

Community Development Department
P.O. Box 970 ▪ 414 E First Street ▪ Newberg, Oregon 97132
503-537-1240 ▪ Fax 503-537-1272 ▪ www.newbergoregon.gov

MEMORANDUM

TO: Newberg Planning Commission
FROM: Steve Olson, Senior Planner
SUBJECT: Supplemental packet for May 12, 2016 Planning Commission meeting: Additional public testimony/information
DATE: May 9, 2016

We have received some additional public testimony/information about the following applications:

- Hearing 1: North Valley Annexation application. File no. ANX-16-001
- Hearing 2: Columbia Estates Annexation application. File no. ANX-16-003
- Hearing 4: Nova Grace Subdivision application. File no. SUB3-16-001/VAR-16-001

Please review this testimony and add this to your meeting packet for May 12, 2016.

May 6, 2016

Written Comments
File No. ANX-16-001
Newberg Planning Division
PO Box 970
Newberg, OR 97132

We are writing to protest the proposed annexation and rezoning of the subject property.

As it stands, the intersection at North Valley Road and Chehalem Drive is already a well-known hazardous intersection. At or around 1994, we attended a meeting wherein the proposed improvements to that intersection were discussed. The result was to lower the hill to the west somewhat, place a flashing yellow warning light and lower the speed limit. The ideal solutions were discarded because the landowners affected by those changes would not consent to access through their properties. To now allow housing, fencing and vegetation around that intersection is effectively a big step backwards.

We live on Chehalem Drive between North Valley Road and Foothills Drive. We were informed by the Newberg Post Office some twenty years ago that we were required to move our mailbox into our driveway because this is a dangerous road. The changes which have occurred in this area since that time have made it even more so.

Zoning this corner R-1 will increase vehicular and foot traffic, promote congestion and add to the hazards of this intersection. It will also create more obstacles along Chehalem Drive which is currently without sidewalks, parking for overflow due to school and Park and Rec events or bicycle paths to help with the generally increasing cycle traffic and various summer marathons.

Thank you for your sincere and thoughtful consideration of these issues.

Sincerely,



Lisa and Randy Peltier
3701 NE Chehalem Drive
Newberg, OR 97132

Memo



Date: May 5, 2015
 To: Mr. Dan Danicic, PE
 From: Karl Birky, PE, PTOE
 Re: Transportation Planning Rule - Columbia Dr Parcels

I thank you for asking ATEP, Inc to provide this Transportation Planning Rule analysis for the planned annexation of tax lots 1700, 1701 and 1702 of tax map 3S 2W Sec 18AB. The 3.06 acre site is on the north side of Columbia Dr approximately 300 feet east of Chehalem Dr in Newberg, OR. The site is in Newberg's Urban Growth Boundary, is zoned VLDR-1 in Yamhill County and is designated Medium Density Residential (MDR) on the City of Newberg Comprehensive Plan and Plan Map.



The City of Newberg has identified this and other MDR parcels "to provide a wide range of housing types and styles while maintaining an overall average density of 8.8 units per acre. The developer intends to develop this parcel with 29 homes. For Transportation Planning Rule analysis, the Comprehensive Plan Map designation controls. When the City annexes the parcel the Map designation will not be changed.

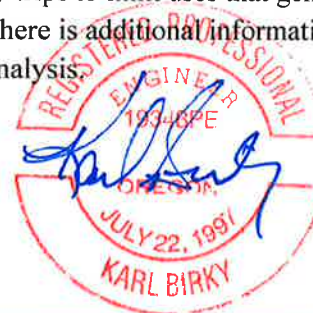


The Transportation Planning Rule (TPR) was adopted in Oregon years ago to provide direction and order to development in Oregon cities. The rule limits making changes to zoning and comprehensive maps that would "significantly" impact the transportation system that has developed and is being planned for the future in the City. For instance the rule would not allow a fast food restaurant in a residential neighborhood because it would generate much more traffic than is expected in a residential neighborhood. There are instances where a zone change is desired, needed and adopted by the City with a cap (or limit) on the number of expected trips the planned use can generate. Generally, cities and traffic engineers use the ITE Trip Generation Manual to determine the trip generation of a variety of uses.

A single family home generates 9.57 trips per day. 0.75 of those trips will be during the AM Peak hour and 1.00 trips will occur during the PM Peak hour. In this instance the 3 parcels are designated as MDR in the City of Newberg Comprehensive Plan and the transportation system planning that is in place and being planned expects traffic from 29 homes on the transportation system from this site.

It is the conclusion of this analysis that annexing the 3 parcels on Columbia Dr will generate traffic volumes consistent with the Comprehensive Plan and the anticipated zoning of the area when it is annexed. The City may want to consider at trip generating cap of 300 daily trips to limit uses that generate more trips than single family homes. I can be reached at 503-364-5006 if there is additional information that you might find helpful. I thank you for asking ATEP to provide this analysis.


 Karl Birky, PE, PTOE
 Traffic Engineer
 Associated Transportation Engineering & Planning, Inc.



Hello,

My name is Mike Brown, my address is 1861 Crater Ln., Newberg, OR.

I am against the Columbia Estates Annexation and Zoning Amendment for tax lots 3218AB-1700, 3218AB-1701, 3218AB-1702. File: ANX-16-003.

This application would change the current zoning of these lots from VLDR-1 to R2, potentially allowing 27 lots to be created sized at 3000sf. Per the applicants plan, this is what will occur if the zoning change is allowed.

- The applicant intends to fill the south end of the development with up to 3 feet of fill to allow for proper sewage flow. Has the City Engineer signed off on this plan? Will the developer guarantee no runoff will end up in my yard or under my house? My house backs up to the property in question, and the proposed homes will back up to my property and sit up to 3 feet higher than my house.
- The applicant states “there is a high demand for single family homes right now”. The applicant has provided no data supporting a “high demand” for homes **of this density**. I urge the commission to look very hard at this statement. Is there really high demand for high density homes within Columbia Estates?
- The existing homes in Columbia Estates are on larger lots, and are zoned R-2. Inserting up to 27 homes on the proposed much smaller lots will affect comps in the neighborhood and very likely negatively impact property values. I urge the commission to value the integrity of the existing neighborhood and the current home values and not support a planned development that will potentially negatively impact the existing residents.

In closing, I want to state that I am not against development. **I am against this proposed development.** This planned development does not belong in this existing neighborhood.

M. Brown
5/8/16

City of Newberg
Community Development Dept.
P. O. Box 970
Newberg, OR 97132

Re: Written Comments File ANX-16-003

Dear Committee Members:

As an adjacent property owner, I would like to express several concerns about the proposed development of Tax Lots 1700 - 1702, between Lynn Lane and Columbia Drive.

Lot Size - I acknowledge that our area has been transitioning from homes on acreage to developments. However, the lot sizes for this proposed development are not consistent with previous development, and are out of character for our neighborhood.

Ground Water - I have concerns about the retention pond proposed to border my property at Columbia Drive. This area has a high water table, and my home has a basement. Thus, collecting ground water, especially during heavy rainfall periods, may cause significant ground water seepage to head my way. What do you propose to deal with increased ground water and getting that ground water to the creek?

Surface Water - With development and loss of soil and vegetation, there will be less opportunities for rain water to seep into the ground. I am concerned about more surface water flowing on to my property as that water runs downhill to the creek. Will storm water from the development be collected into a storm water system?

My Fence - Approximately 200 feet of the eastern boundary of the proposed development is currently bordered with my cyclone fence. That fence is co-mingled with decades of tree and brush trunks and roots. I propose that the best way to deal with this property line is for the developer to remove my current fence, do a thorough clean up of the vegetation, and then replace my fence with a new cyclone fence along the property line.

Thank you for your consideration.

Sincerely,

Mitsi (Michele) Vondrachek
315 West Columbia Drive
503-538-4241

Public Comments

Date: May 8, 2016
To: City of Newberg Planning Commission
From: Mr. and Mrs. William Haines 1847 Crater Lane
Re: Comments on File ANX-16-003
Columbia Estates Annexation and Zone Amendment

We are submitting written comments in response to the notice dated April 21, 2016 we received.

We are opposed to the request by the applicant, "Del Boca Vista, LLC" based on the following concerns.

1) Page 23 of Doc "anx-16-003_columbia_estates_annexation_application"/ page 8 of "Written Response Criteria Annexation Criteria: II. Goals and Policies. Para L. Public Facilities and Services stated in part that sanitary sewer be extended from Lynn Drive...The lot slopes away from Lynn Drive so in order to provide gravity sewer service to all lots, the south end of the lot will be filled to approximately 3 feet." The elevation layout on the Subdivision Concept Development Plan on page 4 details this.

This will directly impact several of the properties on the west side of Crater Lane which back up to the proposed development, ours included. We have grave concerns that this elevation change will endanger our property, yard, foundation and home itself, due to run off as a result of heavy downpours during any storm. Since the present lot(s) in the proposed development actually slop upward from East (Crater Lane) to West (Chehalem) the elevation at our property line will more than likely be more that 3 feet thus exacerbating the run off potential. This could pose substantial financial loss to us both from property damage but also for loss of property value.

2) Page 22 of Doc "anx-16-003_columbia_estates_annexation_application"/ page 7 of "Written Response Criteria Annexation Criteria: II> Goals and Policies. Para K. Transportation. Stated in part that a traffic study has not been submitted as trip generation is 29 trips during peak hour which is less than the 40 trip criteria to trigger a traffic impact study."

As stated, the Transportation Planning Rule (TPR) was developed "years ago". We believe the TPR may be outdated and 29 households will generate far more than 29 trips during the a.m. and/or p.m. peak hours. Our belief is based on our observations that almost every household in this area of Newberg presently has at least 2 automobiles and often times 3 or 4. In this day and age most households now have 2 working members and in the case of teenage members another driver going droving to school daily. Even a conservative 1.5 trips per household exceeds the 40 trip threshold and would trigger a study per the TPR.

3) Page 20 of Doc "anx-16-003_columbia_estates_annexation_application"/ page 5 of "Written Response Criteria Annexation Criteria: Development Concept Statement and Positive/Negative Effects Statement: stated in part that property will "improve the neighborhood by developing a vacant lot."

This "vacant lot" is in fact a very natural surrounding and this combination of open space and homes define a rural setting as we believe this part of Newberg is. We don't see how developing it with 27-29 homes on 3,000 sq ft lots will improve the neighborhood and could possible devalue our properties. We understand the need for more housing but does this density fit into the existing Newberg neighborhood? Is there really a demand for a densely compacted development in this area and what is it based on?

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4) Page 16 of Doc "anx-16-003_columbia_estates_annexation_application"/ page 5 of "Written Response Criteria Annexation Criteria, pg 1 Natural Features: stated there are no natural features such as waterways, mature tree stands or wildlife corridors."

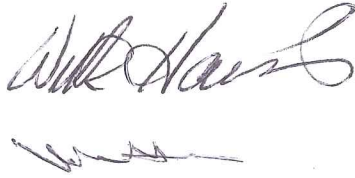
We believe that deer regularly transit this lot in the evening going from north to south.

We are not sure what constitutes a mature tree stand but there is a group of very tall mature trees located in the center of the proposed site.

We thank you for the opportunity to voice our concerns/observations on this proposal for the annexation and zoning of the subject property for future development. We look forward to your decision and hope you agree with our assessment to not approve the applicant's request.

Very Respectfully,

William and Velina Haines
1847 Crater Lane
Newberg, OR 97132



730 Wynooski St.
Newberg, OR 97132
May 9, 2016

File # SUB3-16-001/VAR-16-001
Community Development Department
PO Box 970
414 E. First Street
Newborn, Or 97132

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Initial: _____

To Whom it May Concern,

I have several concerns about the Nova Grace Development proposed subdivision, File # SUB3-16-001/VAR-16-001

First, the variance in height is being requested based on zoning for the total area of the property, not the buildable area outside the stream corridor. Because of the small remaining space, lots are extremely small and heights of houses are being raised above code to accommodate the small lots. I don't see why the density is not calculated according to the buildable area of the property. The overcrowding of the non-stream-corridor area of the lot causes stress on the parking situation, storm water drainage, play areas for children, and a general change to the quality of the neighborhood.

Second, there is currently very limited on-street parking on Wynooski Street from the 500 block past the 900 block where this development will be built. In fact a small on-street area across the street from the new development is the only area available, and it is already often completely filled with cars from the neighborhood. I share a driveway at 730 Wynooski with a household which often fills our driveway completely and uses this area as an overflow.

I am concerned that high density housing will only exacerbate the problem. In such small houses, garages are often used for storage, so cars are parked in the driveway and in the limited space at the curb. Houses with multiple vehicles and multiple visitors would put further pressure onto the 900 block parking area. Cars that already use this Wynooski Street area would need new accommodations, and then blockages to my driveway, already an issue, would also increase.

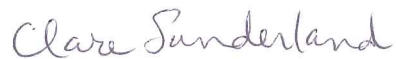
One solution I've seen several times in the past few weeks is for the vehicle to park halfway on the shoulder of the roadway and halfway in the roadway itself, causing

dangerous traffic hazards. Also cars park on the very narrow shoulder of Wynooski near Lily Court, less than a foot from the painted line, causing construction vehicles from the Bypass project, garbage trucks, and other wide trucks to swerve into the oncoming lane, again causing hazards. I include the information about the parking situation near Lily Court to demonstrate what happens when the pressure for more parking happens in the area, and Lily Court is much lower-density construction than the proposed subdivision.

What Wynooski Street needs is alleviation of the current inadequate parking situation, not additional pressure through high density housing without adequate parking accommodations.

Thank you for your consideration of my concerns. I would appreciate receiving information about any decisions made by the City relevant to this development.

Sincerely,

A handwritten signature in cursive script that reads "Clare Sunderland".

Clare Sunderland