

## Community Development Department

P.O. Box 970 ▪ 414 E First Street ▪ Newberg, Oregon 97132

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### MEMORANDUM

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TO: Newberg Planning Commission  
FROM: Steve Olson, Associate Planner  
SUBJECT: Supplemental Planning Commission packet: Public comments regarding file no. CPA-15-001/ZMA3-15-001  
DATE: May 11, 2015

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We have received some public comments about the proposed Martell Commons comprehensive plan map amendment/zoning map amendment (attached). Please review and add these to your Planning Commission packet for May 14<sup>th</sup>.

Thursday, May 7, 2015

City of Newberg  
Community Development Department  
PO Box 970  
Newberg, OR 97132

Re: File No. CPA-15-001/ZMA3-15-001  
Martell Commons, 1317 Villa Road, Newberg, Oregon

Dear Sirs,

We are opposed to the zone change from R-1 to R-3 for the Martell Commons property at 1317 Villa Road for the following reasons:

1. It should not be changed because most of the MDR zoning is south of the railroad tracks. There is an MDR just to the north, but that is predominantly single level homes whereas the Martell Commons will have multiple level apartments.
2. Concurrent with the zone change proposal, the City of Newberg has not demonstrated effective road improvement plans to handle the increased traffic on Villa Rd.. From Highway 99 north to Crestview there is already substantial heavy traffic morning and evening. A Transportation Impact Analysis indicates that this project will impact the area with 795 average daily trips along Villa Rd. The major problem is the width of the road and the curve under the railroad. We are not confident the section under the trestle will be redone to handle the increased average daily travel this project will bring. This needs to be agreed to as a condition of approval as part of the rezoning.

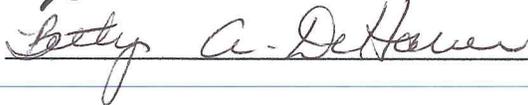
The Planning Commission needs to understand that one reason residents in this area are opposed to this development is the "back door" exposure to the plan. The same problem developed over the project on Meridian.

Several months ago I attended a meeting that was held at the Newberg Christian Church where the developer presented drawings of the plans for the property. I saw no representation of the City of Newberg there, the meeting was held in a small room that was overcrowded, it was difficult to hear, and it was presented in such a way that it was a done deal. People were offended.

Our community recognizes that eventually the Martell property will be developed. Residents are reacting to the way in which this kind of planning (or lack of planning) is done. This site is not ready to be zoned R-3 until improvements are made to Villa Rd., and a responsible development presentation is made.

Sincerely,

David W. DeHaven 

Betty A. DeHaven 

David and Betty DeHaven, 1621 Johnson Dr., Newberg, OR 97132

City of Newberg Community Development Department

PO Box 970, Newberg, OR 97132

Written Comments: File No. CPA-15-001/ZMA3-15-001

Martell Commons

RECEIVED

MAY 11 2015

Initial: \_\_\_\_\_

**TRAFFIC**

The location is surrounded primarily by low density single family homes. Villa Road is currently heavily traveled. The railroad trestle creates a bottle neck due to the limited ability to move the trestle and make improvements to the road. Care must be taken to avoid pedestrians and bike riders in this area. This has also become a busy crossing for local deer. Improvements to Villa Road north of the train trestle would not improve travel through the bottle neck to allow for the additional traffic created by the additional vehicles. The traffic would increase beyond the 40 trips per PM peak hour as a recommended limit to allow the project. Park Lane could be widened and improved as required. A major concern would exist controlling parking of extra vehicles. There is a private road adjacent to the rezone property, Trestle View Court, with concerns of parking and blocking emergency vehicles ability to enter if required. With the added concern the private street would become a turn around. Rezoning would require enforcement of no off road parking and narrow roads in the new complex. These problems can be seen by observing the housing tract just south of Fred Myers. The Newberg Traffic Committee has tried to address issues in that area of illegal parking violations and a failure to get trash trucks and emergency vehicles through the area. I was a member of the Traffic Safety Committee during the complaints.

**NOISE**

The noise level will increase by the additional traffic and the increased noise from additional residents.

**ROAD IMPROVEMENTS**

The city will not be able to make sufficient road improvements without modifications or moving the train trestle. No improvements to the train trestle would maintain a bottle neck negate the traffic improvements required to improve traffic flow.

**HEIGHT**

Buildings with a height of more than two stories would degrade the area and lower the home values in the area. Buildings with more than two stories buildings would invade the privacy of direct neighbors. Three stories would allow occupants to look directly into surrounding homes and yards. Building more than two story buildings would increase traffic by a third over a two story complex.

Myself and neighbors are admittedly against the rezoning the property to R3. The building of more than 40 to 50 units would overwhelm the area, lower property values and increase traffic to an unsafe level on Villa Road..

Leland Parks

1617 Trestle View Ct.

Newberg, OR 97132

503 5378-9734

Leland R. Parks Date 5/8/2015

Harold D. and Coulliette B. Hagglund  
1217 Pennington Drive N  
Newberg, OR 97132

May 11, 2015

Written Comments: File No. CPA-15-001/ZMA3-15-001  
City of Newberg  
Community Development Department  
PO Box 970  
Newberg, OR 97132

Dear Friends,

Based on the issues detailed below, we urge the Planning Commission to deny the Zone change Request for the Martell Commons.

1. Pedestrian Safety

The Application states: "Further, the developer desires to connect the new sidewalk on the west side of Villa Road with an existing pedestrian trail at the south end of the project, which provides connectivity to George Fox University. Additional coordination and cooperation will be needed with the City and University to ensure this connection can be made." (Traffic Appendix p. 17.)

The Application acknowledges that the plan is inadequate to provide for pedestrian and bicycle safety. Increasing the zoning from R1 to R3 only increases the vehicle traffic and the pedestrian traffic, particularly the section around the trestle. At the community meeting, the developers acknowledged that the railroad is unlikely to make any structural changes.

Also, there is no planned safe crossing of Villa Road from the west to the east side where the pedestrian lane continues up the hill from the trestle to Fulton Road.

With the additional residents of a Zoning change, more school children will use Villa Road to walk to the High School and will be tempted to use the railroad tracks over the trestle.

While the Application mentions the proximity to George Fox and the Pool, the plans to achieve safe walking paths appear to have no chance of materializing.

2. Vehicle Access Safety

The Application notes: "The existing vertical alignment of Villa Road, however, does obstruct ISD at the proposed site access to Villa Road looking south towards to the railroad trestle. Therefore, as part of the proposed development site frontage design plan, the vertical profile of Villa Road should be redesigned so that adequate ISD is provided for the roadway design speed. Alternatively, the access could be redesigned as a right-in/right-out access. Additionally, landscaping along the Villa Road site frontage should be planned and

maintained in a manner that does not obstruct sight distance.) (Transportation Appendix, p. 32)

The “vertical profile” is another significant safety hazard. The distance from the Villa/Park intersection to the crest of the vertical descent is about 310 feet. With a typical speed of 30-35 mph (as stated in the community meeting), the response time for vehicles on Villa road to react to other vehicles or pedestrians is insufficient.

Although the Application recognizes these concerns, there is no planned resolution for this significant safety concern.

### 3. Adjacent Property Values

We, along with others, purchased the property with a value based on the R1 zoning. Changing the zoning to more density will probably decrease our property values, particularly those of us whose share property lines with the development.

When asked about property values at the Community Meeting, the developers responded that “at least one” of their developments resulting is raising property values in the area. However, all three of the examples of other developments that they listed are not comparable to the Martell Commons project.

The Raven Apartments, 340 SE 148<sup>th</sup> in Portland are 33 unites with Air Conditioning, Washer/Dryer. Markell Commons is a much larger complex with lower cost construction (in-wall heating only). ([www.apartments.com/raven-apartments-portland-or/vx206ze](http://www.apartments.com/raven-apartments-portland-or/vx206ze))

The Beverly, Hollywood District, is a higher end complex with Kular oak flooring, Premium energy-efficient lighting, “Each room has its own heating and cooling control”, Living Stone tile countertops, etc. Located in a business district, this is clearly not a comparable project to help understand the impact of property values in an R-1 development. (<http://www.livethebeverly.com>)

Lewis Ridge, near Vancouver mall, “At Lewis Ridge Apartment Homes you will find one-of-a-kind living options, sustainable features, stainless steel appliances and luxury interior selections complete with modern, sophisticated charm. Living at Lewis Ridge apartment homes also entitles you to a premium amenity collection such as a resort-inspired pool and relaxing spa, complete fitness center and much, much more. Come experience the superior style of Lewis Ridge Apartment Homes – and elevate to a new level of living today!” ([www.lewisridge.com](http://www.lewisridge.com)) Clearly this is not a comparable for a lower-cost construction project.

Also, these lower-cost housing units give us not assurance that this development has the financial resources to maintain the property (upkeep and appearance) for several years. They did not indicate any experience with other projects of this size or cost range.

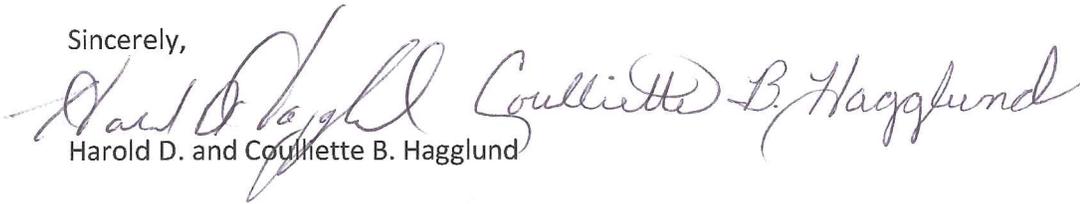
### 4. Affordable Housing in Newberg

The Application notes that a change from R1 to R3 zoning “promote the efficient use of limited land within the Urban Growth Boundary..” and references the LUBA appeal which is stalling the 2009 proposed update to the Housing Element of the Comprehensive Plan (page 27). However, approving this project for the purpose of resolving the UGB issues for the City is a significant (too high) trade-off for the vehicle and pedestrian safety along Villa Road.

Although ADEC and George Fox University are mentioned in reference to affordable housing stock, there is no mention of coordination with these entities to confirm that such needs exist in their own institutional planning.

Thank you for including our concerns in the public comments on this application.

Sincerely,



Harold D. and Coulliette B. Hagglund

City of Newberg  
Community Development Department  
PO Box 970  
Newberg, OR 97132

RE: Proposed rezoning of property on Villa Rd near Park Ln

File No. CPA-15-001/ZMA3-15-001

As citizens who have lived and worked in Newberg for over 20 years, we have seen a lot of growth within the city limits. Growth is inevitable and even necessary. However, high density housing seems to bring with it inherent issues (parking, noise, livability, congestion, etc.) whether in our city or in other cities. Careful location of this type of housing can create less impact on the established community, roadways, and general livability of the city. Often the high density housing issues are never witnessed by the developers, the planning committee or the city building and planning division. The problems arise after the housing is occupied and these projects then create daily issues for the onsite managers, create calls to the city and to the police in regards to loud neighbors, illegal parking, overflow parking blocking residential driveways and mailboxes, vehicles being damaged from door dings as vehicles try to pack in or vehicles being damage by passing vehicles that did not navigate the crowded roadway well enough.

Since this project has been proposed, there has been an increase in homes going up for sale on Villa and in the immediate area. Many chose to live in Newberg, because it is outside the metro area and does not have the feel of areas like Beaverton or Portland where residents live in compact areas and traffic is always congested.

The placement of this particular project seems to bring with it some increased probability for these inherent issues to be intensified.

The original proposal was for 144 units, we understand now it may be closer to 125 units. 125 units means 125 to 200 additional daily cars to the area in addition to any visitors those residents may have. If it is being marketed to young tenants or GFU tenants, it is a high probability of each bedroom being occupied by 1-2 persons and likely each person would own a car, so the total cars added to the area could be even closer to 250.

Villa is already a very highly traveled roadway by vehicles and pedestrians. It is a main north/south through road leading to the high school, university, churches, sports complexes, retirement home, care home, and the public pool. Villa connects much of the north end housing with 99W and is traveled daily by commuters heading to and from work. On any school day, there is a steady flow of traffic on Villa and Haworth. Traffic is backed up significantly during particular hours as the students are letting in and out of school.

In the area of Villa and the trestle, Villa is narrow and windy. A sharp bend occurs right at the start of a sharp incline. It is already a hazard and would only become more so with increased traffic. Even if the immediate area in front of the proposed re-zone area is improved, the concern is also for impact all

along Villa. Including the curve and incline at Carol Ave and the very well-traveled intersection of Haworth.

On days when the pool is hosting a water polo event or swim meet it is not uncommon for Haworth to be full of parked cars as well as the length of Villa from Fulton to Haworth. This makes it delicate to navigate. Further, if GFU is hosting a football game or a softball/baseball game this same area is packed with parked vehicles and pedestrians moving up and down the street and sidewalks.

While we understand there will be some improvements made to Villa and Park to accommodate parking and pedestrians, we are concerned it will not be sufficient for these additional 125-250 vehicles accessing Villa. It will create a safety hazard and significant congestion.

GFU is building dormitories on Villa. This will increase car traffic on Villa between 99W and Fulton. The new dorms will also increase pedestrian traffic in the area.

Villa is marked with bicycle 'sharrows', telling bicyclists that this is a safer path to take. A new apartment building, new dorms and the possibility of a new development on Mountainview Rd in the near future will put great strains on Villa Rd.

Pedestrian safety has never been that great on Villa between Crestview Rd and Haworth (even to 99W). There are only occasional sidewalks on one side of the street or the other. The walk down and up Villa at the trestle can only be done on one side of the road by using the bike lane. The road seems narrow here as cars going north bound go around the blind corner, down the hill and often go into either the on-coming traffic lane or the bike lane.

Beyond the safety and traffic concerns, neighbors are greatly worried about losing our quiet neighborhood. Basic livability issues of noise and other issues arise when people live in too close of quarters. While not everyone bothered by the issues will complain, neighbors will likely deal with daily frustrations of increased noise, crowding and livability issues and ultimately deteriorate the sense of neighborhood and community.

Thank you for your consideration on this topic.

Sincerely,

Johns Family  
1504 Hess Creek Ct  
Newberg, OR 97132  
503-538-3960



To whom it it may concern,

I am writing regarding the application to change zoning at 1317 Villa.

Our neighbors at 1317 Villa have been good neighbors. That being said I strongly object rezoning that property from low density to high density residential. We live in a quiet neighborhood. Although traffic is an issue early in the morning, and in the evening it is generally a quiet family neighborhood. Changing the zoning to allow for high density housing (which as I understand it is either apartments or town houses) will bring a lot more people into our quiet neighborhood. Most importantly it will bring a lot more cars into the neighborhood and that is what I am most concerned about. The location of this property is directly adjacent to the railroad tracks and trestle. I have lived on Villa Rd for 14 years. Every day I drive under the trestle and every week I am nearly hit head on by a car driving down the middle of the road under the trestle because they choose to drive too fast. Near head on collisions have increased since the building of JoAnn Austen Elementary many years ago and I am now afraid that will significantly increase when there is traffic going in and out at the top of the trestle (1317 Villa). As the property is currently zoned it will already bring in many new cars and residents to the neighborhood and will affect driving in that corner... however, high density is many times more people and vehicles than single. As I understand it the rail road company has no intention of changing the trestle or paying for any additions or changes so the area down there and closest to the trestle will not change which means traffic will be funneled under there, frequently going faster than needed (don't even get me going about the four way stop at villa and Crestview and how few drivers actually STOP there). I have an investment in my neighborhood and in my life. I fear that those who would be attracted to the high density housing would not have a similar investment in the neighborhood (or my life). Please DO NOT CHANGE THE DENSITY PLAN.

Sincerely,

  
Hope Andrews

1701 Villa Rd

Community Development Department  
City of Newberg  
414 E First Street  
Newberg, Oregon 97132

RECEIVED

MAY 11 2015

Initial: \_\_\_\_\_

May 8, 2015

RE:Change from Low Density Residential to High Density Residential,  
Zone change from R-1 to R-3

The proposed plan to change property from a low density residential, property which is now farmland, to a high density residential designation is the worse case scenario for many in the area. The neighborhood meeting was well attended, but it appeared that the only persons speaking in favor of this were the owner and the developer.

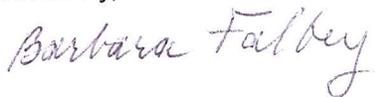
The increase in traffic in the area from a change of R1 to R3 is not appropriate for Villa Road and would result in the need for the city to make improvements, possibly widening the road and adding stop signs at Park Lane and even a traffic light at Haworth. This area is already a dangerous one for pedestrians and bicyclists, who would need to cross Villa to go to or from this proposed high density residential property.

A change from a farm area where deer are frequently seen to an area with the potential of three story apartment buildings and approximately 150 parking spaces is too drastic . Three story buildings would be especially out of place and an eyesore all over the area.

This is an R1 Low Density Residential Area that would best be maintained as R1 to provide for affordable single family homes.

I respectfully request the disapproval of the proposed Martell Commons Comprehensive Plan Amendment and Zone Change Application from LowDensity Residential to High Density Residential.

Sincerely,



Barbara Falbey  
1220 N Pennington Drive  
Newberg  
OR 97132

# In Our Opinion: People gotta live somewhere, don't they?

Created on Tuesday, 29 November -0001 16:00 | Written by [Gary Allen](#) | 

[o Comments](#)

Nothing gets the good people of Newberg riled up like the mention of “affordable housing” and the prospect that an apartment or condo complex will be constructed in their neighborhood.

That was evidenced once again last week after a posting on Facebook revealed a developer’s plans to construct an apartment complex on Villa Road called Martell Commons.

It wasn’t long after, minutes in fact, that the vitriol began and the issue went viral. People insisted no more housing is needed in town, that the city of Newberg was hell-bent on bringing more residents to town to increase the tax coffers, that the city should either require the developer to keep the lot undeveloped or site only a few single family homes, that the resulting uptick in traffic will make Villa Road incredibly dangerous and, unfortunately, that only criminals and lowlives live in affordable housing complexes.



May 6 editorial

If this all sounds familiar that’s because these were the same arguments that surfaced when plans began to construct a large low-income housing complex on Meridian Street. When Deskins Commons was finished, however, it was immediately apparent that the vitriol was unfounded and the complex turned out to be a nice addition to town.

The developers of Martell Commons have it in mind to build a complex of around 128 one-, two- and three-bedroom apartments in a vacant field at the corner of Villa Road and Park Lane. The complex won’t meet the city of Newberg’s strict definition of affordable housing as rates will be comparable in price to other apartments in the area.

The long and short of the issue is that Newberg is short on housing and current inventory doesn’t meet the city’s projections for future growth. Simply put, people gotta live somewhere.

Yet, there are those who would deny others a place to live for fear they are the wrong element, or so they can travel a bit easier on the road, or so they can look out their windows onto a verdant field, one owned by somebody else.

Within the confines of the law, the owners of the land are allowed to develop that land as they see fit. If people have a problem with that, if they want to see the land remain undeveloped, they can certainly purchase the parcel. That’s the American way.

True, the site is a verdant field and it’s understandable neighbors would like it to remain that way. But the land has been zoned for low-density residential use for many years and the developer could still choose to construct dozens of homes there instead of apartment buildings. What would be the difference?

Nearly 25,000 people live in Newberg already and, short of erecting a fence around the city, more will move here every day. There’s no stopping progress, there’s only planning for it properly.

# Proposed apartment complex draws fire

Created on Wednesday, 06 May 2015 01:00 | Written by [Colin Staub](#) | 

[1 Comment](#)

## Martell Commons could feature 128 units on Villa Road

Residential construction in Newberg could see a spike as a multifamily apartment complex moves forward with a proposal before the planning commission.

The development, called Martell Commons, would mean the addition of more than 100 residential units on a 5.9-acre parcel of land at Villa Road and Park Lane.

The final number of residences to be proposed has not been decided, but president Jeff Curran of project applicant DJ2 Construction said the number will be in the vicinity of 128 units. If the zone change goes through, this figure would be near the middle of the development's minimum allowed 88 units and maximum allowed 147 units.

The developer will first seek approval of comprehensive map plan and zone changes. The site is now zoned R-2 (low density residential) and the planning commission will be asked to approve rezoning the land to R-3 (high density residential).

In order to make a case for why the zone change should be approved, the applicants state that the high-density zoning is appropriate because of the property's size, its location on a major collector street provided by Villa Road as well as its placement close to commuting destinations.

"In this location it seemed to make a lot of sense, with the proximity to (George Fox University) and the proximity to A-dec," Curran said.

The development also makes sense, the applicants state, because the land available for residential development within the urban growth boundary is not enough to accommodate the city's projected growth over the next 15 years.

While the development is not proposed to have an "affordable housing" designation that would restrict the income level of its residents, the zone change application states that "it will provide an affordable housing option for many residents of Newberg located close to employment, services and educational uses."

City Councilor Denise Bacon, who said she could not comment specifically on the Martell Commons proposal, expressed that there is a sizable shortage of affordable housing options for Newberg residents.

"When you talk about affordable housing out in public people assume you mean housing for poor people," Bacon said. "Affordable housing is relative to whatever you make."

Apartment hunters, including her own children, looking for rentals in the area are running into tough situations and lots of competition: generally unable to find open rentals and otherwise facing dozens of other people vying for the same unit.

"That's a tight housing market," she said.

Growth allows the city to improve its infrastructure, expand its police force, improve and build roads, Bacon said.

If the city does not prepare for and facilitate affordable growth in the long run, Bacon predicts residents leaving the city. She recalls the 2008 housing crash and the subsequent flood of tenants to rental units, causing some people to be priced out of the market and move to towns with lower rent, such as Willamina.

Increasing the affordable options available to renters could help offset that scenario while also meeting the more immediate housing needs of Newberg residents.

"No one is going to develop that kind of development if they didn't think there was a market for it," she said, citing as a recent example the Deskins Common apartment building on Meridian Street, nearly filled before it even opened.



GARY ALLEN - Open space - A vacant field may be the future site of a development that would bring roughly 128 new residential units to the area. The space was chosen for its convenient proximity to George Fox University and Newberg businesses.

Still, the development elicited some strong opinions at a well-attended December meeting with the neighborhood. According to the application, some of the main neighbor concerns focused on transportation impacts, the number of units proposed, whether there will be sufficient parking and the architectural design of the development.

Willow Muhr, a neighbor of the vacant field for years, is concerned about the proposal in part because of the amount of increased traffic it will bring to the area.

"It's going to be a nightmare," she said. "My first thought is strictly how unsafe that space is right there." Already there is cut-through traffic in the neighborhood from drivers trying to avoid Villa Road, a practice that Muhr said could increase with the new development.

Simply the number of proposed units is also a concern.

"I expected that piece of property to be developed but I expected it to be developed in an appropriate manner in the area," Muhr said, explaining that she is not adverse to the growth in Newberg and citing past developments nearby that focused on roughly 10 single-family homes as more appropriate examples of development.

With the potential impacts on the neighborhood, Muhr and other neighbors are hoping to make a case against the potential zoning change.

Some of these neighborhood impacts have already been considered and solutions proposed along with the development. According to the application, some of the expected transportation infrastructure improvements that would come with the development would include a half-street widening of Villa Road with the addition of sidewalks and a bike lane, as well as widening of Park Lane to include a dedicated left-turn lane onto Villa Road as well as a sidewalk for the length of the lot.

Another way developers have discussed mitigating potential impacts on the surrounding neighborhood is to step the building heights down on frontages facing neighboring residences to avoid the otherwise stark contrast.

Also to this end the building may sacrifice some of the space for units allowed by the high-density zoning in order to earmark some area for parking. Although the plans are not finalized and especially design elements are likely to change as the process continues, Curran said parking has been a major concern.

"Parking can be a challenge, (neighbors) don't want parking spreading out into the neighborhood," he said. "We've kind of toned down the number of units so we can accommodate more parking onsite."

While DJ2 Construction has not worked in Newberg before, Curran and his business partner have consulting backgrounds and were heavily involved in working up the Springbrook Master Plan for the Austin family.

"We know the community well," Curran said.

The planning commission will hold a public hearing on the proposed zone change at 7 p.m. May 14 at the Newberg Public Safety building. At a subsequent City Council meeting councilors will hold another hearing and will make a final decision on the application.

1 Comment

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**frog\_in\_the\_soup** • 3 days ago

What a scam. The nearby residential owners will have a rental megaplex in an obviously quiet residential neighborhood. Talk about bait and switch. You buy into a neighborhood with low density zoning, only to have it pulled from you years later when it is convenient for the city and landowner. There are other areas in the Newberg area for high density housing. You can also bet that the number of units will be 128 minimum, when it should probably be 64. With that many units, the neighborhood residential owners should demand that space from the 5.9 acres be made into a sizable playground park for the inevitable children, since there are no playground parks within walking distance, The sidewalks and left turn lane are window dressing, because there will be difficult parking issues. The units should be as high end as possible, easier to do with low cost granite, engineered flooring, and cheaper air conditioners. The owners should also pay attention to where the garbage bins will be placed, ideally away from the residential backyards.

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**Economy & Markets**

White House Insider Warns: "The Fed is Making a Huge Mistake"

SimpliSafe

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