 presents the resulting population forecasts through 2040.

¹ Yamhill County, Oregon, *Ten Year Ending Homelessness Plan*, June 29, 2009.

² Barry Edmonston, Director, Population Research Center, Portland State University, Portland, Oregon. *Population Projection for Newberg, Yamhill County, Oregon: 2000 to 2040*, March 25, 2004.

³ Ad Hoc Committee on Newberg's Future, *Report to Newberg City Council*, July 21, 2005.

Table 13- 3: Future Population Forecast – Newberg Urban Area

Year	Population Forecast
2010	24,497
2015	28,559
2020	33,683
2025	38,352
2030	42,870
2035	48,316
2040	54,097

Sources: Johnson-Gardner, Barry Edmonston

This population forecast was coordinated with Yamhill County⁴, and acknowledged by the State of Oregon in 2006. This population forecast was used to determine future land

needs within the Newberg urban area.

As of July 2009, the estimated population of the Newberg Urban area was 23,582. This estimate is within about 200 people or less than 1% difference of an interpolated 2009 population forecast. Therefore the previously adopted, coordinated, and acknowledged population forecast is appropriate for continued use.

II. Existing Housing

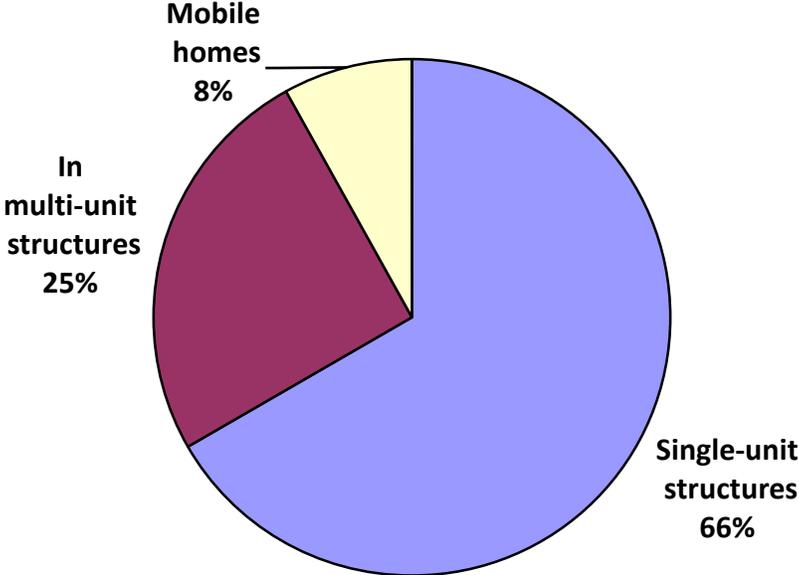
The American Community Survey (ACS), conducted by the U.S. Census Bureau, includes data about existing housing in Newberg. The 2006-2008 Survey includes average data for that three year period. The following information is derived from the ACS. It reflects information inside Newberg city limits.

Housing Characteristics

In 2006-2008, Newberg city had a total of 7,900 housing units, 6 percent of which were vacant. Of the total housing units, 66 percent were in single-unit structures, 25 percent were in multi-unit structures, and 8 percent were mobile homes. Forty percent of the housing units were built since 1990. In addition, Newberg 2009 land inventory data indicates there are 174 housing units in the unincorporated area inside the Newberg UGB.

⁴ Michael Brandt, Yamhill County Planning Director, letter to Barton Brierley, Newberg Planning and Building Director, October 31, 2006.

Figure 13- 3: Types of Housing Units in Newberg City, 2006-2008



Source: American Community Survey, 2006-2008

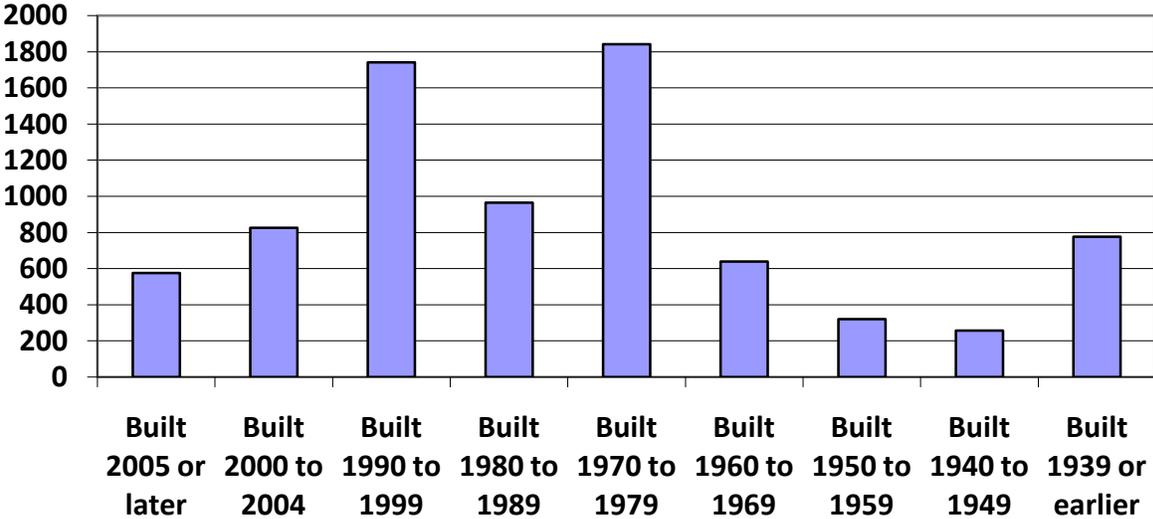
Occupied Housing Unit Characteristics

In 2006-2008, Newberg city had 7,500 occupied housing units - 4,900 (66 percent) owner occupied and 2,500 (34 percent) renter occupied. Three percent of the households did not have telephone service and 7 percent of the households did not have access to a car, truck, or van for private use. Multi-vehicle households were not rare. Forty-two percent had two vehicles and another 23 percent had three or more.

Age and condition of Housing

Three-quarters of housing units in Newberg were constructed after 1970. 13 percent were constructed prior to 1950. Comprehensive data is not available on the condition of housing in Newberg. However, with one-quarter of the housing stock exceeding 50 years age, housing maintenance and upkeep will be a growing concern for the community. In 2009, the Housing Authority of Yamhill County surveyed homeowners to solicit interest in the housing rehabilitation program. That survey yielded a waiting list of 58 owners wanting to participate in the housing upgrade program.

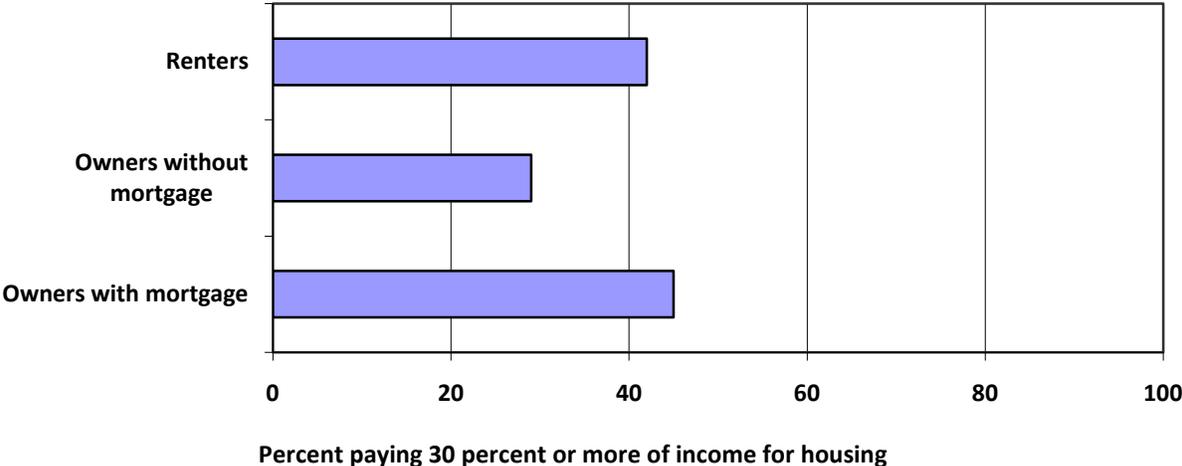
Figure 13- 4: Housing Units by Year Built - Newberg 2006-2008



Housing Costs

The median monthly housing costs for mortgaged owners was \$1,576, nonmortgaged owners \$411, and renters \$749. Forty-five percent of owners with mortgages, 29 percent of owners without mortgages, and 42 percent of renters in Newberg city spent 30 percent or more of household income on housing.

Figure 13- 5: Occupants with a Housing Cost Burden in Newberg city, Oregon in 2006-2008



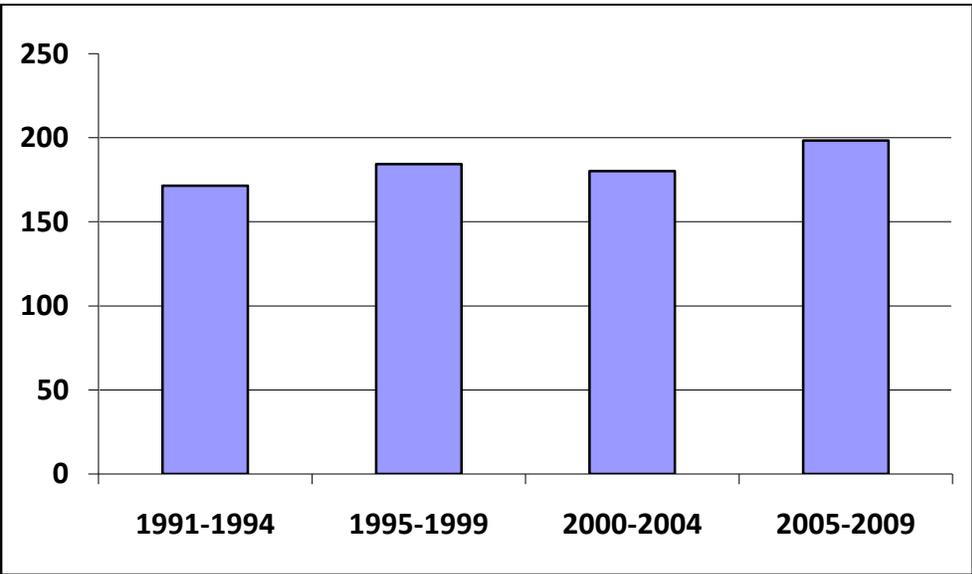
Source: American Community Survey, 2006-2008

III. Recent Trends in Housing Construction

Number of units constructed

The average number of dwelling units constructed in Newberg grew steadily through the 1990's and 2000's. Figure 13- 6 on page 8 shows the average annual number of dwelling units issued permits from 1991-2009. Note that these records show building permits issued within Newberg city limits. A few additional permits are issued each year in the unincorporated area inside the UGB. In addition, a few permits each year are issued, but the dwelling units are not actually constructed. Data for individual years vary widely, due to fluctuations in the economy and housing markets.

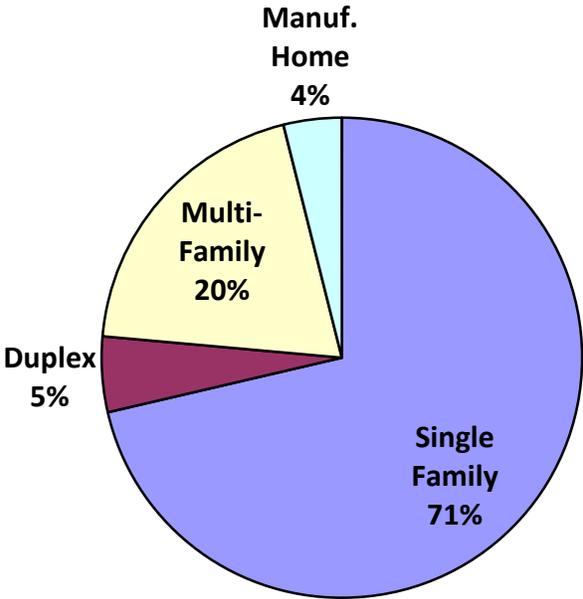
**Figure 13- 6: Average Annual Number of Housing Units Issued Permits
Newberg city limits, 1991-2009**



Types of Housing Units Constructed

Dwelling units constructed in the 2000's were predominantly single family detached units. Figure 13- 7 on page 9 shows the number of units issued permits in Newberg city limits from 2000-2009.

Figure 13- 7: Permits Issued by Dwelling Type, Newberg 2000-2009



Source: Newberg Planning and Building Department, 2009⁵

Housing Density and Lot Sizes

As part of their study, the Ad Hoc Committee on Newberg’s future looked at recent trends in housing development⁶. They found that most housing was being constructed at densities less than the planned density for the zone. Table 13- 4 shows their findings.

Table 13- 4: Recent Trends for Housing Densities

Comprehensive Plan District		Recent Trends
Single-Family	Units/Gross Acre	3.6
	Avg Lot Size	9,800 sf
Med Density Multi-Family	Units/Gross Acre	5.8
	Type	Single Family
High Density Multi-Family	Units/Gross Acre	15.4
	Type	2 story apts with surface parking
Average	Units/Gross Acre	5.4
	Units/Net Acre	6.8

⁵ Note that the term “duplex” refers to a structure with two dwelling units, and “Multi-family” refers to structures with three or more dwelling units. Duplexes and multi-family units are considered dwellings “in multi-unit structures” in the American Community Survey. A duplex is considered part of “single family attached” dwellings in the Johnson-Gardner residential land needs report.

⁶ Ad Hoc Committee on Newberg’s Future, *Report to Newberg City Council*, July 21, 2005. Development trends are 1990-2004.

IV. Future Housing Needs

Housing Unit Needs

In order to determine the amount of residential land needed, Newberg used Johnson-Gardner to create a Housing Needs Analysis⁷. That analysis examined the demographic, housing cost, and household income data for the City of Newberg to determine the need for specific housing types: single-family, multi-family, and manufactured homes. Based on the future population projections, the study projected the future housing needs shown in Table 13- 5.

Table 13- 5: Needed Housing Units by Year Range - 2010-2040

Years	Housing Units Needed
2010-2015	1,830
2016-2020	1,811
2021-2025	1,862
2026-2030	2,040
2031-2035	2,140
2036-2040	2,240

Source: Johnson-Gardner

Through 2009, population estimates have been within about 200 people of adopted, acknowledged, and coordinated forecasts. The study used an estimated household size of 2.76 persons/household. The 2006-2008 ACS estimate of average household size is 2.7, which also is very close to projections. The study used a vacancy rate of 5.2%, whereas the 2006-2008 ACS estimate was 6%. Making any adjustment to the housing unit projections based on these later estimates would have a negligible effect on the housing unit estimates, therefore the housing unit projections show in Table 13- 5 are appropriate for the planning period.

Future Housing Types

The study projected also projected future household income levels. These estimates, updated to 2009 dollars, are shown in Table 13- 6.

⁷ Johnson-Gardner, The Benkendorf Associates Corporation, *Newberg Housing and Residential Land Needs Report*, June 30, 2004.

Table 13- 6: Future Housing Needs by Income Levels (2009 Dollars)

Household Income	Percent of Need
Under \$10,000	4.5%
\$10,000 - \$14,999	3.9%
\$15,000 - \$24,999	10.5%
\$25,000 - \$34,999	11.0%
\$35,000 - \$49,999	15.0%
\$50,000 - \$74,999	23.4%
\$75,000 - \$99,999	16.6%
\$100,000 - \$149,999	10.3%
\$150,000 - \$249,999	3.9%
\$250,000 - \$499,999	0.9%
\$500,000 or more	0.1%
Total	100.0%

Source: Johnson-Gardner, adjusted to 2009 Dollars

In comparing these projections with 2006-2008 American Community Survey data, all the projections are within the margin of error except two income levels: the \$35,000 to \$49,999 level (estimate is 6.8% higher than projected need, and margin of error is 5.4%), and the levels above \$150,000 (estimate is 3.3% lower than projected need, and margin of error is about 0.7%). These differences are likely a reflection of lower household incomes due to the recession that began by some accounts at the end of 2007. Assuming the recession won't continue through 2030 and Newberg's economic development strategies are successful, the income projections should hold reasonably accurate for the planning period.

Based on these household income levels, the study assigned future housing needs into housing types: single family attached, single family detached, multi-family, and manufactured homes. These needs are shown in Table 13- 7.

Two adjustments were made to the Johnson-Gardner residential land need analysis:

- 49 dwelling units displaced by the proposed Newberg-Dundee Bypass were added to the housing need.
- As an efficiency measure, 1 percent of dwellings were allocated to mixed-use developments in non-residential areas, such as upper floor dwellings in commercial areas. This adjustment also provides additional dwelling units for lower income households should the economic recovery not be as strong as projected.

The result is the future housing needs projections shown in Table 13- 7.

Table 13- 7: Future Housing Need by Housing Type (number of dwelling units)

	Single Family		Multi-Family		Manufactured		Mixed-Use	Total
	Detached	Attached	Medium Density	High Density	Parks	Sub-division		
	50%	7%	15%	23%	2%	2%	1%	100%
2010-2030	3,796	531	1,139	1,746	152	152	76	7,592
2031-2040	2,190	307	657	1,007	88	88	44	4,380
Total	5,986	838	1,796	2,754	239	239	120	11,972

Source: Johnson-Gardner, with adjustments as noted.

V. Land Needs for Housing

Housing Types by Comprehensive Plan Designation

The residential land need is determined by assigning each housing type to a comprehensive plan designation – low density residential (LDR), medium density residential (MDR), and high density residential (HDR). One adjustment was made to the Johnson-Gardner needs analysis: 20% of the planned single family detached units were assigned to the Medium Density Residential district. The results are shown in Table 13- 8.

Table 13- 8: Housing Types by Plan and Zone Category

Single Family		Multi-Family		Manufactured		Mixed-Use
Detached	Attached	Medium Density	High Density	Park	Subdivision	
80% LDR 20% MDR	MDR	MDR	HDR	MDR	MDR	COM
80% R-1 20% R-2	R-2	R-2	R-3	R-2	R-2	C-1, C-2, C-3, R-P

Source: Johnson-Gardner

Table 13- 9 presents the 2010-2030 and 2031-2040 housing unit need by comprehensive plan category.

Table 13- 9: Housing Unit Need by Comprehensive Plan Category 2010-2040

Plan Designation	Units Needed 2010-2030	Units Needed 2031-2040
LDR	3,037	1,752
MDR	2,733	1,577
HDR	1,746	1,007
COM	76	44
TOTAL	7,592	4,380

Housing Density

Future residential land need is determined by the development density (dwelling units per gross acre) for the needed housing units. Newberg has traditionally planned for development to occur at 4.4 dwellings/gross acre in the Low Density district, 8.8 dwellings/gross acre in the Medium Density district, and 21.8 dwellings/gross acre in the High Density District⁸. However, recent residential development has occurred at densities less than those planned, particularly in the MDR designation. This is due to a variety of factors. Most importantly, zoning regulations have set the “planned density” as the “maximum density”, thus land will always be developed at or less than the planned density. Other factors have contributed such as greater profitability for single family than multi-family housing, and compound development requirements such as street and open space reserves. This trend does not use land as efficiently as desired, nor does it meet the needs for housing at the expected income levels. The City of Newberg will take steps to encourage development to occur closer to planned densities in each of the residential zoning districts. Steps to be considered are outline in the City of Newberg *Affordable Housing Action Plan*, which is discussed further in Subsection VI on page 14. These steps will lead to a 25% increase in overall residential densities. This is used to determine the future residential land need. Table IV-5 shows the densities that are the basis for determining future residential land needs.

Table 13- 10: Planned Residential Densities

Comprehensive Plan District		Recent Trends	Planned Density
Single-Family	Units/Gross Acre	3.6	4.4
	Avg Lot Size	9,800 sf	7,500 sf
Med Density Multi-Family	Units/Gross Acre	5.8	9
	Type	Single Family	Townhouses and duplexes
High Density Multi-Family	Units/Gross Acre	15.4	16.5
	Type	2 story apts with surface parking	2-3 story apts with surface parking
Average	Units/Gross Acre	5.4	6.8
	Units/Net Acre	6.8	8.5

Residential Land Need

The total amount of residential land needed for housing was calculated by dividing the dwelling units needed by the planned residential densities. The total buildable residential land needs through 2010-2040 are shown in Table 13- 11.

⁸ These densities consider that 25% of the land is within right-of-way, utilities, open space, or unbuildable areas.

Table 13- 11: Buildable Residential Land Needs

Plan Designation	Target Density (du/gross ac.)	Dwelling Units Needed (2010-2030)	Buildable Acres Needed (2010-2030)	Dwelling Units Needed (2031-2040)	Buildable Acres Needed (2031-2040)
LDR	4.4	3,037	690	1,752	398
MDR	9	2,733	304	1,577	175
HDR	16.5	1,746	106	1,007	61
Total		7,516	1,100	4,336	634

Residential Land Need and Supply

Comparing the residential land need the current supply, Newberg has a deficit of residential land to meet needs through 2030 in all residential categories. It also has a deficit of land within the URA to meet the needs from 2031-2040. Table 13- 12: Buildable Residential Land Needs vs. Supply compares the amount of residential land with the available supply.

Table 13- 12: Buildable Residential Land Needs vs. Supply

Plan Designation	Buildable Acres Needed 2010-2030	Buildable Acres in UGB (2009)	Surplus (Deficit) for 2010-2030	Buildable Acres Needed 2031-2040
LDR	690	585	(105)	398
MDR	304	132	(172)	175
HDR	106	45	(61)	61
Total	1,100	762	(338)	634

VI. Other Aspects of Housing Needs

Affordable Housing

Like many communities in our nation, Newberg has an affordable housing problem. Many of its citizens spend too much of their income on housing. The recent burst of the housing bubble has reduced this pressure and has made the cost of home ownership relatively more affordable. However, given the strong future growth predicted for the Newberg and the Portland region, given Oregon’s strong regulatory environment on land for housing, there is little reason to believe that future trends will provide significant relief to our community’s housing affordability issue.

There are many reasons for Newberg to be concerned about affordable housing. Perhaps foremost, it is the right thing to do. All hardworking people should be able to live in safe, decent housing and still have enough money for groceries and other basic necessities. Everyone needs a stable home to succeed in life, especially children. In addition, affordable housing for all income levels is important to our local economy. Attracting and retaining a good workforce is one of the most difficult challenges any business faces if it is to remain competitive. Poor housing availability in a community makes this a very difficult task. Those who live here contribute to the local economy by shopping and patronizing local businesses. Also, a lack of affordable housing can have a negative effect on the environment and our quality of life. If a local housing stock cannot accommodate the needs of a community's employees, then those folks will live outside of Newberg and commute to work, thereby affecting our air quality and adding to our existing traffic congestion. Finally, affordable housing can build social capital in the community. Those who live and work in Newberg can invest themselves in many ways, such as volunteering to be firefighters, police reserves, helping at their church or civic club, or simply picking up litter or helping their neighbors. Such volunteering is less likely when you commute two hours every day to a home outside the community.

If recent housing construction trends continue into future, affordable housing in Newberg will likely continue to be a significant issue.

The Committee began meeting in July 2008. The Committee reviewed a broad range of actions that could be taken to encourage affordable housing in Newberg. The Committee developed a plan that includes actions considered to be appropriate for implementation within our community at this time.

The plan identified seven actions the community could take to ensure adequate affordable housing is available.

- Amend Newberg Comprehensive Plan Goals and Policies
- Retain the existing supply of affordable housing
- Insure an adequate land supply for affordable housing
- Change development code standards
- Amend the development fee schedule
- Develop and support public and private programs
- Strengthen economic development efforts

Figure 13- 8 on page 16 shows that little if any recent construction was available to low and very-low income families and individuals. In recognition of this, the Newberg City Council established the Affordable Housing Ad Hoc Committee. The Committee's charge was to "...identify and recommend tools appropriate for the Newberg community that are intended to encourage the development of housing for working families."

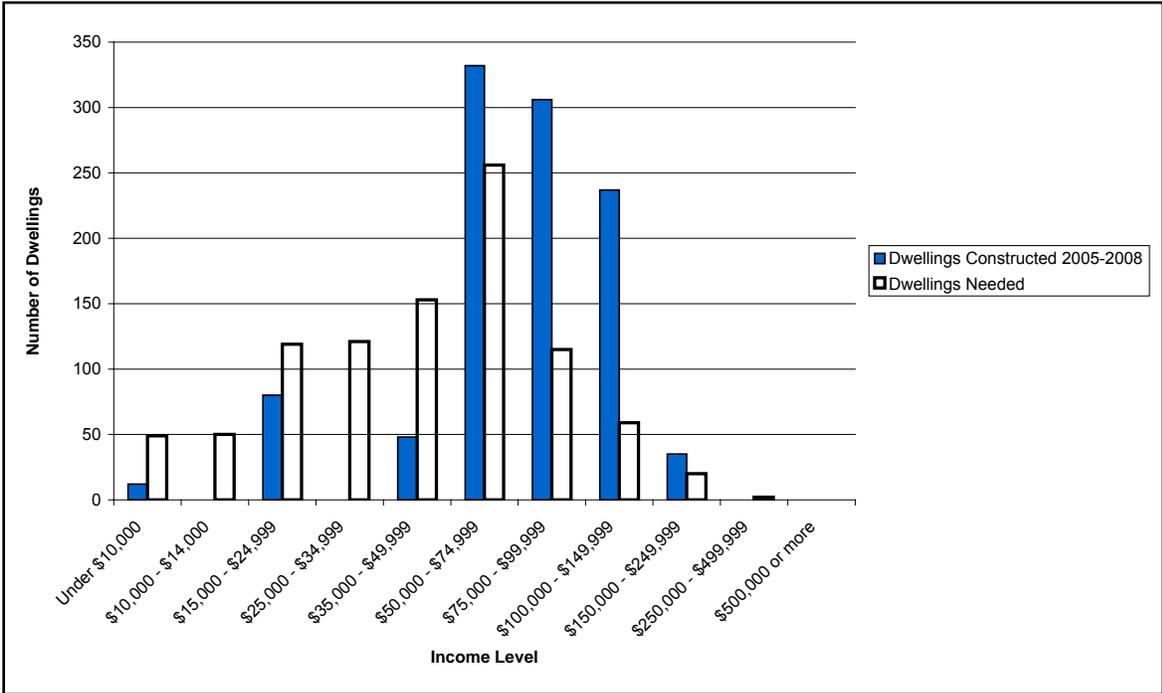
The Committee began meeting in July 2008. The Committee reviewed a broad range of actions that could be taken to encourage affordable housing in Newberg. The Committee developed a plan⁹ that includes actions considered to be appropriate for implementation within our community at this time.

The plan identified seven actions the community could take to ensure adequate affordable housing is available.

- Amend Newberg Comprehensive Plan Goals and Policies
- Retain the existing supply of affordable housing
- Insure an adequate land supply for affordable housing
- Change development code standards
- Amend the development fee schedule
- Develop and support public and private programs
- Strengthen economic development efforts

⁹ City of Newberg, *Affordable Housing Action Plan*, May 4, 2009

Figure 13- 8: Newberg Housing Constructed 2005-2008 by Affordability Level Compared to Comprehensive Plan Projected Need



The Newberg City Council accepted the plan on May 4, 2009. By following the actions contained in the plan, the community can meet its affordable housing needs for the planning period.

Manufactured Housing

As noted above, manufactured housing comprises an important part of Newberg’s current and future housing stock.

Mobile home or manufactured dwelling parks

According to ORS 197.480, local governments must determine needs for manufactured dwellings in parks, and zone sufficient land to allow manufactured dwelling parks in zones that allow 6 to 12 dwelling units per acre. The inventory must consider manufactured dwelling parks in commercial, industrial, or high density residential areas that could be displaced by more intense developments.

Manufactured home parks are an allowed use in the R-2 (Medium Density Residential) Zone and a conditional use in the R-3 (High Density Residential) Zone. Medium Density Residential allows dwelling units up to 9 units per gross acre. High Density Residential allows dwelling units up to 21.8 units per gross acre, but does allow manufactured home parks in the 6 to 12 dwelling unit per acre range. Therefore all parks in the R-2 zone and R-3 zones are zoned appropriately, and should not be planned to be displaced.

In 2009, Newberg had nine mobile home or manufactured dwelling parks with a total of 672

spaces. All are located in medium density residential districts except Sunrise Estates (50 units), which is located in a high density residential district. Thus, all parks are zoned appropriately, and no parks need to be planned to be displaced. The Newberg *Affordable Housing Action Plan* recommends taking actions to encourage the long term retention of existing parks.

Manufactured homes on individual lots

According to ORS 197.314, manufactured homes must be allowed in all areas zoned for single-family residential uses. Such homes may be allowed with certain limitations on size and design. Newberg has adopted zoning rules that comply with these standards.

Government assisted housing, farmworker housing

ORS 197.314 requires government assisted housing and farmworker housing to be allowed on basically the same terms as other single or multifamily housing. Newberg has not identified a specific need for these types of housing, though both types of housing are allowed in Newberg and could be sited on residentially zoned land. Newberg's codes comply with these laws.

Group Housing

According to ORS 197.665, group care homes ("residential homes" housing five or fewer individuals) must be permitted in any residential or commercial zone that allows a single-family dwelling. ORS 197.667 requires that group care facilities ("residential facilities" housing six to fifteen individuals) be allowed in any zone where multifamily residential uses are allowed, and be a conditional use in any zone where multifamily residential uses are allowed. Newberg amended its Development Code to comply with these statutes.

The Federal Fair Housing Act and court rulings also require local governments to allow groups of disabled individuals living together under the same terms as similar groups of non-disabled persons. Newberg amended its zoning regulations to comply with this standard.

Ending Homelessness

In 2009, Yamhill County adopted its *Ten Year Ending Homelessness Plan*. The goal of the plan is not to manage homelessness in the County, but to end it. The plan lists ten actions to achieve this goal.

Action Step 1: Complete full countywide homeless count review and update strategies and goals of the 10-Year Plan

Action Step 2: Adopt Housing First Strategy

Action Step 3: Stop Discharging People into Homelessness

Action Step 4: Improve Outreach to Persons Experiencing Homelessness

Action Step 5: Preserve and Increase the Supply of Affordable Housing in Yamhill County

Action Step 6: Review and Change Development Policies to Encourage Affordable Housing Development

Action Step 7: Prevent Homelessness Before it Starts

Action Step 8: Expand Economic Opportunities

Action Step 9: Improve and Better Assess Homelessness and Housing Data

Action Step 10: Promote Housing and Homelessness Education

The Newberg community can and should participate in these efforts. Implementing Newberg's Affordable Housing Action plan will assist with many of these steps, including Step 5 (increasing the supply of affordable housing), Step 6 (Changing Development Policies), Step 7 (Preventing homelessness).

VII. Actions Needed

In order to meet the housing needs determined above, Newberg and others will need to take the following actions:

1. Designate sufficient land with the Urban Growth Boundary to meet the identified land needs above. Where appropriate, some land within the 2009 Urban Growth Boundary might be redesignated to meet some of this need. In large part, the unmet land needs would need to be met by amending the Urban Growth Boundary and designating sufficient buildable land to 20-year needs.
2. Include sufficient land within the urban reserve area to meet needs beyond UGB planning period.
3. Provide zoning and development regulations that allow and encourage development near the planned densities.
4. Provide public facilities and services necessary to serve residential land.
5. Implement the actions recommended in the Newberg *Affordable Housing Action Plan* as appropriate.
6. Assist in implementing the Yamhill County *Ten Year Ending Homelessness Plan*.

VIII. Conclusion

Newberg can provide for diversity in the type, density and location of housing within the City. By conscientious action, Newberg can ensure there is an adequate supply of housing units to meet the needs of City residents of various income levels and housing needs. With proper planning, Newberg can encourage affordable housing for residents below the median income.

Documents Referenced

Ad Hoc Committee on Newberg's Future, *Report to Newberg City Council*, July 21, 2005

City of Newberg, *Affordable Housing Action Plan*, May 4, 2009

City of Newberg, *Buildable Lands Inventory*, November 2009

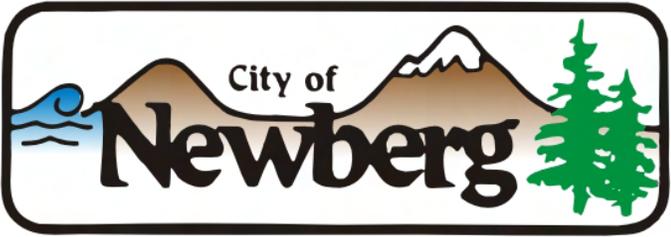
Edmonston, Barry - Director, Population Research Center, Portland State University, Portland, Oregon. *Population Projection for Newberg, Yamhill County, Oregon: 2000 to 2040*, March 25, 2004.

Johnson-Gardner, The Benkendorf Associates Corporation, *Newberg Housing and Residential Land Needs Report*, June 30, 2004.

Michael Brandt, Yamhill County Planning Director, letter to Barton Brierley, Newberg Planning and Building Director, October 31, 2006.

Yamhill County, Oregon, *Ten Year Ending Homelessness Plan*, June 29, 2009

May 4, 2009



Affordable Housing Action Plan



City of Newberg

P.O. Box 970
Newberg, OR 97132

Phone: 503-537-1240
website: www.ci.newberg.or.us

Introduction

Like many communities in our nation, Newberg has an affordable housing problem. Many of its citizens spend too much of their income on housing. The recent burst of the housing bubble has reduced this pressure and has made the cost of home ownership relatively more affordable. However, given the strong future growth predicted for the Newberg and the Portland region, given Oregon's strong regulatory environment on land for housing, there is little reason to believe that future trends will provide significant relief to our community's housing affordability issue.

There are many reasons for Newberg to be concerned about affordable housing. Perhaps foremost, it is the right thing to do. All hardworking people should be able to live in safe, decent housing and still have enough money for groceries and other basic necessities. Everyone needs a stable home to succeed in life, especially children. In addition, affordable housing for all income levels is important to our local economy. Attracting and retaining a good workforce is one of the most difficult challenges any business faces if it is to remain competitive. Poor housing availability in a community makes this a very difficult task. Those who live here contribute to the local economy by shopping and patronizing local businesses. Also, a lack of affordable housing can have a negative effect on the environment and our quality of life. If a local housing stock cannot accommodate the needs of a community's employees, then those folks will live outside of Newberg and commute to work, thereby affecting our air quality and adding to our existing traffic congestion. Finally, affordable housing can build social capital in the community. Those who live and work in Newberg can invest themselves in many ways, such as volunteering to be firefighters, police reserves, helping at their church or civic club, or simply picking up litter or helping their neighbors. Such volunteering is less likely when you commute two hours every day to a home outside the community.

In recent years, the City of Newberg has been extensively examining the community's land needs to accommodate future growth. This examination has revealed that if current housing construction trends continue into future, affordable housing in Newberg will likely continue to be a significant issue. In recognition of this, the Newberg City Council approved Resolution No. 2008-2781, which established the Housing for Working Families Ad Hoc Committee (NOTE: with the consent of the Mayor, the committee's name was changed to the Affordable Housing Ad Hoc Committee). The Committee's charge was to "...identify and recommend tools appropriate for the Newberg community that are intended to encourage the development of housing for working families." Early in its operation, the Committee decided to make a couple of changes to their charge that they felt were important. First, the Committee felt that identifying and implementing tools that help with the preservation of the community's existing affordable housing stock was a critical step if their action plan was to be successful. Second, the Committee felt that affordable housing should be available for all citizens of our community, and therefore changed their name to the Newberg Affordable Housing Ad Hoc Committee.

The Committee members were appointed by Mayor Bob Andrews. The members are local community citizens that represent a wide range of interests on the affordable housing issues. The Committee consisted of the following members:

Denise Bacon – Newberg City Councilor
 Bob Ficker – Columbia River Bank – Newberg Branch Manager
 Mike Gougler – MJG Development, Inc.
 Charles Harris – Community and Shelter Assistance Corp. (CASA)
 Bob Larson – Newberg City Councilor
 Joel Perez – George Fox University Dean of Transitions and Inclusions
 Rick Rogers – Newberg Area Habitat for Humanity Executive Director
 Dennis Russell – Friendsview Retirement Community (Committee Vice-Chair)
 Philip Smith – Newberg Planning Commissioner (Committee Chair)
 Mike Willcuts – Willcuts Company & Coyote Homes
 Kevin Winbush – Proprietor of Its All Good Barbeque and Catering

City of Newberg staff for the Committee included Barton Brierley, Planning and Building Director and David Beam, Economic Development Coordinator/Planner.

The Committee began meeting in July 2008. Since that time, the Committee reviewed a broad range of actions that could be taken to encourage affordable housing in Newberg. This plan includes actions that the Committee considers to be appropriate for implementation within our community at this time. It is not intended to be an exhaustive list of all the affordable housing actions available. The community always should be looking for new and innovative ways to meet affordable housing needs.

The actions in this Plan are grouped under the following seven affordable housing strategies:

- *Amend Newberg Comprehensive Plan Goals and Policies*
- *Retain the existing supply of affordable housing*
- *Insure an adequate land supply for affordable housing*
- *Change development code standards*
- *Amend the development fee schedule*
- *Develop and support public and private programs*
- *Strengthen economic development efforts*

This Plan is just Phase One of a longer process to help bring more affordable housing to Newberg. Phase Two of the process will involve the further development of some of the affordable housing tools identified in the plan by various organizations in the community. Other actions in the Plan should be able to be put to work almost immediately. Finally, Phase Three will involve the implementation of these tools to actually create affordable housing.

Appendix B provides a calculation of the potential impact of the actions within this plan could have on our community's affordable housing issue. The Committee strongly recommends that the City Council make the implementation of this Action Plan a high priority.

This Plan was created through a great deal of dedication and hard work by many citizens of our community. Working together for the common good is what we have always done exceptionally

well in Newberg. Working together, with this Plan as our guide, we can reach ultimate goal to provide safe, decent affordable housing for all who live here.

Table of Contents

	<i>Page Number</i>
Newberg Housing Needs	1
Affordable Housing Definitions	5
Current City Comprehensive Plan Goals	7
Regional Affordable Housing Vision	10
Local Affordable Housing Providers	11
Strategy 1: Amend Newberg Comprehensive Plan Goals and Policies	17
Strategy 2: Retain the existing supply of affordable housing	20
Strategy 3: Insure an adequate land supply for affordable housing	22
Strategy 4: Change development code standards	24
Strategy 5: Amend the Development Fee Schedule	36
Strategy 6: Develop and support public and private programs	37
Strategy 7: Strengthen economic development efforts	41
APPENDIX A – Minimum Lot Sizes memo – March 5, 2009	
APPENDIX B – Estimates of Effectiveness of Affordable Housing Strategies	

Newberg Housing Needs

The City of Newberg is expected to experience significant population growth in the foreseeable future. The table below describes the future population projections from Newberg's adopted comprehensive plan

Future Population Forecast – Newberg Urban Area

Year	Population Forecast
2000	18,438
2005	21,132
2010	24,497
2015	28,559
2020	33,683
2025	38,352
2030	42,870
2035	48,316
2040	54,097

Sources: Johnson Gardner, Barry Edmonston, 2004

To accommodate this population growth, the following housing types will be needed in the future (from page 58 of the Newberg Comprehensive Plan.)

Future Housing Need by Housing Type (number of dwelling units)

	Single Family		Multi-Family		Manufactured		Total
	Detached	Attached	Medium Density	High Density	Parks	Subdivision	
	50%	7%	15%	23%	2%	2%	100%
2005 to 2025	3,377	492	1,022	1,533	140	140	6,704
2026 to 2040	3,234	471	978	1,467	135	135	6,420
Total	6,611	963	2,000	3,000	275	275	13,124

Source: Johnson Gardner, 2004

Buildable Residential Land Needs vs. Supply

The Newberg Comprehensive Plan then projects the amount of land that will be needed to meet these projected land needs. The table below includes the amount of land needed in each category, and compares it to the supply of buildable land available.

**Newberg Urban Area Residential Land Needs and Supply
As of January 1, 2009**

Plan Designation	Buildable Acres in UGB* 1/1/2009	Total Buildable Acres Needed 2009-2029**	Surplus or (Deficit) 2009-2029	Total Buildable Acres Needed 2009-2040	Surplus or (Deficit) 2009-2040
LDR	601	664	(63)	1,252	(651)
MDR	125	155	(30)	308	(183)
HDR	45	106	(60)	172	(127)
Total	771	925	(154)	1,732	(961)

Abbreviation	Definition	Corresponding Zone(s)
LDR	Low Density Residential	R-1
MDR	Medium Density Residential	R-2
HDR	High Density Residential	R-3

*The Urban Growth Boundary (UGB) includes the city

**Estimated as need from 1/1/2009 to 1/1/2029

Source: Newberg Planning and Building Department

Data subject to change

In order to meet this need, in 2008 Newberg expanded its Urban Reserve Area. This urban reserve expansion is currently undergoing the process of acknowledgement by the State of Oregon. Soon, the City is expected to undergo a process to expand the Urban Growth Boundary, including land to meet the 20-year need.

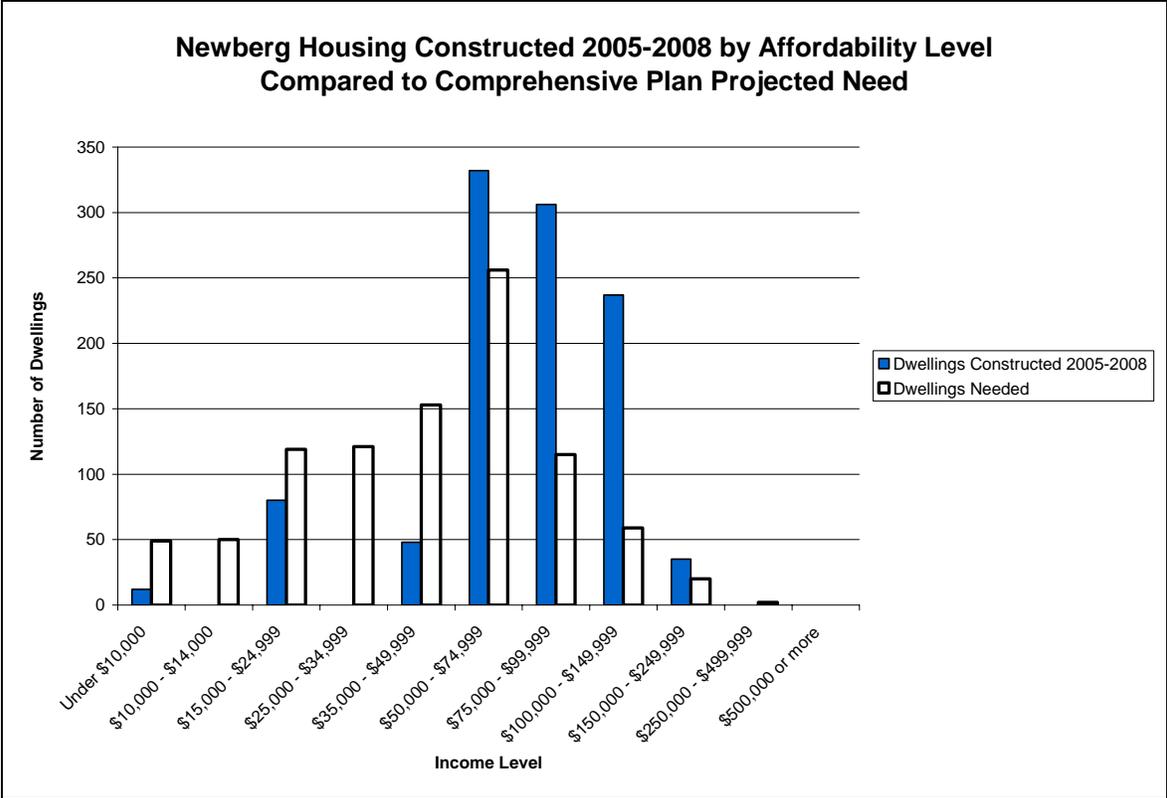
Newberg's Housing Needs analysis projects housing needs by income level 2004-2025. The following table shows the projected needs.

**PROJECTED RESIDENTIAL DEMAND BY PRODUCT TYPE
CITY OF NEWBERG - MEDIUM GROWTH SCENARIO**

Year	Product Type				Total
	Single Family	Duplex	Multi-Family	Manufactured	
2004-08	496	34	367	48	945
2009-10	270	24	201	24	520
2011-15	800	96	603	68	1,567
2016-20	905	145	688	72	1,811
2021-25	906	193	695	68	1,862
Total	3,377	492	2,554	281	6,704
Demand by Product Type - Through 2008					
HH Income	Single Family	Duplex	Multi-Family	Manufactured	Total
Under \$10,000	14	7	21	7	49
\$10,000-\$14,999	15	7	20	7	50
\$15,000-\$24,999	36	17	57	9	119
\$25,000-\$34,999	57	3	56	5	121
\$35,000-\$49,999	78	0	68	7	153
\$50,000-\$74,999	148	0	96	12	256
\$75,000-\$99,999	79	0	36	0	115
\$100,000-\$149,999	48	0	11	0	59
\$150,000-\$249,999	17	0	3	0	20
\$250,000-\$499,999	2	0	0	0	2
\$500,000 or More	0	0	0	0	0
Total	496	34	367	48	943

SOURCE: Johnson Gardner June 30, 2004

Recent development has done very little to provide housing for working families. Between 2005 and 2008, 52% of the housing demand was for households earning below \$50,000. However, during the same time period, only 14% of the actual housing built was available to households earning less than \$50,000. While it is reasonable to assume that newer housing will be more expensive, it is clear from these trends that the stock of housing that could be affordable in the future is not growing. Continuing these trends will result in a community with a severe shortage of affordable housing.



Affordable Housing Definitions

The committee felt that affordable housing was a need for all Newberg's citizens. Every individual or family wants and should have access to housing without having to spend an excessive amount of their income. From recent trends, it appears that market forces are able to satisfy the demand for housing for most those making above the median income. Creating housing for those making below the median (half of Newberg's households) is much more difficult, and some level of intervention is needed.

From a national perspective, significant financial support for affordable housing comes from the U.S. Department of Housing and Urban Development (HUD). On a local level, many of those federal funds are administered by the Housing Authority of Yamhill County (HAYC). The committee chose to use definitions from HUD to aid in compatibility with other programs.

"Affordable Housing" is defined as when a family spends no more than 30% of its income for housing. For homeowners, housing costs include mortgage payment (principal and interest), property taxes, and home insurance. For renters, housing costs would include rent and tenant paid utilities.

When evaluating a client's income to qualify them for housing assistance, HAYC uses income limits established by HUD. HUD has established three income limit categories for families:

Low income – a family making 80% to 51% of the Area Median Income;

Very low income - a family making 50% to 31% of the Area Median Income; and,

Extremely low income - a family making 30% or below of the Area Median Income.

HAYC defines a "family" as the number of persons living in household, regardless of their relationships.

In addition, the committee is using the following definition:

Moderate income – a family making 81% to 100% of the Area Median Income.

The following table describes the 2009 HUD income limits for the Portland-Vancouver-Beaverton, OR-WA Metropolitan Statistical Area (NOTE: Newberg is grouped in to this Metropolitan Statistical Area [MSA]). It has been amended to include the "moderate" income limits as recommended by the committee.

2009 MSA Median Income	2009 Income Limit Category	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
\$70,000	Moderate	\$49,000	\$56,000	\$63,000	\$70,000	\$75,600	\$81,200	\$86,800	\$92,400
	Low	\$39,200	\$44,800	\$50,400	\$56,000	\$60,500	\$64,950	\$69,450	\$73,900
	Very Low	\$24,500	\$28,000	\$31,500	\$35,000	\$37,800	\$40,600	\$43,400	\$46,200
	Extremely Low	\$14,700	\$16,800	\$18,900	\$21,000	\$22,000	\$24,350	\$26,050	\$27,700

These income standards are adjusted annually by HUD.

It should be noted that the actual median income for Newberg proper is less than median income for the Portland-Vancouver-Beaverton, OR-WA Metropolitan Statistical Area, of which Yamhill County is a part. As an indicator, the 2005-2007 American Community Survey Three-Year Estimates by the U.S. Census Bureau estimates the median income for all families in Newberg to be \$53,417 (adjusted to 2009 dollars). The median family size is 3.17, whereas HUD definition uses a base family size of 4. Even adjusting for this difference, the census data show that Newberg's median family income is about 17% less than the Portland MSA.

In addition, the U.S. Census Bureau reports the median *household* income as \$47,144 (2009 dollars). Definitions for household and family vary by source. Census data indicate that there are 2,122 non-family households in Newberg, 1,834 of those are one person households. These numbers likely include many students at George Fox University. This accounts for the reduction in household vs. family income.

The Comprehensive Plan's housing needs estimates were based on Newberg census data. The result is that well over 50% of households in Newberg make below the Portland MSA median income.

Current City Comprehensive Plan Goals and Policies Regarding Housing

I. HOUSING

GOAL: To provide for a diversity in the type, density and location of housing within the City to ensure there is an adequate supply of affordable housing units to meet the needs of City residents of various income levels. (Ordinance 2006-2534)

POLICIES:

1. Density Policies

- a. Density rather than housing type shall be the most important development criteria and shall be used to classify different types of residential areas on the plan.
- b. Target densities shall be as follows:

<u>Classification</u>	<u>Units Per Gross Acre*</u>
Urban Low Density	4.4
Urban Medium Density	9
Urban High Density	16.5

*Includes a 25 percent allowance for streets

The City shall encourage development to occur at or near those planned densities by providing positive incentives, such as lot size averaging, while maintaining and improving livability. (Ordinance 2006-2534, January 3, 2006)

- c. In determining net residential densities, developers may be given density credit for land donated and accepted by the City for needed public facilities.

2. Location Policies

- a. Medium and high density areas should be located for immediate access to collector streets or minor arterials and should not cause traffic to move through low density areas. High density areas

should be easily accessible to arterial streets. They should also be located near commercial services and public open spaces.

- b. The City will encourage medium density housing in and adjacent to the commercial core of the Riverfront District and lower intensity residential uses in the western portions of the Riverfront District. (Ordinance 2002-2564, April 15, 2002)

3. Mix Policies

- a. The City will encourage innovative approaches to solving the problem of meeting low income housing needs. Such approaches may include, but are not limited to the following: rent subsidies, federally funded development under HUD programs, state and regional housing programs.
- b. Low and moderate income housing should not be concentrated within particular areas of the City.
- c. Manufactured dwellings shall be recognized as a source of affordable housing.
- d. Modular housing (prefabricated structures) meeting all building codes and placed on permanent foundations shall be treated as single-family units. They will be subject to the same location and density requirements as other single-family dwellings. Manufactured housing on individual lots shall be subject to special development standards to assure design consistency and compatibility. (As amended by Ord. 2380, 6-6-94).
- e. Manufactured homes shall be permitted in the following locations: 1) mobile home parks, 2) mobile home subdivisions, and 3) individual lots within all residential districts when units meet manufactured home standards. Manufactured dwellings shall be allowed in mobile home parks and mobile home subdivisions when units meet the provisions of the Zoning Ordinance. (As amended by Ord. 2380, 6-6-94).
- f. The City shall ensure that enough land is planned for manufactured homes, particularly in conjunction with transportation corridors.
- g. Home occupations shall be permitted provided that such uses are compatible with adjoining residential uses and there are no outward manifestations of the business.

- h. To reduce distances between land uses, a mixture of all compatible uses will be encouraged. As such, convenience commercial areas may be located within residential districts provided they meet special development standards.
- i. The City shall encourage subsidized housing for low income people.
- j. The City shall encourage innovation in housing types and design as a means of offering a greater variety of housing and reducing housing costs.
- k. The City shall encourage an adequate supply of rental housing dispersed throughout the City to meet the needs of renters.
- l. The City shall encourage residential occupancy of upper floors within multi- story commercial buildings.
- m. Within the urban area, land use policies will attempt to provide a broad range of residential uses and encourage innovative development techniques.
- n. The City will encourage housing development in commercial areas within the Riverfront District on upper floors, above ground floor commercial, office, or retail spaces. (Ordinance 2002-2564, April 15, 2002)
- o. The City shall encourage incentive-based affordable* housing for low and very low income households in the R-2 and R-3 zones.* (Ordinance 2006-2634, January 3, 2006)

*Affordable housing is generally considered to cost no more than 30% of gross household income. Low and very low income households are generally defined as those earning 80% and 60%, respectively, of the median gross household income for an area.

Regional Affordable Housing Vision

The Chehalem Valley has a strategic regional plan called “Beyond the Vision: The Chehalem Valley in 2020.” The stated mission of the plan is as follows: “The mission of the Chehalem Valley Strategic Planning process is to complete a collaborative strategic plan, based upon a common vision that will provide collective guidance for programs, projects, plans and policies among the jurisdictions of the Chehalem Valley to benefit their citizens.”

The Plan, which was adopted by all jurisdictions by February 2004, is the result of a joint effort of five local jurisdictions in the Chehalem Valley: the cities of Newberg and Dundee, Newberg Public School District, Chehalem Park and Recreation District, and Yamhill County. It is an update to the regional planning work in the mid 1990s that resulted in the documents Chehalem Future Focus I and II. The Plan is the result of a process that involved extensive community input, three community forums (two in English and one in Spanish) and two random sample surveys of the residents of the Chehalem Valley,

Within the plan is the following vision of housing within this region: “Diverse housing opportunities of high quality are available, including executive housing with a golf facility that attracts residents of higher income, historic homes, affordable housing for low and moderate income residents, rentals, condominiums, and housing for the elderly, disabled and disadvantaged.”

The authors of “Beyond the Vision” are currently working toward the update of this document.

Local Affordable Housing Providers

Programs that assist with the development and maintenance of affordable housing have been operating within Newberg for many years. Their contribution to the providing the basic requirement for shelter has and is expected to continue enhancing the quality of life for those in need within our community.

Newberg Area Habitat for Humanity

Newberg Area Habitat for Humanity is an affiliate of Habitat for Humanity International, an organization with a worldwide goal to end poverty housing. The goal for the Newberg program is, at least initially, more modest: to build decent, safe, affordable homes with those in need in the community (defined as Newberg, Dundee, Dayton, Sherwood and St. Paul). Habitat is a volunteer-driven, self-help housing program that does “more than houses” and its impact reaches beyond families. It offers a means for community goodwill to come together in the spirit of volunteerism. This is demonstrated in the fact that to complete a home, about 400 individual volunteers will spend over 7,000 hours 'pounding nails' side by side with the families who will ultimately occupy the house and have a place to call “home”.

1) Materials - Newberg Area Habitat for Humanity relies on community goodwill for donations of time, money and materials. Historically a vast majority of the labor is donated and roughly 25% of the materials for each home. In-kind donations can range from a plumber donating his or her time to local churches providing meals for volunteers on the building site. This goodwill in all its forms allows us to keep the homes affordable. It should note that while a portion of materials are donated, not all are. For this reason we have to rely on our neighbors to financially support our efforts.

2) Selection Criteria - families are selected for homeownership based on their need, ability to pay, tie to the local community and willingness to 'partner'. Partner in Habitat parlance means the ability to perform 500 hours of sweat equity on the building site and the understanding that these homes will be built not only with their labor but through the goodwill of the community.

Habitat is a 'hand up' and not a 'hand out'. The ability to pay speaks to the fact that homeowners are issued a no-interest mortgage for a sales price significantly below appraisal. The monthly payment (of principal, taxes and insurance) is kept affordable. The family earns equity over the life of the mortgage but Newberg Area Habitat holds a right of first refusal for the first ten years to maintain affordability.

To date, Newberg Area Habitat for Humanity has built 11 homes in Newberg. Two more homes are being developed on a parcel located on North Main Street.

Friendsview Resident Assistance Program

Friendsview was established by the Friends in 1956. The following is description is from the Friendsview Retirement Community website (www.friendsview.org/about-friendsview.html):

Since 1961, Friendsview has been serving the needs of seniors looking for a comfortable, secure, friendly and faithbased community. As a not-for-profit community, Friendsview is operated with the needs and best interests of the residents in mind. Our continuing care concept provides for your needs today and tomorrow, right here on campus. What's more, we are a "Type A" facility, which means that if your needs change during the time you live here and you need a higher level of care, your rates will stay relatively stable, even though you may require additional services. This continuum of care offers you and your family peace of mind.

Our professional staff is here to meet the needs and desires of our residents. The staff works with residents to make our community a better place for those who live and are employed in our faith-based community.

Friendsview has 17 units set aside for low-income citizens on the Fulton St. campus, which are funded through their Resident Assistance Fund for those who have outlived their financial resources, or have spent their life in Christian service and did not have funds put into a pension plan and/or social security. Most of these individuals were provided housing and also did not create assets via home equity. Friendsview's goal is to have 10% of our residents receiving assistance. They currently have 32 (7.5%) of its 430 residents receiving assistance from their resident assistant fund, which equals \$240,000 per year in assistance. They have some residents with incomes as low as \$85 per month receiving over \$1800 per month in assistance and others that are only receiving \$200- \$300 per month. At this time, the average assistance per month is about \$625, but that also assures them long-term care for the rest of their life as a part of the Friendsview program.

Friendsview is currently working on the development of a 1.7 acre parcel that will house 50 low income seniors. The land for the project was donated by the Werth family. Friendsview has also submitted a grant application under the federal government's HUD 202 program to help fund the project. Finally, Friendsview has selected Pacific Retirement Services out of Medford to develop and manage this project.

Families United For Independent Living (FUFIL)

Families United for Independent Living (FUFIL) is a qualified 501(c)(3) dedicated to serving the needs of developmentally disabled persons within the Yamhill County area. The Board of Directors of FUFIL is comprised entirely of parents of developmentally disabled persons or professionals in the community who work/volunteer to serve this population.

In 2008, FUFIL, completed the construction of a 15 unit independent living rental housing complex for very low income, developmentally disabled adults. The property is located at 1901 N. Springbrook Road. Total project cost was about \$1.9 million. The project was completed through the cooperative efforts of many organizations, including the Tualatin Valley Housing Partners, the U.S. Department of Housing and Urban Development (HUD), Oregon Housing and Community Services, Integrated Services Network (ISN), Resource Connections of Oregon, and the City of Newberg.

FUFIL also secured a HUD 811 grant, which helps ensure that this facility will operate at intended well into the future. The grant provides includes a 40-year operating subsidy for the complex to help with keeping rents at a low rate.

FUFIL was the driving force behind the construction of an 8 unit affordable housing project for the developmentally disabled in McMinnville, which was completed in 2005. The project involved the extensive cooperation between state legislators, State of Oregon agencies, and the Housing Authority of Yamhill County. This project won a regional award for innovative affordable housing.

Housing Authority of Yamhill County

The Housing Authority of Yamhill County (HAYC) was established January 10, 1951, by resolution of the Yamhill County Board of Commissioners. The Housing Authority operates as an independent local government agency under federal and state law. The Housing Authority is governed by a five-member Board of Commissioners who are appointed by the Yamhill County Commissioners. The Board is responsible for establishing policies and generally overseeing our operations.

The mission of the Housing Authority is to provide the opportunity for decent, safe, sanitary and affordable housing to lower-income families residing in our community and opportunities to become self-sufficient.

In order to fulfill this mission, the Housing Authority has established the following objectives:

- To provide housing assistance in a manner that respects the dignity and inherent worth of every person.
- To invest in self-sufficiency programs for eligible families, including home ownership.
- To serve as a one-stop resource for affordable housing information.
- To further the revitalization of the community through maintenance and rehabilitation of existing housing.
- To maximize the utilization of available funds to assist eligible families.
- To adapt quickly and effectively to changing laws and regulations in order to remain a high performing agency.

In an effort to fulfill these objectives, the Housing Authority administers a number of housing programs utilizing federal, state and/or local funds.

Section 8 Housing Choice Voucher Program. This program allows eligible families to find their own rental unit in the existing housing market. The family pays a portion of the rent and utilities (equal to 30 percent of their adjusted monthly income), and the Housing Authority pays the landlord the balance of the rent. The Authority has a contract with HUD which provides funds for the Voucher program.

Family Self-Sufficiency (FSS) Program. The Family Self-Sufficiency Program is a voluntary program for residents of the Housing Authority's Voucher Program. It is designed to help families become financially independent of welfare systems and to become economically self-sufficient. FSS can help families identify and locate services they may need to reach self-sufficiency. The Housing Authority of Yamhill County opens an interest bearing escrow (savings) account for FSS Participants who are successful in finding and maintaining employment.

Low-Rent Public Housing. This program is funded by HUD. The Housing Authority is currently in the process of disposing of its entire stock of Low-Rent Public Housing units. The money from the sale of the Public Housing units is being used to expand the availability of affordable housing in Yamhill County.

Housing Rehabilitation Loan Program. This program is funded through Oregon Community Development Block Grants (CDBG) to assist low-to moderate-income owner-occupied families in Yamhill County make repairs to their homes. Loans are zero percent (0%) deferred, or two percent (2%) installment, until property is sold, refinanced, use changes or income increases. As funds are made available, they are re-loaned to other eligible homeowners in our community. This program has been awarded thirteen grants and has been successfully administered since its establishment in 1980

The following are Housing Authority facilities within Newberg:

- ❖ **Fresa Park** is a farmworker housing development that consists of 22 units built in 1992. Two of those units are located in Newberg. The Fresa Park Development was financed through a loan/grant package from the USDA – Rural Development.
- ❖ **Haworth Terrace** apartments in Newberg was acquired in 1999. This 38-unit family housing apartment complex has 18 one-bedroom and 20 two-bedroom units. Using funds received from the State of Oregon, we were able to rehabilitate and maintain the affordable rent structure of Haworth Terrace.
- ❖ **Woodside Park** was acquired in 1996 when HAYC expanded its affordable housing inventory with the purchase of Silverado Inn in Newberg. Renamed Woodside Park, this family housing complex provides 84 two-bedroom units in Yamhill County's second largest city. Like Tice Park, this complex was financed through revenue bonds.

- ❖ In May 2005, the Housing Authority purchased **Vittoria Square Apartments**, a 43-unit elderly and disabled complex in Newberg, as a preservation property in cooperation with the U.S. Department of Agriculture (Rural Development) and the Oregon Department of Housing and Community Services. The property receives a long-term subsidy from Rural Development. Vittoria Square has 38 units of 1-bedroom apartments and five 2-bedroom apartments. Vittoria Square has a community building with a large community space, an office and a laundry facility available to all residents.

Community and Shelter Assistance Corporation (CASA of Oregon)

CASA is a statewide non-profit organization that has been based in Newberg since 1989. Since its establishment, CASA has completed over 1,000 housing units throughout Oregon

CASA's mission is "...to develop housing, programs and facilities that improve the quality of life and self-sufficiency of farmworkers and other low-income populations." CASA is a private non-profit community development corporation and has charitable tax exempt status under Section 501 (c) 3 of the IRS Code.

CASA has five primary lines of business:

- **Housing Development.** As a housing development organization, CASA is focused on farm worker and low-income housing development. Working with local nonprofits and housing authorities, CASA has developed over 30 housing projects around the state, providing housing for more than 1,000 families. In Yamhill County, CASA has worked with the Housing Authority of Yamhill County and the Yamhill Community Development Corp. (Yamhill CDC) to develop apartments in Newberg, Dayton, Lafayette and McMinnville.
- **Mobile Home Park Preservation.** CASA's I'm HOME program works with mobile home park residents to preserve their parks by helping the residents purchase their park and convert it to resident ownership. One such park is Horizon Cooperative in McMinnville.
- **Community Facilities.** CASA works with other nonprofits and cities to develop community facilities, such as the Head Start facility in Newberg and the Virginia Garcia Medical Clinic in McMinnville.
- **Predevelopment Loan Fund.** CASA is a U.S. Treasury-designated Community Development Financial Institution. Our \$2.5 million loan fund provides low-interest loans to other organizations to finance predevelopment housing costs.

Individual Development Accounts. CASA is the administrator for the Valley Individual Development Account (VIDA) program. Participants wanting to buy or fix up a home, pursue higher education, get job training, or buy adaptive equipment or technology can put money into a savings account over a period of time, and that money is matched in a 3:1

ratio. The participant must go through financial education training and other training relevant to their savings goal (for example, first-time home buyer training) in order to access their matching funds. In Yamhill County CASA administers this program on behalf of the Housing Authority and Yamhill CDC.

Strategy #1: Amend Newberg Comprehensive Plan Goals and Policies

Action 1.1: Amend the Newberg Comprehensive Plan with goals and policies that encourage the development and retention of affordable housing within the City of Newberg.

Achieving any goal starts with a written commitment to achieve that goal. Newberg's Comprehensive Plan contains a series of goals and policies that encourage and promote provision of affordable housing. The Affordable Housing Ad Hoc Committee feels that, to strengthen the City's commitment to affordable housing, the Newberg Comprehensive Plan should be amended with the following goals and policies.

Editorial Key:

Normal = existing text

~~Strikethrough~~ = proposed text deletion

Underline = proposed text additions

Italicized = comment

I. Housing

GOAL: To provide for a diversity in the type, density and location of housing within the City to ensure there is an adequate supply of affordable housing units to meet the needs of City residents of various income levels.
(Ordinance 2006-2534)

1. Density Policies

a. *(no change)*

b. Target densities shall be as follows

<u>Classification</u>	<u>Units Per Gross Acre*</u>
Urban Low Density	4.4
Urban Medium Density	9
Urban High Density	16.5

*Includes a 25 percent allowance for streets, walkways and other right-of-ways, utilities, small open spaces, preservation of resources, and similar features.

c. In determining net residential densities, developers may be given density credit for land donated and accepted by the City for needed public facilities.

d. The City encourages the creation of affordable housing through density bonuses. Developers may be given density bonuses for projects meeting

minimum City standards for housing affordability and design, as defined under subsection 3, Housing Mix and Affordability.

2. Location Policies (*no change*)

3. Housing Mix and Affordability Policies

AFFORDABLE HOUSING means a dwelling unit that provides housing for a family or individual(s) with a household income less than the median household income for the Newberg area, such that a household pays no more than 30 percent of its annual income on housing (rent/mortgage, utilities, property taxes). Affordable housing may include a care home for low-income individuals. Affordability can be assured through deed-restriction or other recorded documents that specify qualifying income of buyers or renters, and limiting sales price, rent levels and appreciation. Affordable housing may also include small, market-rate dwelling units (e.g., studios, apartments and accessory dwelling units).

a. – h. (*no change*)

i. The City shall ~~should~~ encourage the provision of affordable subsidized housing for low- and very low-income households, which are defined as those earning between 50 percent and 80 percent, and those earning 50 percent or less, of the median household income in Newberg. ~~low income people~~

j. – n. (*no change*)

~~o. The City shall encourage incentive based affordable* housing for low and very low income households in the R-2 and R-3 zones.* (Ordinance 2006-2634, January 3, 2006). The City has adopted a comprehensive approach to meeting local housing needs that balances density, design, and flexibility in code standards and procedures. The City uses development incentives such as density bonuses, flexible development standards, and streamlined review procedures to stimulate the production and preservation of affordable housing. Where an applicant requests approval through the flexible development standards option, the City requires the development to provide affordable housing, (replaces old policy "o")~~

p. The City should create a local housing trust fund for the purpose of encouraging the production and retention of affordable housing in Newberg.

~~* Affordable housing is generally considered to cost no more than 30% of gross household income. Low and very low income households are generally defined as those earning 80% and 60%, respectively, of the median gross household income of an area.~~

- q. The City should provide financial incentives for affordable housing, such as system development charge deferrals or waivers, permit application fee reductions or waivers, and land cost write-downs or donations for qualified affordable housing developments. These incentives could be paid by a housing trust fund.
- r. The City supports the retention of affordable housing through public education, planning, zoning and community development programs.
- s. The City supports state legislative efforts that strengthen tenant rights, for example, by ensuring relocation costs and replacement housing are addressed when manufactured home parks close and when low-income housing is converted to other uses.
- t. The City should support state legislative efforts to expand the range of regulatory tools (e.g., inclusionary housing) and non-regulatory tools available to cities in meeting local housing needs.
- u. The City should build understanding and support for affordable housing through educational forums with residents and employers, pre-application consultations with developers, and through local housing studies.
- v. The City should work with local affordable housing providers in developing an overall strategy for meeting Newberg's housing needs.
- w. City resources should be directed toward assisting public and private entities in producing and preserving affordable housing throughout the community.
- x. Where large residentially designated parcels are to be annexed, the City should apply a mixture of zoning, to include some R-3 zoned lands, consistent with the policy of distributing affordable housing throughout the community. Such zoning should be applied to portions of the property that are most suitable for high density development.
- y. The City should promote and support employer programs that assist employees to secure affordable housing.
- z. To the extent possible, the City should zone residential housing near employment centers.
- aa. The City should promote and support public and/or private transit systems that connect housing to employment centers.

Responsible parties: The Newberg Planning Commission and City Council

Strategy #2: Retain the existing supply of affordable housing

The best supply of affordable housing is the housing that is already in place. Unfortunately, this housing is susceptible to being removed from the community for a number of reasons. This housing can be demolished or removed to make way for newer development, it can decay due to lack of maintenance, or it can become unaffordable due to other factors, such as increases in utility costs. A number of strategies are needed to insure the existing stock of affordable housing is retained.

Action 2.1. Maintain and expand the housing rehabilitation program.

The City of Newberg recently became a member of the Yamhill County Affordable Housing Corporation to provide low-income homeowners with access to financial assistance in the rehabilitation on their homes. A wide range of rehabilitation activities are eligible through the program. Proposed repairs can be for correction and improvement of health, safety and structural issues as well as general maintenance repairs of the home.

Funding for this program is currently limited. State grants are available to expand the program where a need can be shown. In addition, Newberg should commit more of its own resources to support the program.

One limitation to the program is that it is only available to homeowners. Additional funds should be sought to expand the program to improve rental housing.

Responsible Parties: Phase 2 Affordable Housing Committee, Newberg City Council, Yamhill County Affordable Housing Corporation

Action 2.2. Create an ordinance discouraging the conversion of existing manufactured dwelling parks.

Manufactured housing is particularly susceptible to being removed due to its inherent mobile nature. Land may become more valuable for commercial or other uses, prompting the owner to remove the housing. The City should at a minimum not adopt zone changes that would facilitate the removal of manufactured dwelling parks. In general, a more comprehensive ordinance should be developed to discourage conversion of parks. More specifically, the City should, as necessary: (1) provide resources to maintain existing manufactured dwelling parks; and, (2) help secure resources financial and educational resources for the conversion of existing parks where spaces are rented into resident-owned parks.

Responsible Parties: Phase 2 Affordable Housing Committee, Newberg Planning Commission, Newberg City Council

Action 2.3. Educate residents on housing maintenance.

The best house maintenance is often done by the resident of the house. Unfortunately, so is the worst, usually due to a lack of know-how. Schools can contribute by teaching students basic carpentry and building skills. The Newberg Building inspectors could continue their programs of educating while inspecting. Hardware stores regularly hold

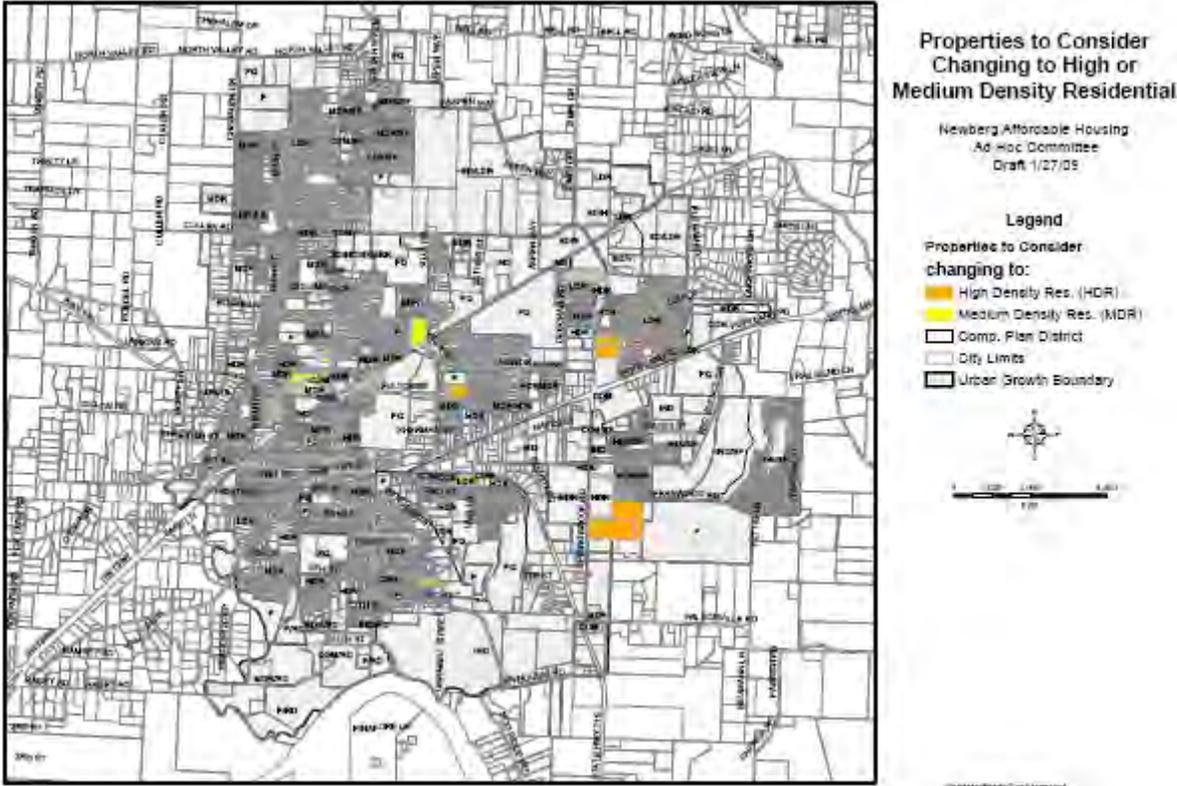
classes in repair skills. Local building contractors could be asked to participate in a local “repair fair.”

Responsible Parties: Newberg Building Division, hardware stores, Portland Community College, Newberg High School, local building contractors, and the Housing Authority of Yamhill County.

Strategy #3: Insure an adequate land supply for affordable housing

Action 3.1: Examine the Newberg Comprehensive Plan Map and Zoning Map for potential properties to be designated/zoned/re-zoned as MDR/R-2 Medium Density Residential or HDR/R-3 High Density Residential that can accommodate the development of more affordable housing.

The City of Newberg currently does not have adequate supplies of medium and high density zoned lands to meet demand. Allowed housing development on these types of lands are likely to be more affordable than housing developments on lower density lands. To mitigate this issue, the City should examine the lands within its city limits, UGB and URA and identify potential land that could be designated, zoned, rezoned, and/or redeveloped to a higher density. The Committee has identified a number of properties that could be considered for a change to medium or high density residential. (please see Exhibit A below.) For each of these properties, the Planning Commission and City Council should seek the input of property owners and neighbors, carefully consider the property, topography, and existing uses, and then decide whether a change is appropriate. Other properties may be discovered to be appropriate for rezoning through this process.



Responsible parties: Newberg Planning Commission, Newberg City Council, Newberg Citizens

Action 3.2: Expand UGB to include a 20-year supply of land and insure that adequate land is zoned R-2 and R-3 in expansion areas to meet projected needs.

The Newberg Urban Growth Boundary currently lacks an adequate supply of medium and high density residential land. Newberg is currently expanding its Urban Reserve Area in anticipation of an Urban Growth Boundary amendment. This amendment will provide an excellent opportunity to plan and zone an adequate amount of land to meet needs for medium and high density residential housing.

Responsible parties: Newberg Urban Area Management Commission, Newberg Planning Commission, Newberg City Council, Newberg Citizens

Strategy #4: Change development code standards

Some of the City's current development code standards may inhibit the best utilization of a property, resulting in lower density development. Higher density developments tend to be more economical to develop per housing unit (e.g. less infrastructure costs) which can result in relatively more affordable housing. In addition, development standards, while important, can raise the cost of developing land and thus decrease affordability. The following proposed changes to the development code would provide mechanisms that would lead to a more efficient use of land.

Action 4.1: Create an optional "Flexible Development Track" that would allow developers flexibility in some development standards, provided they commit to providing some affordable housing.

The Development Code should allow an optional development track to promote affordable housing. If a developer voluntarily chooses to use this track, he/she would be given flexibility in development standards intended to make it easier and less expensive to create housing. If the developer chooses this track, he/she would have to provide at least a certain amount of affordable housing. The recommended flexible development standards and affordable housing provisions are outlined below.

Action 4.1A: Create Flexible Development Standards: Developers that use this track should have flexibility in development standards including:

- i. Lot Standards:
 - (1) Reduce minimum street frontage for individual lots, such as from 25 feet to 20 feet.
 - (2) Allow the lot depth to width ratio to be exceeded.
 - (3) Allow other lot dimensional standards, such as lot width.
 - (4) Allow "rounding up" the number of lots or dwelling units allowed with a corresponding reduction in minimum lot sizes. For example, if a lot would allow a maximum of 9.8 dwelling units, the developer could round up and construct 10 units on the property.
 - (5) Allow a density bonus for multi-dwelling projects
 - (6) Allow reduction of minimum lot sizes.
 - (a) R-1: Reduce from 7,500 square feet to 5,000 square feet
 - (b) R-2: Reduce from 5,000 square feet to 2,500 square feet
 - (c) R-3: Reduce from 5,000 square feet to 1,500 square feet
 - (d) R-P Reduce from 3,750 square feet to 2,500 square feet
 (For more details, please see Appendix A)
- ii. Site Design Standards:
 - (1) Allow side yard setbacks to be reduced to 3 feet.
 - (2) Allow an increase in maximum lot coverage and parking coverage.
 - (3) Allow front yard setbacks to be reduced to 10 feet.
- iii. Building Design Standards:

Allow an alternative building height limit standard with consideration of solar access and building height/setback ratio. The effect would be to allow higher buildings if they are a specified distance from neighboring properties.

iv. Street and Sidewalk Standards

- (1) Allow sidewalk on one-side only of local streets.
- (2) Allow narrower street widths where emergency access and adequate parking can be maintained.
- (3) Allow curb-side sidewalks and elimination of planter strips.
- (4) Allow corresponding reductions in right-of-way widths.

Action 4.1B: Require developments using the flexible development standards to provide at least a minimum amount of affordable housing.

In exchange for the flexibility in development standards given above, developments using the flexible development track shall provide some affordable housing, as detailed below. It is recommend that the required amount of affordable housing be 50% of the extra units above what would normally be expected in the development. “What would normally be expected” would be calculated as 80% of the target density. The formula is as follows:

$50\% \times [\#dwelling \text{ units in development} - (\text{target density in zone } \{du/ac\} \times \text{lot size in acres} \times 80\%)] = \text{required Equivalent Affordable Dwelling Units (EADUs)}$.

NOTE:

The following describe affordable dwelling units:

- (1) *Long-term Affordable Dwellings*
 - (a) *Moderate income units.* Residential units on the subject property reserved for qualifying buyers or renters with incomes at or below one hundred percent (100%) of Newberg area median income equal 0.75 EADUs.
 - (b) *Low income units.* Residential units reserved for qualifying buyers or renters with incomes at or below eighty percent (80%) of Newberg area median income equal 1.0 EADUs.
 - (c) *Very low income units.* Residential units reserved for qualifying buyers or renters with incomes at or below fifty percent (50%) of Newberg area median income equal 1.25 EADUs.
 - (d) In order to use this option, the applicant must execute a development agreement to produce the requisite, long-term affordable units, that runs with the land; or transfer title to a sufficient amount of buildable land for development of equivalent number of affordable housing units, as prescribed in subsections a, b, and/or c, to a non-profit (IRC 501(3)(c)) affordable housing developer or comparable development corporation for the purpose of complying with subsections a, b, and/or c, above. The

Page 25 of 54

land shall be located within the project and all needed public facilities shall be extended to the area or areas proposed for transfer. If to be transferred, ownership of the land shall be transferred to the affordable housing developer or development corporation in accordance with said development agreement. The agreement must guarantee compliance with affordable criteria for a period of not less than 25 years.

- (e) The Director shall determine the Newberg area median income.
- (f) Rent rates for long-term affordable dwelling units shall be established so that a household at the moderate, low, or very low income levels, as appropriate, does not pay more than thirty percent (30%) of its gross household income on rent.
- (g) Housing sales prices for deed-restricted for-sale, affordable dwelling units shall be established so that a household at the moderate, low, or very low income levels, as appropriate does not pay more than thirty percent (30%) of their gross household income on a mortgage, homeowners insurance, and property taxes at the time of purchase.
- (h) The housing sales prices and rent levels prescribed in subsections (f) and (g), above, shall be at the time of purchase or execution of rental contract, as applicable. Sales prices and rent levels of long-term affordable dwelling units shall be allowed to appreciate or increase according to an inflation index as determined by the Director.

(NOTE: In consultation with the City Attorney, the City will determine the most appropriate legal tool to ensure that these affordable housing units remain affordable in the long-term.)

- (2) *Market rate affordable units:* Market rate affordable units are dwellings on the subject property that, by virtue of their size, are more likely to be affordable on the open market. Such market rate units must meet one or more of the following criteria:
 - (a) studio or one-bedroom dwellings with less than 600 square feet gross floor area.
 - (b) two-bedroom dwellings with less than 800 square feet gross floor area.
 - (c) dwellings containing three or more bedrooms and containing less than 1,000 square feet floor area.
 - (d) accessory dwelling units.

Market rate affordable units equal 0.5 EADUs.

- (3) *Construction of off-site units:* Deed restricted affordable units or market rate affordable units may be constructed at an alternate location in the City and equal 75 % of the EADUs of on-site units. The off-site unit may not be used as affordable dwelling points for any other project. If this option is selected, the applicant shall file an agreement with the City stating the

election to use the off-site unit as credit for the applicant's project. A property for construction of the off-site units must be secured and platted in a reasonable time frame, as determined at the Planning and Building Director's discretion. The off-site units must be constructed within 2 years of the completion of the principal on-site development. The off-site units shall meet the residential design standards.

- (4) *Purchase of affordable dwelling in-lieu credits.* In-lieu of constructing affordable dwelling units, the applicant may purchase affordable dwelling in-lieu credits by paying a fee to the City of Newberg Housing Trust Fund. The fee shall be assessed at the time of final plat for a subdivision, or at time building permit issuance for other projects. The price of each credit shall be established by resolution of the City Council. The price of a credit shall be calculated based on the following:

The estimated average cost for a market-rate dwelling unit suitable for a median sized family in Newberg, minus the estimated average purchase price affordable to a median sized low-income family

Action 4.2: Modify other standards in the Development Code to promote affordable housing.

Action 4.2A: Modify lot standards for all developments

Certain changes to development standards should be made to promote all developments, whether using the flexible/affordable/design track or not. Recommended changes include:

- a. Reduce minimum lot sizes. The following are recommended.
 - v. R-1: Reduce from 7,500 square feet to 5,000 square feet
 - vi. R-2: Reduce from 5,000 square feet to 3,000 square feet
 - vii. R-3: Reduce from 5,000 square feet to 3,000 square feet
 - viii R-P Reduce from 3,750 square feet to 3,000 square feet
(For more details, please see Appendix A).
- b. Allow lot size averaging for any subdivision – Some lots could be a under the minimum lot size required in the zone as long as the average size of all lots is at least the minimum lot size.
- c. Increase maximum lot coverage in R-2 and R-P zones from 40% to 50%.
- d. Reduce minimum lot width in R-2 and R-3 zones from 50 feet to 30 feet at the front building line.
- e. Exempt development of lots under 15,000 square feet from the 2.5 to 1 lot depth/width ratio requirement.

- f. In the R-1 District, the average size of lots in a subdivision intended for single family development shall not exceed 10,000 square feet.
- g. In the R-2 and R-P Districts, the average size of lots in a subdivision intended for single family development shall not exceed 5,000 square feet. Lots or development sites in excess of 15,000 square feet used for duplex or multiple family dwellings shall be developed at a minimum of one dwelling per 5,000 square feet lot area.
- h. In the R-3 District, lots or development sites in excess of 15,000 square feet used for duplex or multiple family dwellings shall be developed at a minimum of one dwelling per 2,500 square feet lot area.
- i. In calculating lot area for this maximum lot area/minimum density requirements, lot area does not include land within stream corridors, land reserved for public parks or open spaces, commons buildings, land for preservation of natural, scenic, or historic resources, land on slopes exceeding 15 percent or for avoidance of identified natural hazards, land in shared access easements, public walkways, or entirely used for utilities, land held in reserve in accordance with a future development plan, or land for uses not appurtenant to the residence.

Action 4.2B: Modify planned unit development rules to promote affordable housing

Allow a density bonus incentive to planned unit developments that provide affordable housing. The following are recommended amendments to the Development Code.

RECOMMENDED CHANGES TO THE DEVELOPMENT CODE DESIGN STANDARDS REGARDING PLANNED UNIT DEVELOPMENTS AND DENSITY POINTS

Normal = existing text
~~Strikethrough~~ = proposed text deletion
Underline = proposed text additions

PD PLANNED UNIT DEVELOPMENT REGULATIONS

§ 151.226 GENERAL PROVISIONS.

(F) Density. Except as provided in § 151.123 relating to sub-districts, dwelling unit density provisions for residential planned unit developments shall be as follows:

- (1) Maximum density.
 - (a) Except as provided in adopted refinement plans, the maximum allowable density for any project shall be as follows:

<u>District</u>	Maximum Density per Gross Acre	<u>Density Points</u>
-----------------	---	-----------------------

R-1	175 density points as calculated below <u>per gross acre, as calculated in section (b) below</u>
R-2	310 density points as calculated below <u>per gross acre, as calculated in section (b) below</u>
R-3	640 density points as calculated below <u>per gross acre, as calculated in section (b) below</u>
RP	310 density points as calculated below <u>per gross acre, as calculated in section (b) below</u>
C-1	As per required findings
C-2	As per required findings
C-3	As per required findings

(b) Density point calculations in the following table are correlated to dwellings based on the number of bedrooms, which for these purposes is defined as an enclosed room which is commonly used or capable of conversion to use as sleeping quarters. Accordingly, family rooms, dens, libraries, studies, studios, and other similar rooms shall be considered bedrooms if they meet the above definitions, are separated by walls or doors from other areas of the dwelling and are accessible to a bathroom without passing through another bedroom. Density points may be reduced at the applicant's discretion by 25% for deed-restricted affordable dwelling units as follows:

Density Point Table

Dwelling Type	Density Points: Standard Dwelling	<u>Density Points:</u> <u>Income-Restricted Affordable Dwelling Unit</u>
Studio and efficiency	12	<u>9</u>
One bedroom	14	<u>11</u>
Two bedroom	21	<u>16</u>
Three bedroom	28	<u>21</u>
Four or more bedrooms	35	<u>26</u>

The density points in the right hand column are applicable to income-restricted affordable dwelling units, provided the dwelling units meet the affordability criteria under § 151.XXX regarding affordable housing requirements for developments using the Flexible Development Standards.

Action 4.2C: Promote use of accessory dwelling units (ADUs)

- a. Allow accessory dwelling units as an outright permitted use in all R-1 or R-P zoned lands.
- b. Allow ADUs with single family attached housing as well as detached housing.
- f. Eliminate the restriction on two-story accessory buildings so that accessory dwelling units may be constructed above detached garages or other structures. To protect neighbors, require windows on second stories close to property lines to be opaque.
- g. Eliminate requirement that either primary or ADU be owner-occupied. NOTE: Elimination of this requirement will not supersede any existing or future homeowner association regulations regarding this subject.
- h. Increase the maximum size of a ADU from 800 square feet to 1,000 square feet.

Action 4.2D: Allow more dwellings in neighborhood commercial areas

Allow an unlimited number of dwelling units on lands zoned C-1, provided the units do not occupy the first floor store front area and private parking is provided, with at least one space per unit.

Action 4.2E: Create an expedited annexation process for affordable housing projects.

One barrier to affordable housing projects is the time, expense, process, and uncertainty of the City's annexation process. The City could streamline this process, such as by allowing annexation of specified affordable housing projects without being subjected to a public vote under certain conditions. In these cases, the provision of affordable housing would need to be guaranteed through a development agreement or other method. Modifications to the public vote requirement would require an amendment to the Newberg Charter.

Action 4.2F: Create new R-4 zone for manufactured home subdivisions. A new R-4 zone should be created that would allow manufactured home subdivisions and parks as the sole permitted use. Properties being zoned R-4 should be eligible for the expedited annexation process described above.

Action 4.2G: Reduce parking requirements for affordable housing projects where excessive

- a. Base parking standards on the number of bedrooms in a unit instead of a simple per-unit standard.
- i. Give credit for available on-street parking, provided the parking spaces are not planned to be removed as part of a future road or bicycle lane improvement project per the current city plan.
- j. For special needs housing, reduce parking requirements to one space per 3 beds, or allow parking numbers to be reduced, without variance, where actual parking needs can be demonstrated through a parking analysis.
- k. Allow tandem parking designs

1. Reduce parking requirements where the development is within 1,500 feet of a transit stop or where the development provides its own transit.

Action 4.2H: Allow replacement on non-conforming dwellings. Allow any legal non-conforming duplex or multi-family dwelling unit to be reconstructed if destroyed by fire or other

Action 4.2I: Permit duplexes as an allowed use in R-1 zone. Duplexes are currently require a conditional use permit in the R-1 zone, and then must be sited on a 15,000 square foot lot. Duplexes should be allowed as a permitted use in R-1 on any lot over 10,000 square feet.

Action 4.2J: Create design standards that promote the development of attractive, livable, and functional neighborhoods, taking care not to increase costs of housing or reduce the number of dwellings.

Good design need not necessarily create additional costs. However, care should be taken not to require items that do increase development costs or reduce the amount of housing that can be created. Design standards should provide a wide menu design options to choose from, rather than prescribing that certain elements be used. Some elements which may be feasible in larger developments, such as creating common areas or walking paths, may not be feasible in smaller developments. Thus, the committee recommends a two-tier approach to design standards: one for smaller and one for larger developments.

A menu of choices could include items such as

- In larger developments, incorporating pathways or common areas.
- Narrowing driveways to provide greater front yard greenspace and additional on-street parking.
- De-emphasizing the garage on the front façade to promote human scale and feel in the neighborhood.
- Orienting the building and entrances toward the street and minimizing the front setback to promote human scale neighborhoods, neighbor interaction and eyes on the street.
- Using entry features and accents, such as porches or recessed entries, to make buildings inviting.
- Using historical architectural styles to blend with Newberg.
- Varying dwelling designs to create interest and avoid monotony.
- Creating small, useable yards for outdoor living space.
- Adding interest to building architecture by incorporating features such as pitched roofs, contrasting siding materials, and interesting window designs.
- Limiting heights of buildings near neighboring property boundaries.

The following is a starting point for amendments to the Development Code.

DRAFT DEVELOPMENT CODE DESIGN STANDARDS

§ 151.XXX RESIDENTIAL DESIGN STANDARDS

The purpose of this section is to ensure that residential developments provide good design, provide a healthy and attractive environment for those who live there, and are compatible with surrounding development. As part of the review process, an applicant for a residential subdivision, multi-unit residential project, or planned unit development project must demonstrate that some of the following site and building design elements, each of which has a point value, have been incorporated into the design of the project. For more information and illustrations of the following design elements, refer to *Newberg Residential Development Design Guidelines (July 1997)*.

(A) Multi-unit projects shall use the design standards in § 151.195. Projects with six or fewer units shall achieve at least 16 points using the elements in that section. Projects with seven or more units shall achieve at least 22 points using the elements in that section.

(B) Single family subdivisions shall use the design standards in § 151.XXX below.

(C) Developers of attached single family projects, projects with multiple single family dwelling on one lot, or projects with combinations of single family detached, single family detached, and multi-unit developments may elect to use either the standards in § 151.195 or § 151.XXX.

§ 151.XXX SINGLE FAMILY RESIDENTIAL DESIGN STANDARDS

Projects subject to these design standards shall achieve at least the minimum number of design points describe below.

Projects of 20 dwelling units or more must achieve at total number of design points equal to 10 design points multiplied by the number of dwelling units (10 points x # of dwelling units).

Projects of 19 dwelling units or fewer must achieve at total number of design points equal to 7 design points multiplied by the number of dwelling units (7 points x # of dwelling units).

Where the applicant is using design elements that will be achieved when future building permits are issued, the applicant shall submit a design sheet for the subdivision that explains which design elements must be incorporated into the dwellings when they are constructed.

The applicant shall develop appropriate Covenants, Codes and Restrictions which include design requirements that meet the standards of this section of the Code to be recorded at the time of final plat.

(A) Subdivision design elements

- (1) The project achieves at over 80 percent of the target density for the zone. (5 design points for each dwelling above 80% of target density using the following formula: $\text{Proposed \# of dwellings} - \text{Target \# of dwellings} \times 80\% \times 5 \text{ points} = \# \text{ points, rounded to nearest whole number}$)
- (2) Use public walkways or multi-use paths not adjacent to streets in side yards or common areas connecting to a park or collector or arterial street (1 design point per 100 linear feet of walkway or path)
- (3) Provide additional on-street parking (1 design point per on-street parking space provided beyond 1 per unit)
- (4) Use antique street lighting styles as approved by City (1 design point per lighting fixture used) (NOTE: City will research cost effective designs available).
- (5) Use site furnishings to enhance open space. Communal amenities such as benches, gazebos, playground equipment, fountains, and/or common patios enhance the outdoor environment and comprise not less than one-half percent of the estimated construction cost of all building(s). Estimated costs are subject to city review and approval. (1 design point per \$1,000 in furnishings)
- (6) Provide usable common recreational area, including but not limited to play fields, walking trails, exercise circuit, playgrounds, common patios, gardens, and/or similar functional and age-appropriate common facilities, a central green or pocket park(s) in a subdivision. (1 design point per 500 square feet of area)
- (7) Provide a natural feature and tree preservation/replacement plan. Plan shall specify replacement tree caliper and maintenance of natural features. (design points - to be determined).

(B) Site design elements

- (1) Bring dwelling close to street by keeping dwelling at most 25 feet from the front property line. (1 design point per dwelling)
- (2) Use a single narrow (10 to 14 feet width) driveway per unit, or single shared driveway (20 feet to 24 feet width) for two units (1 design points per dwelling)
- (3) Provide increased setbacks between buildings. Increase side yard setbacks (perpendicular to street) so that there is minimum 15-foot separation between buildings on at least one side. (1 design points per separation)
- (4) Provide a useable interior yard or courtyard of at least 1000 square feet. (1 design point per dwelling)
- (5) Use a uniform front yard fence design for the development. (1 design point per lot with fence design)

(C) Building design elements

- (1) Use entry features and accents such as distinctive building or paving materials and detailing (e.g., unenclosed and covered porch (minimum depth of 6 feet and minimum width of 8 feet), roof overhang or, recessed entry with distinctive arch or gable, pergola, arbor, pathway pavers, or similar feature) to mark

major entries to multi-unit buildings or individual units. *(1 design point per dwelling)*

- (2) De-emphasize the garage on the front façade
 - (a) If on front façade, limit garage to single car entrance (16 feet entrance width or less) *(2 design points per dwelling)*
 - (b) If on front façade, limit garage to two car entrance (28 feet entrance width or less) *(1 design points per dwelling)*
 - (c) Garage even with or setback up to 10 feet from front façade of dwelling. *(1 design point per dwelling)*
 - (d) Garage setback 10-19 feet from front façade of dwelling *(2 design point per dwelling)*
 - (e) Garage setback 20 or more feet from front façade. *(3 design point per dwelling)*
 - (f) Garage entrance not facing street. If side of garage faces the street, then windows, doors, shutters, or similar architectural features are placed that comprise at least 20 percent of the side wall, or landscaping that will upon maturity obscure at least 30 percent of the side wall *(2 design point per dwelling)*
- (3) Orient buildings toward the street. This means orienting individual entries and porches to the street, with front entry not more than 25 feet from the street. In cluster cottage developments with internal circulation and grounds, this means that at least 50% of the units have main entries facing a street or common private drive, rather than be oriented toward a parking lot or the interior. *(1 design point per dwelling)*
- (4) Incorporate architectural elements of one of the city's historical styles (Queen Anne, Dutch Colonial Revival, or Bungalow style) into the design to reinforce the city's cultural identity. Typical design elements which should be considered include, but are not limited to, "crippled hip" roofs, Palladian-style window, roof eave brackets, dormer windows, and decorative trim boards. *(1 design point per dwelling)*
- (5) Use roof pitches 5:12 to 6:12 *(1 design point per dwelling)*
- (6) Use at least two (2) different types of contrasting siding materials on the front street-facing elevation. Siding materials may including, but are not limited to wood, wood composite (wood-appearance siding), board and batten (not more than 24 inches between batts), brick masonry, stone masonry, shake (cedar or concrete-fiber shake applied on upper portions of exterior walls and gable ends), stucco, and similar materials at the discretion of the Director. Each material or pattern used to meet this standard shall comprise at least 20 percent of the subject elevation *(1 design point per dwelling)*.
- (7) Use architectural features to create interest in the façade such exterior wood or wood-appearance shutters or false shutters, pergolas or trellis work, curved

windows or windows with divided or simulated divided lights. (*1 design point per dwelling*).

(8) On boundaries with lots outside the development that have existing dwellings, limit the height of new dwellings to not more than 5 feet higher than the existing dwelling, unless new dwelling or portion of the new dwelling would be separated from the existing dwelling by 15 feet or more (*2 design points per dwelling on the boundary*).

(9) To promote privacy, on upper floors facing and within 10 feet of an interior property line outside the development, any windows must be either placed above the sight line from interior, or must be of a frosted or opaque type (*1 design point per dwelling*).

(10) Use multiple, non-repetitive dwelling designs. Where substantially similar dwelling designs are repeated within a subdivision, they are separated by at least two dwellings of different designs on the same side of any street frontage. Dwellings designs that vary at least three dominant façade features (such as façade materials, roof orientation, reversed orientation, porch or garage features) are not considered substantially similar (*1 design point per dwelling*).

Action 4.2K Create building height limits option based with consideration of solar access and building height/setback ratio

Action 4.2L Modify driveway standard to allow more than two lots per driveway.

Action 4.2M For residential developments in a R-P zone, reduce interior setback from 8 feet to 5 feet.

Action 4.2N Allow 28 foot local street widths and narrower right-of-ways. Explore narrower street widths and rights-of-way where emergency access and adequate parking can be maintained.

Narrower street widths may result in less land, money, and resources being used for streets, and potentially allow construction of more affordable housing. In determining appropriate street widths, the City should follow the process outlined in *Neighborhood Street Design Guidelines: An Oregon Guide for Reducing Street Widths*. City officials, including the Public Works Director, Fire Chief, Police Chief, Planning and Building Director, Building Official, should be consulted in recommending the standards. In addition, the City should convene a community stakeholders group, including a representative of the Affordable Housing Ad Hoc Committee, large vehicle users such as Newberg Garbage Service, engineers, and other groups suggested in the guide, to review and make recommendations. Recommendations for changes should undergo broad public review.

Responsible parties: Newberg Planning Commission, Newberg City Council, Newberg Citizens

Strategy #5: Amend the Development Fee Schedule

Action 5.1: Identify and establish city development fees that can be reduced/waived for affordable housing projects.

The Affordable Housing Ad Hoc Committee examined existing city development fees and identify specific fees which they felt could be reduced for affordable housing projects. The Committee felt that couple of questions needed to be answered first before a discussion about specific fees could take place.

1. Does the City want to financially participate in a program that encourages affordable housing through development fee reductions/waivers?

The committee recommends that the City answer yes to this question.

2. Who should bear the burden of the costs of such a program?

As to this question, the committee recommends that the **entire city share in the burden.** This could be accomplished by having new development pay a share of the cost (increased permits and fees for some development, to offset in part the reduction and/or waiver of fees for affordable housing), and an increase in some form of monthly fees charged to current residents to offset the balance of the revenue lost if affordable housing has fees waived and/or reduced.

As to what specific fees should be reduced/waived, the Committee recommends that such a task should be undertaken by some other group that consisted of representatives with a greater range of interests/skills than the committee possessed.

Responsible parties: City Council, Citizens Rate Review Committee, maybe a special ad hoc group appointed by the City Council

Strategy #6: Develop and support public and private programs

There are many organizations, both public and private, whose mission is to encourage, develop and maintain affordable housing. The City should support these programs in ways best further the missions of those organizations. In addition, there other tools that support affordable housing that the City should develop, sometimes in concert with other partners. The following are action that the City should undertake to strengthen affordable housing in Newberg.

Action 6.1: Create a Newberg Housing Trust Fund

Newberg could create a housing trust fund. The fund could be used for a number of programs to promote affordable housing, such as:

- Housing rehabilitation loans or grants (rentals and owner-occupied)
- Purchase of land for affordable housing
- Grants to non-profit groups to purchase land or construct affordable housing
- Home-buyer education programs
- Direct construction of affordable housing
- Permit fee subsidies
- Rehabilitation consultation
- Downpayment revolving loan fund
- Transitional housing
- Foreclosure prevention
- Pre-development and acquisition financing for affordable housing projects

Several sources could be used to provide money for the fund, including:

- Housing developer “affordable housing in-lieu” fees
- Commercial development affordable housing fees
- Public grants
- Foundation grants
- Charitable gifts
- City or County funds
- Asset sales, such as condemned property
- Banks
- Transient Room Tax funds
- Fee assessment through existing business license program
- Community-wide fee assessment

Exact program fund uses and funding sources should be determined as part of the trust fund formation process. The Affordable Housing Ad Hoc Committee recommends that rehabilitation of rental properties should be a high priority for the funds.

Responsible parties: The trust fund could be set up under the City, under an existing agency, such as the Housing Authority of Yamhill County or Mid-Willamette Valley COG, or under a new non-profit.

Action 6.2: Provide property tax abatements

Tax abatements are similar to tax increment financing strategies in that they involve voluntarily relinquishing expected future tax revenues for a specified period of time (say 10 years) to stimulate a public benefit. The principal difference is that tax abatements are much more focused, providing a specific tax benefit for a specific activity undertaken by the taxpayer. Tax abatements also can be applied citywide, rather than simply in a particular district. The City has the authority to only abate its own portion of the property taxes. Abatement of other property taxing entities would be at their discretion.

Tax abatements could be offered to:

- Developers who construct rental units
- Rental owners that rehabilitate their property
- Owners of older, affordable homes that rehabilitate their property.

Local taxing districts would forego future property tax increases for a limited period.

Responsible parties: City of Newberg and Yamhill County

Action 6.3: Expand Home Ownership and Counseling Program

This program would help individuals/families make an informed decision about whether and when they are ready to purchase a home. It could help individuals/families learn how to:

- improve their credit scores so they can qualify for more attractively priced mortgage products
- understand how to spot and avoid predatory lending practices
- qualify for various down payment assistance programs

Responsible parties: Housing Authority of Yamhill County already holds an annual housing education as well as operates a housing resource center year-round. In cooperation with the Authority, local organizations interested in affordable housing, such as the City, CASA, Habitat for Humanity, lending institutions, etc. could work together (create a new, informal cooperative organization?) to inform Newberg citizens of these educational resources. These could also ensure that an educational housing fair is held in Newberg annually, or more frequently, if necessary. In addition, the Newberg School District could incorporate a financing for housing program (rentals and home ownership) within their curriculum.

Action 6.4: Work more closely with Housing Authority of Yamhill County and other affordable housing non-profits

These organizations are the central conduits for securing and administering many of the state, federal, and private funds for affordable housing within this region. The City should work more closely with these organizations to ensure that Newberg is maximizing its opportunities to access available affordable housing funds and their professional expertise.

Responsible parties: City of Newberg, HAYC, YCAP, and CASA.

Action 6.5: Support work of local community development corporations

Newberg has access to two non-profit community development corporations: Yamhill Community Development Corporation (YCDC) and Valley Development Initiatives, Inc. (VDI). Both organizations have programs targeted to encourage affordable housing. The City should explore these programs in-depth and identify mechanisms that will support and strengthen their affordable housing programs. These CDCs may possibly administer a new community land trust program and/or work with nearby existing programs.

Responsible parties: City of Newberg, YCDC, VDI, and CASA

Action 6.6: Leverage employer’s commitment to affordable homes and transportation for workers

The high cost of housing can make it more difficult local employers to attract and retain qualified workers. A forum should be held with local employers to explore mechanisms in which their respective organizations can encourage the retention and development of affordable housing and transportation for their employees. For example, businesses could matching funds to employees for home down payments, both as work incentive and as a way to retain quality employees.

Responsible parties: City of Newberg, local businesses, affordable housing organizations

Action 6.7: Establish Mortgage Credit Certificate Program

The Mortgage Credit Certificate Program (MCC) gives homebuyers a “dollar for dollar” tax credit against federal income taxes (up to 15% or 20%) of annual mortgage interest. By effectively reducing monthly mortgage payments, MCCs give homebuyers greater ability to qualify for and support a mortgage loan. Program participants are subject to limits on maximum household income and maximum home purchase price.

The City of Newberg should work with Housing Authority of Yamhill County (HAYC) to establish such a program.

Responsible parties: City of Newberg and HAYC

Action 6.8: Support and expand transitional housing and group housing

As its name implies, transitional housing provides a short term solution for those needing temporary shelter (e.g. abused spouses, homeless, released convicts, etc.). Group housing is more permanent housing for those who by need or choice live in groups, such as disabled persons. Such facilities can be publicly operated, privately operated, or can be partnerships. For example, Henderson House in McMinnville was created through the

efforts of volunteers and donations. It receives some public assistance, such as a Community Development Block Grant for purchase and renovation of the home itself. But it also relies heavily on community and foundation gifts. Churches, non-profits, and volunteers could expand services such as these in Newberg. Another example might be that the City of Newberg Police Department could act as a service delivery agent by providing coupons (funded by private resources) to those they encounter needed housing services.

As a first step, a forum could be held by various non-profit organizations to seek mechanisms to strengthen and improve existing systems in place, and to explore possibilities for new services.

Responsible parties: City of Newberg, YCAP, Churches, various affordable housing organizations.

Strategy #7: Strengthen economic development efforts

A strong local economy with good businesses can provide employees with incomes to secure decent, affordable housing. Also, employers benefit for having a good supply of affordable housing in the community (e.g. easier to attract a qualified workforce.) The following actions should be taken to ensure this outcome.

Action 7.1: Promote the expansion of existing businesses and recruitment of new businesses. Enhance current efforts as much as practicable with available resources. Emphasis should be on existing local business clusters (e.g., manufacturing, health care, higher education, and wine/tourism.) and on businesses with good employee incomes.

Responsible parties: Chehalem Valley Chamber of Commerce, City of Newberg Economic Development Staff

Action 7.2: Increase the industrial and commercial land supply. The City is currently in the process of expanding its urban growth boundary and urban reserve. An area south of Newberg has been identified for future industrial development (Exhibit A.) City should actively pursue a commercial/industrial land portfolio that includes a wide range of properties in both size and quantity.

Responsible parties: Newberg Planning Commission, Newberg City Council

Action 7.3: Develop industrial and commercial lands to a “shovel-ready” status. In today’s environment, businesses make expansion/relocation decisions very quickly. Land not ready for immediate development has a much lower likelihood of being selected by a business. As a proactive response to this new paradigm, the City is currently developing a master plan for the proposed industrial lands located in southern Newberg.

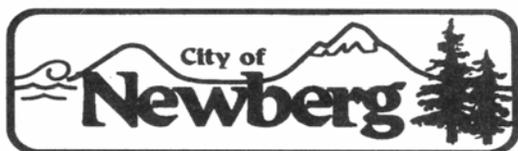
Responsible parties: City of Newberg, property owners

Action 7.4: Promote development of workforce skills. Improve coordination between employer worker needs and education/employment training organizations, including the future Portland Community College satellite campus in Newberg. A higher skilled workforce should lead to higher paying jobs that can afford good housing. A better trained workforce will also improve the chances to attract/expand/maintain good employers.

Responsible parties: Chehalem Valley Chamber of Commerce, Newberg School District, Portland Community College, local industries

Action 7.5: Action: Explore possible establishment of business incentive designations, such as ports, e-zones, enterprise zones, etc.

Responsible parties: Chehalem Valley Chamber of Commerce, City of Newberg Economic Development Staff, and Newberg City Council



MEMORANDUM

Date: March 5, 2009

To: Affordable Housing Ad Hoc Committee

From: Barton Brierley, AICP
Planning and Building Director

RE: Minimum Lot Sizes

At an earlier meeting, the committee suggested a reduction in the required minimum lot sizes to promote affordable housing. The committee recommended a two-tier approach: projects using the “standard” development track could reduce lot sizes by some amount, and the projects using the “flexible/affordable” development track could further reduce lot sizes beyond that. You asked that staff return a recommendation on what those new minimum lot sizes should be. Below is a proposal for these new minimum lot sizes:

Zone	Target Density (du/acre)	Current Minimum Lot Size	Current minimum “per unit” size*	Proposed new “standard” minimum lot size	Proposed new “flexible/affordable” minimum lot size
R-1	4.4	7,500 sf	7,500 sf	6,000 sf	5,000 sf
R-2	9.0	5,000 sf	3,750 sf	3,000 sf	2,500 sf
R-3	16.5	5,000 sf	1,500 sf	3,000 sf	1,500 sf
R-P	n/a	5,000 sf	3,750 sf	3,000 sf	2,500 sf

* “Per unit” standards refer to the minimum amount of area that a lot must have per unit, and is in addition to the minimum lot size. The “per unit” standards are calculated considering 25% allowance for right-of-way. For example, a 6,000 sf lot in the R-3 zone may have four dwelling units (6,000 sf / 1,500 sf per unit = 4 units). However, a lot in the R-3 zone currently may not be divided into lots less than 5,000 sf.

Rationale:

R-1: In 2005, the City adopted replaced the “maximum” density standards in each zone with “target” density standards. Thus, instead of having 7,500 square foot lots as the *smallest* lot allowed in R-1, the city desires that 7,500 square feet be the *average* size of all lots. Since lots may be larger but must be no smaller than the minimum lot size, there will always be some density “lost”. Based on history, R-1 development has developed at about 80% of the maximum density (minimum lot size). Thus, it is recommended that the minimum lot size be reduced in R-1 by 20%: from 7,500 square feet to 6,000 square feet.

Even at the minimum size lot of 6,000 square feet, a developer could place an 1,800 square foot one story home and garage (or 3,600 square foot two-story), and be left with 4,200 square feet outside for yard, parking, decks. As an example, many of the developments between Chehalem Drive and Crater Lane have lot sizes around 6,000 square feet. A further reduction down to 5,000 square foot lots could be available if developers commit to providing the minimum required amount of affordable housing.

R-2: R-2 currently has a 5,000 square foot minimum lot size, but a 3,750 square foot per unit minimum. Most recent R-2 development has been single family development. Subdividing into 5,000 square foot lots immediately results in a 25% loss in density. Since we want to encourage affordable housing in R-2, it would be appropriate to reduce the minimum lot size to at least the “per square foot” minimum of 3,750 square feet per unit. Apply the same 20% underbuild factor results in a 3,000 square feet per unit standard. As an example, homes in Springbrook Oaks west of Gladys Park are on about 3,000 square foot lots. A further reduction down to 2,500 square foot lots could be available if developers commit to providing the minimum required amount of affordable housing.

R-3: R-3 currently has a 5,000 square foot minimum lot size, but a 1,500 square foot per unit minimum. R-3 prohibits single family dwellings on individual lots, except on existing lots or in PUDs. Reducing the minimum lot size down to 3,000 square feet would allow duplex construction on this size of lots. In this case, a further 20% reduction is not needed, because there is already a built in reduction between the target density (16.5 du/acre – 2,000 sf/unit) and the maximum density (21.8 du/acre – 1,500 sf/unit). A further reduction down to 1,500 square foot lots for single family dwellings could be available if developers commit to providing the minimum required amount of affordable housing. As an example, many lots with Orchard’s Lair are 2,000 square feet.

APPENDIX B

ESTIMATES OF EFFECTIVES OF AFFORDABLE HOUSING STRATEGIES

The table on the following pages estimates the effectiveness of the affordable housing strategies proposed. The estimates represent a reasonable guess using available data on how effective each program would be. Each program could be much more or less effective depending on a number of factors. Individual numbers shown should not be taken with any substantial degree of accuracy. As programs are further refined, the estimates too should be refined.

However, the table does lead to an important conclusion: If the community were to take all the actions described in the plan, it generally would meet most of its projected affordable housing needs. This is certainly an exciting prospect.

Some base assumptions in this table include:

(1) Without the incentives, land would continue to be developed at the “recent trends” density as described in the Newberg Comprehensive Plan and the Ad Hoc Committee on Newberg’s Future’s report to City Council. Those recent trends densities are:

- R-1: 3.6 dwellings per acre
- R-2: 5.8 dwellings per acre
- R-3: 15.4 dwellings per acre

(2) Recent development of low income and very low income housing includes replacement of manufactured homes in parks and special needs or subsidized housing, including senior assisted living, the FUFIL housing project for developmentally disabled adults, and George Fox University dormitories. Development of this number of units was projected to continue at current rates into the future, though this may not be an accurate portrayal.

(3) Some estimates were viewed as creating only “fractional” units. For example, the property tax abatement program may only cover 1/10 of the “gap” needed in most cases to make a moderate priced unit affordable to a low income family. If 10 units were given this abatement, then they would create the equivalent of 1 dwelling unit. In many cases, several programs may need to be combined to assist a single family.

**Estimate of Effectiveness of Newberg Affordable Housing Strategies
April 30, 2009**

Action	Discussion of Estimated Effect	Estimated Very Low Income Units	Estimated Low Income Units	Estimated Moderate Income Units
	Need – 2009-2030	1935	1460	887
0.0 Base Case: No Action	This assumes: (1) Buildable land within the UGB is developed in accordance with recent trends for density and income level, until no more buildable land is available. (2) One 50-unit manufactured dwelling park is lost due to rezoning and redevelopment (3) Existing housing is lost due to demolition at recent rates (about 13 per year)	318	-27	167
1.1 Amend Goals and policies	No direct effects, but all the other actions and their effectiveness derive from the goals	0	0	0
2.1 Housing Rehab Program	Current housing rehab program has serviced six homeowners. An expanded and successful program could help an estimated three very low, three low and three moderate homeowners a year.	63	63	63
2.2 Manufactured dwelling park conversion	Estimate assumes one 50-unit manufactured dwelling park would be retained over the 20 year period.	25	25	0

Action	Discussion of Estimated Effect	Estimated Very Low Income Units	Estimated Low Income Units	Estimated Moderate Income Units
	Need – 2009-2030	1935	1460	887
2.3 Housing Maintenance education	Assumes an annual program with 5 property owners per year able to effectively maintain and retain their homes	11	22	22
3.1 Rezoning properties in UGB	The committee's preliminary map of properties to consider for changes includes 31.5 acres: 17.4 acres to HDR and 14.1 to MDR. Since much of the land recommended to be changed to HDR is currently MDR, the net change is an addition of 17.4 acres of HDR and a net loss of 1.6 acres of MDR. Assumes rezoned land is developed at current trends for density and income levels.	268	-4	-5
3.2 UGB Expansion	Assumes: (1) Adequate land is included in UGB to meet projected land needs for through 20 year period. (2) Rezoned land is developed at current trends for density and income levels.	656	35	42
4.1 Flexible Development Track	Assumes: (1) 20% of residential units are built under the flexible development track (2) 5% of units in these are affordable (1% very low, 2% low, and 2% moderate)	15	30	30

Action	Discussion of Estimated Effect	Estimated Very Low Income Units	Estimated Low Income Units	Estimated Moderate Income Units
	Need – 2009-2030	1935	1460	887
4.2 Development Standard Modifications	Assumes all current buildable land, rezoned land (Action 3.1), and land added to the UGB (Action 3.2) is developed at 100% of target density instead of current trends.	116	248	248
5.1 Fee Schedule Changes	Assumes: (1) A \$40,000 per unit “gap” between market rate per unit and what a family can afford (2) A 25% reduction in total fees for a low or very low income housing unit, 10% reduction in total fees for a moderate income housing unit.	171	129	44
6.1 Housing Trust Fund	Assumes trust fund is able to provide “gap” financial support for 1 very low income and 1 low income unit per year	21	21	0
6.2 Property Tax Abatements	Assumes: 50% of total property taxes are abated for 5 years, that this abatement is made for 5 homes every year, and after that homeowners’ incomes can cover the difference. This would save each homeowner about \$75 per month. Assumes that families are low income, and need a total of \$400 per month subsidy to afford a home, so the property tax abatement would be only part of a total strategy toward home ownership.	4	15	0

Action	Discussion of Estimated Effect	Estimated Very Low Income Units	Estimated Low Income Units	Estimated Moderate Income Units
	Need – 2009-2030	1935	1460	887
6.3 Home Ownership and Counseling	No direct creation assumed, but assists in the success of other actions	0	0	0
6.4 Work with HAYC and Non-profits 6.5 Support local community development corporations	Assumes an average of 10 units are developed per year with ½ very low income and ½ low income units	105	105	0
6.6 Leverage employer's commitment	Assumes 10 low income and 10 moderate income families per year could be served.	0	205	205
6.7 Establish mortgage certificate program	Assumes a moderate income family is able to afford what would normally be a higher income home through the program, thus effectively adding to the stock of moderate income housing. Assumes 5 low and 15 moderate families per year are able to use this program. Many low and most very low income families don't have enough tax liability to effectively use this program.	0	105	315
6.8 Support transitional and group housing	Assumes one project constructed every 3 years that provides 12 very low income housing units.	80	0	0

Action	Discussion of Estimated Effect	Estimated Very Low Income Units	Estimated Low Income Units	Estimated Moderate Income Units
	Need – 2009-2030	1935	1460	887
7 Economic development efforts	Estimates are not direct housing creation, but are reduction in need for very low and low income housing. Assumes creation of 20 family wage jobs per year.	210	210	0
	Total	2,063	1,182	1,131
	20-year targets	1,935	1,460	887

High Density Residential (HDR) Site Suitability Criteria

This residential zone typically accommodates multiple-family development, such as apartments and condominium development. High density residential benefits from locations along major collectors or minor arterials, and can be designed to maintain compatibility with major arterial streets. High density residential requires relatively flat land and benefits from locations adjacent to all types of parks and schools. The following additional locational (site suitability) factors should be considered:

1. **Site Size:** In order to ensure adequate on-site buffer areas, recreational areas, landscaping and parking, HDR parcels should be one acre or greater.
2. **Topography:** Slopes of 10% or greater generally are considered “unbuildable” for developing housing at HDR density.
3. **Level of Development:** Sites that are not developed at the maximum allowable density (i.e., “under-developed”) may be capable of redevelopment at the densities allowed in the HDR designation. Where the improvement-to-land value is 1:1 or less (assessor’s records), the site may be considered a candidate for redevelopment.
4. **Natural Features:** Land with protected natural features (wetlands, floodplains, riparian areas) is not considered buildable.
5. **Street Access:** High density residential land generally may abut any street classification and serves as an effective buffer from lower density residential uses. Access to HDR uses generally should not be routed through LDR neighborhoods.
6. **Services:** Sanitary sewer and water service must be available or feasible for urban residential development (Tier 1-4).
7. **Compatibility:** High density residential designations can be compatible with most abutting land uses, provided that appropriate buffer and design standards are implemented. HDR uses are enhanced by location within one-quarter mile of schools, parks and shopping areas.

The residential site suitability criteria are summarized in Table 7.

Table 7. Summary of Residential Site Suitability Criteria

Criteria	Low Density Residential	Medium Density Residential	High Density Residential
Site Size	None	None	One acre or greater
Topography	25% or less slope	10% or less slope	10% or less slope
Development Level	House on 0.25 acres or less considered developed	House on 0.125 acres or less considered developed	1:1 or lower improvement to land value ratio considered redevelopable
Natural Features	Wetlands, floodplains, streams removed from buildable area		
Street Access	Should not abut major collector or higher street classification	Requires minor collector or greater street access	Requires minor collector or greater street access
Serviceability	Tier 1-4	Tier 1-4	Tier 1-4
Compatibility	Should not abut industrial, commercial, high or middle school, or active parks with night use	Should be within ½ mile of a park or school, should not abut regional commercial or industrial	Should be within ¼ mile of a park, school, or commercial; may abut industrial or regional commercial with buffers

Site Evaluation

The site evaluation for residential land is divided into two components: inside the existing UGB and the study areas outside the UGB. The site evaluation inside the UGB is based on parcels identified in the residential buildable lands inventory prepared by The Benkendorf Associates Corporation in 2004 (Table 8).

Table 8. Buildable Residential Land Inside UGB

Plan Designation	Buildable Land	Site (Parcel) Size						Avg Parcel Size
		<1 acre		1-5 acres		>5 acres		
		# of Parcels	Total Acres	# of Parcels	Total Acres	# of Parcels	Total Acres	
LDR	359ac	93	32ac	32	63ac	18	265ac	2.51ac
MDR	142ac	39	12ac	15	30ac	10	100ac	2.22ac
HDR	13ac	8	2ac	0	0ac	2	11ac	1.30ac

Buildable land in the study areas outside the UGB is classified by the priorities in ORS 197.298 – URAs, exception areas, and resource lands (Table 9). In the study areas outside the UGB, the key locational factor for evaluating potential sites for LDR is topography (<25% slope). For MDR and HDR sites, the key locational factors for evaluating potential sites are topography (<10% slope) and access to a major street, which are similar to the site needs for commercial and industrial uses (see below).

Table 9. Buildable Land Outside UGB

Study Area	Buildable Land				# of Parcels	Avg Parcel Size
	URA	Exception	Resource	Total		
Northwest	58ac	120ac	475ac	653ac	146	4.47ac
North	323ac	220ac	423ac	966ac	179	5.40ac
Northeast	49ac	256ac	102ac	407ac	195	2.09ac
East	-	549ac	400ac	949ac	148	6.41ac
Southeast	37ac	137ac	138ac	312ac	96	3.25ac
Southwest	-	832ac	-	832ac	434	1.92ac
Total	467ac	2,114ac	1,538ac	4,119ac	1,198	3.44ac

The buildable land analysis shows there is an extensive amount of buildable land in the surrounding exception areas, although this land tends to be divided into smaller parcels which can be more difficult to develop in a coherent and efficient manner. Note: the East URA does not have any buildable land because the URA is overlaid by the future bypass and stream corridors. Currently, there are no designated URAs in the Southwest study area.

E. Commercial Land Need and Supply

Need

Johnson-Gardner prepared separate forecasts for office and retail commercial land. The office land need is a function of employment growth based on long-range forecasts by the Oregon Employment Department. The retail land need is a function of household growth and typical household spending patterns. In addition, Newberg will need to ensure large parcels are available for shopping centers. The commercial land need is based on the medium population growth forecast selected by the Committee (Table 10).

Table 10. Commercial Land Need

	2025	2040
Office	15 acres	27 acres
Retail	96 acres	82 acres
Total	111 acres	109 acres

Source: Johnson Gardner

Existing large commercial sites (10-30 acres) in Newberg appear to be limited. With an existing under-supply of retail development combined with expected population growth, the demand for retail development in Newberg is expected to be strong.

The Urban Land Institute has identified three types of shopping centers that potentially could be developed in communities such as Newberg: Neighborhood Centers, Community Centers and Regional Centers.

CITY OF NEWBERG
INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM

HIST. NAME:	DATE OF CONSTRUCTION: c. 1905
COMMON NAME:	ORIGINAL USE: Residence
ADDRESS: 1103 N. Meridian	PRESENT USE: Residence
T/R/S: 3S 2W 18	ARCH./BLDR.:
MAP NO: 3S 2W 18DA TAX LOT: 2100	STYLE: Queen Anne
ADDITION: None	BLDG. <input checked="" type="checkbox"/> STRUC. <input type="checkbox"/> DIST. <input type="checkbox"/> SITE <input type="checkbox"/> OBJ. <input type="checkbox"/>
BLOCK:	THEME: Architecture -
LOT:	CITY: X UGB:
OWNER: Kenneth & Mary James	QUAD: Newberg
ADDRESS: 1103 N. Meridian	

PLAN TYPE/SHAPE: Asymmetrical	NO. OF STORIES: 2
FOUNDATION MATERIAL:	BASEMENT (Y/N):
WALL CONSTRUCTION: Wood	STRUCTURAL FRAME: Stucco
ROOF FORM & MATERIALS: Intersecting gable.	
PRIMARY WINDOW TYPE: Double-hung sash w/heavy architrave molding.	
EXTERIOR SURFACING MATERIALS: Shiplap w/corner boards.	
DECORATIVE FEATURES: Wide frieze board.	
OTHER: Tall, brick corbelled chimney. Full-height polygonal bays.	
CONDITION: EXCELLENT <input checked="" type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> DETERIORATED <input type="checkbox"/> MOVED <input type="checkbox"/> (DATE) _____	
(EXPLAIN)	
EXTERIOR ALTERATIONS/ADDITIONS (DATED): Addition on northeast corner, n.d.	

NOTEWORTHY LANDSCAPE FEATURES: Foundation plantings. Large deciduous trees.

ASSOCIATED STRUCTURES: Outbuilding to southeast of house.

SETTING: This large residence is set back off street on large parcel of several acres. Across street to east is large multi-family development. Low density housing in immediate area, west of Meridian Street.

STATEMENT OF SIGNIFICANCE: Chris and Emma Aebischer bought this house in about 1924 and lived in it until the early 40's. Chris Aebischer came to the U.S. from Switzerland. He worked as a carpenter in Chicago for a time before coming to Oregon in approximately 1895. At that time he homesteaded 180 acres on top of Chehalem Mountain. In the late 90's he married Emma Birkemeir, who had come to Newberg with her parents from Milwaukie. Mr. Aebischer farmed the land until 1923 when he moved his family into Newberg. They moved in to this house in approximately 1924. Aebischer's daughter, Mrs. Gerald Edwards, recalls that at one time a large walnut orchard stood in the frontyard and the surrounding area was largely open fields and groves of Oak trees. A large barn and chicken houses also stood on the property. The Aebischer's bought the property from Fred Carter, who was a pastor for the Friends Church. Other early owners were Mary C. Goodrich and the original owner is believed to be Ellen D. Todd. The house is one of the finest examples of the Craftsman style in Newberg with some Queen Anne style embellishments such as the full-height bays and corbelled brick chimney.

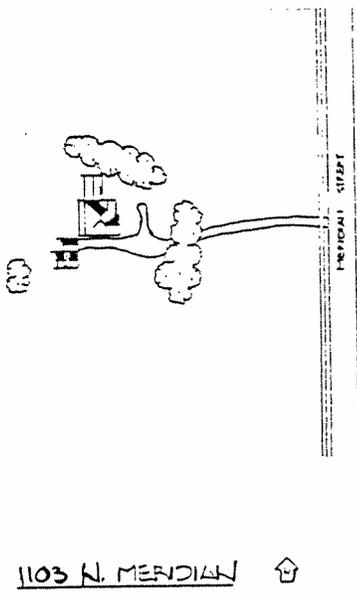
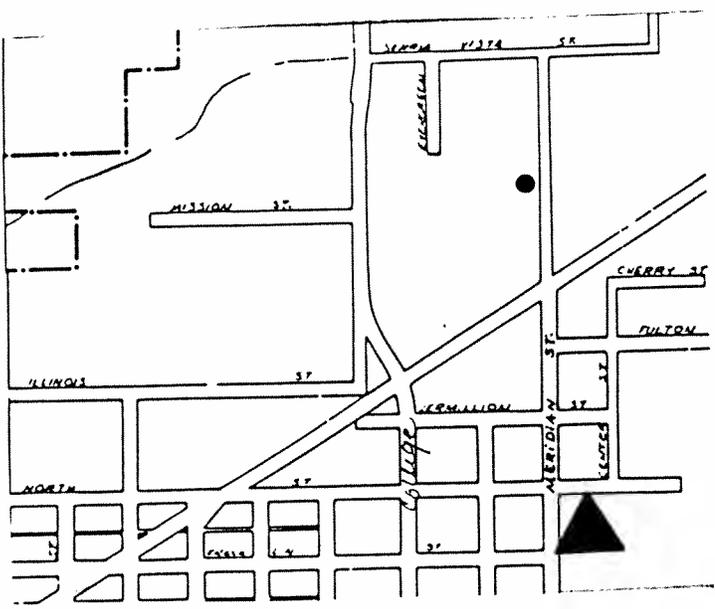
SOURCES:

Edwards, Mrs. Gerald. Interview, September 1985.
Ticor Title Co. Records, McMinnville OR.

CITY OF NEWBERG
INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM



NAME: _____
ADDRESS: 1103 N. Meridian
T/R/S: 3S 2W 18
MAP NO: 18DA
TAX LOT: 2100
QUAD: Newberg
ROLL NO: 11
NEGATIVE NO: 13, 14, 15
SLIDE NO: _____





Newberg city, Oregon

Population and Housing Narrative Profile: 2006-2008

Data Set: **2006-2008 American Community Survey 3-Year Estimates**

Survey: **American Community Survey**

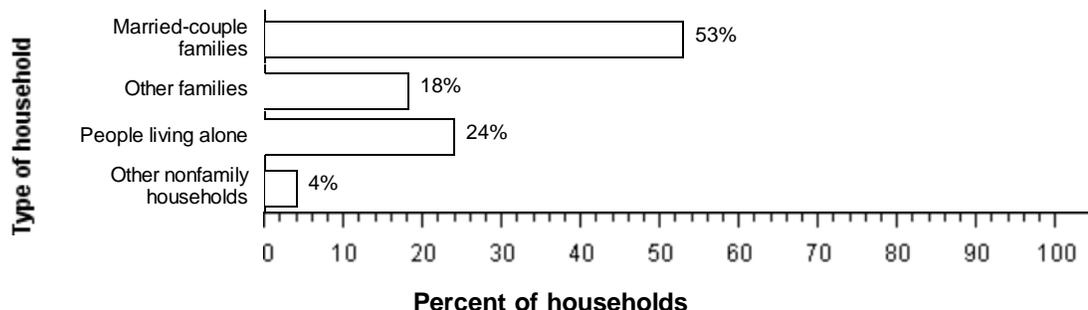
NOTE. Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

For more information on confidentiality protection, sampling error, nonsampling error, and definitions, see [Survey Methodology](#).

HOUSEHOLDS AND FAMILIES: In 2006-2008 there were 7,500 households in Newberg city. The average household size was 2.7 people.

Families made up 71 percent of the households in Newberg city. This figure includes both married-couple families (53 percent) and other families (18 percent). Nonfamily households made up 29 percent of all households in Newberg city. Most of the nonfamily households were people living alone, but some were composed of people living in households in which no one was related to the householder.

The Types of Households in Newberg city, Oregon in 2006-2008

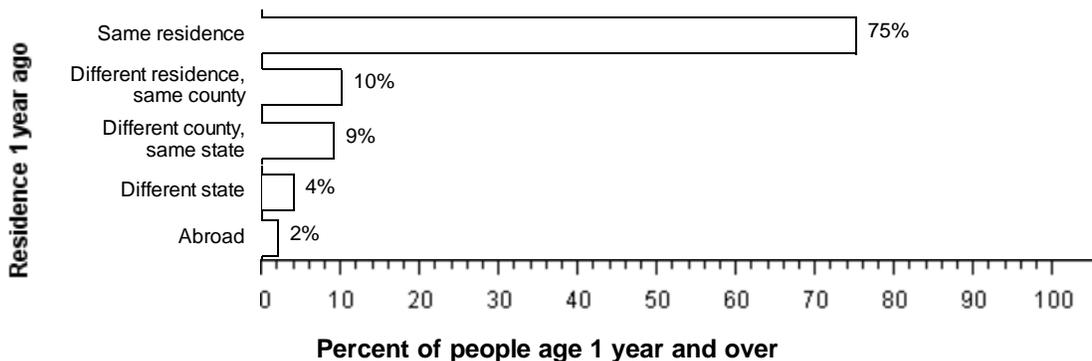


Source: American Community Survey, 2006-2008

NATIVITY AND LANGUAGE: Data for this section cannot be displayed because the number of sample cases is too small. Displaying the data would risk disclosing information for individuals.

GEOGRAPHIC MOBILITY: In 2006-2008, 75 percent of the people at least one year old living in Newberg city were living in the same residence one year earlier; 10 percent had moved during the past year from another residence in the same county, 9 percent from another county in the same state, 4 percent from another state, and 2 percent from abroad.

Geographic Mobility of Residents of Newberg city, Oregon in 2006-2008

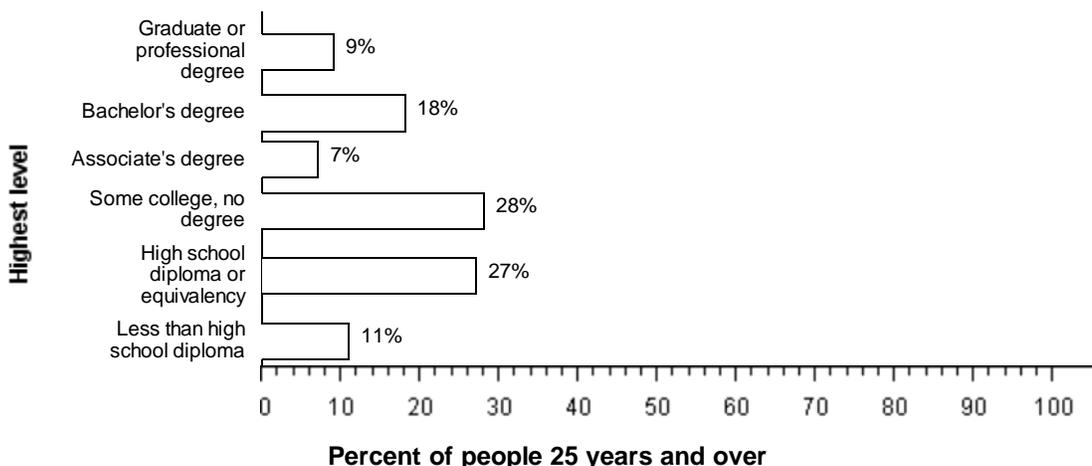


Source: American Community Survey, 2006-2008

EDUCATION: In 2006-2008, 89 percent of people 25 years and over had at least graduated from high school and 27 percent had a bachelor's degree or higher. Eleven percent were dropouts; they were not enrolled in school and had not graduated from high school.

The total school enrollment in Newberg city was 5,900 in 2006-2008. Nursery school and kindergarten enrollment was 780 and elementary or high school enrollment was 3,200 children. College or graduate school enrollment was 1,900.

The Educational Attainment of People in Newberg city, Oregon in 2006-2008

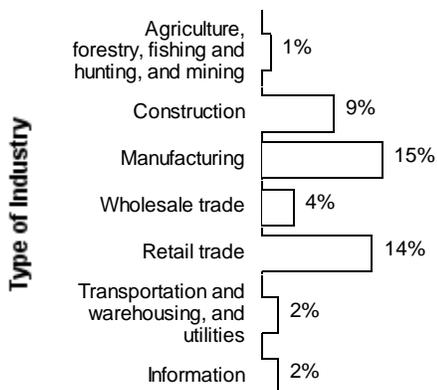


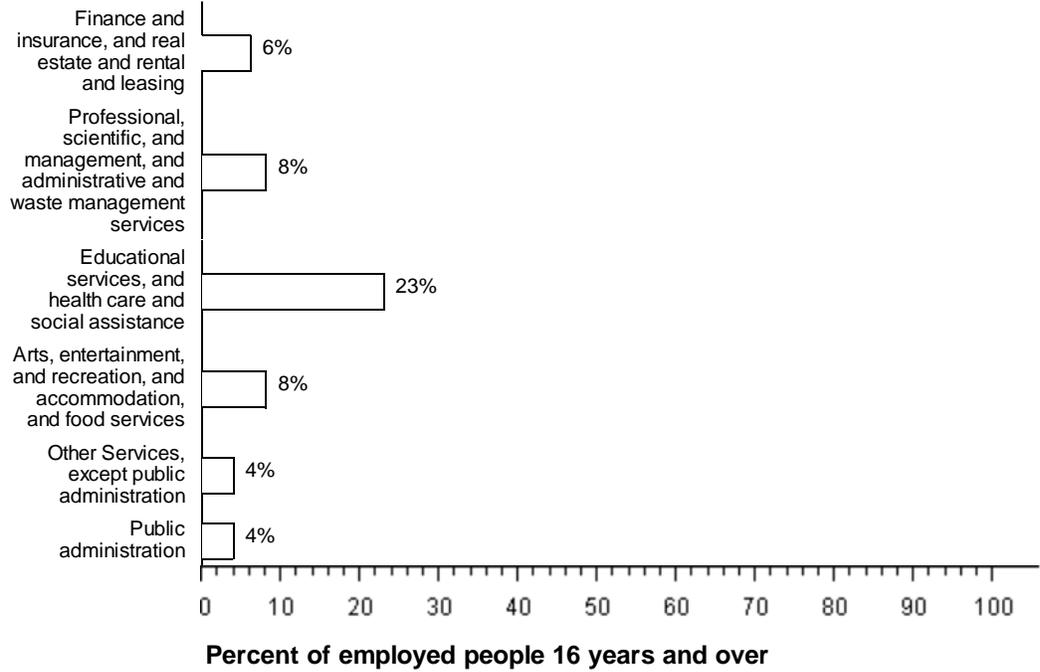
Source: American Community Survey, 2006-2008

DISABILITY: Data for this section cannot be displayed because the number of sample cases is too small. Displaying the data would risk disclosing information for individuals.

INDUSTRIES: In 2006-2008, for the employed population 16 years and older, the leading industries in Newberg city were Educational services, and health care, and social assistance, 23 percent, and Manufacturing, 15 percent.

Employment by Industry in Newberg city, Oregon in 2006-2008





Source: American Community Survey, 2006-2008

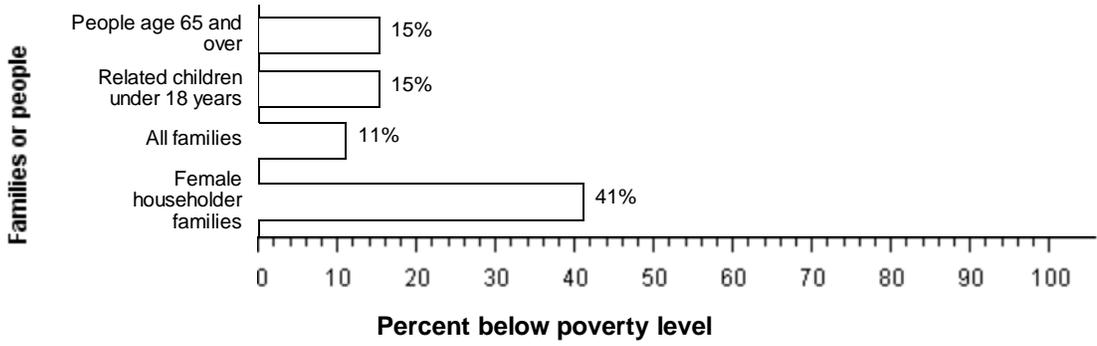
OCCUPATIONS AND TYPE OF EMPLOYER: Among the most common occupations were: Management, professional, and related occupations, 30 percent; Sales and office occupations, 27 percent; Service occupations, 19 percent; Production, transportation, and material moving occupations, 13 percent; and Construction, extraction, maintenance and repair occupations, 11 percent. Eighty-six percent of the people employed were Private wage and salary workers; 10 percent was Federal, state, or local government workers; and 5 percent was Self-employed in own not incorporated business workers.

TRAVEL TO WORK: Seventy percent of Newberg city workers drove to work alone in 2006-2008, 15 percent carpooled, 1 percent took public transportation, and 8 percent used other means. The remaining 6 percent worked at home. Among those who commuted to work, it took them on average 21.6 minutes to get to work.

INCOME: The median income of households in Newberg city was \$49,233. Eighty-one percent of the households received earnings and 15 percent received retirement income other than Social Security. Twenty-four percent of the households received Social Security. The average income from Social Security was \$14,535. These income sources are not mutually exclusive; that is, some households received income from more than one source.

POVERTY AND PARTICIPATION IN GOVERNMENT PROGRAMS: In 2006-2008, 12 percent of people were in poverty. Fifteen percent of related children under 18 were below the poverty level, compared with 15 percent of people 65 years old and over. Eleven percent of all families and 41 percent of families with a female householder and no husband present had incomes below the poverty level.

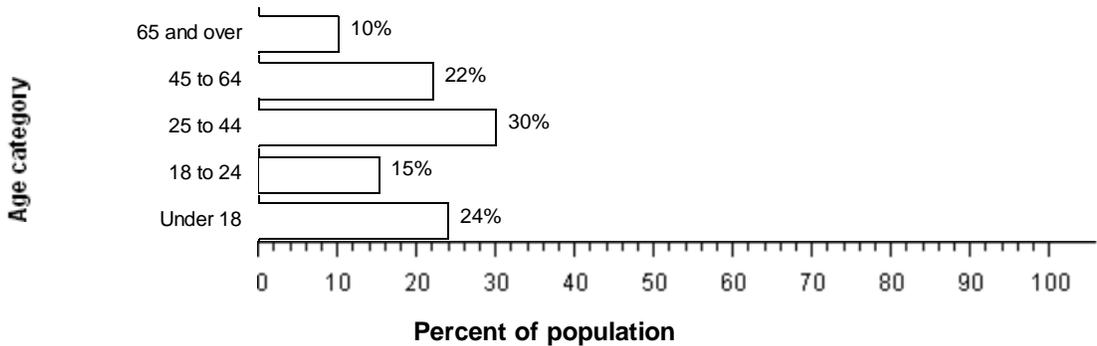
Poverty Rates in Newberg city, Oregon in 2006-2008



Source: American Community Survey, 2006-2008

POPULATION OF Newberg city: In 2006-2008, Newberg city had a total population of 21,000 - 11,000 (52 percent) females and 10,000 (48 percent) males. The median age was 31.3 years. Twenty-four percent of the population was under 18 years and 10 percent was 65 years and older.

The Age Distribution of People in Newberg city, Oregon in 2006-2008

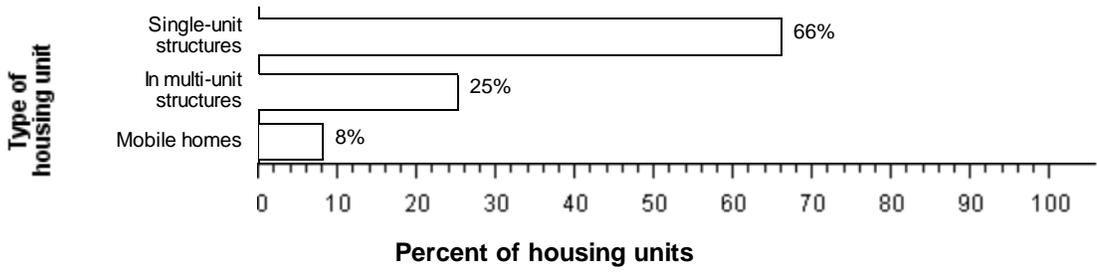


Source: American Community Survey, 2006-2008

For people reporting one race alone, 86 percent was White; less than 0.5 percent was Black or African American; 3 percent was American Indian and Alaska Native; 1 percent was Asian; less than 0.5 percent was Native Hawaiian and Other Pacific Islander, and 6 percent was Some other race. Three percent reported Two or more races. Eleven percent of the people in Newberg city was Hispanic. Eighty-four percent of the people in Newberg city was White non-Hispanic. People of Hispanic origin may be of any race.

HOUSING CHARACTERISTICS: In 2006-2008, Newberg city had a total of 7,900 housing units, 6 percent of which were vacant. Of the total housing units, 66 percent was in single-unit structures, 25 percent was in multi-unit structures, and 8 percent was mobile homes. Forty percent of the housing units were built since 1990.

The Types of Housing Units in Newberg city, Oregon in 2006-2008

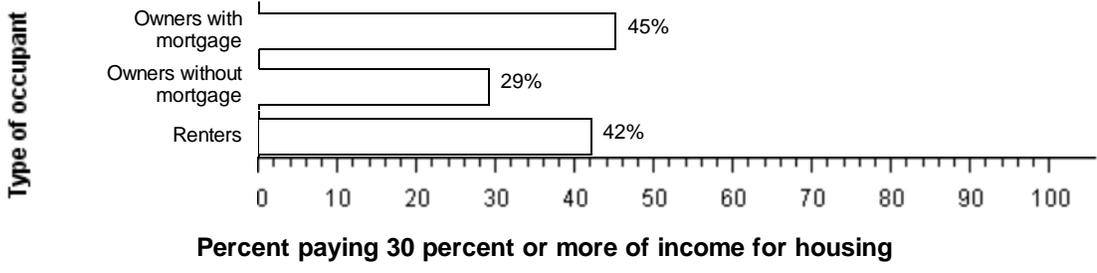


Source: American Community Survey, 2006-2008

OCCUPIED HOUSING UNIT CHARACTERISTICS: In 2006-2008, Newberg city had 7,500 occupied housing units - 4,900 (66 percent) owner occupied and 2,500 (34 percent) renter occupied. Three percent of the households did not have telephone service and 7 percent of the households did not have access to a car, truck, or van for private use. Multi Vehicle households were not rare. Forty-two percent had two vehicles and another 23 percent had three or more.

HOUSING COSTS: The median monthly housing costs for mortgaged owners was \$1,576, nonmortgaged owners \$411, and renters \$749. Forty-five percent of owners with mortgages, 29 percent of owners without mortgages, and 42 percent of renters in Newberg city spent 30 percent or more of household income on housing.

Occupants with a Housing Cost Burden in Newberg city, Oregon in 2006-2008



Source: American Community Survey, 2006-2008

Source: U.S. Census Bureau, 2006-2008 American Community Survey

The U.S. Census Bureau's Population Estimates Program produces the [official population estimates for the nation, states, counties and places](#), and the [official estimates of housing units for states and counties](#). The population and housing characteristics included above are derived from the American Community Survey.

Notes:

- Detail may not add to totals due to rounding.
- Percentages are based on unrounded numbers.



U.S. Census Bureau

American FactFinder

Main

Search

Feedback

FAQs

Glossary

Site Map

Help

QT-H1. General Housing Characteristics: 2000

Data Set: [Census 2000 Summary File 1 \(SF 1\) 100-Percent Data](#)Geographic Area: **97132 5-Digit ZCTA**

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Subject	Number	Percent
OCCUPANCY STATUS		
Total housing units	8,686	100.0
Occupied housing units	8,244	94.9
Vacant housing units	442	5.1
TENURE		
Occupied housing units	8,244	100.0
Owner-occupied housing units	5,711	69.3
Renter-occupied housing units	2,533	30.7
VACANCY STATUS		
Vacant housing units	442	100.0
For rent	166	37.6
For sale only	133	30.1
Rented or sold, not occupied	39	8.8
For seasonal, recreational, or occasional use	35	7.9
For migratory workers	0	0.0
Other vacant	69	15.6
RACE OF HOUSEHOLDER		
Occupied housing units	8,244	100.0
One race	8,144	98.8
White	7,768	94.2
Black or African American	26	0.3
American Indian and Alaska Native	62	0.8
Asian	66	0.8
Native Hawaiian and Other Pacific Islander	6	0.1
Some other race	216	2.6
Two or more races	100	1.2
HISPANIC OR LATINO HOUSEHOLDER AND RACE OF HOUSEHOLDER		
Occupied housing units	8,244	100.0
Hispanic or Latino (of any race)	439	5.3
Not Hispanic or Latino	7,805	94.7
White alone	7,569	91.8
AGE OF HOUSEHOLDER		
Occupied housing units	8,244	100.0
15 to 24 years	499	6.1
25 to 34 years	1,449	17.6
35 to 44 years	2,015	24.4
45 to 54 years	1,787	21.7
55 to 64 years	1,010	12.3
65 years and over	1,484	18.0
65 to 74 years	739	9.0
75 to 84 years	552	6.7
85 years and over	193	2.3

(X) Not applicable.

Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices H3, H4, H5, H6, H7, and H16.



DP-4. Profile of Selected Housing Characteristics: 2000

Data Set: [Census 2000 Summary File 3 \(SF 3\) - Sample Data](#)

Geographic Area: **97132 5-Digit ZCTA**

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Subject	Number	Percent
Total housing units	8,628	100.0
UNITS IN STRUCTURE		
1-unit, detached	5,743	66.6
1-unit, attached	286	3.3
2 units	380	4.4
3 or 4 units	349	4.0
5 to 9 units	318	3.7
10 to 19 units	169	2.0
20 or more units	403	4.7
Mobile home	960	11.1
Boat, RV, van, etc.	20	0.2
YEAR STRUCTURE BUILT		
1999 to March 2000	285	3.3
1995 to 1998	1,293	15.0
1990 to 1994	921	10.7
1980 to 1989	1,332	15.4
1970 to 1979	2,156	25.0
1960 to 1969	562	6.5
1940 to 1959	965	11.2
1939 or earlier	1,114	12.9
ROOMS		
1 room	111	1.3
2 rooms	245	2.8
3 rooms	464	5.4
4 rooms	1,271	14.7
5 rooms	1,848	21.4
6 rooms	1,742	20.2
7 rooms	1,413	16.4
8 rooms	878	10.2
9 or more rooms	656	7.6
Median (rooms)	5.7	(X)
Occupied Housing Units	8,195	100.0
YEAR HOUSEHOLDER MOVED INTO UNIT		
1999 to March 2000	1,858	22.7
1995 to 1998	2,813	34.3
1990 to 1994	1,437	17.5
1980 to 1989	1,180	14.4
1970 to 1979	700	8.5
1969 or earlier	207	2.5
VEHICLES AVAILABLE		
None	353	4.3
1	2,087	25.5
2	3,602	44.0
3 or more	2,153	26.3
HOUSE HEATING FUEL		
Utility gas	2,787	34.0
Bottled, tank, or LP gas	200	2.4
Electricity	4,541	55.4
Fuel oil, kerosene, etc.	257	3.1
Coal or coke	0	0.0

Attachment 11

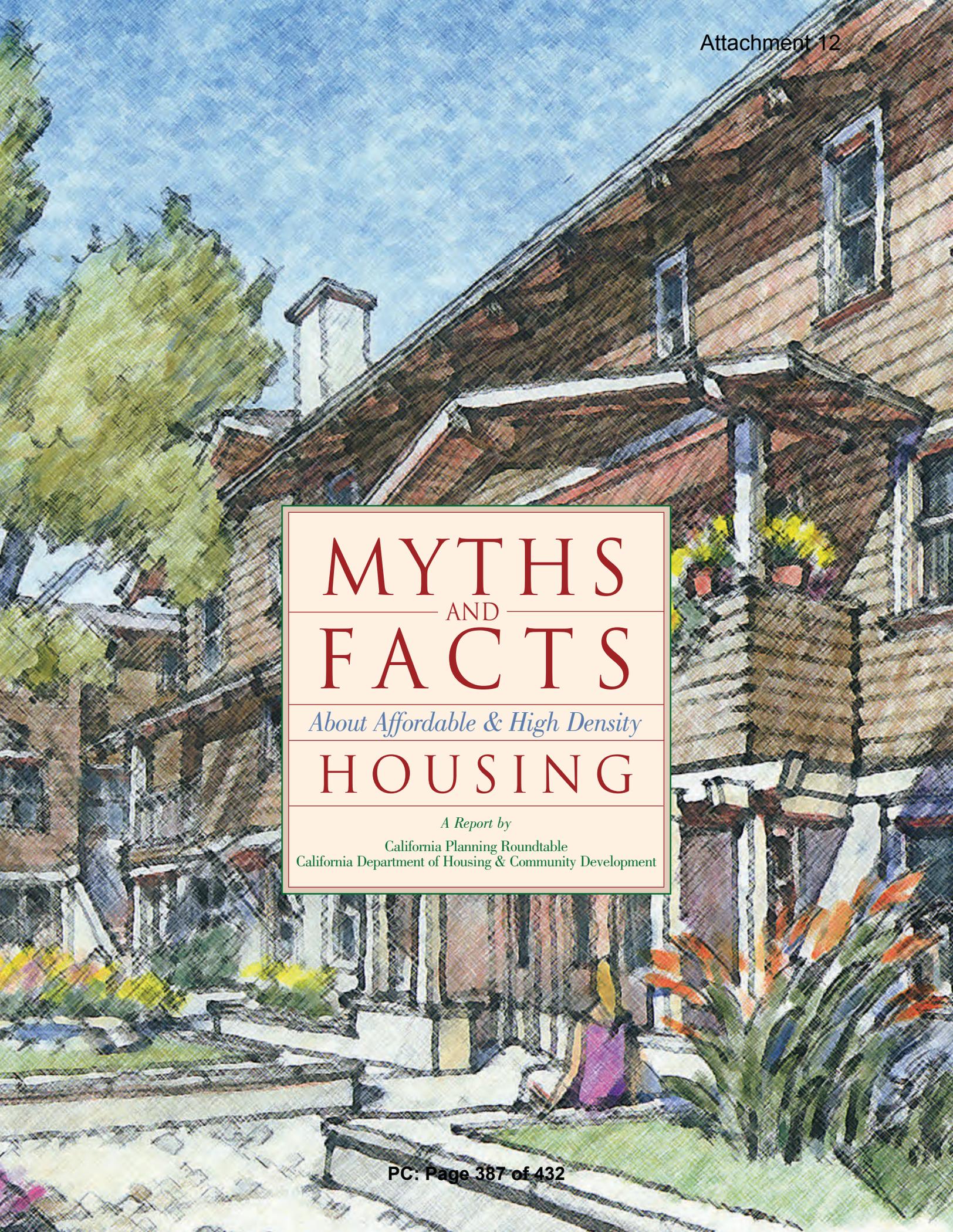
Subject	Number	Percent
Wood	359	4.4
Solar energy	9	0.1
Other fuel	34	0.4
No fuel used	8	0.1
SELECTED CHARACTERISTICS		
Lacking complete plumbing facilities	7	0.1
Lacking complete kitchen facilities	89	1.1
No telephone service	193	2.4
OCCUPANTS PER ROOM		
Occupied housing units	8,195	100.0
1.00 or less	7,832	95.6
1.01 to 1.50	179	2.2
1.51 or more	184	2.2
Specified owner-occupied units	4,104	100.0
VALUE		
Less than \$50,000	33	0.8
\$50,000 to \$99,999	217	5.3
\$100,000 to \$149,999	1,684	41.0
\$150,000 to \$199,999	1,001	24.4
\$200,000 to \$299,999	668	16.3
\$300,000 to \$499,999	337	8.2
\$500,000 to \$999,999	124	3.0
\$1,000,000 or more	40	1.0
Median (dollars)	154,200	(X)
MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS		
With a mortgage	3,271	79.7
Less than \$300	0	0.0
\$300 to \$499	50	1.2
\$500 to \$699	242	5.9
\$700 to \$999	558	13.6
\$1,000 to \$1,499	1,496	36.5
\$1,500 to \$1,999	609	14.8
\$2,000 or more	316	7.7
Median (dollars)	1,259	(X)
Not mortgaged	833	20.3
Median (dollars)	310	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15 percent	1,125	27.4
15 to 19 percent	703	17.1
20 to 24 percent	664	16.2
25 to 29 percent	520	12.7
30 to 34 percent	333	8.1
35 percent or more	759	18.5
Not computed	0	0.0
Specified renter-occupied units	2,451	100.0
GROSS RENT		
Less than \$200	76	3.1
\$200 to \$299	35	1.4
\$300 to \$499	327	13.3
\$500 to \$749	1,202	49.0
\$750 to \$999	508	20.7
\$1,000 to \$1,499	156	6.4
\$1,500 or more	45	1.8
No cash rent	102	4.2
Median (dollars)	635	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15 percent	395	16.1
15 to 19 percent	434	17.7
20 to 24 percent	365	14.9
25 to 29 percent	290	11.8
30 to 34 percent	221	9.0

Attachment 11

Subject	Number	Percent
35 percent or more	627	25.6
Not computed	119	4.9

(X) Not applicable.

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices H1, H7, H20, H23, H24, H30, H34, H38, H40, H43, H44, H48, H51, H62, H63, H69, H74, H76, H90, H91, and H94



MYTHS AND FACTS

About Affordable & High Density

HOUSING

A Report by

California Planning Roundtable
California Department of Housing & Community Development

IN THE PAST 30 YEARS, CALIFORNIA'S HOUSING PRICES HAVE STEADILY OUTPACED ITS RESIDENTS' INCOMES. Housing production hasn't kept up with job and household growth within the State.¹ The location and type of new housing does not meet the needs of many new California households. As a result, only one in five households can afford a typical home, overcrowding doubled in the 1990's, and more than three million California households pay more than they can afford for their housing.²

Meanwhile, the federal government has dramatically cut back programs that used to help local governments accommodate new growth. Voter-imposed property tax and spending freezes have further constrained local governments from responding effectively to new growth. And affordable housing development, while still funded in part by the federal government, requires a larger local commitment than ever before.

Against this backdrop, it should surprise no one that many communities no longer accept population growth with open arms. When anyone proposes the development of affordable or multifamily housing, ambivalence about growth often shifts to hostility. Hostility feeds and strengthens certain myths, and deep emotional perceptions of how the world works. *Myths—important sources of meaning in all societies—provide shared rationales for community members to behave in common ways, having a strong moral component, with clear lines between right and wrong.* Although myths are sometimes positive, they can also serve as shields for deeper and uglier motivations: racism, fear of outsiders, and/or greed. When people argue against new high-density and affordable housing, often myths are used to convince decision-makers that the new development and its residents don't belong there. Traffic will be too heavy; schools will become

overcrowded; buildings will clash with existing neighborhoods; people won't fit in; and maybe even a criminal element.

Opponents often believe these myths. But it's essential to counter these myths with facts. California desperately needs new affordable housing to reverse recent increases in overcrowding and overpayment. We also need new high-density housing to support economic stability and prosperity. We need housing to accommodate new workers and their families and to economize on infrastructure costs, while preserving open space and reducing the distance between homes and jobs.

Fortunately, the facts of California's recent experiences with high-density and affordable housing often contradict the myths. We can now begin to rely on this recent experience to reassure concerned residents that the myths don't have to come true.

Myth #1

High-density housing is affordable housing; affordable housing is high-density housing.

Fact #1

Not all high density housing is affordable to low-income families.

households will continue to rent single-family homes because they offer more space in low-density neighborhoods.

For the most part, of course, low-density neighborhoods offer more expensive housing than high-density areas. Detached homes cost much more than most apartments and condominiums. Among new units, the difference is even more striking; new high-density units are much more likely to be affordable than new single-family units.

Density is not always enough, however. To ensure affordability, local governments must intervene with programs and additional concessions if the new high-density units are also to be affordable. For a list of resources on affordable housing techniques, see Resources: *Making Housing More Affordable*, at the end of this report.

This myth expresses an essential truth: more units per acre mean lower land costs per unit, especially if local governments allow builders meaningful density bonuses; smaller units cost less to build than larger ones. To encourage housing affordability, California cities do need to promote higher densities.

But we also know from experience and observation that not all high-density housing is affordable to low-income families. San Francisco's Nob and Telegraph Hills, Los Angeles' Wilshire Corridor, and high-rises in

downtown San Diego are all examples of upper-income areas where housing densities are quite high. Similarly, most Californians know that low-density neighborhoods often accommodate people of modest means. The residents of these neighborhoods often moved in shortly after the homes were built (several decades ago) —and before the huge escalation in California's home values that began in the early 1970's. With assistance, many families with limited incomes will continue to buy homes in these neighborhoods. Many other low-income

Myth #2

High-density and affordable housing will cause too much traffic.

Fact #2

People who live in affordable housing own fewer cars and drive less.

In many high-density neighborhoods, and in most neighborhoods with a mix of housing types, traffic isn't a big problem.

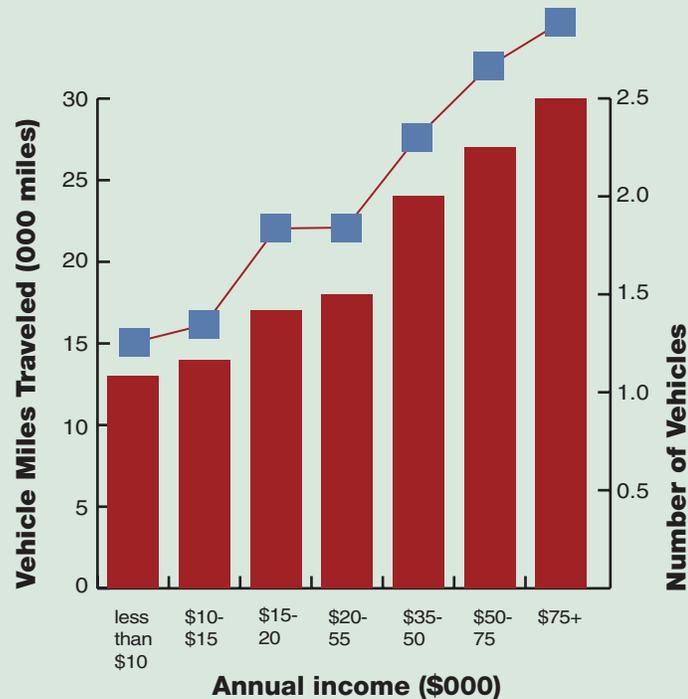
In California's six largest metropolitan areas, two-thirds of renters and over three-fourths of the households living below the poverty line own no vehicles or only one car, compared to 54 percent of all households and 44 percent of homeowner households.³ With lower car ownership rates come fewer trips, and fewer single occupant auto commutes. According to the National Personal Transportation Survey in 1995, low-income households make 40 percent fewer trips per household than other households. Recent traffic growth owes much to existing development.

In many high-density neighborhoods, and in most neighborhoods with a mix of housing types, traffic isn't a big problem. Fewer auto trips occur in higher-density areas. In a neighborhood of 15 homes to the acre, one-third fewer auto trips occur, compared to a standard suburban tract.⁴ A 1990 survey by the Sierra Club's Transportation Committee found that for every doubling of neighborhood density, vehicle miles traveled are reduced by 20 to 30 percent.

Car ownership rates are less in higher density areas. According to recent American Housing Survey data, multifamily developments have lower car ownership rates than single-family home tracts.

To encourage housing affordability, California cities need to promote higher densities.

Low-income households own fewer cars, drive less



Source: U.S. Energy Information Administration, Residential Transportation Energy Consumption Survey, Household Vehicles Energy Consumption, 1994

High-density housing can encourage nearby retail development, along with ease of walking and transit use. Mixing housing with commercial development is ever more crucial for traffic control, since non-work trips constitute the largest number of trips.

Over three-fourths of trips in Southern California are non-work trips. With high-density

housing, stores serving neighborhood residents move in, allowing residents to walk to buy groceries or to the dry cleaner instead of driving.

Transit connections also become more common when neighborhood density increases, as transit is only cost-effective at densities above eight or 10 units per acre.⁵

Myth #3

High-density development strains public services and infrastructure.

Fact #3

Compact development offers greater efficiency in use of public services and infrastructure.

Librarians, sheriffs' deputies, nurses, fire fighters, and many other vital members of our communities all need affordable housing.

Higher-density residential development requires less extensive infrastructure networks than does sprawl. California developers must usually pay for sufficient infrastructure capacity to serve their own projects. When communities cannot take advantage economies of scale in providing infrastructure, extension costs rise. High-density housing helps provide economies of scale both in trunk lines and in treatment plants. The cost savings can be passed on to new residents, and the smaller debt load can help ensure fiscal stability throughout the community.

Infill development can sometimes take advantage of unused capacity in public services and infrastructure. Communities can save taxpayers and new residents money when housing construction is allowed in areas where infrastructure and service capacity has already been paid for and is underutilized. Infill development can also make use of a transit and provide better access to services, while improving economic viability.

Higher-density infill residential development can translate to higher retail sales. By approving new high-density development in infill locations, communities can revitalize stagnant

commercial districts and increase taxable sales—the primary source of revenue in most California jurisdictions.

According to the American Housing Survey, the development of single-family homes is much more likely to cause strain on local schools than high-density development. In most cases, a single-family home can have two to three times the numbers of school aged children per household.⁶

Myth #4

People who live in high-density and affordable housing won't fit into my neighborhood.

Fact #4

People who need affordable housing already live and work in your community.

spouse and a child, the family would be a very low-income household. A starting air-traffic controller in San Diego County, with income barely higher than \$31,000 a year, would also qualify for affordable housing. Librarians, sheriffs' deputies, nurses, fire fighters, and many other vital members of our communities all need affordable housing.

People motivated by these concerns may just need to “meet” the residents of high-density and affordable housing. Residents often have been long time members of the community, and will continue to make contributions to their neighborhoods. For a list of resources that can introduce people to those who live in high-density and affordable housing, see Resources: *Meeting the Residents of Affordable Housing*, at the end of this report.

According to government definitions of affordable housing, families should devote no more than 30% of their income to rent or mortgage payments and utilities. Affordable housing often means housing whose residents don't pay too large a share of their incomes on rent or a mortgage.

Households earning lower incomes can have a variety of occupational and educational backgrounds. Families earning less

than four-fifths (80%) of the area's median income are officially lower-income households; families earning less than half of the median are known as very low-income households. For example, a starting elementary or high-school teacher in Mountain View (Santa Clara County), with a gross monthly income of around \$3,200, can afford to pay \$960 a month in rent, which qualifies as low-income if the teacher lives alone; if the salary must support a

Myth #5

Affordable housing reduces property values.

Fact #5

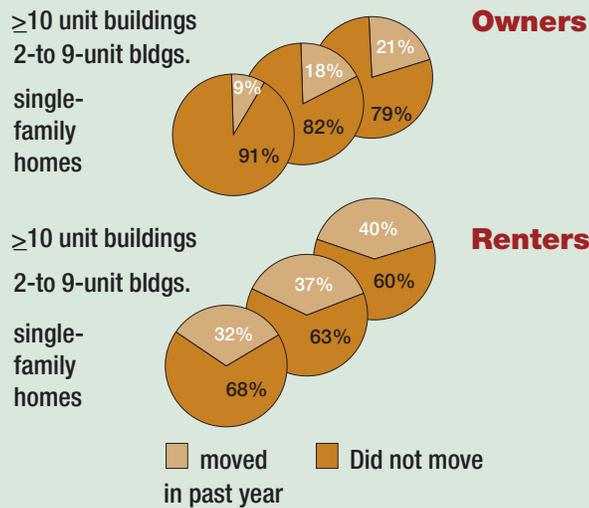
No study in California has ever shown that affordable housing developments reduce property values.⁷

Architectural standards and adequate maintenance also strongly influence property values

Many studies have been done. The truth is the single most significant factor affecting property values is the pre-existing value of the land in a given community or area. This in turn is based on supply and demand, proximity to major urban centers, nearby attractions (beachfront property, panoramic views), any negative factors such as environmental contaminants, and availability of adequate infrastructure and services.

Architectural standards and adequate maintenance also strongly influence property values, particularly as they apply to affordable rental properties. Properly maintained affordable housing developments, designed and built with sensitivity to the architectural and aesthetic standards desired by the community, may even increase property values.⁸

Tenure much more important than density in recent moves



The majority of both renters and homeowners in California metropolitan areas move less than once a year. Homeowners move less often than renters, but even renters move seldom enough to form long-term ties to neighbors.

* Source: U.S. Dept. of HUD, American Housing Surveys for San Francisco-Oakland, San Jose, Los Angeles-Long Beach, San Diego, Riverside-San Bernardino, and Anaheim-Santa Ana.

Myth #6

Residents of affordable housing move too often to be stable community members.

Fact #6

When rents are guaranteed to remain stable, tenants move less often.

Affordable housing tenants invest in a neighborhood and community just as much as any other resident

According to San Francisco's BRIDGE Housing, annual turnover in their affordable housing projects is less than 10 percent annually. This turnover rate is approximately the same as most single-family homeowners, around 10

percent, and much less than market-rate renters.

Affordable housing tenants invest in a neighborhood and community just as much as any other resident. Affordable housing tenants include families with school

age children, where the mother and father attend PTA meetings, and spend their spare time enjoying parks and other community facilities. These families and other affordable housing tenants are concerned for the public's health and safety just like other residents of the community.

Myth #7

High-density and affordable housing undermine community character.

Fact #7

New affordable and high-density housing can always be designed to fit into existing communities.

High-density doesn't mean high-rise. When most people hear high-density housing, they imagine high-rise housing. But in most California cities, the market won't even support high-rise housing. More often than not, high-density development now means two- and three-story wood frame garden apartments that frequently are similar in scale to large home luxury housing.

homes. Thanks to sensitive work by experienced architects, the new townhomes fit in perfectly (see case study). These developments are proof that affordable housing doesn't mean high-rise slums.

Density, as measured in units per acre, can be a deceiving measurement, but new housing at between 20 and 50 units per acre can be designed to fit in most California communities. The best way to convince people of this is to show them how well new housing can fit into their neighborhoods. see Resources: *Increasing housing densities*, at the end of this part, for a list of slide shows and videos.

Communities can also achieve higher densities by filling in the existing urban fabric with second units, duplexes, and conversion of outmoded or abandoned commercial

buildings. Local governments most often encourage infill by reducing regulations and restrictions.

New affordable housing differs little or not at all from any other development. When BRIDGE Housing opened its affordable *Pickleweed* housing development in upscale Mill Valley, potential buyers for neighboring condominiums mistook *Pickleweed* for the market-rate project. And when Habitat for Humanity built its self-help project in Rancho Santa Margarita, local developers and subcontractors contributed materials identical to those used in nearby market-rate

Myth #8

High-density and affordable housing increase crime.

Fact #8

The design and use of public spaces has a far more significant affect on crime than density or income levels.

Management & Design are Key.

Local governments can also help protect the entire community, including new affordable housing residents themselves, by attending to details at the project level. Most important is effective professional onsite management, with strong tenant-screening and good security systems. Design, too, can play an important role in protecting residents and neighbors of high-density or affordable housing, especially by ensuring visibility. New developments should also contain a mix of unit types to accommodate different kinds of households. When residents have different occupations and family types, someone will probably be home in the development almost all the time.

Density does not cause crime. For many years social scientists have asked whether high-density housing causes crime. Not one study has shown any relationship between population or housing density and violent crime rates; once residents' incomes are taken into account, the effect of density on non-violent crime decreases to non-significance.

After studying housing and neighborhoods throughout the country, Oscar Newman concluded that the design and use of public spaces, and

particularly the sense of ownership and control that residents have over these areas, has far more significant affect on crime than density or income levels.

In neighborhoods suffering from disinvestment, particularly those areas lacking jobs and community services, crime can be higher.

Local governments can help address legitimate concerns about crime by working with existing residents and law enforcement to develop community-based strategies to reduce crime.

In Conclusion

In this decade, California's persistent affordable housing shortage has become so commonplace that it seems natural. Planners and elected officials must stop believing another pervasive myth: *that they can do nothing to create affordable housing*. This report shows that many California communities now believe they have the creativity, resources, and will to house all those who need shelter. As a result, they have established that, in fact, California communities can become more open, more accepting, and better places for old-timers, new immigrants, or their children.

Case Studies

Renaissance

High-Density and Affordable Housing Help Balance Silicon Valley



High-technology firms create thousands of jobs in Silicon Valley, but housing construction does not keep pace. New workers have to commute long distances to reach their jobs. As a result, Silicon Valley suffers from some of the worst traffic in California and from the State's highest housing prices. In the late 1980s, San Jose set out to clear traffic and ease the housing shortfall by changing its land-use policies. The Renaissance project, on a 56-acre site in north San Jose, was originally designated for research and development. It had enough infrastructure -- including a wide road and convenient access to

planned light rail to handle a large number of new jobs.

In 1991, Renaissance Associates, a partnership between General Atlantic Development and Forest City Development, proposed with the landowners that San Jose rezone the site for over 1,500 moderate -- and high-density rental apartments and for-sale town homes, neighborhood retail, and a day-care center. San Jose readily agreed.

The project developers started work early with neighbors living in an existing single-family development on the site's northern boundary to provide appropriate transitions into Renaissance, while making best use of the large existing road. In response to neighbors' concerns, the developers located the lowest-density town home component adjacent to the existing residences, and provided ample setbacks between the new attached homes & the 1950s-vintage single-family homes.

The developers responded to concerns about traffic by canceling initial plans for a through street that would connect the existing neighborhood with Renaissance Village.

This high-density development shows that often repeated myths about the effects of high-density housing on public services and transportation aren't always true. San Jose's ambitious plans for employment development in the area led the City to require the construction of more infrastructure than was eventually necessary both on the site itself and in neighboring areas of the City. Later, the City determined that it could alleviate traffic throughout its road network by shifting the location of new residences and workplaces.

The composition of the project itself, with over 250 affordable apartments, market-rate apartments, and attached ownership units, further assures balance between the

housing and Silicon Valley's new jobs. The site design, which features pedestrian-friendly walkways and easy connections to the Tasman Light Rail, will allow Renaissance Village residents to leave their cars—in their garages altogether.

The development also shows that, with advance planning and sensitivity to neighbors' concerns, NIMBY sentiments can be prevented. The neighbors and the developers displayed an attitude of openness that ensured both a smooth approval process and a better project.

San Paulo

Good Design Beats NIMBYism in Irvine



The City of Irvine, one of California's largest planned communities, added tens of thousands of new jobs as the information economy boomed. But the City's housing supply—especially housing for families with modest incomes—could not keep up with its job creation. In late 1990s, the City and The Irvine Company, which owns all the undeveloped land in the City, identified a 15-acre multifamily site as appropriate for new affordable housing.

To ensure that such a large and prominent new development would fit into West Park Village, the Irvine neighborhood that surrounds it, The Irvine Company contacted the Costa Mesa-based architecture firm of McLarand Vasquez & Partners (MV&P). MV&P, which had also designed the dense and highly popular Corte Bella town homes across the street from the project site,

designed San Paulo's 382 units in 27 separate buildings, with flats and town homes of various sizes. San Paulo's overall density reaches about 25 units per acre, with room left over for two swimming pools, generous landscaping, a tot lot, and numerous features to smooth the transition from San Paulo's surroundings into its highest-density areas.

To show the City's residents that affordable housing and its residents belong in Irvine, The Irvine Company also met early with West Park Village residents. The neighbors were won over by the open process and the high-quality design. The Irvine Company and the City emphasized that San Paulo's residents would be members of the Irvine community. Teachers, firefighters, and other essential contributors to the City's life previously forced out of the City by its high housing prices would find an affordable place to live if San Paulo were approved.

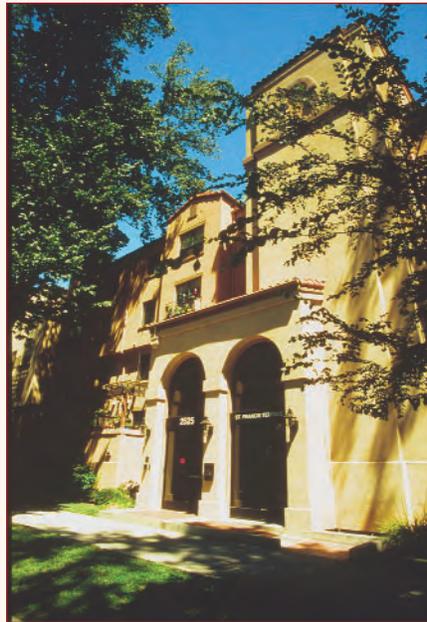
Also key to the project's success was the participation of its non-profit partner, San Francisco's BRIDGE Housing. BRIDGE provided vital advice on affordable housing to the other members of the development team, assisted in the City's approval process, and coordinated the project's financing, which came from City & county sources and State-authorized bonds and tax credits, with credit enhancement by Sumitomo Bank, Ltd. Forty percent of the units are affordable to families earning less than half of Orange County's median income of \$56,500; another 50 units are also designated as affordable to low- and moderate-income families.

In Irvine, the developer, architect, non-profit partner, and City staff needed to overcome one key obstacle: unfamiliarity. Residents' preconceptions fit the myths—and not the reality—of today's mixed-income, non-profit sponsored affordable housing. By being sensitive to both the design of

surrounding developments and neighboring residents' desires to feel included in decisions, the development team has created a successful model for emulation throughout southern California.

Midtown Sacramento

Residents Play a Role in Creating Affordable Family Housing in Neighborhood



Midtown Sacramento boasts a diverse mix of housing and small businesses. Midtown streets are lined with early 1900 Victorian houses, some of which are occupied by high-income families, others have been converted into multiple rental units and more still are occupied by office-type businesses, primarily law firms.

Building family housing in an established downtown isn't easy, but Mercy Housing California demonstrates that when the lines of communication are opened, a dense multifamily project can gain public support.

Saint Francis of Assisi Elementary School and Church is located in a midtown neighborhood, a block from historic Sutter's Fort

and nearby a number of boutiques interspersed in a largely residential neighborhood. The School and Church occupied over half of a city block and the Church had rights to the entire block. The bishop was interested in developing housing on the underutilized area of the block. One of the famous Victorian houses succumbed to a fire by transients. The Church had the remains removed and was left with an eyesore and potentially hazardous attraction next to the School playground. Although there are high-rises housing elderly residents in the midtown neighborhood, community members and Saint Francis parishioners didn't perceive an affordable multifamily housing project fitting in to the existing residential neighborhood. There was significant opposition to building such a project.

Mercy Housing California enlisted the assistance of Michael Friedman, an experienced in fill development architect with Tong and Bottomly, to conduct a series of workshops to listen to community and parishioner concerns. To build the desired number of family units composed of one-, two-, and three-bedroom units, the architectural firm designed the building from the inside out. Conscientious of local resident concerns, the project saved the School playground while preserving the privacy of the new 46 affordable family housing units. Additionally, local input resulted in new public space for the community to enjoy. The project has been built and occupied for several years and has become an integral part of the midtown neighborhood. Residents and parishioners, who at first feared the project, now point with pride to the community asset they had a hand in creating.

San Diego

Small Scale, Mixed-Income Housing is good fit for Little Italy Neighborhood Development



The sloping landscape at the northern downtown edge of San Diego Bay was once home to the many Italian families who derived a living from the highly successful tuna fishing industry. Although large-scale commercial fishing is now a memory, the district's

southern European character remains. Always a neighborhood first and then a commercial and light industrial center, Little Italy's spirit is perhaps best typified by the rebuilt Washington Elementary School and development of the adjacent Amici Park, which serves both as a playground for the school and a park including a bocce ball court for the community. Its lovely vistas now offer an urban neighborhood with single-family homes, condominiums, lofts and apartments. The India Street commercial strip is alive with Italian restaurants, small cafes, art and graphic studios/galleries, specialty shops and low-rise offices.

Little Italy Neighborhood Development (LIND), one of the region's most innovative residential

ideas, was one of six new successful affordable housing projects that has received the State Housing Director's Award for Housing Development Excellence in 2000. The Little Italy development consists of 16 row homes, 12 affordable rental lofts and 37 low- and moderate-income apartments. This successful development demonstrates that smaller scale, mixed-income housing can be infilled in an urban setting.

Continuing infill for-sale and rental residential projects is further reinforcing little Italy's distinctive character. Property has been acquired recently by the Redevelopment Agency for future housing developments.

What Does Density Look Like?

Providing a broad range of housing densities is key to ensuring housing opportunities for all residents. Density is calculated by determining the number of dwelling units per acre (du/ac). But, what do different housing densities look like?



Coggins Square Pleasant Hill, Walnut Creek, CA
42 Units/Acre



Chesnut Place, Orange, CA
100 Unit/Acre



Woodpark Apartments, Aliso Viejo, CA
24 Units/Acre



Casa San Juan, Oxnard, CA
64 Units/Acre of Family Housing



San Marcos Apartments, Irvine, CA
64 Units/Acre



Fullerton City Lights, Fullerton, CA
83 Units/Acre



Russell Manor, Sacramento, CA
66 Unites/Acre of Elderly Housing



Arroyo Vista Apartments, Mission Viejo, CA
14 Units/Acre



San Paulo Apartments, Irvine, CA
25 Unit/Acre

Resources

Some communities will need to see more specific examples of good high-density and affordable housing before being convinced that they can live with it. In other cases, residents may need to meet people who live in affordable housing. Almost universally, local governments and planners need advice and information about how best to ensure the design of quality affordable and high-density housing in their communities. Luckily, more and more resources--books, pamphlets, handbooks, slide shows, and videos--are becoming available. This list includes only a few resources; those interested are encouraged to contact the California Department of Housing and Community Development (916/445-4728) for ordering information on most of these publications and for additional suggestions.

Making Housing More Affordable

Blue Print 2001: Housing Element Ideas and Solutions for a Sustainable and Affordable Future, Bay Area Housing, 2001. Blue Print 2001 includes a large directory of housing programs and strategies with a wealth of case studies, including adaptive reuse, air rights development, infill development, second units and density bonus developments.

There Goes the Neighborhood? The Impact of Subsidized Multi-Family Housing on Urban Neighborhoods, by Edward Goetz, Hin Kin Lam and Anne Heitlinger. Center for Urban and Regional Affairs and Neighborhood Planning for Community Revitalization, Minneapolis, Minnesota, 1996

Affordable Housing Slide Show. This 1989 slide show, also from LHEAP, focuses on the San Francisco Bay Area, on techniques for achieving housing affordability; available on loan from HCD for the cost of mailing plus a deposit. For more information, call HCD at 916/445-4728.

Affordable Housing Handbook. A 1991 publication of the California Coalition for Rural Housing. This handbook offers an exhaustive list of programs and policies that local governments can use to ensure the construction, rehabilitation, and preservation of affordable housing. \$5.00 To order, call CCRH at 916/443-4448.

Creating a Local Advisory Commission on Regulatory Barriers to Affordable Housing. This 1992 publication by the US Department of Housing and Urban Development guides local governments that want to establish committees to identify and reform ordinances and policies that reduce the supply of housing and increase its costs. \$4. To order, call HUD User at 800/245-2691.

Affordable Housing: Proactive & Reactive Planning Strategies. This recent publication discusses both "affirmative" measures such as, inclusionary zoning, linkage, affordable housing finance, affordable housing preservation, and infill-and reactive measures, including

zoning and subdivision reform, growth management, impact fees, environmental legislation, and administrative reform. \$29 includes shipping and handling. To order, call the Planners' Bookstore at 312/955-9100.

Affordable Housing: Restoring the Dream. 15-minute video (1989) by the Urban Land Institute promotes cost savings in single-family housing through flexible development standards and expedited processing. \$34.95 for non-ULI members. Order number A-17. To order, call 800/321-5011.

The Effects of Subsidized and Affordable Housing on Property Values: A Survey of Research. Out of 15 published papers on subsidized housing, group homes for the handicapped, and manufactured housing, 14 concluded that this housing had no significant negative effects on the values of neighboring properties. Some reported positive property value effects. Free. To order, call HCD at 916/445-4728.

Second Units. This paper, updated to reflect 1990 amendments to State law increasing the permissible size of second units, describes the advantages of and statutory requirements for the development of second units. Free. To order, call HCD at 916/445-4728.

Meeting the Residents of Affordable Housing

California Homeless and Housing Coalition: A 42-minute video, Neighbors in Need, documents the experiences of three organizations in establishing facilities for the homeless. The 1991 video features interviews with residents and clients, as well as with one-skeptical neighbor who now advocate for other similar facilities, in Hayward, San Mateo County, and Los Angeles. \$15. To order, call 916/447-0390.

Realize the Dream. The City of Fremont Housing Department produced a five-minute video, now available through HCD introducing decision-makers and citizens to the residents of three of the City's bond-financed mixed-income apartment projects. Features interviews with residents of both subsidized and unsubsidized units. For information on how to obtain, call HCD at 916/445-4728.

We Call It Home: A Tour of Affordable Housing. 16-minutes. Recent video produced by Marin County's Ecumenical Association for Housing (EAH) introduces several of EAH's projects and the people who live there, in Marin and Contra Costa counties. \$15 to purchase, postage costs to borrow. Call Betty Pagett at 415/258-1800.

NIMBY fears, community perceptions: Analysis of Affordable and Market Rate Housing Developments in Oakland, California, by Cathy Cha. Dept. of City and Regional Planning, University of California at Berkeley, 1996

HCD offers a website with a section titled: NIMBY Resources at www.hcd.ca.gov/hpd/nimby. The page includes resources and tools for addressing NIMBY concerns about housing

and especially affordable housing and/or high-density housing.

Increasing Housing Densities in New and Existing Development

Good Neighbors: Affordable Family Housing (Design for Living) by Tom Jones, William Pettus (Contributor), Michael Pyatok, and R. Thomas Jones. 1996. McGraw-Hill Professional Publishing. Based on the acclaimed AIA Design for Housing initiative and supported by and NEA grant. This is an authoritative guide to modern affordable housing design. This landmark book provides architects, landscape architects, planners, developers, advocates, government officials, and policy makers with workable answers for the design of affordable, aesthetically pleasing housing.

Density by Design: New Directions in Residential Development by Steven D. Fader, Vincent Scully. 137 pages 2nd edition, March 15, 2000, Urban Land Institute (ULI). This document provides innovative solutions to the challenge of developing higher density housing that will be successful in the marketplace. Case studies of 14 projects show how others have implemented the best new ideas in residential development and design. Projects covered range in density from single-family subdivisions to downtown high-rise apartments and illustrate many up-to-the minute concepts: new urbanism, transit-oriented development, mixed-income and mixed-housing types, urban infill, and adaptive use. They also reveal trends and standards for developing projects that provide a sense of place, use land efficiently without compromising livability, and that can pass the twin tests of governmental approval and marketability.

Compact Development Presentation. This presentation with 39 slides from the Local Government Commission highlights some of the needs, myths and misconceptions about compact housing and its role in helping to create more livable communities. Slide shows may be purchased or rented. \$50.00 for complete set, \$2.50 for individual slides, or rent for \$15.00 plus \$50.00 deposit.

Multifamily Residential Design Principles. The City of Sacramento published this excellent guidebook November 19, 1999 to provide multifamily design guidelines for the City Planning Commission.

Big Blue Book of Affordable Housing Case Studies, Alexander and Edwards Publishing, 2000 Compact and Balanced Development: Designs for California Living. This 15-minute video by the American Institute of Architects California Council provides tangible examples of infill and higher-density developments that enjoy community support, and highlights the role of local governments in their approval and construction. AIA members: \$25; non-members: \$40. To order, call 916/448-9082. In late 1993, the AIACC will release a follow-up urban design video demonstrating how to respond to community concerns, increase density, encourage mixed-use transit-oriented development, and obtain innovative financing.

Room Enough. This publication, by San Francisco's Greenbelt Alliance, discusses five strategies using vacant land more effectively, building more housing along major streets, bringing homes and people downtown, adding second units on existing home sites, and recycling lands no longer needed for industry that communities can use to accommodate more housing while meeting concerns about community character and open space. \$9. To order, call Greenbelt Alliance at 415/543-4291.

Transit-Oriented, Mixed-Use and Infill Development

Building Livable Communities: A Policymaker's Guide to Infill Development. The January 2001 publication from the Local Government Commission helps to answer two of a policymaker's most frequently asked questions: "Why build in town?" and "What can local government do to encourage infill development?" This guidebook suggests a number of ways to create infill development in your community. These include: planning proactively; assuring public participation; using public facilities and development to attract investment; assisting with project financing; zoning for mixed-use and higher-density development; encouraging rehabilitation; providing in-kind assistance; streamlining the permit process; providing public services; and addressing toxic contamination.

Building Livable Communities: A Policymaker's Guide to Transit-Oriented Development. This is a companion guidebook on transit-oriented development from the Local Government Commission. More and more, community leaders are recognizing that building residences, stores and work places near transit stops can play a major role in creating places where we enjoy living, working and playing. The guidebook addresses the questions of "why build near transit?" and "why should elected officials, land-use agencies and developers pay more attention to development near transit than to any other kind of development?" The guidebook has helpful advice, model examples, and resources to help create livable, transit-oriented communities in your region.

Notes

¹Statewide Housing Plan: Raising the Roof. California Housing Development Projections and Constraints 1997-2020, California Department of Housing and Community Development, May 2000

²Still Locked Out: New Data Confirm that California's Housing Affordability Crisis Continues, California Budget Project, March 2001

³American Housing Survey

⁴John Holtzclaw, 1997m Metropolitan Transportation Commission, 1990 Household Travel Survey

⁵Cambridge Systematics and Parsons Brinckerhoff Quade & Douglas. Making the Land Use Transportation Air Quality Connection: Analysis of Alternatives. Vol. 5 Friends of Oregon

⁶American Housing Survey, 1999; National Multi Housing Council, Research Notes, August 24, 2000

⁷Paul Cummings and John Landis, "Relationships between Affordable Housing Developments and Neighboring Property Values" (Berkeley: University of California Institute of Urban & Regional Development, 1993)

⁸California Department of Housing and Community Development, "The Effects of Subsidized and Affordable Housing on Property Values: A Survey of Research" (Sacramento: DHCD, 1988), 2

Published by the California Planning Roundtable

The California Planning Roundtable is an organization of experienced planning professionals who are members of the American Planning Association. Membership is balanced between the public and private sectors, and between Northern and Southern California. The mission of the Roundtable is to promote creativity and excellence in planning by providing leadership in addressing important, unresolved planning issues in California.

Members of the California Planning Roundtable, May 2002:

Jeff Carpenter
AICP, Community Redevelopment Agency, City of Los Angeles

Elaine Costello
AICP, City of Mountain View

Paul C. Crawford
FAICP, Crawford Multari & Clark Associates, San Luis Obispo

Cathy E. Creswell
Calif Dept. Housing and Community Development

Linda C. Dalton
PhD, AICP, California Polytechnic State University, San Luis Obispo

Susan A. DeSantis
IBI Group, Irvine

Michael Dyett
AICP, Dyett and Bhatia, San Francisco

David Early
Design, Community & Environment, Berkeley

Janet Fairbanks
AICP, San Diego Association of Governments, San Diego

Joanne Freilich
AICP, UCLA Extension Public Policy Program, Los Angeles

Wayne Goldberg
AICP, City of Santa Rosa

Al Herson
FAICP, SAIC, Sacramento

Sharon Hightower
Hightower/Associates, Claremont

Stan Hoffman
FAICP, Stanley R. Hoffman Associates, Los Angeles

M. Thomas Jacobson
JD, AICP, Sonoma State University

Vivian Kahn
FAICP, Kahn/Mortimer/Associates, Oakland

Sandra Massa-Lavitt
Palm Desert

Mike McCoy
University of California, Davis

Michael Moore
City of Petaluma

John W. McKenna
San Clemente

Roberta Mundie
AICP, Mundie & Associates, San Francisco

Steve Preston
FAICP, City of San Gabriel

Marvin D. Roos
AICP, Mainiero, Smith and Associates, Palm Springs

Janet Ruggiero
FAICP, City of Citrus Heights

David Salazar
AICP, Claremont Graduate University

R. Ann Siracusa
AICP, Santee

Richard B. Stephens
The AEI-CASC Companies, Colton

Susan Stoddard, PhD
FAICP, InfoUse, Berkeley

Woodie Tescher
EIP Associates, Los Angeles

Frank Wein
FAICP, DPDS, URS Corporation, Los Angeles

Mark Winogron
AICP, City of Culver City

Project Team

Project Manager:
Susan DeSantis

California Planning Roundtable project team:

David Early
Wayne Goldberg
Vivian Kahn
Marvin Roos
Janet Ruggiero

California Department of Housing & Community Development project team:

Cathy Creswell
Paul McDougall
Paul Dirksen

Report Design and Production:
Pierre Rademaker Design
www.rademakerdesign.com

Cover Rendering © 2002 :
Elizabeth Moule & Stefanos Polyzoides
Architects and Urbanists
Pasadena, CA



**BUSINESS AND PROFESSIONAL PEOPLE
FOR THE PUBLIC INTEREST**

Myths and Stereotypes about Affordable Housing

MYTH: Affordable housing will drive down property values.

REALITY: Repeated research has shown that affordable housing has no negative impact on the price or frequency of sales of neighboring homes. A recent study of four very-low-income family housing developments in suburban Chicago – Victorian Park in Streamwood, Liberty Lakes Apartments in Lake Zurich, Waterford Park Apartments in Zion, and Brookhaven Apartments in Gurnee - revealed that affordable housing can have a positive impact on surrounding property values. A Wisconsin study of housing constructed under the Low Income Housing Tax Credit program concluded that property values surrounding these developments rose, even in relatively affluent areas. In addition, mixed-income buildings can boost the residential real estate market in many areas by replacing the blighted buildings that keep real estate values low. Numerous studies over time from around the country support the general notion that affordable housing has no negative impact on surrounding property values—especially if it is thoroughly integrated into the neighborhood.¹

MYTH: Affordable housing will look like “cheap housing.”

REALITY: Affordable housing must comply with the same building restrictions and design standards as market-rate housing. Builders know that it makes sense to use the same construction techniques and materials for all units in a development. Furthermore, because affordable housing is often funded in part with public money, sometimes it needs to comply with additional restrictions and higher standards than market-rate housing. Groups like the Franciscan Ministries, the Community Housing Association of DuPage, the Lake County Residential Development Corporation (LCRDC) and a number of for-profit housing developers provide strong examples of high-quality affordable housing that blends in with market-rate housing here in the Chicago region. Many developments incorporating affordable units are built as low-rise garden apartments at a scale similar to large houses. Affordable housing is not affordable because it’s built with “sub-quality” materials; it is affordable in the sense that it is less costly to live in because it is supported by additional public and private funds.

MYTH: Affordable housing will bring lots of large families to the community, thereby increasing the burden on schools and roads.

REALITY: According to the U.S. Census Bureau, rental apartments have fewer children per unit on average than owner-occupied, single-family housing; rental apartments contain a lower percent of units with one or more school aged children; and rental units have a lower average number of motor vehicles per unit.² A Massachusetts study found that multi-family housing

**Business and Professional People for the Public Interest
June 2004**

developments did not increase school costs.³ Although not all multi-family rental units are affordable, they make up the bulk of affordable housing.

Affordable housing helps reduce the number of cars on the road by allowing working people to live near their jobs. In addition, studies show that affordable housing residents own fewer cars and drive less often than residents of market-rate homes.⁴

MYTH: Affordable housing will reduce the quality of local schools and hurt standardized test scores.

REALITY: Without affordable housing, many families are forced to move frequently, and their children are unable to remain in the same school for long. A Minneapolis study found that children whose families moved during the course of the school year attended school less often and scored significantly lower on standardized tests than those who stayed in one place.⁵ Research on Chicago-area residents reveals that students forced to move around are much more prone to drop out of school.⁶ Affordable housing minimizes such disruptions to children's education.

Economic integration of neighborhoods is necessary to create regional school systems in which all schools—not just a few—are excellent. Montgomery County, Maryland, has one of the most extensive ordinances setting aside affordable units in any new residential development, and consequently its population is economically integrated. The county also has one of the nation's best school systems, proving that affordable housing may even contribute to school quality.⁷

Affordable housing also helps schools attract and retain the best teachers. School districts across the country have developed innovative affordable housing programs that recognize that it is important for teachers to put down roots in the communities where they teach, and the federal government's "Teacher Next Door" program also helps teachers live in the school districts where they teach at a price they can afford.⁸

MYTH: Affordable housing doesn't contribute to the local tax base and overburdens the local property tax system.

REALITY: Nationwide, the effective tax rate (property tax paid relative to the market value) for multi-family complexes is significantly higher than single-family homes.⁹ Thus, multi-family developments pay their "fair share" in local property taxes. A Massachusetts study of 41 towns found that multi-family complexes often generated a profit for local governments.¹⁰ Most cities that have enacted inclusionary zoning ordinances have found that they spur more than enough economic development to keep public finances on a sound footing.¹¹ Furthermore, as stated above, multi-family housing offers greater efficiency in use of public services and infrastructure.

Across the country, municipalities with volunteer fire and ambulance crews have been facing pressure to hire salaried personnel as high housing costs force volunteers to move away. Affordable housing can help these communities retain their volunteers and thus keep public safety expenses down.¹²

MYTH: Affordable housing will increase crime in the community and bring in undesirable residents.

REALITY: Affordable housing can help a community maintain a stable population by making it easier to retain people who already live and work there. There is no evidence that affordable housing brings crime to a neighborhood. In fact, affordable housing, as a tool of economic development, can often help to lower crime rates. The National Crime Prevention Council calls for the construction of affordable housing to reduce crime because “neighborhood cohesion and economic stability are enhanced in areas where the continuing supply of dispersed, affordable housing is assured.”¹³

Whether a development will be an asset or a detriment to a community more often turns on basic management practices: careful screening, prudent security measures, and regular upkeep. Most affordable housing residents are seeking safe and decent housing that will allow them to live self-sufficient lives in a good community.

MYTH: Affordable housing represents just another government welfare hand-out.

REALITY: Wealthy homeowners benefit the most from federal housing subsidies. They receive a federal income tax deduction for mortgage interest paid, which is the largest housing subsidy program in the U.S., and a similar deduction for property taxes paid. In 2003, these subsidies cost the federal government **\$87.8 billion**, much of which went to the wealthiest 10% of U.S. taxpayers. Meanwhile, the federal government spent less than half as much (**\$41.5 billion**) to preserve, maintain, and build affordable rental housing through the entirety of the Department of Housing and Urban Development (HUD) budget (\$38 billion) and the low-income housing tax credit program (\$3.5 billion).¹⁴

MYTH: Affordable housing is not fair; only the very poor benefit.

REALITY: A lack of affordable housing negatively affects employers, seniors, poor people, immigrants, entry-level and service sector workers, and public sector professionals such as teachers, firefighters, and police officers. It also impinges on broader quality of life issues such as the economic development of the region, traffic congestion, commute times, and air quality. In short, it affects us all. Effectively solving the affordable housing crisis does not mean addressing the needs of just the poor; it also means addressing the needs of the business community, working- and middle-class families, and the broader population.

¹³Michael MaRous, “Low-Income Housing in Our Backyard: What Happens to Residential Property Values?” *The Appraisal Journal* 64, 1, (1996): 27-34; Richard K. Green et al., *Low Income Housing Tax Credit Housing Developments and Property Values*. Center for Urban Land Economics Research, University of Wisconsin, 2002; Ingrid Gould Ellen et al., “Do Homeownership Programs Increase Property Value in Low Income Neighborhoods?” Joint Center for Housing Studies, Harvard University, Low Income Homeownership Working Paper Series, September 2001; Maxfield Research, *A Study of the Relationship Between Affordable Family Rental Housing and Home Values in the Twin Cities* (Minneapolis, MN: Family Housing Fund, 2000).; Joyce Siegel, *The House Next Door*, Innovative Housing Institute, 1999. <http://www.inhousing.org/housenex.htm>.; Elizabeth Warren, Robert Aduddell, and Raymond Tatlovich. *The Impact of Subsidized Housing on Property Values: A Two-Pronged Analysis of Chicago and Cook County Suburbs*. Center for Urban Policy, Loyola

University of Chicago, Urban Insight Series No. 13, 1983.; Paul Cummings and John Landis, *Relationships Between Affordable Housing Developments and Neighboring Property Values*. Institute of Urban and Regional Development, University of California at Berkeley, Working Paper 599, 1993.; Jeffery Baird, *The Effects of Federally Subsidized Low-Income Housing on Residential Property Values in Suburban Neighborhoods*. Northern Virginia Board of Realtors Research Study, December 1980.; Hugh Nourse, "The Effect of Public Housing on Property Values in St. Louis." *Land Economics* 60 (2), 1984.; Carol Babb, Louis Pol, and Rebecca Guy, "The Impact of Federally-Assisted Housing on Single-Family Housing Sales: 1970-1980." *Mid-South Business Journal*, July 1984; Robert Lyons and Scott Loveridge, *An Hedonic Estimation of the Effect of Federally Subsidized Housing on Nearby Residential Property Values*. University of Minnesota, Department of Applied Economics, 1993.

- ²U.S. Census Bureau Decennial Census, 2000; U.S. Census Bureau American Housing Survey, 1995 and U.S. Census Bureau's Current Population Survey, 1998).
- ³Community Opportunities Group and Connery Associates, *Housing the Commonwealth's School Age Children*. Boston: Citizens' Housing and Planning Association, 2003.
- ⁴National Association of Realtors, "Smart Growth Techniques Pave the Way." <http://www.realtor.org/SG3.nsf/Pages/sum03afford?OpenDocument>; *Building Inclusive Community: Tools to Create Support for Affordable Housing Home Base/The Center for Community Concerns* (1996). Excerpts Available Online: http://www.housingminnesota.org/take_action/chall_stereotypes.html. California Planning Roundtable, *Myths and Facts about Affordable and High Density Housing*. Available online at <http://www.cprroundtable.org/cprwww/docs/mythsnfacts.pdf>.
- ⁵Family Housing Fund, *Kids Mobility Project Report*, March 1998. Available at <http://www.fhfund.org/dnld/reports/kids.doc>.
- ⁶Chicago Coalition for the Homeless.
- ⁷David Rusk, "The Baltimore Region Is Moving Towards Greater Economic School Segregation," Abell Foundation, September 2003.
- ⁸Galley, Michelle, "For Sale: Affordable Housing for Teachers." *Education Week* 20:25, pp. 16-17. Also available at <http://www.edweek.org/ew/ewstory.cfm?slug=25housing.h20>.
- ⁹U.S. Census Bureau Residential Finance Survey, 1991. Minnesota Tax Payers Association National Survey, 1998.
- ¹⁰Judith Barrett and John Connery, *Housing the Commonwealth's School-Age Children*. Citizens' Housing and Planning Association Research Study, August 2003.
- ¹¹*Inclusionary Zoning: A Policy That Works for the City That Works*. BPI Research Study, December 2003.
- ¹²National Volunteer Fire Council, "The Needs of America's Volunteer Fire Service." Available online at http://www.nvfc.org/news/hn_american_fireservice_needs.html.
- ¹³National Crime Prevention Council, Topics in Crime Prevention. "Strategy: Ensure Supply of Affordable Housing." <http://www.ncpc.org/ncpc/ncpc/?pg=2088-9318>. Accessed June 1, 2004.
- ¹⁴Numbers below from: U.S. Census Bureau, *2003 Statistical Abstract of the United States*, Section 9: Federal Government Finances and Employment. Available Online: <http://www.census.gov/prod/2004pubs/03statab/fedgov.pdf>.



Why Affordable Housing Does Not Lower Property Values

From HomeBase/The Center For Common Concerns, San Francisco

Common Attitudes vs. the Facts

It is a common belief that affordable housing, including residential care facilities and supportive housing, will lower neighboring property values. However, numerous studies conducted over a period of many years and in various locations find that this widely held preconception is incorrect. Why? Because property values are primarily determined by the condition of the particular property for sale and other broader, more complex forces such as overall area development and prosperity. The location of affordable housing has no significant impact on these other conditions which determine property values.

A Wide Variety of Types of Housing and Residential Areas Were Studied

The studies cover a wide scope both of kinds of housing and of residential areas. Elaborate studies have been conducted regarding affordable rental housing, owner-occupied housing, and housing for the physically and developmentally disabled, mentally ill, the elderly and homeless women and children. The actual housing structures vary from single family houses to high-rise apartment buildings, from manufactured housing to multiple family units in garden clusters. Areas examined range from prosperous suburbs to rural routes to densely populated urban areas in locations all over the United States. Despite this variety of factors, all of the studies except one reach the same conclusion -- facilities of this kind simply do not affect neighboring property values.

Studies Were Conducted By A Variety of Public and Private Sector Experts

Some studies come from the academic community, others are conducted by independent researchers, still more are government reports. The available studies have been conducted by the U.S. General Accounting Office, Coopers and Lybrand, U.C.B.'s Institute for Urban and Regional Development, California's Department of Housing and Community Development, and Princeton University's Woodrow Wilson School of Public and International Affairs.

Studies Used Many Different Methods to Detect Effects

The studies assess the potential effect of housing facilities on neighboring property values in many ways. Some compare the sale prices of neighboring housing to prices in a similar control area. Some compare sale prices before, during and after the construction of a facility to determine changes and then compare this data to statistics on the prevailing trends in that community. Others utilize a sophisticated statistical technique called "regression analysis" to determine the effect of proximity to affordable housing.

Almost No Effects on Nearby Property Values Were Found

Except for one, all of the studies, utilizing many methodologies, determined that property values are not affected by these housing facilities. The only study examined which suggested that facilities might have a negative effect on neighboring property values could not conclusively determine whether the affordable housing in question was responsible for lower property values, or whether it was caused by other neighborhood concerns.

Conclusion

It is a common assumption that property values will go down in areas where affordable housing is located. Contrary to popular beliefs, studies indicate conclusively that affordable housing has little or no effect on neighboring property values. No one really knows what determines property values -- they are a complex phenomenon, and seem to be most closely related to the condition of the particular property for sale and broad trends in neighborhood prosperity, urban and suburban expansion, road and highway construction and nearby large-scale commercial and industrial developments.

The assumption that property values will decline with the location of affordable housing is based on the idea that one facility can affect a whole neighborhood, and that such facilities will be conspicuous, unattractive, poorly maintained and poorly managed. The studies cited on the following sample bibliography as well as others show that these assumptions are incorrect.

A Sample of the Research of Property Value Effects

1. Habitat for Humanity South Ranch 2 Community Impact Study
(Coopers & Lybrand, 1994)

Study of potential impact of a proposed 196 owner-built and occupied home development on a previously unoccupied area of Phoenix concluded that the development would benefit the overall community by bringing in community-committed, stable, working families, drawing commercial development to a new area and spatially linking existing developed areas of Phoenix.

2. Relations between Affordable Housing Development and Property Values
(Institute for Urban and Regional Development, University of California, Berkeley, Working Paper 599, 1993)

Determined that proximity to affordable housing is not a significant factor in determining sales prices, and in one instance it may have had a positive impact on sales prices.

3. Measuring the Effects of Affordable Housing on Residential Property Values
(San Francisco State University, unpublished master's thesis, Smith, B., 1992)

Analysis found that among thirteen "proximity zones" the highest increases in value and the lowest turnover were in areas closest to an affordable housing facility.

4. The Effect of Group Homes for the Mentally Ill on Residential Property Values
(*Hospital and Community Psychiatry*, Boydell, Katherine M., M.H.Sc., John N. Trainor, MSW, Anna M. Pierri, 1989)

Determined that property values in a suburban area with a group home increased more than a similar area without such a facility.

5. Texas Department of Mental Health and Mental Retardation Questions and Answers
(Johnson and Olson Associates of Austin, 1988.)

This summary finds no evidence of property values declining because of the location of a group home for the mentally retarded, and finds that there was less residential turnover near the group home than in other similar areas.

6. The Effects of Subsidized and Affordable Housing on Property Values: A Survey of Research
(Department of Housing and Community Development, State of California, 1988.)

Out of 15 published papers on subsidized housing, group homes for the disabled, and manufactured housing, 14 concluded that this housing had no significant negative effects on the values of neighboring properties. Some reported positive property value effects.

7. The Impact of Group Homes on Residential Property Values
(The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department, 1988)

Study found that most areas around group homes appreciated more than other similar areas in the country. Determined that there is no correlation positive or negative between location of group homes and neighboring property values.

8. Impact Study for Sacramento Housing and Redevelopment Agency
(Spear Street Advisors, Inc., San Francisco, Calif., 1988)

Determined that proximity to affordable housing was not a statistically significant factor affecting property values.

9. Impacts on the Surrounding Neighborhood of Group Homes for Persons with Developmental Disabilities
(Illinois Planning Council on Developmental Disabilities, Daniel Lauber, Springfield, Ill., 1986)

Research ascertained that the location of group homes had no effect on property values, mean sales price, or residential turnover rates.

10. Impact of Affordable Housing on Property Values
(Lynn Sedway & Associates, 1983)

Study determined that appreciation rates near affordable housing were at least as high as the area average.

11. Long Term Neighborhood Property Impacts of Group Homes for Mentally Retarded People
(Woodrow Wilson School of Public and International Affairs, Princeton University, 1982)

Of 32 group homes all over New York State, none had a short or long term impact on neighboring property values.

Source: "Building Inclusive Community: Tools to Create Support for Affordable Housing,"
[HomeBase/The Center for Common Concerns](#), San Francisco, 1996. Reprinted with permission.

TYPE IV, LEGISLATIVE PUBLIC HEARING PROCEDURE

1. OPEN THE PUBLIC HEARING, ANNOUNCE THE PURPOSE, DISCUSS TESTIMONY PROCEDURE, AND TIME ALLOTMENTS¹
2. CALL FOR ABSTENTIONS, CONFLICTS OF INTEREST AND OBJECTIONS TO JURISDICTION
3. STAFF REPORT
 - A. PROJECT SUMMARY AND RECOMMENDATION BY STAFF
 - B. STAFF SUMMARY OF LATE CORRESPONDENCE SUBJECT TO PLANNING COMMISSION REQUEST²
4. PUBLIC TESTIMONY (SEE "HOW TO TESTIFY" FORM)^{3 4}
 - A. THE PLANNING COMMISSION CHAIR WILL CALL YOUR NAME WHEN IT'S YOUR TURN TO TESTIFY (NOTE: COMMISSIONERS MAY ASK QUESTIONS DURING THE TESTIMONY PERIOD, AT THE DISCRETION OF THE CHAIR)
5. STAFF SUMMARY OF WRITTEN TESTIMONY FROM REGISTRATION FORMS
6. CLOSE OF PUBLIC TESTIMONY PORTION OF HEARING (GAVEL)
7. FINAL COMMENTS FROM STAFF
8. DELIBERATION OF COMMISSION
9. ACTION BY THE PLANNING COMMISSION

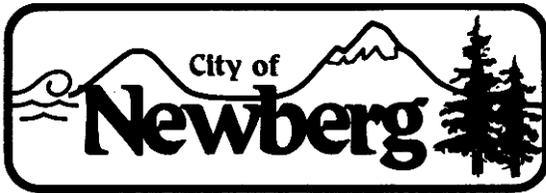
NOTE: No new public hearings will be started after 10:00 p.m. (except by majority vote of the Commission).

¹ The Chair of the Planning Commission may set time limits on the public testimony portion of the hearing.

² ORS 197.763(3)(j) allows the City to establish procedures for submittal of evidence. The Planning Commission has established a period of one week prior to hearing for submittal of written evidence in order to be considered at the hearing. Written testimony received late will only be considered at the discretion of the Planning Commission.

³ Questions by those wishing to testify should be directed to the Chair during the PUBLIC TESTIMONY (Step 4) portion of the public hearing.

⁴ Questions may be asked by the Commissioners thru the chair during the PUBLIC TESTIMONY (Step 4) portion of the public hearing.



Public Works Department

P.O. Box 970 ▪ 414 E First Street ▪ Newberg, Oregon 97132
503-554-7705 ▪ Fax 503-537-1277 ▪ www.newbergoregon.gov

Proposal: Consider the proposed Stormwater and Erosion Control Ordinance and recommend adoption to the City Council.

Summary: Staff is proposing a new ordinance to control sediment discharge to the Willamette River as required by the Willamette Total Maximum Daily Loading (TMDL) Plan. Erosion is the primary source of sediment in streams and can be caused by either a high velocity of water or by a sustained high volume of water off a site or in a stream. The proposed ordinance affects construction activity and maintenance and operation of stormwater facilities with the goal of reducing the volume and velocity of runoff from these operations.

Planning Commission Hearing Date: October 14, 2010

A. Process: The Oregon Department of Environmental Quality (DEQ) sent a Notice of Willamette Basin TMDL Order to the City on October 17, 2006. This Order required the City to develop and submit a Willamette TMDL Implementation Plan (hereinafter referred to as "Plan") to improve the water quality of the Willamette River. After providing a public comment period of 30 days, the City submitted a proposed Plan to the Oregon DEQ which was revised and approved in July 2008. The Oregon DEQ approved the Plan in October 2008 and the Council formally accepted the Plan on December 1, 2008. Over the last year, staff has researched recently enacted Stormwater Management and Erosion Control Ordinances to create an ordinance reflecting current best management practices. At the September 7, 2010 City Council Meeting, staff requested that the Council defer to the Planning Commission for a public hearing to review the proposed Stormwater Management and Erosion Control Ordinance and to bring a final recommendation to them for approval.

B. Hearings Schedule: The hearings scheduled for the acceptance of the proposed ordinance are as follows:

- ◆ September 7, 2010 – City Council meeting to refer the proposed ordinance to the Planning Commission for review at their October 14, 2010 meeting.
- ◆ October 14, 2010 – Planning Commission hearing to review, consider, and provide a recommendation to the City Council for adoption of the proposed Stormwater Management and Erosion Control Ordinance.
- ◆ November/December – City Council hearing to consider adoption of the proposed Stormwater Management and Erosion Control Ordinance (hearing date to be determined).

C. Background: Newberg and the surrounding area maintains a diverse economy with light industry, agriculture, viticulture, higher education, and medical career opportunities while providing citizens with many recreational opportunities in forests and rivers. The proposed Stormwater Management

and Erosion Control Ordinance attempts to balance these economic, recreational, and growth needs of Newberg.

As part of the Willamette TMDL Implementation Plan, the City is required to control discharges entering streams or the City's stormwater system from construction sites, developed areas, and areas undergoing redevelopment. The Plan requires construction plan reviews, structural and non-structural best management practices, and a method for handling public comments as well as inspections, adequate long-term operation and maintenance of stormwater facilities, and enforcement actions.

Staff researched currently enacted stormwater and erosion control ordinances to create an ordinance that would reflect current best management practices. In general, staff found that other jurisdictions are currently concerned with decreasing the volume and velocity of stormwater discharging to streams in addition to the water quality of the runoff. The jurisdictions are increasingly turning to reducing impervious areas, phased construction, site fingerprinting, and maintenance agreements to minimize erosion and sediment discharge and to guarantee properly operating stormwater facilities. Rather than choosing a nearby ordinance and making it fit the City's needs, staff pulled together a balanced mix of management practices that reflect the dynamic and unique mix of citizens and heritage that is Newberg.

D. Staff Recommendation

Staff recommends adoption of Planning Commission Resolution 2010-284, recommending that City Council approve the proposed Stormwater Management and Erosion Control Ordinance.

ATTACHMENTS:

Planning Commission Resolution 2010-284 with

Exhibit A: Proposed Stormwater Management and Erosion Control Ordinance

PLANNING COMMISSION RESOLUTION NO. 2010-284

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWBERG RECOMMENDING THAT THE CITY COUNCIL ADOPT THE STORMWATER MANAGEMENT AND EROSION CONTROL ORDINANCE

1. The City, under an order by the Oregon Department of Environmental Quality (DEQ), created a Willamette Total Maximum Daily Loading (TMDL) Implementation Plan which was approved by the DEQ on October 17, 2006, and adopted by the City Council on December 1, 2008.
2. The Willamette TMDL Implementation Plan requires the City to enact erosion control during construction and best management practices for stormwater from properties after development.
3. On September 7, 2010, the City Council referred the proposed Stormwater Management and Erosion Control Ordinance to the Planning Commission for their recommendation.
4. On September 23, 2010, notice of this hearing was sent to developers in the area and to the Newberg Graphic to publish in the September 29, 2010 issue.
5. Notice was published in the Newberg Graphic newspaper on September 29, 2010.
6. On October 14, 2010, a hearing was held by the Newberg Planning Commission.

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of The City of Newberg that it recommends to the City Council adoption of the proposed Stormwater Management and Erosion Control Ordinance as shown in Exhibit "A". Exhibit "A" is hereby adopted and by this reference incorporated. This recommendation is based on the staff report and testimony.

ADOPTED by the Planning Commission of the City of Newberg, Oregon, this 14th day of October, 2010.

AYES: NAYS: ABSTAIN: ABSENT:

ATTEST:

Planning Commission Secretary

Planning Commission Chair

Exhibits:

A: Proposed Stormwater Management and Erosion Control Ordinance

(This page left blank, intentionally)

TITLE 13.25: STORMWATER MANAGEMENT AND EROSION CONTROL

GENERAL PROVISIONS

- 13.25.01 PURPOSE AND INTENT.**
- 13.25.02 INTERPRETATION, CONFLICT, AND SEVERABILITY.**
- 13.25.03 DEFINITION OF TERMS.**

APPLICABILITY

- 13.25.10 SCOPE.**
- 13.25.11 REDEVELOPMENT.**
- 13.25.12 EXEMPTIONS.**
- 13.25.13 PUBLIC AND PRIVATE FACILITIES AND CONTROLS.**

STORMWATER MANAGEMENT AND EROSION CONTROL PLANS

- 13.25.20 GENERAL.**
- 13.25.21 PLAN PREPARATION.**
- 13.25.22 DESIGN STORM.**
- 13.25.23 MINIMUM REQUIREMENTS.**
- 13.25.24 SPECIAL CONSIDERATIONS.**
- 13.25.25 REVISIONS TO STORMWATER MANAGEMENT AND EROSION CONTROL PLANS.**

EROSION AND SEDIMENT CONTROLS

- 13.25.30 GENERAL.**
- 13.25.31 EROSION AND SEDIMENT CONTROLS.**
- 13.25.32 PHASED CONSTRUCTION.**
- 13.25.33 CLEARING AND GRADING REQUIREMENTS.**
- 13.25.34 EASEMENTS.**
- 13.25.35 INSPECTIONS DURING CONSTRUCTION.**

STORMWATER MANAGEMENT FACILITIES

- 13.25.40 DESIGN CRITERIA.**
- 13.25.41 CONTROL MEASURES.**
- 13.25.42 WATER QUALITY STANDARDS.**

OPERATION AND MAINTENANCE OF STORMWATER FACILITIES

- 13.25.50 DEED RESTRICTIONS.**
- 13.25.51 OWNERSHIP.**
- 13.25.52 MAINTENANCE AGREEMENT.**
- 13.25.53 LONG-TERM OPERATIONS AND MAINTENANCE PLAN.**
- 13.25.54 MAINTENANCE INSPECTIONS.**

VARIANCES and APPEALS

- 13.25.70 VARIANCES.**
- 13.25.71 MITIGATION OPTIONS.**
- 13.25.72 APPEAL PROCEDURE.**
- 13.25.73 FINAL DETERMINATION OF APPEAL.**

ENFORCEMENT

- 13.25.80 GENERAL.**
- 13.25.81 NOTICE OF VIOLATION.**
- 13.25.82 STOP WORK ORDER.**
- 13.25.83 VOLUNTARY COMPLIANCE AGREEMENT.**

GUARANTEES AND PENALTIES

- 13.25.90 FINANCIAL GUARANTEES.**
- 13.25.91 PERFORMANCE BOND.**
- 13.25.92 MAINTENANCE BOND.**
- 13.25.93 FALSIFYING INFORMATION.**
- 13.25.94 PENALTIES.**

GENERAL PROVISIONS

13.25.01 PURPOSE AND INTENT.

The purpose is to protect, maintain, and enhance the public health, safety, and general welfare by establishing minimum requirements and procedures to control the effects associated with increased sediment in stormwater caused by erosion. The provisions of this code shall apply to all development occurring within the City Limits. The application of this code and provisions expressed herein are minimum stormwater management requirements.

The intent is to:

- A. Encourage the design and construction of stormwater facilities which serve multiple purposes, including but not limited to flood prevention, water quality protection, wildlife habitat preservation, education, recreation, and wetlands protection;
- B. Encourage the preservation and use of the natural drainage system for receiving and conveying runoff from a site;
- C. Reduce local flooding, sedimentation, and stream channel erosion by minimizing stormwater volume and velocity;
- D. Minimize the effects of urbanization on infiltration and groundwater recharge in order to maintain subsurface flows that replenish streams and wetlands; and
- E. Ensure that stormwater facilities and temporary erosion and sediment controls at a project are properly maintained and have minimal effects on downstream stormwater facilities.

13.25.02 INTERPRETATION, CONFLICT, AND SEVERABILITY.

A. Interpretation and Application.

1. In their interpretation and application, provisions shall be held to be the minimum requirements for the promotion of the public health, safety, and general welfare.

B. Conflict with public and private provisions.

1. Public Provisions. The regulations are not intended to interfere with, abrogate, or annul any other ordinance, rule or regulation, statute, or other provision of law. Where any provision of this code imposes restriction different from those imposed by any other provision of this code or any other ordinance, rule or regulation, or other provision of law, whichever provisions are more restrictive or impose higher standards shall control.
2. Private Provision. This code is not intended to abrogate any easement, covenant, or any other private agreement or restriction provided that, where the provisions of this code are more restrictive or impose higher standards or regulations than such easement, covenant or other private agreement or restriction, the requirements of this code shall govern. Where the provisions of the easement, covenant, or private agreement or restriction impose duties and obligations more restrictive or of a higher standard than this code, and such private provisions are not inconsistent with this code or determinations thereunder, then such private provisions shall be operative and supplemental to this code and determinations made thereunder.

13.25.03 DEFINITION OF TERMS.

APPLICANT. The owner or authorized agent acting on behalf of the owner.

CITY. The City of Newberg, Oregon or the Public Works Director, City Engineer, or designee.

CITY ENGINEER. The Director of Public Works or designee.

COMMON DEVELOPMENT PLAN. All lands included within the boundary of a certified survey map or subdivision plat created for the purpose of development or sale of property where integrated, multiple, separate and distinct land developing activity may take place at different times by future owners.

CONSTRUCTION START. The first land-disturbing activity associated with a development or redevelopment including, but not limited to, preparatory activities such as clearing, grading, and filling; installation of streets and walkways; excavation for basements, footings, piers, or foundations; erection of temporary forms; and installation of accessory buildings such as garages.

CONTROLS. See the definition of erosion and sediment controls.

DEMOLITION. Any act or process of wrecking or destroying a building or structure.

DESIGN STORM. A hypothetical discrete rainstorm characterized by a specific duration, temporal distribution, rainfall intensity, return frequency and total depth of rainfall.

DEQ. Department of Environmental Quality.

DEVELOPMENT. Residential, commercial, industrial, or institutional construction, alteration, or other improvement which alters the runoff characteristics of a property or properties. Redevelopments are considered a subset of Development.

DEVELOPMENT SITE. A lot of record existing on the effective date of this code; a tract of land either not subdivided or consisting of two (2) or more contiguous lots of record, located within a single block which, on the effective date of this code, was in a single ownership; or a tract of land located within a single block which, at the time of filing for a building permit, is designated by its owner as a tract which is to be used, developed, or built upon as a unit under single ownership.

DRAINAGE AREA. The area, enclosed by a ridge line, that contributes runoff to a single point measured in a horizontal plane.

EASEMENT. A right of use across or through a block, lot, tract, or parcel.

ENVIRONMENTALLY SENSITIVE RESOURCES. Any area that, due to the natural resources or lack of filtering capacity present, is significantly more susceptible to the negative impacts of sedimentation and other pollutants associated with erosion and runoff. Examples include direct hydrologic connections to lakes, streams, wetlands, springs, seeps, or other water resources; conservation areas; highly erodible soils and steep slopes; riparian buffers; high water tables; minimal depth to bedrock; infiltration areas, significant natural areas and environmental corridors; areas of historical importance; or areas inhabited by endangered species.

EROSION. The weathering of a surface as a result of the movement of wind, water, ice, snow, or land disturbance activities.

EROSION AND SEDIMENT CONTROLS. Structural and non-structural techniques used to prevent erosion, sedimentation, and adverse effects to water quality in receiving streams by decreasing runoff velocity and volume before or during construction. They are removed from the site after construction completion and soil stabilization.

EROSION CONTROL PLAN. A plan submitted to the city that includes specifications and engineered drawings of all temporary erosion and sediment controls to be used to control stormwater during development, redevelopment, or other land disturbances including structural or nonstructural BMPs and landscaping details.

EXEMPTION. Development, redevelopment, or other land disturbances that are not subject to the requirements of this code.

FILL. A deposit of soil or other earth materials placed by artificial means.

FLOODPLAIN. The area beyond either side of a watercourse that has a one (1) percent chance (100-year storm) of becoming inundated or flooded in any given year. It is delineated on the Federal Emergency Management Agency (FEMA) Floodway Maps.

GRADING. Any act by which soil is cleared, stripped, stockpiled, excavated, scarified, filled, or any combination thereof.

GROUNDWATER RECHARGE. The process by which water infiltrates into the ground and recharges aquifers or alluvial soils.

IMMEDIATE THREAT. A situation where the City determines that the conditions would cause harm to the public, environment, or stormwater facilities before the danger could be alleviated using the procedures outlined in this Code.

IMPERVIOUS. The hard surface area that either prevents or retards entry of water into the soil mantle and/or causes water to run off the surface in greater quantities or at an increased rate of flow from that present under natural conditions. Impervious surfaces include, but are not limited to, rooftops, concrete or asphalt paving, walkways, patios, driveways, parking lots or storage areas, and trafficked gravel or other surfaces that impede the natural infiltration or runoff of surface water.

INFILTRATION. The passage or movement of water into the soil subsurface.

LAND DISTURBANCE. A land change that results in soil erosion from wind, precipitation, or ice creating sediment deposits in watercourses or land within the city including, but not limited to, demolition, clearing and grubbing, grading, excavating, transporting, and filling of land.

LANDSCAPE ARCHITECT. A person duly registered or authorized to practice landscape architecture in the State of Oregon.

LIDA. Low Impact Development Approach.

LIMITS OF DISTURBANCE. An area designated around environmentally sensitive resources or other protected areas.

LOW IMPACT DEVELOPMENT APPROACH (LIDA). Management practices, nonstructural techniques, and site planning practices that minimize the effect of development or redevelopment on a property by mimicking the natural hydrologic runoff characteristics.

MAINTENANCE AGREEMENT. An agreement between the city and the applicant that shall be recorded with the submittal of the final site management plan and as a title encumbrance which runs with the land. It explains, in detail, the procedures for the operation, maintenance, and preservation of the erosion and sediment controls including a schedule of required activities and the financing needed to implement them.

MAINTENANCE ORGANIZATION. The person(s), company, or nonprofit organization(s) responsible for long-term operation and maintenance of erosion and sediment controls recorded in the Maintenance Agreement between the city and applicant. The Maintenance Agreement shall be a title encumbrance which runs with the land.

PERMANENT. Any control, measure, or technique designed to remain in place after completion of the development, redevelopment, or other land disturbance.

POLLUTION. An alteration of the chemical, physical, biological or radiological integrity of water, soil, or air that is either created by or influenced by human activities.

PRE-DEVELOPMENT. The condition of a property including, but not limited to, vegetation cover and natural drainage patterns prior to the proposed development, redevelopment or other land disturbances. For the purposes of this code, all predevelopment conditions shall assume good land management and good hydrologic condition.

PROTECTED AREAS. Areas that shall never be cleared or graded, unless specifically approved by the city. Includes stream buffers, conservation areas, wetlands, springs, seeps, highly erodible soils, steep slopes, and groundwater infiltration areas.

REDEVELOPMENT. To restore, renovate, improve, or alter a property or properties where the existing land use is classified as commercial, industrial, institutional, or multifamily residential and the impervious area of the site exceeds 40 percent.

RESPONSIBLE PARTY. A person or entity holding fee title to a property or acting as an owner's representative including any person, company, nonprofit organization or other entity performing services that are contracted, subcontracted, or obligated by other agreement to design, implement, inspect, verify, or maintain the erosion and sediment controls, plans, and permits required by this code.

RETROFITTING. LIDA implementation, construction of a structural Best Management Practice (BMP), or modification of an existing structural BMP in a previously developed area to improve the water quality of a receiving watercourse.

ROAD. Any private or public access-drive serving more than two (2) residences or businesses.

RUNOFF. Any precipitation including rain, snow, ice melt, or similar water that moves across a land surface, via sheet or channelized flow, instead of infiltrating into the soil. Also referred to as stormwater.

SEDIMENT. Soil or other surface material held in suspension in surface water including runoff.

SEDIMENTATION. The process or action of sediment being deposited as a result of decreased velocity of surface water including runoff.

SHALL. The act referred to is mandatory.

SITE. Any property or combination of properties where development or redevelopment is being proposed or completed by the applicant.

SLOPE. The increase in elevation of a ground surface expressed as a ratio of horizontal distance to vertical distance.

SOIL. Natural deposits overlying bedrock.

STABILIZE. When vegetation or surfacing material is in place and well-established providing an area with maximum erosion protection.

STABILIZATION. The use of vegetative or structural techniques to prevent soil movement.

STOP WORK ORDER. An order issued by the city or its authorized representatives which requires all construction activity, except those specifically stated in the stop work order, to cease on the site.

STORMWATER. Water discharging into watercourses from rain events, surface drainage, artificial subsurface drainage, well overflow, roof drainage, and other similar drainage.

STORMWATER MANAGEMENT. Techniques or structures intentionally used to temporarily or permanently reduce or minimize the adverse effects of runoff velocities, volumes, and water quality on receiving streams. A series of techniques or structures constitute a stormwater system or treatment train.

STORMWATER SYSTEM. The combination of both artificial and natural systems of drains, ditches, canals, culverts, detention ponds, retention ponds, dams, and other water control facilities used for collecting and transporting stormwater.

STREAM. A body of running water flowing within the boundaries of the Stream Corridor Overlay Zone.

STREAM CORRIDOR. An area including the stream bed and a required strip or buffer of land on each side of the stream bed. The width of the stream corridor area varies with the site conditions and shall be determined by on-the-ground investigation as provided by this code.

STRUCTURE. Anything constructed or built, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner.

TMDL. Total Maximum Daily Loading.

USEPA. United States Environmental Protection Agency.

VARIANCE. An exception to provisions of this code where strict or literal interpretation of the codes contained herein would not fulfill the intent of the code. Each variance is on a case-by-case review basis and does not set any precedence for a variance for future development, redevelopment, or land disturbance.

WATERCOURSE. A channel in which a flow of water occurs, either continuously or intermittently. The width includes any adjacent area that is subject to inundation from overflow or flood water from the design storm.

WETLANDS. Areas where the water table is usually at or near the surface. Includes land that is occasionally covered by shallow water.

APPLICABILITY

13.25.10 SCOPE.

- A. No person shall develop any land for residential, commercial, industrial, transportation, or institutional uses without having provided temporary erosion and sediment controls and stormwater facilities that control or manage stormwater from such developments except as provided within this section. In addition to complying with the requirements of this code, each development shall comply with the Newberg Comprehensive Plan, the Newberg Development Code, and any other applicable City of Newberg codes or plans.
- B. These requirements apply to:
 1. The person undertaking a development, to the user of a development, and to the person's successors in interest;
 2. Projects or activities that ordinarily would be exempt but are part of a larger common development plan that meets the criteria. This is true even if the

activities appear to be separate and distinct and take place at different times and on different schedules;

3. Projects or activities that have the potential to generate highly contaminated runoff as determined by the city; and
4. Projects or activities within the City if they change land contours such that 500 square feet or more of new drainage discharges into city watercourses or its stormwater system.

13.25.11 REDEVELOPMENT.

Projects or activities classified as redevelopment shall provide stormwater treatment for at least 40 percent of the new impervious area or an equivalent area on the site.

13.25.12 EXEMPTIONS.

The following activities are exempt unless identified by the City or their designee to have the potential to generate highly contaminated runoff:

- A. Agricultural activities that do not discharge to the City's stormwater system and are not exempt by the State;
- B. Single family detached or duplex residential structures as long as they are not part of a larger common development plan;
- C. Emergencies posing an immediate danger to public health and safety or to public or private property;
- D. Activities that do not disturb more than 500 square feet of land provided that they are not located in a floodplain nor discharge stormwater offsite that exceeds the water-quality limits imposed by the:
 1. Willamette TMDL Implementation Plan for Newberg;
 2. Oregon Department of Environmental Quality; and
 3. US Environmental Protection Agency.
- E. Repairs deemed necessary by the City or their designee for the stormwater, water, and wastewater systems and which are completed by Newberg Public Works or their authorized representatives.

13.25.13 PUBLIC AND PRIVATE FACILITIES AND CONTROLS.

- A. Stormwater facilities that receive runoff from a public right-of-way shall be maintained by the Public Works Department unless the right-of-way is not part of the public road maintenance system.
- B. The City does not accept responsibility for the design, installation, operation, or maintenance of any erosion and sediment control unless a specific agreement is executed between the Applicant and the City.
- C. Approval of stormwater facilities or temporary erosion and sediment controls, a development, or a Maintenance Agreement does not, by itself, transfer responsibility from the Applicant to the City.

- D. Failure to properly operate or maintain private stormwater facilities according to the Maintenance Agreement signed by the City and the Maintenance Organization shall result in enforcement actions as specified in §§13.25.80 – 13.25.89.

STORMWATER MANAGEMENT AND EROSION CONTROL PLANS

13.25.20 GENERAL.

- A. Prior to any land disturbance, the developer shall submit Stormwater Management and Erosion Control Plans along with other required construction plans for review and approval by the City.
- B. The Stormwater Management and Erosion Control Plans shall contain sufficient information to evaluate the proposed development's effect on adjacent and downstream public and private properties, the environment, and public health and safety by describing the manner, location, and type of all stormwater facilities and temporary erosion and sediment controls used to manage stormwater from the site. The Erosion Control Plan shall specify methods for managing stormwater during the construction process whereas the Stormwater Management Plan shall provide information on post-construction stormwater management.
- C. In general, the plans shall show the:
1. Environmental characteristics of the site;
 2. Effects of stormwater facilities and temporary erosion and sediment controls on downstream water quality and water resources;
 3. Effectiveness of the stormwater facilities and temporary erosion and sediment controls on stormwater volume and water quality leaving the site; and
 4. Comparison between pre-development and post-development stormwater volume and water quality.

13.25.21 PLAN PREPARATION.

The Stormwater Management and Erosion Control Plans shall be prepared by either a Professional Engineer or Professional Landscape Architect licensed in the State of Oregon or any individual whose qualifications are acceptable to the City and who shall provide a plan that protects the public and the environment.

13.25.22 DESIGN STORM.

The Design Standards contain the minimum design storm criteria for a site. A more stringent storm frequency may be required by the City or their designee depending on:

- A. The size and type of the development;
- B. The previous land use of the site;
- C. The soil type in the development;
- D. Whether runoff from the development would adversely affect future development downstream of the site; and
- E. If the development would adversely affect existing stormwater facilities downstream of the site.

13.25.23 MINIMUM REQUIREMENTS.

The Design Standards provide detailed requirements for stormwater facilities and temporary erosion and sediment controls. Stormwater Management and Erosion Control Plan narratives shall be submitted with the construction plan submittal. While detailed requirements are listed in the Design Standards, the plans should include or reference the:

- A. Location of all current and proposed impervious surfaces, erodible soils, discharge points, and drainage areas;
- B. Location and limits of disturbance for all environmentally sensitive areas;
- C. Timetable for constructing and deconstructing temporary erosion and sediment controls;
- D. Construction sequence including phasing necessary to limit earth disturbances and impacts to natural resources; and
- E. Name and 24-hour emergency contact information for the person who will be responsible for inspecting temporary controls during construction and stormwater facilities while they are under warranty.

13.25.24 SPECIAL CONSIDERATIONS.

The Design Standards require additional requirements to Stormwater Management and Erosion Control Plans if the site:

- A. Has special hydrologic or topographic considerations such as:
 1. Slopes of 10% or more are present before development or redevelopment;
 2. Disturbances within 50 feet of an environmentally sensitive area as defined by this code;
 3. Disturbance of 10,000 square feet or more of land at any one time; or
 4. Any other condition specified in the Design Standards as warranting special consideration;
- B. Will exacerbate current flooding, erosion, or water quality problems that exist downstream;
- C. Has been identified by the City or their designee as having easily erodible soil, current severe erosion, or could significantly affect adjacent properties or watercourses due to erosion or sedimentation;
- D. Has been identified by the City Engineer or their authorized representative to have the potential to generate highly contaminated stormwater runoff; or
- E. Will be disturbed between October 1 and April 30.

13.25.25 REVISIONS TO STORMWATER MANAGEMENT AND EROSION CONTROL PLANS

- A. During construction, the City or their designee may require or the applicant may request revisions to the Stormwater Management and Erosion Control Plans due to a change in the site conditions and the ability of stormwater facilities and temporary erosion and sediment measures to adequately control:
 1. Stormwater volume and velocity;

2. Stormwater quality to receiving watercourses; or
 3. Additional loading that compromises the ability for downstream stormwater facilities to properly function.
- B. The following situations, while not exhaustive, can trigger revisions to the Stormwater Management and Erosion Control Plans:
1. Improper functioning of approved stormwater facilities or temporary erosion and sediment controls;
 2. A change in project schedules such that the project falls under the Special Consideration requirements of the Design Standards and Specifications or is more than 3 months later than originally scheduled;
 3. Changes discovered in the soil, topography, hydrologic, or hydraulic conditions during inspections or construction from the assumptions used during the approval process;
 4. Changes in location, volumes, or square footage of disturbed land; or
 5. Construction or maintenance materials or chemicals are changed or added that require additional or a change in the type of stormwater facility or erosion and sediment controls.
- C. Major modifications to the Stormwater Management or Erosion Control Plans require that it be revised, resubmitted to the City, and subject to additional permit fees and review. Revised plans shall provide an attached narrative with detailed specifications of any changes or additions to the current or proposed stormwater facilities and erosion and sediment controls.
- D. The narrative accompanying the revised plans shall discuss the triggering situation, corrective actions required, and a proposed solution that conforms to the requirements of this code and the Design Standards and Specifications.
- E. During review of the plans, all construction work that affects the stormwater facilities or temporary erosion and sediment controls shall be halted until the City approves the revisions.
- F. Minor modifications to the plans can be approved in the field by the City or their designee. Approved minor modifications shall be included as an addendum to the plans with signatures of the Applicant and the City or their designee. The addendum shall include all information required for a major modification.
- G. The Applicant shall be responsible for any additional costs resulting from any revision to the plans.

EROSION AND SEDIMENT CONTROLS

13.25.30 GENERAL.

- A. The City shall be notified when construction starts, as previously defined in **§13.25.03**.
- B. The approved Erosion Control Plan shall be available in the construction site office for onsite inspection purposes.

13.25.31 EROSION AND SEDIMENT CONTROLS.

Approved temporary erosion and sediment controls used during construction are listed in the Design Standards and Specifications. The applicant shall:

- A. Remove soil that enters the public right-of-way within 24 hours;
- B. Stabilize soils in disturbed areas according to the requirements specified by the Design Standards and Specifications;
- C. Protect onsite and offsite soil stockpiles by securing or covering them at the end of each construction day; and
- D. Post Applicant's emergency contact information and website address, and name of the Engineer of Record. The sign must be:
 1. Clearly visible from the public right-of-way;
 2. Conform to sign requirements specified in §151.598;
 3. At least 18" by 18";
 4. Letters at least 3" high and easily readable; and
 5. Made of materials that can withstand the weather for the duration of the project.

13.25.32 PHASED CONSTRUCTION.

Phased construction shall be implemented on construction sites that are 25 acres or larger. Only those sections of the construction site that are being actively worked on shall be cleared and graded.

13.25.33 CLEARING AND GRADING REQUIREMENTS.

Clearing and grading techniques that retain natural vegetation and drainage patterns shall be used to the maximum extent possible. Minimum requirements are specified in the Design Standards and Specifications.

13.25.34 EASEMENTS.

- A. It is the responsibility of the applicant to obtain easements when:
 1. Stormwater is directed offsite or could potentially cause flooding on adjacent or nearby property; or
 2. City access is needed to maintain or inspect structural or non-structural erosion and sediment controls.
- B. Easements shall be of a width and location specified in the Design Standards and Specifications. They shall be furnished to the City for review and approval prior to recording.

13.25.35 INSPECTIONS DURING CONSTRUCTION.

- A. City Inspections
 1. The City or their designee shall inspect the development for compliance with the approved Erosion Control Plan.
 2. Inspections may include water sampling and chemical analyses depending on the size and type of development and runoff characteristics. The cost of the sampling and chemical analyses shall be billed to the Applicant.

3. The City or their designee shall have access to and be able to copy any records that are being kept to comply with this code within eight (8) hours of a request. Immediate access to any records shall be granted during an emergency.
 4. Inspection reports shall include:
 - a. Date, location, development name, and 24-hour emergency contact information of the Applicant;
 - b. Whether the site was in compliance with the approved Erosion Control Plan;
 - c. Any variations from the approved construction specifications;
 - d. Any violations that may exist and onsite resolutions; and
 - e. Any corrective action required by the city and the time period for compliance.
 5. Frequency.
 - a. The Applicant shall contact the City or their designee at least 48 hours before each construction phase to schedule an inspection.
 - b. Construction phases which require an inspection are:
 - i. Placement of temporary erosion and sediment controls;
 - ii. Construction start if different from (i);
 - iii. Completion of Site Clearing;
 - iv. Completion of Rough Grading;
 - v. Completion of Final Grading; and
 - vi. Final Landscaping.
- B. Applicant Inspections.
1. The Applicant's erosion control inspector shall keep a maintenance and inspection log documenting the time and date of the inspection and any repairs, adjustments, maintenance or replacements completed on the erosion and sediment controls.
 2. Inspections of erosion and sediment controls and of limits of disturbances shall be conducted:
 - a. Daily between October 1 and April 30;
 - b. Weekly between May 1 and September 30; or
 - c. Within 24 hours of design rainfall events.
- C. Corrective Actions.
1. An Applicant can request an extension of a corrective action's deadline if they provide, in detail, reasons why they cannot comply with the original deadline.
 2. When an Applicant believes that they have corrected the violation, they shall contact the Engineering Inspector or their authorized representative to schedule an inspection.
 3. No work requiring proper functioning of the erosion and sediment controls shall proceed until the Engineering Inspector or their authorized representative approves the corrective actions.
 4. The Engineering Inspector or their authorized representative reserves the right to immediately authorize the repair of any erosion and sediment control, and

bill the Applicant the cost of such measures, in the event that the development poses an immediate threat because of an unsafe condition, improper construction, or poor maintenance to the:

- a. Public health and safety;
- b. Public or private property adjacent to or downstream of the site;
- c. Water quality of the receiving waters; or
- d. Riparian habitat or stream morphology of the receiving waters.

STORMWATER MANAGEMENT FACILITIES

13.25.40 DESIGN CRITERIA.

The design criteria, methodologies, and construction specifications of the development shall comply with the Design Standards and Specifications and be subject to approval by the City Engineer or their designee.

13.25.41 CONTROL MEASURES.

Low Impact Development Approaches (LIDAs) shall be the preferred stormwater management techniques for all developments and redevelopments. LIDAs shall be used to control a minimum of 40% of the impervious area before incorporating other approved measures specified by the Design Standards and Specifications. Applicants can receive a variance from this requirement if they demonstrate to the City that LIDAs would result in either degraded habitat or water quality of the receiving stream.

13.25.42 WATER QUALITY STANDARDS.

- A. All activities subject to the requirements of this code are expected to comply with the water quality standards for surface water and groundwater established by the Willamette TMDL Implementation Plan, Oregon DEQ, and the USEPA. The point of compliance is considered to be the first connection with the City's stormwater system or waters of the State. Stormwater facilities that discharge to the City's wastewater system shall be treated as an illegal discharge.
- B. The City may develop separate policies for water quality treatment for redevelopments if the requirements of this code cannot be met in a practical manner and if meeting the requirements would not fulfill the intent of this code. Any separate redevelopment policy shall be:
 1. Reviewed and approved by the City;
 2. Considered on a case-by-case basis and shall not be construed as providing a precedence for future projects;
 3. May include, but not be limited to:
 - a. Retrofitting;
 - b. Stream restoration;
 - c. Pollution trading; or
 - d. Fees.

OPERATION AND MAINTENANCE OF PRIVATE STORMWATER FACILITIES

13.25.50 DEED RESTRICTIONS.

- A. The applicant shall provide a Maintenance Agreement that shall be binding on the Applicant and all subsequent owners of the property served by stormwater management facilities. It shall:
 - 1. Grant the City or their designee the right to inspect any stormwater management facility that they have a reasonable basis to believe is creating or has created a violation of this code;
 - 2. Explain, in detail, the procedures for the operation, maintenance, and preservation of the stormwater management facilities including a schedule of required activities and the financing needed to implement them.
- B. Educational information shall be given by the Applicant to the initial property owners. The information will also be appended as a deed encumbrance for successive property owners and provided to them during the property transfer. The information shall describe the:
 - 1. Stormwater management facilities;
 - 2. Maintenance procedures including methods of waste disposal;
 - 3. Inspection and maintenance schedule; and
 - 4. Locally accessible location of the installation records and maintenance records of the previous five (5) years for the stormwater management facilities.
- C. The stormwater management facilities shall remain unaltered unless prior approval has been obtained from the City. A request for alteration must include a design analysis showing the effect of the alteration on the volume, velocity, and water quality of stormwater leaving the property.

13.25.51 OWNERSHIP.

The responsible party for long-term operation and maintenance of the stormwater management facilities shall be designated in the Stormwater Management Plan and the Maintenance Agreement. Options include:

- A. Future homeowners;
- B. Property owners association or other nonprofit organization, provided that title encumbrances of properties affected by the controls specify homeowners are responsible for maintenance if the organization does not comply; or
- C. Creation of a Special Assessment District approved by the City Council and applicable to all homeowners in the development that would pay for the maintenance of the stormwater facility each year.

13.25.52 MAINTENANCE AGREEMENT.

Private stormwater management facilities shall be maintained in accordance with a Maintenance Agreement signed by the City and the Maintenance Organization.

- A. Annual reports, in a format specified by the Design Standards and Specifications, shall be submitted by the Maintenance Organization attesting to the proper maintenance, safety, and functioning of the stormwater management facilities.
- B. The Maintenance Organization shall keep maintenance records with the installation records for a period of five (5) years after the inspection or maintenance date whichever is later.
- C. Installation records shall be kept in accordance with the State Retention Schedule.
- D. Maintenance and installation records shall be available to the City during inspections and at other reasonable times upon request.

13.25.53 LONG-TERM OPERATIONS AND MAINTENANCE PLAN.

An operations and maintenance plan is required for all stormwater management facilities. The plan shall, at a minimum, include:

- A. Design calculations for the stormwater management facilities and their related parts including design assumptions;
- B. Construction drawings that show the individual components and their place in the complete system;
- C. A general inspection schedule specifying when additional storm-related inspections are required;
- D. A description of the various facility components, the observable trigger for maintenance, and the method of maintenance including appropriate waste disposal methods;
- E. The type of maintenance for plants and other landscaping material required for proper functioning of the stormwater management facilities and to maintain a 75% vegetative cover;
- F. The intended method of financing future operation and maintenance of the stormwater management facilities;
- G. The party or parties responsible for maintenance of the facilities including 24-hour emergency contact information. This information must include names and cannot be a general organization or company. When the emergency contact information changes, the City shall be notified within seven (7) calendar days and an addendum shall be attached to the installation records by the Maintenance Organization.

13.25.54 MAINTENANCE INSPECTIONS.

- A. The City reserves the right to inspect all privately-held stormwater management facilities to ensure that the Maintenance Organization is complying with the Operations and Maintenance Plan and the Maintenance Agreement.
- B. The City or their designee shall have access to and be able to copy any records that are being kept to comply with this code within eight (8) hours of the request. During an emergency, the City or their designee shall be granted immediate access to the controls and records.

- C. Inspection reports shall list any deficiencies and allow the Maintenance Organization a maximum of 30 days to fix the deficiencies or ask for an extended deadline from the City. The request for an extended deadline shall list, in detail, the reasons why the Maintenance Organization cannot comply with the original deadline.
- D. If a deficiency is not corrected within 30 days or after an extended deadline has passed, the City shall perform all necessary work to place the facility in proper working condition with the Maintenance Organization assessed the cost of the work and any penalties. The cost of the work, any overhead expenses, and a 10% assessment fee and any penalties may be attached as a lien on all properties served by the stormwater management facilities, added to the tax bill of the properties, and collected as ordinary taxes by the City.
- E. The City may immediately repair any stormwater management facility, charging the repair cost, any overhead expenses, and a 10% assessment fee to the Maintenance Organization, that poses an immediate threat to:
 - 1. public health and safety;
 - 2. public or private property adjacent to or downstream of the development or redevelopment;
 - 3. water quality of the receiving waters; or
 - 4. riparian habitat or stream morphology of the receiving waters.

VARIANCES and APPEALS

13.25.70 VARIANCES.

- A. The City may grant a variance from any requirement of this code if there are exceptional circumstances such that strict adherence will not fulfill the intent of the code. A written request for variance shall be provided to the City or their designee, along with applicable fees, and shall state the specific variance(s) sought and reasons for granting the request. In the request, the applicant shall include:
 - 1. Hydrologic and hydraulic calculations necessary to determine any effects the variance will have on downstream watercourses, stormwater management facilities, temporary erosion and sediment controls; and
 - 2. Any other information required by the City.
- B. To be eligible, the applicant must demonstrate to the City that the variance shall not result in the following effects to downstream watercourses:
 - 1. Deterioration of existing culverts, bridges, dams, and other structures;
 - 2. Adverse effect on downstream stormwater management facilities;
 - 3. Degradation of biological stream functions, riparian habitat, or water quality;
 - 4. Accelerated stream bank or streambed erosion or sedimentation;
 - 5. Increased threat of downstream flood damage; and
 - 6. Any other situation deemed necessary by the City to protect the public health and safety, environment, and adjacent or downstream public and private properties.

- C. No variance granted by the City shall be construed as providing precedence for future projects.

13.25.71 MITIGATION OPTIONS.

- A. When the City grants a variance, the applicant must satisfy the requirement of this code by providing alternate measures as specified in the Design Standards and Specifications.
- B. When the City waives all or part of the requirements or where the variance is based on the provision of adequate stormwater management facilities provided downstream of the proposed site, the applicant shall pay an application fee based on the volume and water quality of the stormwater expected by the project. The fee shall be used to fund activities covered under this Code, be due before construction begins, and be determined by the City.

13.25.72 APPEAL PROCEDURE.

- A. Any applicant may appeal a decision by the City within 14 days. The appeal will be accompanied by copying, faxing, and appeal fees equal to those required for a Type I or Type II Appeal to Planning Commission. The appeal shall clearly describe the:
 - 1. Decision being appealed including the date of the decision;
 - 2. Vested interest of the person making the appeal and their involvement in the original situation that required intervention by the City;
 - 3. Property location;
 - 4. Actions leading up to the City's decision; and
 - 5. Specific grounds on which the appeal is filed.
- B. The Planning Commission shall make a final determination regarding the appeal within 60 calendar days of the receipt of the written appeal and shall file that decision with the City Engineer within 10 days of the decision. The Planning Commission may establish such procedures as deemed necessary to conduct the appeal process.

13.25.73 FINAL DETERMINATION OF APPEAL.

- A. An Applicant may make a final appeal of the Planning Commission's decision to the City Council within 14 calendar days of receipt of the decision by the Planning Commission. Written notice of the appeal shall be filed with the Planning Division and the City Council along with copying, faxing, and appeal fees equal to those required for a Type I or II Appeal to City Council. The appeal shall state, in sufficient detail for the City Council to make a reasonable decision, the:
 - 1. Decision or action appealed including the date of the decision and the actions leading up to the decision;
 - 2. Vested interest of the person making the appeal and their level of involvement with the original situation and subsequent decisions;

3. Facts and arguments supporting the applicant's request for reversal or modification by the City Council.
- B. The City Council shall conduct a hearing on the appeal according to established Council procedures. The City Council shall make a final determination regarding the appeal within 90 days and shall file that decision with the City Recorder within 10 days of the decision.

ENFORCEMENT

13.25.80 GENERAL.

- A. The City may, for enforcement purposes, use any one of the following actions, a combination of them, or any other legal action depending of the severity of the violation:
 1. Provide a notice of violation specifying the need for and detailing the corrective action including a
 - a. deadline for compliance and
 - b. request that the corrective action begin immediately.
 2. Issue a stop work order for all or any part of a development if a(n):
 - a. Substantial change occurs in the stormwater characteristics upon which the Stormwater Management and Erosion Control Plans were approved. A substantial change occurs if the erosion and sediment controls or stormwater management facilities will not function properly under the new conditions;
 - b. Violations are frequent and numerous or not corrected by the deadline stated in (1)(a) of this paragraph;
 - c. Applicants or their authorized representatives are defiant or dismiss the City's request for corrective action; or
 - d. Immediate threat, in the opinion of the City, to the public or environment may occur downstream due to conditions at the site.
 3. Modify, suspend, or revoke of any permit;
 4. Require restoration of the land to its undisturbed condition; and
 5. Withhold bonds or securities or refer the case for legal action if reasonable efforts to correct the violation have not been undertaken.
- B. Communication to one responsible party shall be regarded as communication to each responsible party for the purposes of this Code. The Applicant shall be billed for all costs of necessary restoration of the site if the Applicant is found to be knowingly and willfully failing to comply with this Code. In addition to any other sanctions, civil action or criminal prosecution may be brought against any person, company, or organization in violation of this Code.

13.25.81 NOTICE OF VIOLATION.

- A. When the City determines that a violation has occurred, it shall issue a written Notice of Violation. The notice shall be sent to the Applicant either by person,

certified mail, or by posting it in a prominent location near the site. The written notice shall state the following:

1. Violation date and location;
 2. Permit number;
 3. Project address, legal description, or location;
 4. Violation description;
 5. A statement that civil penalties, charges, and liens shall result if the violation continues beyond a specific date;
 6. A statement of whether the violation is required to be remedied immediately to avoid City action within 24 hours.
 7. A statement that failure to respond to the violation shall result in civil penalties, administrative enforcement fees, and/or a stop work order.
 8. Right of the Applicant to appeal the violation in accordance with §13.25.72.
- B. Failure to comply with a Notice of Violation shall result in an additional violation subject to fees and penalties. When an Applicant believes that they have corrected the situation resulting in the violation, they shall contact the City to schedule an inspection.

13.25.82 STOP WORK ORDER.

- A. While the City will attempt to deliver a Stop Work Order to the responsible parties, a stop work order is considered posted at the site and effective if it is clearly posted at the site. It is a violation of this Code for any person to remove, obscure, mutilate or otherwise damage a Stop Work order or prevent the City from posting one. A Stop Work Order may be verbally issued in cases where a threat exists to public health and safety, public or private property, or watercourses downstream or adjacent to the site. A copy of the order shall be sent by certified mail to the address of the Applicant listed on the permit.
- B. The Stop Work Order shall list the:
1. Date of violation and stop work order;
 2. Permit number;
 3. Site address, legal description or project location of the site;
 4. Description of all violations at the site; and
 5. The conditions under which work may resume.

13.25.83 VOLUNTARY COMPLIANCE AGREEMENT.

- A. The City may enter into a Voluntary Compliance Agreement (VCA) with the Applicant as an enforcement option. By entering into a VCA, the Applicant waives the right to an appeal. The VCA will provide information describing the:
1. History of the development and the actions leading to the VCA;
 2. Actions required to correct the violations;
 3. Actions required to mitigate the impacts of the violations;
 4. Time schedule for the required actions; and

5. Any fees or penalties required to resume construction.
- B. At the City's discretion, fees and penalties may be waived if the Applicant completes, to the City's satisfaction, all required actions in the VCA. The amount of the waiver will be the penalties assessed for the violation that was in the VCA and whose required actions were mitigated or corrected by the Applicant.
- C. At the City's discretion, civil penalties may be reduced but not completely waived for cases where the Applicant is a repeat violator whether on the current project or on other projects in the City. The amount of the reduction is based on the penalties assessed for the violation that were in the VCA and whose required actions were mitigated or corrected by the Applicant to the City's satisfaction. It is also based on the number of times in which the Applicant incurred violations:
 1. 1st time – reduced in accordance with **§13.25.84(B)**;
 2. 2nd time – 75% reduction;
 3. 3rd to 4th times – 65% reduction; or
 4. 5th or more times – 50% reduction
- D. Mitigation options described in **§13.25.71** may be completed by the Applicant to substitute for up to 80% of the remaining assessed penalties and fees.
- E. If the Applicant fails to complete, to the City's satisfaction, the actions in the agreement then the City shall assess fees and penalties for each violation noted in the agreement from the date the violation occurred at the site.

GUARANTEES AND PENALTIES

13.25.90 FINANCIAL GUARANTEES.

The Applicant is required to provide a performance bond and maintenance bond to the City for each development. The performance bond is calculated as 150% of the total cost to construct the erosion and sediment controls and the stormwater management facilities. The maintenance bond is calculated as 15% of the total cost to construct the erosion controls and the stormwater management facilities. The Applicant shall be responsible for any costs, in excess of the bond amount, that are required to accurately test the performance of the erosion and sediment controls and the stormwater management facilities at the site.

13.25.91 PERFORMANCE BOND.

- A. The performance bond, or the unexpended or unobligated portion thereof, shall be released to the applicant sixty (60) calendar days after the as-built documents have been certified and it has been determined by the City that the development or redevelopment has been completed.
- B. At the discretion of the City, the performance bond may be kept for a longer period than specified above to cover a reasonable testing period of the stormwater management facilities during storm events and initial maintenance activities.

13.25.92 MAINTENANCE BOND.

The maintenance bond, or the unexpended or unobligated portion thereof, shall be released to the

Applicant two (2) years after the as-built documents have been certified, it has been determined by the City that the development has been completed, and the City is satisfied that the stormwater management facilities are functioning properly.

13.25.93 FALSIFYING INFORMATION.

- A. Any person knowingly or willfully making false statements, representation, or certification in any application, record, report, plan, or other document filed or required to be maintained pursuant to this code or who falsifies, tampers with, or knowingly renders inaccurate any monitoring device or control required under this Code shall be in violation of this code and, upon conviction, be punished as established by this Code.
- B. In addition, the violator shall be subject to the provisions of 18 U.S.C. 1001 relating to fraud and false statements; and the provisions of Section 309(c)(4) to 309(c)(6) of the Clean Water Act, as amended, governing false statements, representation, or certification and responsible corporate officers.

13.25.94 PENALTIES.

- A. Any person, firm, or corporation; or any agent or employee of these entities; violating the provisions of this Code shall have committed a Class 1 Civil Infraction and shall be processed in accordance with the procedure set forth in the "Uniform Civil Infraction Procedure Ordinance," in Chapter 37 of the City Code.
- B. Disregarding a Notice of Violation or refusing to pay the costs of emergency measures undertaken by the City in accordance with **§13.25.35** or **§13.25.54** constitutes an additional violation. Each day of continued violation shall be deemed a separate and distinct offense.
- C. In addition to the penalties provided herein, the City may recover reasonable attorney's fees, court costs, court reporter's fees, and other expenses of litigation by appropriate court action against the person, firm, or corporation; or any agent or employees of these entities; found to have violated this code or the orders, rules, regulations, and permits issued hereunder.