

CITY OF NEWBERG  
CITY COUNCIL AGENDA  
TUESDAY, NOVEMBER 20, 1990  
7:30 P.M.  
NEWBERG PUBLIC LIBRARY

I. CALL MEETING TO ORDER

II. ROLL CALL

III. CONSENT CALENDAR:

1. Proclamation recognizing the Newberg Police Department Narcotics Unit for nomination of 1990 ONEA Award for Unit of the Year.
2. Resolution No. 90-1590 authorizing the City Manager to dispose of the 1970 Ford Western States Fire Engine.
3. Resolution No. 90-1591 establishing a fire truck fee for the purpose of purchasing a fire truck effective January 1, 1991.

IV. REQUESTS AND COMMUNICATIONS FROM THE FLOOR.

V. PUBLIC HEARING:

1. Continued public hearing regarding Zoning Ordinance revisions for a Manufactured Housing Overlay Zone.
2. Continued public hearing regarding revisions to Comprehensive Plan for periodic review.
3. Continued public hearing regarding the renaming of a portion of Sunset Drive to Quail Drive.  
Ordinance No. 90-2287
4. Public hearing regarding closure of Church Street between First Street and Highway 99W.  
Ordinance No. 90-2288

VI. REPORT FROM CITY MANAGER.

VII. CONTINUED BUSINESS.

1. Appointment of Budget Committee Members - Melinda Newland

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City Council Agenda  
November 20, 1990

VIII. NEW BUSINESS:

1. Ordinance No. 90-2289 establishing stop streets on Buckley Lane and Donald Lane at Mountainview Drive.
2. Information on Regional Water Basin Study.

IX. EXECUTIVE SESSION (if needed)

X. ADJOURNMENT.

INDEX OF RESOLUTIONS AND ORDINANCES ON THIS AGENDA FOR ACTION:

RESOLUTIONS:

1. Resolution No. 90-1590 authorizing the City Manager to dispose of the 1970 Ford Western States Fire Engine.
2. Resolution No. 90-1591 establishing a fire truck fee for the purpose of purchasing a fire truck effective January 1, 1991.

ORDINANCE:

1. Ordinance No. 90-2287 authorizing the renaming of a portion of Sunset Drive to Quail Drive.
2. Ordinance No. 90-2288 authorizing the closure of Church Street between First Street and Highway 99W.
3. Ordinance No. 90-2289 establishing stop streets on Buckley Lane and Donald Lane at Mountainview Drive.

CITY OF NEWBERG  
CITY COUNCIL WORK SESSION  
TUESDAY, NOVEMBER 20, 1990  
6:00 P.M.  
NEWBERG COMMUNITY HOSPITAL

THE CITY COUNCIL OF THE CITY OF NEWBERG WILL HOLD A WORK SESSION TO REVIEW THE NOVEMBER 20, 1990 COUNCIL AGENDA ITEMS. THE COUNCIL WILL NOT MAKE ANY DECISIONS ON THE AGENDA ITEMS AT THE WORK SESSION. THE WORK SESSION WILL BE HELD AT THE NEWBERG COMMUNITY HOSPITAL, CONFERENCE ROOM "C".

THE WORK SESSION WILL BE FOLLOWED BY THE CITY COUNCIL MEETING WHICH WILL BE HELD AT NEWBERG PUBLIC LIBRARY BEGINNING AT 7:30 P.M.

DATED THIS 14TH DAY OF NOVEMBER, 1990.



DUANE R. COLE  
CITY MANAGER

\WSNOTE

PROCLAMATION

A PROCLAMATION OF THE CITY OF NEWBERG IN RECOGNITION OF THE NEWBERG POLICE DEPARTMENT NARCOTICS UNIT 1990 ONEA AWARD NOMINEE FOR UNIT OF THE YEAR.

WHEREAS, the Newberg Police Department has as one of its top priorities, zero tolerance for drugs; and

WHEREAS, the Newberg Police Department, as a total team, assists with the enforcement and education of Newberg's residents regarding the danger and risks associated with using and selling drugs; and

WHEREAS, the Newberg Police Department Narcotics Unit, as a part of the Newberg Police Department has been recognized by the ONEA as one of twelve units statewide for its efforts in enforcement and apprehension of criminals in Newberg and the State of Oregon.

NOW, THEREFORE, BE IT PROCLAIMED that the Newberg Mayor and City Council hereby proclaim their appreciation and recognition to the Newberg Police Department and especially to the Newberg Police Department Narcotics Unit for their efforts in making Newberg and the State of Oregon drug free.

DATED this 20th day of November, 1990.

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Elvern Hall - Mayor

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Duane R. Cole - City Recorder

\pdpro

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1.

RESOLUTION NO. 90-1590

A RESOLUTION AUTHORIZING THE CITY MANAGER OF THE CITY OF NEWBERG TO DISPOSE OF THE 1970 FORD WESTERN STATES FIRE ENGINE.

WHEREAS, the City of Newberg has received an offer to sell the 1970 Ford Western States Fire Engine; and

WHEREAS, the purchase price for the 1970 Ford Western States Fire Engine has been set at \$25,000.00 by the City Fire Chief; and

WHEREAS, the cost of this piece of equipment new was approximately \$27,500.00; and

WHEREAS, the 1970 Ford Western States Fire Engine is a surplus piece of equipment for the City of Newberg at this time.

NOW, THEREFORE, BE IT RESOLVED that the Newberg City Council hereby authorizes the City Manager of the City of Newberg to dispose of the 1970 Ford Western States Fire Engine for a price of not less than \$25,000.00.

ADOPTED by the City Council of the City of Newberg this 20th day of November, 1990.

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Duane R. Cole - City Recorder

cc\proft

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Agreement to Sell One 1970 Fire Engine Pumper to:  
Tri-City Rural Fire Protection District

Whereas, the City of Newberg owns a 1970 Ford Western States Fire Engine with a 1,000 gpm pump which the City of Newberg is replacing. And;

Whereas, the Tri-City Rural Fire Protection District (RFPD) desires to purchase said pumper from the City of Newberg. And;

Whereas at the regular meeting of the Newberg City Council on \_\_\_\_\_, 1990, the Council voted to approve the sale of the said pumper to Tri-City Rural Fire Protection District (RFPD) for the sum of \$25,000.00.

Therefore, the City of Newberg and the Tri-City Rural Fire Protection District (RFPD) enter into the following agreement:

1. The City of Newberg shall sell to Tri-City RFPD one 1970 Ford Western States 1,000 gpm Pumper. Serial Number \_\_\_\_\_ for the purchase price of \$25,000.00.
2. The Tri-City RFPD shall pay the sum of \$500.00 at the time of signing this agreement.
3. Tri-City RFPD will pay the remaining balance of \$24,500.00 when they take delivery of said engine.
4. The City of Newberg represents that said pumper did pass the standard pump test on September 26, 1990.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 1990.

City of Newberg

Tri-City RFPD

\_\_\_\_\_  
City Manager

\_\_\_\_\_  
President - Board of Directors

\_\_\_\_\_  
Fire Chief

\_\_\_\_\_  
Fire Chief

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3.

REQUEST FOR COUNCIL ACTION

DATE SUBMITTED: November 1, 1990

           MOTION  
  X   RESOLUTION

DATE ACTION REQUESTED: November 20, 1990

           ORDINANCE  
           INFORMATION

SUBJECT: Implementation of the Fire Truck Fee

RECOMMENDATION: Adopt the attached resolution implementing the Fire Truck Fee.

BACKGROUND: In September the voters approved the imposition of a fire truck fee beginning January 1, 1991. The Council needs to pass a resolution implementing the fee.

The Finance Committee met on October 30 and discussed the attached resolution. There was no quorum and therefore no action was taken on the resolution. However, members who were present did make several suggestions which have been incorporated into the resolution.

  
DUANE COLE, CITY MANAGER

\ccfirefee  
Attachment

## M E M O R A N D U M

CITY OF NEWBERG

DATE: October 30, 1990

TO: Mayor and City Council

FROM: Kathy Tri, Finance Director

SUBJECT: Implementation of the Fire Truck Fee

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In September the voters approved the imposition of a fire truck fee, beginning January 1, 1991. The Council needs to pass a resolution implementing the fee. This memo outlines for discussion purposes the various provisions of the implementing resolution.

Section 1. The voters approved a fee based on residential meter equivalent. The resolution lists each meter, the meter equivalent as provided for in the 1987 water rates, and the monthly charge based on the ballot measure.

The Council might be interested to know that a few one-inch residential customers have indicated that they want to change their meters to 3/4 inch by January in order to avoid the additional charge.

Staff will begin to work with Rick Rementeria on programming the new fee after the Council adopts the resolution.

Section 2. We recommend that irrigation meters be exempt from the fee. Irrigation meters are used to water primarily fields at the college, school district and park district. A few commercial customers also have irrigation meters in addition to their regular meters. The charge should be on meters serving buildings.

This section also exempts outside city users. Outside users are served by the rural district. The truck is a City fire truck and not one financed by the rural district. While the truck may serve the district residents, it is felt that the intent is to impose the fee only on city utility users.

Section 3. The question was raised regarding what if a person wanted to pay the entire authorized amount (\$48) in advance. According to Mr. Rementeria, there is no programming problem with advances. However, there are some concerns. For example, what happens if a person moves out of the community before the necessary \$163,000 is collected or if someone overpaid because it took less than 48 months to collect the necessary funds, would the City have to refund the overage. Therefore, the Finance Committee recommends that citizens be allowed to pay in advance a non-refundable amount of \$45. The resolution sets forth an advance payment amount for each meter equivalent. Allowing advance payments will help the City collect the necessary funds faster.

Section 4. The staff is concerned about what happens if a customer pays the water and sewer portions of the utility bill and not the fire fee. We intend to credit the fire truck fund first, then the water and sewer funds. If a delinquency occurs, water service will be terminated in the usual manner.

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5.

Section 5. This section sets forth the period of time the fee is in effect.

The Budget Committee will need to review and approve a supplemental budget in late January recognizing the fire truck fee revenue and appropriating the funds. The staff intends to present to the Council for adoption the supplemental budget and award the bid for purchase of the fire truck at the second meeting in February.

RESOLUTION NO. 90-1591

A RESOLUTION ESTABLISHING A FIRE TRUCK FEE FOR THE PURPOSE OF PURCHASING A FIRE TRUCK, EFFECTIVE JANUARY 1, 1991

WHEREAS, on September 16, 1990, the voters of the City of Newberg approved a monthly charge to be included on the utility bill for the purpose of purchasing a fire engine; and

WHEREAS, the new fee is to go into effect January 1, 1991, and shall continue until \$163,000 is raised or for forty-eight (48) months whichever occurs first;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Newberg, Oregon, as follows:

Section 1. Effective January 1, 1991, a charge of \$1.00 per residential meter equivalent shall be included on the monthly utility bill as follows:

<u>Meter Size</u>	<u>Meter Equivalent</u>	<u>Monthly Charge</u>
5/8" to 3/4"	1.5	\$1.00
1"	2.5	2.50
1 1/4"	3.5	3.50
1 1/2"	5.0	5.00
2"	8.0	8.00
3"	16.0	16.00
4"	25.0	25.00
6"	50.0	50.00
8"	80.0	80.00
10"	115.00	115.00

Section 2. Irrigation meters and non-City utility users will not be charged the fire truck fee.

Section 3. Utility users will be allowed to pay in advance a non-refundable amount as follows:

<u>Meter Size</u>	<u>Meter Equivalent</u>	<u>Non-refundable Advance</u>
5/8" to 3/4"	1.5	\$ 45.00
1"	2.5	113.00
1 1/4"	3.5	158.00
1 1/2"	5.0	225.00
2"	8.0	360.00
3"	16.0	722.00
4"	25.0	1,128.00
6"	50.0	2,256.00
8"	80.0	3,610.00
10"	115.00	5188.00

Advance payments must be received by July 1, 1991. Amounts paid between January 1 and July 1, 1991 shall be credited toward the advance payment.

Section 4. Failure to pay the fire truck fee shall constitute a

delinquency in the customer's utility bill. The current regulations for payment of delinquent utility bills and for shutting off water service shall apply.

Section 5. The fire truck fee shall go into effect January 1, 1991 and shall remain in effect until January 1, 1995 or until \$163,000 is collected, whichever occurs first.

ADOPTED by the City Council of the City of Newberg, Oregon, this \_\_\_\_\_ day of November, 1990.

\_\_\_\_\_  
Duane R. Cole, City Manager

REQUEST FOR COUNCIL ACTION

DATE SUBMITTED: November 11, 1990

  X   MOTION

DATE ACTION REQUESTED: November 20, 1990

       RESOLUTION

       ORDINANCE

  X   INFORMATION

SUBJECT: Zoning Ordinance Revisions for a Manufactured Housing Overlay Zone

RECOMMENDATION:

The staff recommendation is to close the public hearing and direct staff to prepare an ordinance to adopt the proposed overlay zone.

BACKGROUND:

On November 5, the City Council received testimony from Don Miner, Executive Director of the Manufactured Housing Association. Mr. Miner had a variety of concerns which addressed the following issues.

- o Need for Manufactured Housing
- o Zone Change Process
- o Ordinance Standards

Each of these topics are discussed below.

**A. Need for Manufactured Housing**

Mr. Miner stated that the City Comprehensive Plan underestimates the need for manufactured homes. The existing Comprehensive Plan was prepared in 1979 and was acknowledged by the Land Conservation and Development Commission. The Plan states that 20 percent of all housing in the community will be mobile homes/manufactured homes. The proposed draft Comprehensive Plan is based on the same 20 percent assumption that was acknowledged by LCDC. For this reason, it is believed the assumption should not be changed.

**B. Zone Change Process**

As originally proposed, the MI overlay zone would be a floating zone applied as needed. Mr. Miner testified that the overlay zone would create a burdensome process involving numerous zone changes. To simplify the process and eliminate the need for future zone changes, staff proposes that the MI designation be fixed on land west of North College outside the city limits, and west of North Main inside the City. The attached map illustrates where the MI zone would apply. This designation would make 73 acres of buildable LDR land available for manufactured homes. By allowing manufactured homes in the MDR zone, 127 acres are designated for the use, with approximately 400 buildable acres available.

C. Ordinance Standards

Mr. Miner has given staff specific comments about changes related to the development standards to make the standards consistent with State law. The only substantive change relates to Section 468 (f) which states that attached garages are only required when surrounding development includes an attached garage. (See the attached ordinance)

CONCLUSION:

The proposed changes will provide a simpler process for providing land for needed manufactured housing. Staff believes that the current proposal satisfies the requirements of House Bill 2863 and generally satisfies most of the concerns of the mobile home industry.

COST:

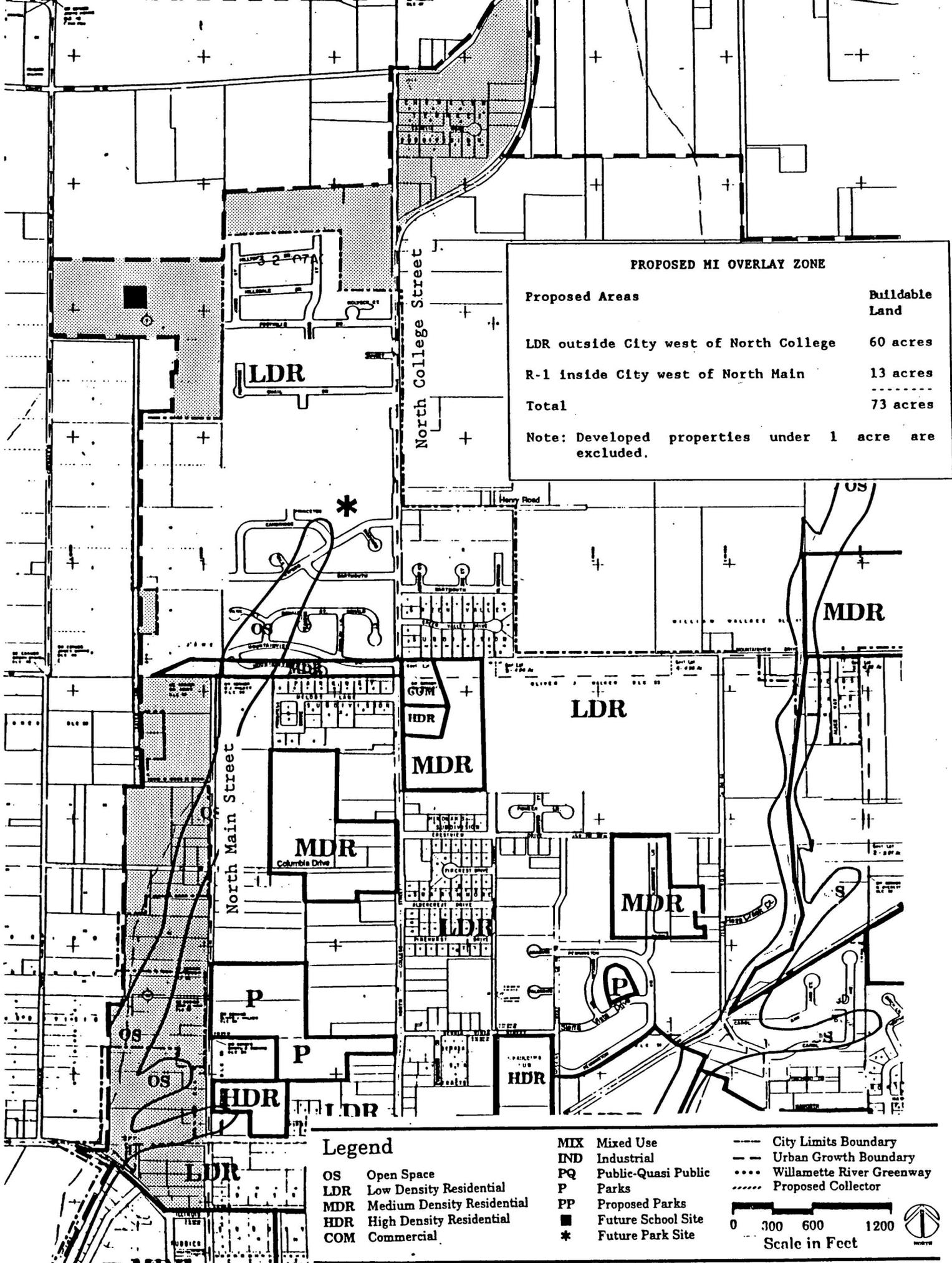
None



\_\_\_\_\_  
Dennis Egner, Planning Director



\_\_\_\_\_  
Duane Cole, City Manager



**PROPOSED MI OVERLAY ZONE**

Proposed Areas	Buildable Land
LDR outside City west of North College	60 acres
R-1 inside City west of North Main	13 acres
<b>Total</b>	<b>73 acres</b>

Note: Developed properties under 1 acre are excluded.

**Legend**

- |     |                            |     |                     |       |                           |
|-----|----------------------------|-----|---------------------|-------|---------------------------|
| OS  | Open Space                 | MIX | Mixed Use           | ---   | City Limits Boundary      |
| LDR | Low Density Residential    | IND | Industrial          | - - - | Urban Growth Boundary     |
| MDR | Medium Density Residential | PQ  | Public-Quasi Public | ..... | Willamette River Greenway |
| HDR | High Density Residential   | P   | Parks               | ..... | Proposed Collector        |
| COM | Commercial                 | PP  | Proposed Parks      |       |                           |
|     |                            | ■   | Future School Site  |       |                           |
|     |                            | *   | Future Park Site    |       |                           |



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11

ZONING ORDINANCE AMENDMENTS TO CREATE A MI MIXED INFILL HOUSING SUBDISTRICT

254 Definitions. The following definition shall be added to the existing list of definitions:

Manufactured home. A structure constructed for movement on the public highways that has sleeping, cooking and plumbing facilities, that is intended for human occupancy, that is being used for residential purposes and that was constructed in accordance with federal manufactured housing construction and safety standards regulations in effect at the time of construction.

270 (7) MI Mixed Infill Housing Subdistrict. Pursuant to the provisions of Sections 464-468, a MI subdistrict may be created within the R-1 residential zoning district. The subdistrict shall be designated by the suffix "MI" added to the symbol of the parent district. All uses permitted in the parent zone shall be allowable in the MI subdistrict.

314 Permitted Buildings and Uses. Section 314 lists the permitted uses in the R-2 zone. A new subsection 314 (9) shall be added and following sections shall be renumbered. Subsection 314 (9) shall state:

314 (9) Manufactured Homes; subject to the following conditions:

- A. Manufactured homes shall not be located within 200 feet of historic resources listed on the Final Inventory of Historic Resources in the Comprehensive Plan.
- B. Manufactured homes shall meet the development standards of the MI overlay zone as set forth in Section 468.

MI MIXED INFILL SUBDISTRICT

464 Purpose. The purpose of the MI subdistrict is to allow manufactured housing on individual single family residential lots consistent with the City's identified need for individually sited manufactured homes. The MI subdistrict will allow manufactured homes to be intermixed with traditional "stick built" housing.

466 Uses. In addition to the buildings and uses permitted in the underlying zoning district, an MI subdistrict allows manufactured homes on individual lots as a permitted use.

468 Development Standards. Residential development in the MI overlay district shall meet the following minimum standards:

- A. Each dwelling unit shall enclose a space of not less than 1,000 sq. ft. If the unit is a manufactured home, it shall be multi-sectional. No external horizontal dimension shall be less than 20 feet in width.

- B. Each dwelling unit shall be enclosed at the perimeter with either a foundation that has been backfilled or skirting. The enclosure shall have an appearance similar to that of a stick built home. If the unit is a manufactured home, the chassis shall be located not more than 12 inches above grade and any axels or other transportation mechanisms shall be removed.
- C. All dwelling units shall have a roof slope greater than a nominal 3 feet in height for every 12 feet in width.
- D. Dwelling units shall have exterior siding and roofing which in color, material, and appearance is similar to the exterior siding and roofing material commonly used on "stick built" residential dwellings within the community or which is comparable to the predominate materials used on surrounding dwellings as determined by the Building Official.
- E. All manufactured homes shall be certified by the manufacturer to have an exterior thermal envelope meeting performance standards which reduce levels equivalent to the performance standards required of single-family homes dwellings constructed under the state building codes defined in ORS 455.010.
- F. All dwelling units shall have a carport or garage constructed of like materials. An attached garage shall be provided where such is consistent with the predominant construction of immediately surrounding dwellings.

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REQUEST FOR COUNCIL ACTION

DATE SUBMITTED: November 6, 1990

X  MOTION

DATE REQUESTED: November 20, 1990

RESOLUTION

ORDINANCE

X  INFORMATION

SUBJECT: Revisions to the Comprehensive Plan.

RECOMMENDATION:

The staff recommendation is to close the public hearing and direct staff to prepare an ordinance to adopt the revised Comprehensive Plan.

BACKGROUND:

On November 5, 1990 the City Council directed staff to make various changes to the Comprehensive Plan. In addition to changes approved by the Council, information and policies have been added for manufactured housing, public facilities, and the proposed Newberg/Dundee Bypass. The key issues are discussed below.

On November 13, 1990 the Newberg Urban Area Management Commission (NUAMC) met and reviewed relevant Transportation, Greenway and Urbanization policies. The NUAMC recommended that the Council approve the Plan sections with the changes noted below.

A. Preservation of Trees in Drainage Ways

Wooded Areas Policy 2 on page five will remain as written stating "trees provide needed protection from erosion and should be maintained". The term shall will not be inserted since it does not provide adequate flexibility. Staff will prepare an amendment to the zoning ordinance to establish a process for harvesting certain trees in drainage ways.

B. Various Text Changes - Complete Sentences

The following policies were incomplete sentences in the draft. The term "the City shall" was inserted in each policy to complete the sentence.

<u>Page</u>	<u>Policies</u>
11	Greenway Policy h.
13	Economy-General Policies g., k., and l.
13	Economy-Industrial Areas Policy b.
15	Housing Mix Policies f.
16	Housing Mix Policies j. - m.
17	Urban Design-General Policies l. - o., s., and t.
19	Urban Design-Downtown Policies a. - e.
20	Transportation-Overall Transportation Policy f.
26	Public Facilities and Services-Schools Policy i.
28	Urbanization-General Policy b.

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14.

C. **Manufactured Homes.**

Based on the comments of Don Miner, Executive Director of the Manufactured Housing Association. Staff has revised housing analysis text, on pages 34-35, to identify specific areas for MI zoning. The previous text assumed use of a floating zone for manufactured housing. The advantage of fixing the zoning is to avoid numerous zone change requests in the future.

D. **Public Facilities List - Storm Sewer**

Pages 42-45 have been revised to clarify who will be responsible for providing identified public facilities. A list of storm sewer projects has also been included. These lists are required to be in the Plan by OAR 660 Division 11.

E. **Newberg/Dundee Bypass - Transportation Policies**

Last month the Newberg Urban Area Management Commission (NUAMC) was formed to review Plan policies as they relate to the Newberg/Dundee Bypass. The NUAMC met on November 13, 1990 to coordinate Plan policies between the City and the County. On the suggestion of highway department officials, the City and County staff prepared two policies which are designed to maintain the integrity of the bypass, if it is built. The policies were reviewed and approved by the NUAMC and are included as Commercial Area Policies d. and e. on page 14. The policies limit highway commercial development in the vicinity of the bypass. The NUAMC also made minor revisions to Automobile policies a., k. and l., and Overall Transportation policy d. to encourage greater coordination with the State and to provide consideration of light rail systems in the future. A new policy "h." was added to the Overall Transportation section to encourage use of alternatives to automobiles.

F. **Greenway/Urbanization**

The NUAMC reviewed Greenway policies and no changes were suggested. The following policy was determined to be ambiguous and was recommended for deletion from the Urbanization section:

Policy g. The City will coordinate land uses inside and outside the urban growth boundary with the county to ensure protection of these rural lands.

COST: None

  
\_\_\_\_\_  
Dennis Egner, Planning Director

  
\_\_\_\_\_  
Duane R. Cole, City Manager

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NEWBERG COMPREHENSIVE PLAN  
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A recognized forest inventory can be found in the Inventory of Natural and Cultural Resources

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I. INTRODUCTION AND BACKGROUND

A. INTRODUCTION

Newberg is a small but growing community. Attracted by the high quality of life, increasing numbers of people have chosen to live in Newberg while commuting to other areas for employment. Adding to the population has been the expansion and diversification of the City's economic base. Population growth in Newberg has meant new housing, expanding commercial areas, additional parks and recreational facilities, and the expansion of a variety of other uses. The result has been a changing land use pattern.

This Plan is intended to guide the growing land use needs of the City until the year 2010. As required by State Senate Bill 100, the Plan addresses and is consistent with established statewide goals and guidelines. At the same time, the goals and policies included within the Plan reflect primarily local concerns. Newberg residents and their representatives have produced this plan based upon community needs and expectations for the future.

B. BACKGROUND

In preparing the Plan, the first step was a land use inventory and a general analysis of needs through the year 2000. Based upon findings, an urban growth boundary was proposed and, after numerous public hearings and several revisions, was formally adopted by the City Council. The Plan was updated in 1990.

With the adoption of the Urban Growth Boundary (UGB) in August, 1977 (amended June, 1979), the planning area was defined. Work was begun on a detailed inventory report to provide background material for the comprehensive plan. The inventory was prepared in draft form and sent out to interested agencies, public officials and citizens for review and comment. The final report, entitled Inventory of Natural and Cultural Resources, was completed and made available in January, 1978.

The initial Inventory examined existing resources in the Newberg area and projects future needs for these resources through the year 2000. The Inventory was updated in 1990 and adjusted to meet future needs through the year 2010. Resources described include agricultural and forest lands, mineral and aggregate resources, housing, public facilities, transportation, and other areas of public concern.

Following completion of the initial Inventory report, the Newberg Citizen Involvement Advisory Committee (CIAC) held public meetings on goals and policies for the different resource areas. Based upon the recommendations of the CIAC, the information included in the Inventory report, and the considerations of existing plan designations, staff prepared three alternative land use plan concepts. The CIAC and the Planning Commission adopted a modified version of

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one of the alternatives as a draft plan. The City Council examined the recommended plan and, with minor modifications, distributed it for public review and comment.

During the following months, a series of hearings and work sessions were held. With the active participation of local residents, public officials and representatives of affected governmental agencies, several changes were made in the draft Plan. On July 2, 1979, the Newberg Comprehensive Plan was officially adopted by the City Council.

### C. SIGNIFICANCE

The Comprehensive Plan provides the city with a positive tool to direct growth. The plan is general in nature, providing a basis for long term decision-making. The plan is not an end in itself, but must be implemented through specific ordinances and programs.

For example, the zoning ordinance regulates land uses within various zoning classifications, while the land use element of the Comprehensive Plan provides general goals, policies and classifications.

Besides the zoning ordinance, several other ordinances and plans have been prepared to implement the Comprehensive Plan. Examples of implementing regulations include subdivision, annexation and design review ordinances. Implementing plans mandated by the Comprehensive Plan include a phased utility plan, a six-year capital improvements program, a streets plan and other such reports. Together, these documents affect both the quality and location of future developments.

Policies included under the Recreation and Public Facilities sections of the Comprehensive Plan influence the location of new schools, parks, fire stations and other public facilities. Policies on hazardous lands add conditions to the development of areas with natural limitations. The Transportation section includes required standards for the provision of streets, sidewalks and curbs as well as recommended bikeway facilities. These policies will affect improvements in new developments as well as repairs or expansions of existing facilities.

The Urban Growth Boundary will also have an important effect on local residents. The UGB, although only a guide, is intended to provide adequate space for land use needs to the year 2010 and defines the area within which urban services can be provided. The purpose of the UGB is to contain urban growth within a reasonable area while providing adequate choices for new development locations.

Neither the Comprehensive Plan nor the UGB are intended to be inflexible. The Plan, its subsections and implementing ordinances will be reviewed continually and revised as needed. Every five to seven years a periodic review will take place, examining population projections, economic conditions, land use needs, local concerns, and other planning information. The Plan is not a static document. Instead, it is intended to change according to local needs.

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D. PERIODIC REVIEW OF 1990

The first periodic review of the 1979 Plan was begun in 1986 and completed in 1990. This review presented the City with an opportunity not only to fine-tune the existing plan, but also to make additions to those areas deemed especially important by, and for, the community.

Three such areas were identified: The Willamette Riverfront; the downtown; and economic development, especially industrial development. Policies were added to address these needs. The City also made those modifications required to comply with state-mandated programs, such as Goal 5 (Historic Preservation), and the public facilities plan.

E. THE PLAN

The Plan has several components. The Goals and Policies section includes general goals associated with each resource area followed by specific policies. This section includes information on the general intent of the Plan and more detailed requirements on a resource-by-resource basis. In most cases, goals and policies relate to the entire planning area rather than to specific locations.

The Plan Description Section is somewhat more area-specific. It explains the land use plan map and describes the different land use categories. It also analyzes the amounts of land provided in the Plan for various uses in comparison with projected needs.

The final element in the Comprehensive Plan is the land use plan map which specifies geographic locations of intended densities and/or land use classifications. In a few cases, such as in the designation of future park and school sites, locations are intentionally imprecise and are more closely defined in the text of the Plan Description section.

## II. GOALS AND POLICIES

The following goals and policies are important elements in the Comprehensive Plan. These statements indicate the intent of the Plan and establish directions for future planning decisions and activities.

### A. CITIZEN INVOLVEMENT

#### GOAL:

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

### B. LAND USE PLANNING

#### GOAL:

To maintain an on-going land use planning program to implement statewide and local goals. The program shall be consistent with natural and cultural resources and needs.

#### POLICIES:

1. To implement the Comprehensive Plan, the following detailed plans shall be periodically updated by the City:
  - a. Phased Utility Expansion Plan
  - b. Six-Year Capital Improvements Program
  - c. Bikeway and Pedestrian Plan
  - d. Streets Plan
2. The Comprehensive Plan and implementing ordinances shall be reviewed continually and revised as needed. Major reviews shall be conducted during the State periodic review process.
3. Industrial land use needs shall be periodically evaluated.
4. When Comprehensive Plan statements conflict, the relative importance of the statements should be balanced by giving consideration to existing and future public need, impacts on surrounding areas, and the effect of any precedent that may be established.

C. AGRICULTURAL LANDS

GOAL:

To provide for the orderly and efficient transition from rural to urban land uses.

POLICIES:

1. The conversion of urbanizable land from agricultural to urban land uses shall be orderly and efficient.
2. Inclusion of lands in agricultural use within the Urban Growth Boundary is recognition of a commitment to future urbanization, as such lands are necessary to meet long-range population and economic needs, based on criteria outlined in the statewide Urbanization Goal.

D. WOODED AREAS

GOAL:

To retain and protect wooded areas.

POLICIES:

1. Existing wooded areas shall be encouraged to remain as open areas for wildlife habitat and limited recreational uses.
2. Development in drainageways shall be limited in order to prevent erosion and protect water quality. Trees provide needed protection from erosion and should be maintained.

E. AIR, WATER, AND LAND RESOURCE QUALITY

GOAL:

To maintain and, where feasible, enhance the air, water and land resource qualities within the community.

POLICIES:

1. Development shall not exceed the carrying capacity of the air, water or land resource base.
2. Water quality in the Willamette River and tributary streams shall be protected.
3. As public sanitary sewer systems become available, all development shall connect to the public system. To encourage economic development, the City

may permit subsurface sewerage disposal where the system meets State and County requirements and where unique circumstances exist.

4. The Newberg airshed shall be protected from excessive pollution levels resulting from urbanization.
5. New industry should be located in areas which minimize impacts upon the air, water, and land resource base, as well as upon surrounding land uses.
6. The City will cooperate with State and Federal agencies which regulate environmental quality and shall adhere to the standards established by these agencies in the issuance of any permits or approvals given by the City. This policy is intended to cover discharges and emissions which may impair air, water or land quality or exceed the established standards for noise or other emissions.
7. The threat of excessive noise will be considered when reviewing land use requests. In addition, any new commercial and industrial developments shall conform to DEQ noise pollution standards.
8. The City will continue to support soil conservation measures designed to prevent unnecessary losses through excavation, stripping, erosion, and sedimentation.
9. The City will seek abatement of the aesthetic degradation of the environment resulting from blighted neighborhoods, indiscriminate waste disposal, offensive outdoor storage.
10. The City shall promote community cleanup programs.
11. The City will continue to encourage and support the three R's of recycling (re-use, reduction and recycling).

#### F. AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

##### GOAL:

To protect life and property from natural disasters and hazards.

##### POLICIES:

1. The City will coordinate with the Federal Emergency Management Agency to ensure continued compliance with federal flood plain regulations.
2. The largest floodplain area within the Urban Growth Boundary is located within the Willamette Greenway. As such, this area will be subject to Greenway plans and regulations.
3. In other areas of potential or existing hazards, development shall be subject to special conditions. Reasonable development may be permitted in

these areas when it can be shown, based on sound engineering and planning criteria, that adverse impacts can be mitigated and kept to a minimum. Hazardous areas shall be considered to be lands with slopes 20% or greater, potential and existing slide areas, fault areas, and areas with severe soil limitations.

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

##### GOALS:

1. To ensure that adequate land shall be retained in permanent open space use and that natural, scenic and historic resources are protected.
2. To provide adequate recreational resources and opportunities for the citizens of the community and visitors.
3. To protect, conserve, enhance and maintain the Willamette River Greenway.

##### POLICIES:

#### 1. Open Space & Natural Resources Policies

- a. While the Land Use Inventory has shown that an ample amount of open space currently exists within the Urban Growth Boundary, the City shall insure that, as development continues, adequate land shall be retained in permanent open space use.
- b. In selecting areas to be maintained as open space, parcels shall be of adequate size and possess desirable natural and locational qualities. Cost and ease of acquisition shall also be important considerations.
- c. The purchase of partial easements, transfers of development rights, cluster development incentives, taxation policies and other techniques should be considered as methods of keeping important lands in open space uses.
- d. The dedication of easements for public use of drainageways should be encouraged when properties are either developed or redeveloped. Development densities that would normally be allocated to portions of property in the drainageways may be transferred to adjoining areas up to a maximum increase of 10 percent.
- e. The floodplains and natural drainageway areas in Newberg should be preserved with a largely open character to provide a basic open space framework for the community. The capacities of these areas shall be maintained to provide a natural storm water and natural drainage system, as well as to continue to provide a natural habitat for local fish and wildlife. Natural drainageways should be kept in open space

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uses. Bicycle and pedestrian pathways might be included in these areas. Care should be taken to minimize disturbances in these often erosive and steep areas. All uses should be compatible with the specific sites.

- f. The Smurfit Newsprint processing plant has a waste treatment lagoon located inside the urban growth boundary and within a designated open space area. The waste treatment system has been in place for 35 years and is not incompatible with the identified fish and wildlife habitat. This system shall be permitted to continue, subject to applicable State and Federal environmental regulations.
- g. The City shall coordinate with State and Federal agencies to protect identified wetland areas. The National Wetlands Maps prepared by the U.S. Fish and Wildlife Service in 1981 provides an initial inventory of wetlands in Newberg.

## 2. Scenic Resources Policies

- a. The City shall take steps to maintain and improve the visual quality of the City.
- b. The City will encourage identification of scenic drives, sites and viewpoints.

## 3. Historic Resources Policies

- a. The continued preservation of Newberg's designated historic sites and structures shall be encouraged.
- b. Newberg's Historic Inventory shall be updated as needed to reflect new information.
- c. The City will encourage the establishment of a museum for the housing of historic artifacts, the sponsorship of touring exhibits, seminars and oral history, archival research, etc.
- 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.
- e. The City will encourage identification and/or preservation of significant historic landmarks, archaeological or architectural sites which meet criteria established by the City.

## 4. Recreation Policies

- a. Recreational facilities and services shall expand to meet growing recreational demands. In cooperation with Chehalem Park and

Recreation District, these demands shall periodically be assessed and plans for programs and facilities shall be revised accordingly.

- b. To ensure that adequate lands shall be available for recreation, areas which are suitable recreational sites due to locational and natural qualities shall be designated as park land on the land use plan map. Other less specific park sites shall also be indicated on the plan.
- c. The City shall encourage the establishment of a comprehensive program for sequential park and recreation land development by the Chehalem Park and Recreation District. Such a program would include planning in coordination with state, county and other affected agencies.
- d. High priority shall be given to recreational facilities and services designed to:
  - Meet recreational needs requirements for higher density areas.
  - Provide recreational opportunities for persons of limited mobility and finances.
  - Minimize the adverse impact on the environment.
  - Meet recreational needs of the area's citizens and visitors.
- e. Recreational facilities shall be located throughout the planning area in order to minimize distances between residential areas and recreational opportunities.
- f. The continued multiple use of public facilities for recreational and other purposes shall be encouraged. In particular, schools and parks shall be located on adjacent sites wherever possible.
- g. Recreational standards for the planning area shall be as follows. These standards shall be considered as desirable guidelines to be achieved whenever possible.

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Classification	1000 People	Acres Per Size Range	Service Area
Neighborhood Parks	2.5	Free-standing; 3-10 acres. Adjacent to an elementary school; 2-5 acres with the school supplying about 6 acres of playground.	1/4 to 1/2 Mile
Community Parks	2.5	Free-standing; 10-25 acres. Adjacent to junior or senior high school; 8-15 acres with school supplying about 12 acres.	Not more than 1-1/2 miles
A City-Wide Park	---	25 acre minimum	Entire City

Source: Chehalem Park & Recreation District

- h. Public and private recreational development will be encouraged on sites suitable for the proposed uses.
  - i. The City shall cooperate with Chehalem Park and Recreation District to provide recreational opportunities which meet the needs of Newberg and Yamhill County residents as well as any transient and regional population.
  - j. A senior center, a community center, and an adult sports complex of 20-50 acres should be developed.
  - k. The City will cooperate with the Chehalem Park and Recreation District to locate parks and scenic areas which are easily accessible to the City's population and which can be developed to provide recreational opportunities for a variety of age and interest groups.
  - l. Newberg's Public Lands Fund shall be used to support a variety of public purposes including recreation facilities. The allocation of these funds shall be made by the Council in accordance with public needs for these facilities.
5. Willamette River Greenway Policies
- a. Newberg will encourage the protection, conservation, enhancement and maintenance of the Willamette River Greenway.

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- b. Newberg recognizes the importance of the Willamette River as a regional resource which should be maintained for its natural, scenic, economic, recreational, agricultural and historic value.
- c. The Oregon Department of Transportation Greenway Plan shall by reference be incorporated within the Newberg Comprehensive Plan.
- d. Recreational activities shall be encouraged consistent with the statewide Willamette River Greenway Goal.
- e. Newberg should actively promote programs to preserve the Willamette River for recreational and open space uses.
- f. Additional public access to the River should be provided in the Newberg area.
- g. The current boat launching site is a proposed acquisition area, which in cooperation with Yamhill County, should be purchased for public use when funds become available.
- h. The City shall encourage the establishment of river oriented uses such as boat landings, docks and people oriented attractions such as restaurants and tourist or community related facilities.
- i. Existing waterfront parklands shall be developed to maximize their water orientation.
- j. The City's Willamette Greenway program will emphasize the recreational use of the Greenway.
- k. Waterfront recreational and park development along the Willamette River will be given emphasis to provide recreational resources for future generations.
- l. The City shall create a Riverfront Zone to identify which uses shall be permitted outright or through a conditional use permit.
- m. New development within the floodplain shall conform to General Hazard and Flood Hazard regulations.
- n. Public and private recreational development will be encouraged on sites suitable for the proposed uses.
- o. The City will seek to establish increased public access to areas of prime recreational significance and the development of additional water based recreational opportunities.
- p. Developments within the Greenway shall be encouraged to donate land within the 100 year flood plain to either the City or Chehalem Park and Recreation District. Transfer of development rights and other

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alternative approaches should be considered as a way of implementing this policy.

- q. The use of the riverfront for commercial, residential and open space recreation purposes shall be encouraged, preserving as nearly as possible the natural character of the area.
- r. Extractive processes should be screened from view, should control dust through watering or other acceptable practices, and should consider limiting their hours of operation to daylight times only.
- s. All sites will be planned for re-use upon depletion of the resource. The property owner is responsible for planning and reconstructing the site. Re-use of the site will be consistent with the land use policies outlined in the comprehensive plan.

#### H. THE ECONOMY

##### GOAL:

To develop a diverse and stable economic base.

##### POLICIES:

##### 1. General Policies

- a. In order to lessen the percentage of persons who live in Newberg but must work elsewhere, the City should encourage a diverse and stable economic base through tax incentive programs, land use controls, preferential assessments and capital improvement programs. The formation of a community development corporation should also be considered.
- b. The City shall encourage economic expansion consistent with local needs.
- c. The City will encourage the creation of a diversified employment base, the strengthening of trade centers, and the attraction of both capital and labor intensive enterprises.
- d. Newberg will encourage the development of industries which represent the most efficient use of existing resources including land, air, water, energy and labor.
- e. Economic expansion shall not exceed the carrying capacity of the air, water or land resource quality of the planning area.
- f. The City shall participate with local and regional groups to coordinate economic planning.

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- g. The City shall encourage business and industry to locate within the Newberg City limits.
- h. Yamhill County history, products and activities should be promoted.
- i. The City shall encourage tourist-related activities and services such as motor inns, restaurants, parks and recreation facilities, a visitor center, conference and seminar activities.
- j. A regional destination resort shall be encouraged to be built near the Willamette River.
- k. The City shall promote Newberg as a tourist destination location.
- l. The City shall promote the expansion of local viticulture and wine production as a method for increasing tourism.

2. Industrial Areas Policies

- a. Industrial expansion shall be located and designed to minimize impacts on surrounding land uses.
- b. The City shall encourage industrial development, preferring firms that:
  - Meet or exceed state or local environmental standards;
  - Utilize the existing labor force and help to reduce seasonal unemployment fluctuations; and
  - Are efficient consumers of energy.
- c. Newberg shall actively pursue the inclusion of large industrial sites within the urban growth boundary.
- d. The City shall reserve land for industrial development prior to demand and attract new industries in accordance with future community needs.
- e. Established industrial areas may be extended and new industrial areas designated by plan amendment where development trends warrant such extension or designation. Full urban services will be extended into the area if appropriate, if the extension of land use and services is consistent with all other goals and policies of the plan.
- f. Concerted community efforts should be made to see that industrial development expands outward from existing areas rather than occurring in haphazard patterns.

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3. Commercial Areas Policies

- a. The City shall encourage the retention of the downtown core as a shopping, service and financial center for the Newberg area. New commercial developments shall be encouraged to locate there.
- b. Adequate neighborhood commercial areas will be provided to serve localized needs.
- c. Commercial development will be encouraged to be clustered and to develop off-street parking facilities in conjunction with other nearby developments.
- d. To maintain the integrity and function of the highway system, new commercial development shall be discouraged along the rout of any limited access highway.
- e. New highway oriented commercial development at limited access highway interchanges will only be permitted where direct access is provided from a local street system. The City will prohibit direct access from the State highway system for commercial development oriented to limited access highways.

I. HOUSING

GOAL:

To provide for the housing needs of the community commensurate with regional income levels.

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. Density classifications shall be as follows:

Classification	Units Per Gross Acre*
Urban Low Density	4.4
Urban Medium Density	4.4 - 8.8
Urban High Density	8.8 - 21.8

\*Includes a 25 percent allowance for streets

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- 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.

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 homes should be recognized as a source of low income housing.
- d. Modular housing meeting all building codes and placed on permanent foundations shall be treated as single-family units. They will be subject to the same locational and density requirements as other single-family dwellings. The City shall employ a MI sub-district overlay zone to satisfy State requirements for siting manufactured housing on individual lots within single family zones.
- e. Manufactured homes shall only be permitted in the following locations: 1) manufactured home parks, 2) manufactured home subdivisions, 3) individual lots within the MI subdistrict and 4) individual lots in the R-2 Medium Density zone when units meet MI standards.
- f. The City shall encourage manufactured homes as a viable alternative to conventional housing.
- g. The City shall ensure that enough land is planned for manufactured homes, particularly in conjunction with transportation corridors.
- h. Home occupations shall be permitted provided that such uses are compatible with adjoining residential uses and there are no outward manifestations of the business.

- i. 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.
- j. The City shall support regional fair share distribution of assisted housing for low income people.
- k. The City shall encourage innovation in housing types and design as a means of offering a greater variety of housing and reducing housing costs.
- l. The City shall encourage an adequate supply of rental housing dispersed throughout the City to meet the needs of renters.
- m. The City shall encourage residential occupancy of upper floors within multi-story commercial buildings.
- n. Within the urban area, land use policies will attempt to provide a broad range of residential uses and encourage innovative development techniques.

J. URBAN DESIGN

GOAL:

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

POLICIES:

1. General Policies

- a. Design review should be performed at the staff level.
- b. Design review should be provided for all new developments more intensive than duplex residential use.
- c. Non-residential uses abutting residential areas should be subject to special development standards in terms of setbacks, landscaping, sign regulations, building heights and designs.
- d. The City should impose a design overlay zone on those areas adjacent to major and minor arterial streets.
- 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.
- f. The planting of street trees should be required in conjunction with a list of City-approved trees.

- g. Community appearance should continue to be a major concern and subject of a major effort in the area. Street tree planting, landscaping, sign regulations and building improvements contribute to community appearance and should continue to be a major design concern and improvement effort.
- h. Landscaping shall be required along street frontage strips within the street right-of-way in order to soften the appearance of commercial and industrial developments.
- i. The City shall encourage tree planting for aesthetic purposes.
- j. Curbs, gutters, and sidewalks are to be required in all new developments.
- k. Curb ramps will be required at intersections and pedestrian crosswalks wherever new curbs are installed. These ramps improve access for the elderly and handicapped, as well as for strollers, bicycles and other wheeled vehicles.
- l. The City shall encourage compatible architectural design of new structures in the community.
- m. The City shall encourage the use of planned unit developments.
- n. The City shall encourage innovative design and ensure that developments consider site characteristics and the impact on surrounding areas.
- o. The City shall encourage flexibility in design review and interpretation of policies and regulations by ensuring that functional design and community benefit remain as the principal review criteria. Consider variance procedures where interpretation of regulations impede fulfillment of these criteria.
- p. Public and private properties located along entrances should be attractively landscaped in order to reinforce the sense of gateway into Newberg.
- q. The City shall develop and adopt a design review manual.
- r. Developments of medium or high density shall be of a quality and design which will effectively offset the greater density.
- s. The City shall ensure that City review processes do not unnecessarily delay development of projects.
- t. The City shall encourage residential-professional uses as a buffer between intensive commercial uses and less intensive residential uses.

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2. **Industrial Areas Policies**

- a. Industrial development should be encouraged to locate in industrial parks offering good access, buffering and landscaping.
- b. Industrial developments should be well landscaped and maintained and existing trees should be preserved where possible.
- c. Where industrial uses abut residential zones or uses, special development standards relating to setbacks, screening, signs, building height and architectural review should be established.

3. **Commercial Areas Policies**

- a. Where commercial development is permitted, such development should be subject to design requirements for ingress and egress, landscaping and sign control.
- b. Existing development shall be encouraged to follow the same general design standards as new commercial development.
- c. The City shall adopt sign design and placement regulations prior to the next periodic review of this plan. Non-conforming signs shall be removed within five years of the adoption of these regulations.
- d. Residents of the City should have access to neighborhood commercial facilities, and these uses should conform to the character of the area in which they are located.
- e. Off-street parking should be provided in adequate amounts.

4. **Residential Areas Policies**

- a. The City will require buffering and landscaping to minimize impacts between housing and potentially conflicting uses.
- b. The City will evaluate and encourage various innovative and alternative approaches to zoning, including but not limited to the following: zero lot lines, cluster and density zoning, planned unit developments, performance standards and condominiums.
- c. Solar rights of residences should be protected where possible. Lot designs should provide for maximum design flexibility in landscaping and building.

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5. Downtown Policies

- a. The City shall encourage improvement of the central business district as the economic, cultural, business and governmental center of the Newberg area.
- b. The City shall encourage federal, state and local government to maintain or locate their offices and related facilities in the central business district.
- c. The City shall encourage a variety of commercial and service activities to locate in the central business district.
- d. The City shall discourage the use of the central business district for non-intensive land uses or uses which have a low floor area to site size ratio.
- e. The City shall encourage a higher utilization of downtown space, encouraging intensive use of all building levels.
- f. A concerted effort should be made to revitalize the central business district through rehabilitation or redevelopment of existing areas.
- g. The City shall encourage:
  - Reconstruction of First Street and both sidewalks to accommodate a two-way flow of traffic with diagonal and parallel parking.
  - Creation of a major attraction in the downtown retail core to showcase Yamhill County's agriculture, industry, arts, culture and history.
  - Retention of the post office within the downtown and continued occupancy of the existing post office building.
  - Adequate off-street parking to serve retail and institutional needs.
  - Construction of a new one-way eastbound couplet.
  - Adoption of a downtown design ordinance, instituted to review and control all private and public improvements.
- h. Benches, street trees, and other pedestrian-scaled amenities shall be planned for and encouraged in the downtown area.

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K. TRANSPORTATION

GOALS:

1. To encourage development of a safe, convenient and economic transportation system through a variety of transportation means.
2. To minimize adverse impacts of Highway 99W upon the City.
3. To develop and implement an area transportation plan consistent with local needs and the comprehensive plan.

POLICIES:

1. Overall Transportation Policies

- a. Transportation facilities will recognize and respect the natural features of the areas in which they are sited and will be designed to minimize impacts on:
  - Present and Planned Land Use patterns;
  - Natural and Scenic Resources;
  - Air Resource Quality, including noise;
  - Water and Land Resource Quality; and
  - Existing and Planned Transportation Facilities.
- b. Transportation facilities will respect adjacent land uses and be so designed as to be an asset to an area rather than a disruptive feature. As such, transportation facilities should be landscaped and designed to be aesthetically pleasing.
- c. Transportation improvements shall be used to guide urban development and shall be designed to serve anticipated future needs.
- d. While automobiles may continue as the primary means of transportation, the City shall encourage the development of a variety of alternative modes including light rail, mass transit, small mass transit, bicycle and pedestrian systems.
- e. Low density areas shall continue to be served primarily by automobiles with bike and pedestrian paths along selected arterials and collectors.
- f. The City shall minimize conflicts between transportation types, especially when those conflicts create a particularly hazardous area.

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- g. Streets adjoining new commercial and industrial developments shall be brought up to City standards at the time of development.
- h. The City shall encourage more efficient use of existing transportation systems including car pooling, park and ride stations and bus service.

2. **Automobile Policies**

- a. New arterial rights-of-way should be wide enough to permit sidewalks, bikeways and adequate planter strips except that limited access facilities need not include sidewalks.
- b. A Future Streets Plan should be developed to serve as a guide in the decision-making process on new development requests. Future rights-of-way should be identified in undeveloped areas to facilitate acquisition with minimal disruption and cost.
- c. The City shall coordinate with the Oregon Department of Transportation to implement the highway improvement program.
- d. Although cul-de-sacs shall be permitted, local streets should interconnect to improve access for residents, emergency service vehicles and others.
- e. Hazardous road sections and intersections shall be examined in detail and recommendations shall be made for improvement.
- f. Poorly controlled access shall be prohibited.
- g. To help facilitate traffic flow in the northern portion of the City, an east-west collector street is needed.
- h. The City will continue to work with the State, Yamhill County, and the City of Dundee on alternatives for routing the Highway 99W traffic through or around Newberg/Dundee.
- i. The City shall periodically review the street classification plan and standards.
- j. The City shall promote means to move traffic through town in an efficient manner.
- k. The City shall promote transportation improvements which would result in less through automobile and truck traffic on First Street and maintain the option of future development of light rail to serve the downtown area.
- l. Using the design review process, the City will coordinate with the State to restrict access to major arterials wherever possible.

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m. The City will promote the creation of left-turn lanes at the intersection of Highway 219 and Wilsonville Road; and Highway 219 and Dog Ridge Road.

n. Street classifications and standards shall be as follows:

- Arterial Streets

Arterial streets are designed primarily to move traffic between Newberg and other communities as well as to provide links between major sections of the City. Arterials shall have a minimum 70 to 90 feet of right-of-way. Direct access will be minimized and there will be few intersections. Bicycle paths may be provided along both sides of streets. Sidewalks and curbs shall be required on both sides of the street.

- Collector Streets

Collector streets connect local streets with arterials. Collector streets should be designed to facilitate traffic movement. They also can provide access to adjoining properties, however this access should be restricted. These streets shall have 60-90 feet of right-of-way. Bicycle paths may be provided along both sides of the street. Parking will generally not be permitted on the street except where it is determined necessary to the local residences. Sidewalks and curbs shall be required on both sides of the streets.

- Local Streets

These streets provide direct access to adjoining property. Two driving lanes with a total right-of-way of 50 to 60 feet is adequate. Roadways will be between 24 and 34 feet (with 34 feet preferred) depending on anticipated traffic and private off-street parking provisions. Sidewalks and curbs shall be required on both sides of the street.

o. Streets designated as arterials shall be:

- Highway 99W, including First Street and Hancock Street;
- Yamhill-Newberg Highway from the northern urban boundary to First Street; and
- Highway 219 - Hillsboro/Silverton Highway.

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### 3. Bicycle and Pedestrian Policies

- a. The City shall maintain a bikeway plan which will be coordinated with Yamhill County bikeway plans.
- b. A comprehensive system for bikeway and pedestrian movement should be provided throughout the planning area.
- c. Schools, parks, major residential, shopping and employment areas should be interconnected with bicycle and pedestrian paths.
- d. Pedestrian traffic will be separated from automobile traffic wherever possible.
- e. Recreational bike paths and trails which are separate from City streets and automobile traffic represent a desirable form of bikeway in parks and open space areas. As a general policy, bike lanes on existing streets marked and allocated exclusively to bicycle traffic will be the most favored type of facility. Bike routes marked only by signage with automobile parking still permitted are a less desirable form of bicycle facility. Considerations of cost, relative safety improvement, existing site conditions and user demand will determine solutions for particular areas. Generally no special provisions will be necessary on quiet residential streets.
- f. In designing bicycle and pedestrian pathways, safety from crime shall be a major consideration. Where feasible, paths shall have lighting and access for police vehicles.
- g. Bikeway design standards will be developed based upon available guidelines such as those recommended by the Oregon Department of Transportation.
- h. Bicycle parking shall be provided at schools, recreational centers, the library and other public facilities. The City will also encourage the provision of bicycle parking at private establishments.
- i. The City shall encourage better pedestrian access across First Street.

### 4. Transit Policies

- a. The City shall encourage the continued operation of the existing public transit system.
- b. The City shall explore and encourage linkages with Portland Metro Area transit systems.

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5. **Air Transportation Policies**

- a. As a means of promoting economic development, the City shall encourage retention of the existing airport and its designation as a public use airport.
- b. The City shall maintain an airport overlay zone.
- c. Adequate open space and landscaping shall be provided by all new development around the airport to reduce the noise impact of airport operations on surrounding residential areas.
- d. The City shall encourage the use of properties adjacent to the airport for industrial parks, related commercial activities and community facilities in order to maximize airport services and provide a buffer for surrounding residences.

L. **PUBLIC FACILITIES AND SERVICES**

**GOAL:**

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

**POLICIES:**

1. **All Facilities & Services Policies**

- a. 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.
- b. The extension of publicly-owned facilities and services into currently undeveloped areas shall occur only in accordance with the Public Facilities and Service Plan.
- c. New public facilities and services shall be designed at levels consistent with planned densities and designated land uses for the area.
- d. Services shall be planned to meet anticipated community needs.
- e. Owners of properties which are located on unimproved streets should be encouraged to develop their streets to City standards.
- f. Maximum efficiency for existing urban facilities and services will be encouraged through infill of vacant City land.

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- g. Public facilities and services necessary to meet the special needs of industrial activities should be planned for those areas designated industrial on the comprehensive plan map and should be provided at a level sufficient to support proposed activities, if public funds are available.
- h. New residential areas shall have: paved streets, curbs, pedestrian ways, water, sewer, storm drainage, street lights and underground utilities.

2. **Sewers and Water Policies**

- a. All existing development within the City limits will connect to public sewer and water systems as soon as they become available.
- b. Water systems within the planning area will be designed to provide an adequate peak flow for fire protection.
- c. Developments with urban densities should be encouraged to locate within the area which can be serviced by Newberg's present sanitary sewer system.
- d. Sewer and water service shall not be provided outside the City limits except for cases of health hazards, where no other alternative exists, and where property owners agree to annex upon request of the City.

3. **Street Lighting Policies**

- a. Adequate street lighting shall be provided with priority given to arterial and collector streets, intersections, pedestrian paths, and bikeways.
- b. New street lights shall use high pressure sodium or other energy efficient lamps.

4. **Fire Protection Policies**

- a. Fire protection should be provided in accordance with the suggested guidelines of the National Board of Fire Underwriters and the Insurance Services Office.
- b. Fire stations shall have good access to arterial streets.
- c. Adequate warning signals should be installed where emergency vehicles gain access to the street.

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5. **Schools Policies**

- a. Elementary schools should be centrally located with reference to their service areas.
- b. In accordance with the land use plan, the school district should anticipate development and acquire the best sites in advance of urbanization.
- c. Elementary schools should not be located on arterial streets.
- d. Schools should be built with parks wherever possible. To this end, the City together with the School and Park Districts should coordinate development plans.
- e. The location of schools should be used as a major tool for directing future residential growth.
- f. Schools shall be encouraged to serve as centers for neighborhood and community activities.
- g. New schools shall be located in such a manner as to provide adequate and safe pedestrian, bicycle, and automobile access. Streets shall be fully improved and major intersections shall provide signalization where necessary.
- h. Access to existing schools should be upgraded to levels required for new school facilities.
- i. The City shall encourage and support George Fox College as a community asset.

6. **Civic Center Policies**

- a. The City shall actively pursue acquisition of lands and the development of a civic center.
- b. The Civic Center shall be located to serve the entire planning area.

7. **Park Facilities Policies**

- a. In conjunction with Chehalem Park and Recreation District, park facilities shall be provided consistent with recreational needs.
- b. New residential development shall contribute to the Public Lands Fund or shall donate land for public parks or facilities when appropriate and acceptable to the City.

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**M. ENERGY**

**GOAL:**

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

**POLICIES:**

**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.

**2. Public Energy Conservation Policies**

- a. Techniques for recycling sewage sludge and "grey water" shall be continued and expanded if economically and environmentally feasible.
- b. In the planning of new public buildings, operating as well as building costs shall be examined. The operating costs will include expenditures for heating and cooling.
- c. Public buildings shall be designed for multiple use and located in easily accessible areas.
- d. The City shall, when practicable, make energy conservation a regular practice in its design and operation of buildings, facilities, and equipment.

**3. Design Policies**

- a. The City shall encourage the use of energy-efficient materials and construction methods in building new residential, commercial, industrial and other types of structures.

**N. URBANIZATION**

**GOALS:**

- 1. To provide for the orderly and efficient transition from rural to urban land uses.
- 2. To maintain Newberg's identity as a community which is separate from the Portland Metropolitan area.
- 3. To create a quality living environment through a balanced growth of urban and cultural activities.

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**POLICIES:**

**1. Urban Growth Boundary Policies**

- a. The conversion of lands from rural to urban uses within the Urban Growth Boundary will be based on a specific plan for the extension of urban services.
- b. The City shall oppose urban development outside the City limits but within the Newberg Area Influence.
- c. The City shall encourage urban development within the City limits.
- d. The Urban Growth Boundary shall designate urbanizable land.
- e. The City will support development within the areas outside the city limits but within the Newberg Urban Growth Boundary based on the following standards and restrictions:
  - Residential development will be allowed on the basis of one house per 10 acres, or any lot of record created prior to January 1, 1989.
  - Commercial and industrial uses will generally be discouraged.
  - Agricultural uses will be allowed in accordance with the Yamhill County Comprehensive Plan.

Development not meeting the standards may be opposed by the City.

- f. In expanding or otherwise altering the Urban Growth Boundary, the Boundary shall follow road rights-of-way, lot lines, or natural features.
- g. The City and County shall coordinate action regarding partitions and subdivisions of land within the urban growth boundary. The City shall seek revisions to the Urban Growth Boundary Mangement Agreement to require City consent for such partitions and subdivisions.

**2. Annexation Policies**

- a. The City shall amend the annexation ordinance to streamline the procedures used for annexations.
- b. If it appears that a proposed annexation would create excessive public costs or impacts on the surrounding area, an analysis of costs and/or impacts will be required.
- c. Property outside the Urban Growth Boundary may be annexed only upon inclusion of such property into the Urban Growth Boundary.

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- d. Any islands of non-incorporated territory created by an annexation shall be incorporated within a year of the annexation creating the island with or without the owners consent.

3. General Policies

- a. In new development areas all utility lines shall be placed underground. In existing areas an effort will be made to locate power, telephone, cable television and other utility cables underground over a period of time.
- b. The City shall coordinate planning activities with the county in order that lands suitable for industrial use but not needed within the planning period are zoned in a manner which retains these lands for future industrial use.
- c. The City may use the following or similar implementation measures to promote and encourage the establishment and expansion of industry in the planning area: tax incentives, land use controls and ordinances, preferential assessments, capital improvement programming, fee and less than fee acquisition techniques, and available state and federal programs or grants.
- d. Transfer of development rights may be used as a tool to aid in the preservation of historic sites, natural resources and open space areas.

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### III. VACANT LAND INVENTORY

A vacant land inventory was prepared as part of the Newberg Comprehensive Plan. An inventory of vacant land was necessary in order to determine whether adequate amounts of suitable vacant land will be available in each land use category to accommodate projected needs to the year 2010. The following factors were utilized in determining what lands were not suitable, available and vacant:

1. All lands above 20% slope
2. All street and railroad rights-of-way
3. Public land
4. Watercourses
5. Parcels with less than twice the minimum lot size, having generally sound structures situated thereon
6. Parcels that, because of odd shape, topography, irregular placement of buildings or limited accessibility, could not be readily developed if urban services were available
7. Cemeteries
8. Developed portions of the Sportsman Airport
9. Parking lots

The vacant land inventory is plotted on 1984 aerial orthophoto maps. Most of the maps used are quarter section maps at a scale of 1" = 100'. The vacant land inventory was prepared utilizing the above referenced criteria, then checked in the field for accuracy. By verifying the inventory through a visual land survey of all properties within the UGB, it was possible to ensure that the vacant lands identified were actually vacant and suitable for development.

#### IV. PLAN DESCRIPTION

##### A. INTRODUCTION

In addition to the overall goals and policies listed within the Comprehensive Plan, a land use map is included which ties land uses and densities to specific locations. The Land Use Plan is designed to provide adequate land for residential, commercial, industrial and other uses for a projected population of 27,000 plus people by the year 2010. The UGB defines Newberg's planning area and is intended to accommodate land use needs over the 20 year period. The City of Newberg is continually updating the buildable lands inventory and closely monitoring development rates to determine whether the UGB contains sufficient buildable lands to meet future needs.

##### B. URBAN GROWTH BOUNDARY

The Urban Growth Boundary (UGB) was established to separate urban and urbanizable areas from lands which are to remain in rural uses through the year 2010. The UGB contains approximately 3,952 acres, as compared with the current City area of approximately 2,780 acres. 1,043 acres have been identified as being vacant and buildable. Anticipated development needs are expected to exceed the area currently within the UGB.

The UGB was adopted based on anticipated needs for housing, employment and livability. In accordance with Statewide planning goals, the UGB is designed to accommodate a projected population of 27,000 people; the orderly and economic provision of public facilities and services; and to provide for maximum efficiency of land uses both within and on the fringe of the existing urban area. Environmental, social, energy, and economic consequences and the compatibility of proposed urban uses with nearby agricultural activities were also considered in the location of the UGB.

Overall, the UGB was based upon a service area concept. Nearly all of the land within the adopted boundary is within the drainage basin of the sewage treatment plant. Urban expansion to the east or west of the adopted UGB may require pumping facilities.

##### C. LAND USE NEEDS

The provision of land to meet future needs was one of the most important considerations in the design of the Newberg UGB. Land needs were determined by use of various methods. Residential land needs were projected on the basis of existing densities and housing mix trends. Commercial and industrial land needs were based primarily upon projected economic growth rates as related to employees per acre. The acreage provided for commercial and industrial uses will be adequate to implement the City's long range policy of encouraging industrial growth and economic independence. Park land needs were calculated with use of suggested guidelines from the Chehalem Park and Recreation District and the National Recreation and Park Association. These guidelines provide

standards for recreational acreages based upon population. Public/Quasi-Public land needs were determined without the use of ratios. Needed school sites were added to existing Public/Quasi-Public lands.

Based upon an expected population of 27,000 by the year 2010, land use needs for the planning period were calculated as follows:

**TABLE IV - 1  
YEAR 2010 LAND USE NEEDS  
IN ACRES**

<u>Use</u>	<u>Land Use Needs</u>	<u>Land Available in UGB (1989)</u>
Residential	2,140	2,194
Commercial	324	324
Industrial	709	709
Public	299	218
Parks	100	45
Unbuildable	462	462
TOTAL	4,034	3,952

Source: Land Needs - 1979 Comprehensive Plan; Land Available - 1989 Lands Inventory

The above table indicates that 4,034 acres may be required for urban uses by the year 2010. Since only 3,952 acres are presently included within the Newberg UGB, a limited amount of acreage may need to be added at some future time, depending upon trends of urban growth.

It should be noted that the UGB includes approximately 462 acres of land which are considered unbuildable due to steep slopes, unstable soils, flood hazards, or other natural conditions. These lands are most suitable for light agriculture or open space and are designated General Hazard or Flood Hazard sub-district zoning designations.

The Comprehensive Plan provides less park and public/quasi-public lands than are projected as needed. The acreage provided for public/quasi-public uses largely consists of areas already in these uses.

Additional lands are intended to be transferred from residential areas as needs for specific sites become apparent.

Overall, the Newberg Comprehensive Plan is well-balanced with respect to lands that are provided to accommodate projected needs. The City of Newberg will closely monitor development rates to determine whether the UGB contains sufficient buildable lands to accommodate land use needs. Any future change of

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the Newberg UGB will be based upon a consideration of the seven factors of Goal 14.

D. HOUSING NEEDS

Housing needs are based on a variety of factors including population growth and income levels. During the 1979 Comprehensive Plan process, a full housing needs analysis was conducted. As part of the 1990 Periodic Review, the 1979 housing needs analysis was updated, incorporating 1989 land use data and 1990 population data. The housing mix data from the 1979 Comprehensive Plan was largely unchanged in the update.

Based on population projections from the 1979 Plan and the preliminary 1990 census figures, the City is expected to grow by 14,000 people to year 2010. Based on an estimated overall housing density of 2.3 persons per dwelling unit, 6,126 new dwelling units will be needed.

TABLE IV-2  
PROJECTED POPULATION GROWTH

<u>1980</u>	<u>1990</u>	<u>2010</u>	<u>Change</u> <u>1990-2010</u>
10,394	13,000	27,000	14,000

Source: 1980 and 1990 U.S. Census; 1979 Comprehensive Plan

Tables IV-3 and IV-4 project housing needs and provide the future number of dwelling units and acreage required by each housing type. The stated housing mix for single family, multi-family and manufactured housing is unchanged from the 1979 Comprehensive Plan. The housing split between manufactured housing parks and manufactured housing in subdivisions or on individual lots assumes that future manufactured housing development will shift from the 1989 mix, which is almost 90 percent manufactured home park development, to a 50-50 split between park development and subdivision/individual lot development. Because there is no empirical data to show the future split between individual lots and subdivision development, the split between these uses is also expected to be 50 percent each. The multi-family split between medium and high density use is based on the 1989 mix of medium density-high density development in the City of Newberg. The City Land Use Inventory indicated that 61 percent of all multi-family development is located in the R-2 zone and 39 percent is located in the R-3 zone. Based on these assumptions, just over 1,000 acres of land will be needed to accommodate the projected 6,126 housing units needed between 1990 and the year 2010.

**TABLE IV-3  
POPULATION GROWTH AND NEEDED DWELLINGS**

Housing Type	Mix	DU	Pop/DU	Population-Increase 1990-2010
Single Family	45%	2,756	2.6	7,166
Multiple Family	35%	2,144	1.9	4,074
Manufactured Homes	20%			
Parks	(10%)	613	1.9	1,165
Sub./Ind. Lot	(10%)	613	2.6	1,593
<b>TOTAL/AVERAGE</b>	<b>100%</b>	<b>6,126</b>	<b>2.3</b>	<b>13,998</b>

Source: Mix - 1979 Comprehensive Plan; Pop/DU - 1980 Census, PSU Center for Population Research, and Metropolitan Service District

**TABLE IV-4  
PROJECTED HOUSING NEEDS 1990-2010**

<u>Housing Type</u>	<u>Mix</u>	<u>Additional DU 1990-2010</u>	<u>DU/AC</u>	<u>Acreage Needed</u>
Single Family	45%	2,756	4.4	626
Multiple Family	35%			
Medium Density	(22%)	1,372	8.8	156
High Density	(13%)	772	21.8	35
Manufactured Home	20%			
Parks	(10%)	613	8.8	70
Subdivisions	(5%)	306	6.5	47
Individual Lots	(5%)	307	4.4	70
<b>TOTAL</b>	<b>100%</b>	<b>6,126</b>		<b>1,004</b>

Source: Mix - 1979 Comprehensive Plan and 1989 Lands Inventory; DU/AC - Maximum densities within appropriate zones given a 25% allowance for right-of-way and public lands

Table IV-5 displays land need by plan category. Almost 700 acres of land are needed for low density residential use with almost 300 acres needed for medium and high density use. Table IV-6 compares land need to buildable land available. In all cases, a surplus of land is available based on 1989 Land Use Inventory data.

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TABLE IV-5  
DEMAND BY PLAN CATEGORY

<u>Housing Type</u>	<u>Total Acreage Need</u>	<u>Land Needed By Plan Category</u>		
		<u>LDR</u>	<u>MDR</u>	<u>HDR</u>
Single Family	626	626		
Multiple Family				
Medium Density	156		156	
High Density	35			35
Manufactured Home				
Parks	70		70	
Subdivision	47		47	
Individual Lots	70	70		
<b>TOTAL</b>	<b>1,004</b>	<b>696</b>	<b>273</b>	<b>35</b>

TABLE IV-6  
SUPPLY AND DEMAND ANALYSIS

<u>Plan Category</u>	<u>Land Needed By Plan Category</u>	<u>Buildable Land Within UGB</u>	<u>Surplus</u>
LDR	696	775	79
MDR	273	327	54
HDR	35	38	3

Source: 1989 Land Use Inventory

Table IV-7 indicates that adequate land is available for individually sited manufactured homes. The table is partially based designation of certain areas west of North College Street for the MI overlay zone plus designation of MDR land for manufactured home infill development. The table illustrates that 127 acres are available for manufactured home infill development. The Housing Needs Analysis indicated that 70 acres would be needed for the individually sited manufactured homes, leaving a 57 acre surplus in the Plan. Because individually sited manufactured homes are permitted on MDR land, the actual inventory of land available for this type of development is far greater than the identified need. Approximately 327 buildable acres of MDR are available in the UGB. In combination with 73 acres of buildable LDR land designated for infill manufactured homes, 400 total acres are available to satisfy the 70 acres of need.

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**E. PLAN CONCEPT**

The Comprehensive Plan Map relies upon the goals, policies and projected needs of the community. Existing land uses and the 1973 Comprehensive Plan designations were also considered in the preparation of the Land Use Plan Map. The Plan maintains a strong central core while providing for neighborhood commercial centers. In general, medium and high density residential areas are clustered around commercial areas and along arterials. Lower density residential areas are generally located to the north of downtown and in peripheral areas.

The floodplain and drainageways provide a basic framework for Newberg's open space network. Existing and future park sites have been located at scattered locations throughout the planning area, so that all residential areas can be served by neighborhood parks. Other future park locations will be defined as the need arises.

**F. PLAN CLASSIFICATIONS**

For the purpose of evaluating and eventually implementing the proposed Comprehensive Plan, descriptions of land use classifications are essential. Explanations of the map designations are as follows:

**1. Mixed Use (MIX)**

The objective of this designation is to provide a compatible mixture of commercial, office, employment and high density residential uses. Commercial uses are intended to include neighborhood convenience uses such as convenience retail businesses, retail food establishments, personal service establishments, institutional uses and professional offices. Office employment uses may include office buildings, banks, theaters, and other similar types of facilities. Residential uses will be primarily multi-plexes and low or medium rise multi-family dwellings. Light industrial uses which are compatible with the general character of the area may also be permitted.

Due to the area's location, development should not be limited to a single type of use. Instead, this designation provides flexibility and recognizes that certain commercial, residential and industrial activities can be located together without conflicts. Proposals for the mixed use area shall be consistent with the availability of services and should not adversely impact existing or potential development of adjacent lands.

**2. Residential Land Use**

Residential land is divided into three categories. Density rather than housing type is generally the most important development criteria used to classify residential areas. Manufactured home parks and manufactured home subdivisions are permitted outright in the medium density residential

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zone. Manufactured homes on individual single family lots are permitted through the MH sub-district of the Zoning Ordinance.

The following is a summary of the three residential land use categories:

**a. Low Density Residential (LDR)**

The objective of this designation is to provide a wide range of housing types and styles, while allowing for an overall density of up to 4.4 units per acre.

Typical housing types will include single-family attached and detached housing. Clustered housing areas within Planned Unit Developments or condominiums must include adequate open areas to maintain the low overall density of this classification.

Services shall include improved streets, underground utilities (except electrical transmission lines), street lighting, sidewalks, and in some cases, bikeways.

**b. Medium Density Residential (MDR)**

The objective of this designation is to provide a wide range of housing types and styles while maintaining an overall density of up to 8.8 units per acre.

Typical housing types include single-family housing on small lots, attached or detached single-family or duplex units or tri- or four-plexes where adequate open areas exist and where the overall density is within the limits of this classification.

Services shall include improved streets, underground utilities (except electric transmission lines), street lighting, sidewalks and, in some cases, bikeways.

**c. High Density Residential (HDR)**

The objective of this designation is to provide multi-family housing of different types while maintaining an overall density of up to 21.8 units to the acre.

Typical housing types include apartments, townhouses, and a variety of cluster developments. Density may vary depending on lot sizes, off-street parking and other site constraints.

Services shall include improved streets, underground utilities (except electric transmission lines), street lighting, sidewalks, and in some cases, bikeways.

3. **Commercial Land Use (COM)**

The objective of this designation is to provide for a wide variety of commercial activities including offices, retail sales and services.

Several areas are designated for commercial use. The downtown core is recognized as the Central Business District (CBD) of Newberg. This area should remain as a stable commercial area and a primary location for offices and retail sales.

The area along Highway 99W east of the CBD is recognized as a commercial growth area. It will serve primarily as a service-type commercial area providing shopping centers, restaurants, motels and other services.

Neighborhood commercial areas are included on the Land Use Plan. These areas provide convenience sales or services to the neighborhood in which they are located. The services provided are at a scale consistent with the needs of the neighborhood and are designed so as to be compatible with the general character of the area.

4. **Open Space (OS)**

Open space lands are primarily in floodplains and drainageways which, due to natural limitations, are to be preserved in a largely open character. The open space lands also serve as a habitat for fish and wildlife. These lands form the basic open space framework for the community and may be augmented over time with other parcels of land possessing desirable natural and locational qualities. Boundaries of designated open space areas are defined as those lands below a 20% break in slope along the drainageways as well as some lands which have been identified as being generally hazardous due to geologic or soil conditions. The open space lands were carefully examined in conjunction with fish and wildlife habitats. The General Hazard and Flood Hazard ordinances have been designed to ensure the protection and preservation of these lands.

5. **Parks (P)**

Park lands are usually publicly-owned or leased open areas which provide recreational or other types of leisure-oriented opportunities. Boundaries of these areas are specifically defined on the Plan map. These areas shall be located throughout the planning area in order to minimize travel distances to recreation opportunities.

6. **Future Park Site**

The purpose of this designation is to provide the Parks District and/or The City of Newberg with a first option to buy part or all of the indicated areas.

7. **Future Park and School Sites**

The approximate future park and school site symbols indicate general locations of needed new facilities. Specific sites are not delineated due to financial constraints and, in some cases, to the lack of immediacy in the need for the facilities. As these projects become more feasible, symbols may be removed and specific future park or school sites may be added to the Comprehensive Plan map as needs become apparent.

Whenever possible, future school sites should be located adjacent to existing or future park sites.

8. **Public/Quasi-Public (PQ)**

The public/quasi-public designation is used to indicate the location of schools, public and private; airports; hospitals; cemeteries; government centers and other non-park facilities serving major community functions.

Except in cases where specific new sites are known, only existing public/quasi-public uses shall be shown on the Land Use Plan map. In general, these areas will expand into adjacent areas when the need arises.

9. **Industrial Use Areas (IND)**

The objective of this designation is to provide land for a variety of light industrial, heavy industrial and industrial park areas.

Heavy industrial uses should be located in the area near Smurfit Newsprint, an existing pulp and paper mill. Other designated areas should be developed to light industrial or industrial park type uses.

10. **Commercial/Medium-High Density Center At Mountainview Road and College Street**

Although specific boundaries are indicated on the Comprehensive Plan map, these designations are indicative of approximate acreages rather than exact locations of these uses. The center is meant to include approximately 2.3 acres of commercial land, two acres of high density residential land, and ten acres of medium density land in any type of well-designed land use pattern. Commercial uses in this area shall be limited to neighborhood convenience types of activities which shall not be permitted until transportation provisions are adequate. Such provisions shall include the completion of Mountainview Drive from Springbrook Road to College Street and the installation of proper traffic controls.

11. **Springbrook District (SD)**

The objective of this designation is to provide a compatible mixture of residential, hospitality/public, commercial, and industrial uses, governed

by a master development plan. Residential uses will be primarily single-family dwellings and multi-plexes. Hospitality/public uses will be hotels and recreational facilities. Commercial uses are intended to include general commercial and neighborhood convenience uses such as retail businesses, retail food establishments, personal service establishments, and offices. Total area for commercial uses shall not exceed 10 acres, excluding open space. Light industrial uses which are compatible with the general character of the area are also permitted. Proposals for development shall be consistent with the master plan and the availability of services, and should not adversely impact existing or potential development of adjacent lands.

12. Commercial/Industrial/Residential Area South of Highway 99W/East of Springbrook Road (Tax Lots 3221-100 and 3216- 2000)

The large size of these parcels provides a special opportunity for a flexible development pattern. As a result, the location of designated uses in this area are not intended to be specific. Percentages of indicated land uses should be approximately as follows:

Industrial	52%
Commercial	8%
Medium Density Residential	14%
Single Family Residential	26%

13. Riverfront District (RD)

The Riverfront's potential for both local and regional development requires a flexible approach. Development should not be limited to a single type of use; residential and certain commercial activities can be located together without conflicts. Residential uses may be of all types except manufactured homes. Commercial uses must have a demonstrated need to be located near the River. Proposals for development shall be consistent with the availability of services and should not adversely impact existing or potential development of adjacent lands.

F. PROVISION FOR FUTURE NEEDS

1. Land Needs

Land requirements for all uses have been projected and summarized in ten-year intervals to enable comparison and monitoring of population projects and development trends.

**TABLE IV-9  
LAND USE REQUIREMENTS  
1990 - 2010**

<u>Use</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>Percent</u>	<u>Available</u>
Residential	1,580	2,090	2,765	58%	2,194
Commercial	250	309	381	7%	324
Industrial	490	730	1,087	20%	709
Public	223	299	375	7%	219
Parks	44	100	180	3%	45
Unbuildable	<u>462</u>	<u>462</u>	<u>462</u>	<u>9%</u>	<u>462</u>
<b>TOTAL</b>	<b>3,049</b>	<b>3,990</b>	<b>5,250</b>	<b>100%</b>	<b>3,952</b>

The above Table indicates that 5,250 acres may be required for urban uses by the year 2010. Since 3,952 acres are presently included within the Newberg UGB, a considerable amount of acreage needs to be added.

The projections in the above table are calculated with the same percentage increases as in the 1979 acknowledged Comprehensive Plan, but with 1989-1990 existing use figures as a base. As the table indicates, Newberg's vacant land will be marginally sufficient to the year 2000; projections for the following 10 years demonstrate that Newberg will be deficient in all categories, but especially so for residential and industrial uses.

The Comprehensive Plan provides less park and public/quasi-public lands than are projected as needed. The acreage provided for public/quasi-public uses largely consists of areas already in these uses. Additional lands are intended to be transferred from residential areas as the need for specific sites becomes apparent.

Overall, the Newberg Comprehensive Plan is well-balanced with respect to lands that are provided to accommodate projected needs. The City of Newberg will closely monitor development rates to determine whether the UGB contains sufficient buildable lands to accommodate land use needs. Any future change of the Newberg UGB will be based upon a consideration of the seven factors of Goal 14.

**2. Public Facilities**

The Public Facilities Planning Rule (OAR 660, Division 11) requires that each City develop and adopt a public facility plan for areas within urban growth boundaries. The City has prepared Master Plans for water, sewer and drainage systems. The plans are designed to address the City's public facility needs through the year 2010. The following is the list of public facility projects as required by OAR 660, Division 11.

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TABLE IV-10  
 CAPITAL IMPROVEMENTS - SEWER  
 NOVEMBER 9, 1990

<u>PROJECT/LOCATION</u>	<u>ESTIMATED COST</u>	<u>ESTIMATED YEAR</u>	<u>SERVICE PROVIDER</u>
1. Springbrook St. Sewer - S. of Crestview	43,256	1992	1
2. Hess Creek Sewer - Sixth St. to Hess Creek Ct.	438,725	1992	1
3. Hess Creek Sewer - Sixth St. to South P.S.	204,230	1993	1
4. Springbrook St. - Sandoz Rd. - Wyooski Rd. to Waste Water Treatment Plant	656,320	1995	2
5. Morton & Sheridan Sts. to Eighth St. Pump Station via Fifth St.	230,540	1994	1
6. Eighth St. Pump Station - Upgrade	220,000	1994	1
7. Wyooski Rd. Pump Station East of Waste Water Treatment Plant	736,000	1995	1,2

SERVICE PROVIDER: 1. CITY OF NEWBERG  
 2. LOCAL IMPROVEMENT DISTRICT  
 3. DEVELOPER

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TABLE IV-11  
CAPITAL IMPROVEMENTS - WATER  
NOVEMBER 9, 1990

<u>PROJECT/LOCATION</u>	<u>ESTIMATED COST</u>	<u>ESTIMATED YEAR</u>	<u>SERVICE PROVIDER</u>
1. Highway 219 - East Second St. to Sandoz Rd.	189,300	1991	2
2. Design Treatment Plant/Update Master Plan	100,000	1991	1
3. Wells in well field located in Marion County	135,000	1991	1
4. Reservoir - 4,000,000 gallon at storage site	585,000	1992	1
5. New Water Treatment on Wynooski Street	2,610,500	1992	1
6. River Rd. Loop (College St.-Waterfront Dr.-River St.-11th St.)	170,800	1993	1,2
7. Springbrook Loop (E. 2nd St. and north to Hwy 99W)	440,000	1993	1,2,3
8. Springbrook Rd. - College St. Loop (Mountainview Dr.-Zimri Dr. west to College St.)	750,000	1995	1,3
9. Transmission Line 24" Across Bridge	307,100	1995	1
10. Water Treatment Plant Expansion	1,405,700	1997-99	1
11. Wells in well field located in Marion County	135,000	1999	1
12. Springbrook Rd. - Wilsonville Road Loop	672,000	2000	1,3
13. New Reservoir at storage site NE of City	585,000	2000	1
14. Wells in well field located in Marion County	585,000	2006	1

SERVICE PROVIDER: 1. CITY OF NEWBERG  
2. LOCAL IMPROVEMENT DISTRICT  
3. DEVELOPER

V.2

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TABLE IV-12  
CAPITAL IMPROVEMENTS - STORM SEWER  
NOVEMBER 9, 1990

<u>PROJECT/LOCATION</u>	<u>ESTIMATED COST</u>	<u>ESTIMATED YEAR</u>	<u>SERVICE PROVIDER</u>
1. Blaine Street Sixth St. to Ninth St.	129,600	1991	1
2. Railroad Ditch - Smurfit South of Ninth St. to drainage	4,600	1992	4
3. Sheridan St. - Lincoln - Sheridan - Harrison West of Main St., North of Hancock St.	72,900	1993	1,2
4. Sherman St. - Franklin St. West of Main St.	6,600	1993	1,2
5. Main St. North St. to Franklin St.	15,400	1994	1,2
6. Center St. and Hancock to Hess Crk. Along New Highway Couplet Alignment	33,200	1994	1,4
7. Carlton Way Sheridan St. to Hess Crk.	58,300	1994	1
8. Meridian St. Sheridan St. to Hancock St.	12,200	1994	1
9. Hancock St. School St. to Center St.	88,100	1994	1,4
10. Wynooski St. Culvert East of Tenth St.	35,400	1995	4
11. Second St. Culvert North of Airport	7,300	1995	5
12. Hwy 99W Culvert and Haworth Terrace Apts. Hwy 99W to Haworth St. East of Elliott Rd.	112,000	1996	2,3
13. Haworth Ave. Haworth Terrace Apts. to Elliott Road	20,700	1996	1
14. George Fox College East of North St. to Hess Creek	51,600	1997	1,3
15. Center St. and North St. to Vermillion St. and Meridian St.	47,500	1998	1

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CAPITAL IMPROVEMENTS - STORM SEWER, CONTINUED

<u>PROJECT/LOCATION</u>	<u>ESTIMATED COST</u>	<u>ESTIMATED YEAR</u>	<u>SERVICE PROVIDER</u>
16. Vermillion St. Extension Meridian St. to RR	10,100	1999	3
17. S.P.R.R. Culvert North of Edwards St.	8,100	1999	1
18. Meridian St. R/R to to 1000 ft. North	5,700	2000	1
19. Meridian St. R/R to Vermillion St.	43,700	2000	1
20. Hwy 219 - Culvert Near Western Helicopter Access Road	8,100	2001	3
21. Church St. Hess Creek to Hwy 219	72,900	2001	1,3
22. Leo Lane East of Springmeadow Subdivision to Hwy 99W	21,600	2002	3
23. Eighth St. Willamette St. to Hess Creek	72,900	2003	1,3
24. Center St. Fourth St. to 200 ft. South of Ninth St.	153,000	2004	1,3
25. Eighth St. Center St. to Willamette St.	16,200	2005	1
26. College St. Culvert South of Andrew St.	26,900	2006	1
27. Sunnycrest Road Hwy 99W to Chehalem St.	81,000	2007	2,3
28. Hwy 219 - Ditches Church St. to Everest Road	74,400	2008	4
29. Carol Avenue Culvert Between Carol Avenue and Ann Dr.	17,000	2009	1
30. Birch Lane Culvert West of Hawthorne Loop	23,300	2009	1

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CAPITAL IMPROVEMENTS - STORM SEWER, CONTINUED

<u>PROJECT/LOCATION</u>	<u>ESTIMATED COST</u>	<u>ESTIMATED YEAR</u>	<u>SERVICE PROVIDER</u>
31. Laurel Dr. Between Villa Rd. and Holly Dr.	31,600	2010	1
SERVICE PROVIDER:			
1. CITY OF NEWBERG			
2. LOCAL IMPROVEMENT DISTRICT			
3. DEVELOPER			
4. OREGON DEPARTMENT OF TRANSPORTATION			
5. COUNTY			

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66.

V. SUMMARY

The Comprehensive Plan provides the basis for making land use decisions through the year 2010. The goals included in the Plan describe long-range community objectives, while related policies clarify the intent of the Plan and directions for future planning decisions and activities. The Plan map with its related text indicates the geographic locations of different land uses and densities. In order for the Comprehensive Plan to continue to provide reliable guidance, the Plan, its subsections and implementing ordinances will be reviewed and revised as needed. A periodic review will take place every five to seven years, based upon an examination of local concerns and other planning information, to determine whether revisions will be necessary.

The Comprehensive Plan is intended to be flexible enough to meet changing needs. At the same time, it must be stable enough to provide reliable guidance. Overall, the Plan will provide for a continued development of Newberg as a healthy, well-balanced community offering a high quality of life.

Adopted by Ordinance No. 1967 on July 2, 1979.

Amended by Ordinance No. 2047 on April 6, 1981.

Amended by Ordinance No.           on                           1990.

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67.

## COMPREHENSIVE PLAN AMENDMENTS

Ord. No.	Date of Enactment	Location	From	To
1975A	10/1/79	YC TL No. 3218DB-500	Proposed Park	LDR
2019	6/9/80	YC TL No. 3216-2000 & 3221-100	Incorporating property in to Urban Growth Boundary	
2020	6/9/80	YC TL No. 3216-2000 & 3221-100	Incorporating property in to Urban Growth Boundary and to change land use percentages	
2021 s	6/9/80	NE 1/4 of Sec. 7, T3S, R2W, & south 1/2 of TL No. 3207-1000	Included within UGB and to designate property as Low-Density Res./School Facility.	
2165	5/6/85	YC TL No. 3216 CA 2190	LDR	COMM
2177	4/7/86	YC TL No. 3216 BB-300	Proposed Park	LDR
2191	11/3/86	YC TL No. 3221-3600	MDR	IND
2200	4/6/87	YC TL No. 3221-3700	MDR	IND
2217	10/5/87	YC TL No. 3216-1900 YC TL No. 3217DC-1000 YC TL No. 3217DC-1025 - 1035 and 3217DC-1042 - 1063 YC TL No. 3217DD-1523 YC TL No. 3217DD-1900 YC TL No. 3217DD-2400 YC TL No. 3217DD-2501 YC TL No. 3218DD-200 YC TL No. 3218DD-700 YC TL No. 3219AC-1300 YC TL No. 3219AC-4800 YC TL No. 3219BD-200 YC TL No. 3219BD-300 YC TL No. 3220AB-1700 YC TL No. 3220AB-2100 YC TL No. 3221-1400	IND/COMM MDR/COMM LDR/MDR and COMM HDR/COMM MDR/COMM HDR/COMM COMM MDR/IND MDR/IND LDR/HDR LDR/HDR LDR/COMM COMM/IND COMM HDR PQ	COMM COMM MDR  HDR COMM COMM HDR MDR MDR LDR LDR COMM IND HDR IND MDR

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Ord. No.	Date of Enactment	Location	From	To
88-2228		YC TL No. 3219 DD-1300 -1400	IND	MDR
		YC TL No. 3208-4400, -4401, -4500, -4700, -4800	LDR, MDR, IND	MIX-SD
		YC TL No. 3209-2600, -2690 -2700, -2703		
		YC TL No. 3209CD-200, -300, -700, -800, -900, -1000		
		YC TL No. 3216BB-100, -300, -400, -401, -402, -600		
		YC TL No. 3217-100		
88-2246		YC TL No. 3217CD-4400, -7100	HDR	COMM

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69.

REQUEST FOR COUNCIL ACTION

DATE SUBMITTED: November 9, 1990

\_\_\_\_\_ MOTION

DATE ACTION REQUESTED: November 20, 1990

\_\_\_\_\_ RESOLUTION

X \_\_\_\_\_ ORDINANCE

\_\_\_\_\_ INFORMATION

SUBJECT: Officially name a portion of Sunset Drive as Quail Drive

RECOMMENDATION:

Adopt, by ordinance, the Planning Commission recommendation that a portion of Sunset Drive currently known as Quail Drive adjacent to North College Street be officially renamed Quail Drive.

BACKGROUND:

On November 5, the Council opened a hearing to rename a portion of Sunset Drive as Quail Drive. Staff requested the item be deferred until the November 20th Council meeting so that corrections could be made to the proposed ordinance implementing the name change. The necessary corrections have been made and the ordinance is ready for adoption.

On August 6, 1990, the portion of Sunset Drive adjacent to North College Street and abutting Tax Lots -200, -300, -400, and -500, Map 3207DB was renamed Sunset Court. Upon submitting the renaming to Yamhill County, the Tax Assessor's Office informed the Planning Department that tax lots 3207DB-2300, -2600, -2400, and -2500 require a street name change from Sunset Drive to Quail Drive. A map of the area is attached.

The four subject lots are in the Alvern Park Subdivision. Prior to the development of Quail Meadows Phase 1 subdivision, Sunset Drive formed a loop off North College Street. Sunset Drive west of the two subject lots was vacated to allow construction of the Quail Meadow Phase 1 subdivision in 1979. Quail Drive was constructed through the Alvern Park subdivision and connected to North College Street.

The four subject lots are presently located on Quail Drive; however, a formal street renaming has never occurred. There is a State prescribed process which must be followed to legally complete the renaming. ORS 227.120 sets forth the following procedures to rename streets:

1. The Planning Commission shall recommend the street renaming to the City Council.
2. The City Council shall allow for public comment on the proposed street renaming at a time and place to be specified in a notice of hearing published in the regional newspaper.

3. After the public hearing, the City Council by ordinance shall rename the street in accordance with the recommendation, or by resolution shall reject the recommendation.
4. A certified copy of each such ordinance shall be filed with the county clerk or recorder, as well as the county surveyor and county tax assessor.
5. The county surveyor will enter the new names in red ink on any filed plat.

The Planning Commission discussed the proposed renaming at their September 18, 1990 meeting and recommended that the City Council rename the street.

COST: None



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Dennis Egner, Planning Director



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Duane Cole, City Manager

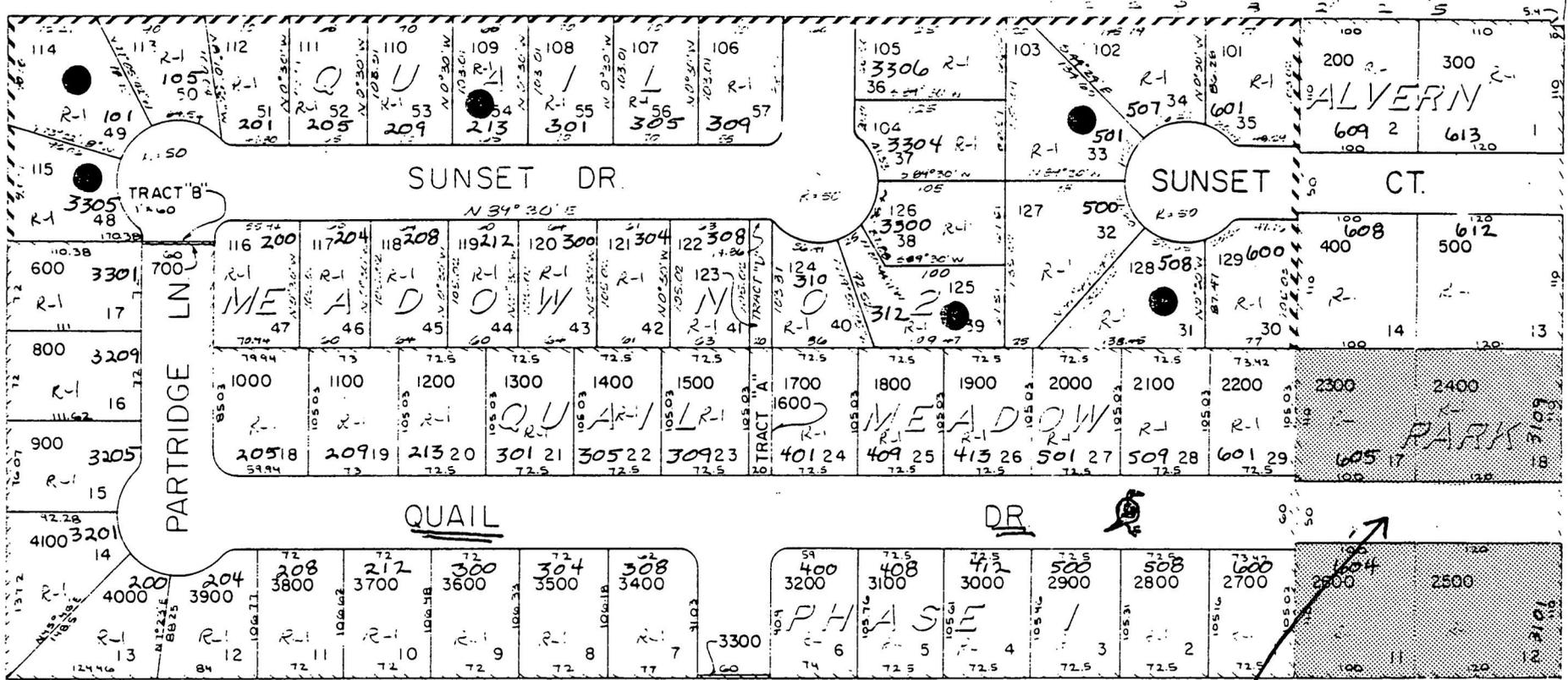


EXHIBIT A

SEE MAP

SEE SEC 3 2 07

73



N. COLLEGE ST.

OFFICIAL COUNTY MAPS IDENTIFY THIS AS SUNSET DRIVE

45.27 3011-13

REQUEST FOR COUNCIL ACTION

DATE SUBMITTED: October 29, 1990 \_\_\_\_\_ MOTION  
DATE REQUESTED: November 20, 1990 \_\_\_\_\_ RESOLUTION  
\_\_\_\_\_ X \_\_\_\_\_ ORDINANCE  
\_\_\_\_\_ INFORMATION

SUBJECT: CLOSURE OF CHURCH STREET BETWEEN FIRST STREET AND HIGHWAY 99 WEST.

RECOMMENDATION: I recommend that Church Street be closed permanently. I further recommend that the signing at the intersection of First Street and Villa Road be revised and monitored to help prevent westbound through traffic on the portion of First Street between Villa Road and Church Street.

BACKGROUND: The Traffic Safety Committee at their February 12, 1990 meeting, discussed the traffic safety problems at the intersection of First Street and Highway 99W. Several options were discussed in order to alleviate these traffic safety problems at this intersection. Options discussed were one way traffic on First Street eastbound between Church Street and Villa Road; placing an island in the center of Highway 99W to eliminate the left turns; revising the signing along Highway 219 at Villa Road to discourage traffic and closing Church Street between First Street and Highway 99W. After a discussion of the pros and cons of each alternative the Traffic Safety Committee recommended that Church Street be closed to traffic between Highway 99W and First Street. This was to be done on a trial basis to determine the effect of the traffic flow in the area.

The property owners and occupants of the property adjacent to First Street between Highway 99W and Villa Road were notified and invited to this meeting of the Traffic Safety Committee. Present at that meeting were Dick McPike, President of Sentry Market; Jason Simpson, Manager of Newberg Sentry Market; and Vince McDonald, Owner/Manager of the Shell Service Station.

Church Street was closed with a barricade on June 29, 1990. The signing of Highway 219 at Villa Road was also modified to indicate the closure of this street.

Traffic counts were taken on Church Street between First and Second Streets, on Second Street between Church Street and Everest Road, and on Everest Road between First and Second Streets. These counts were taken in March prior to the closure of the street and again in October after the closure had been in place for several months. There was about a 50% increase in the traffic on Church Street between First and Second Streets, from

536 cars per day to 819 cars per day. The traffic on Second Street and on Everest Road was essentially unchanged.

Westbound traffic has been by-passing Villa Road and coming down to the street closure. These vehicles then either cut through the Shell Service Station lot or turn left on Church Street and proceed through the residential area. The operators of the Shell Station reported that they have between 40 and 60 vehicles per day cut through their lot. They also report that about half a dozen trucks and trailers come down to the street closure and either cut through their lot or turn left on Church Street and proceed through the residential area. The signing at Villa Road has been reviewed and needs to be revised. The State Highway Department has been contacted and they are printing some new signs to install at that location.

Time Oil Company, the owner of the Rocket Station, has also contacted the City and claims that the closure decreased the volume at the station enough to force the closure of the station. In reviewing the records that Time Oil Company supplied, I do not believe the closure of the street effected the volume at the station substantially. Prior to April, 1990, the station was averaging over 115,000 gallons per month. In May and June, 1990, the station pumped 76,000 and 81,000 gallons respectively. The Arco Station on Highway 99W and Deborah Road opened in May. In July of 1990, Time Oil reported only pumping 43,000 gallons. In reviewing the City records, I find that the water service was discontinued on July 18, 1990, so this gallon change only represented half of the month. I, therefore, do not believe that the closure substantially affected the amount of gas pumped at that station.

The property owners adjacent to Church Street and First Street in the vicinity have been notified of this pending action.

The recommendation to permanently close Church Street has been reviewed and approved by the Police Department and the Community Relations Committee. The recommendation also includes the continual monitoring of the signage at Highway 99W and Villa Road and providing some no through traffic signing for the driveway of the Shell Service Station.

COST:

The cost to remove the street and landscape the area will be about \$50,000.00. This cost will be included in future budgets for consideration. The cost will also be shared by the state.

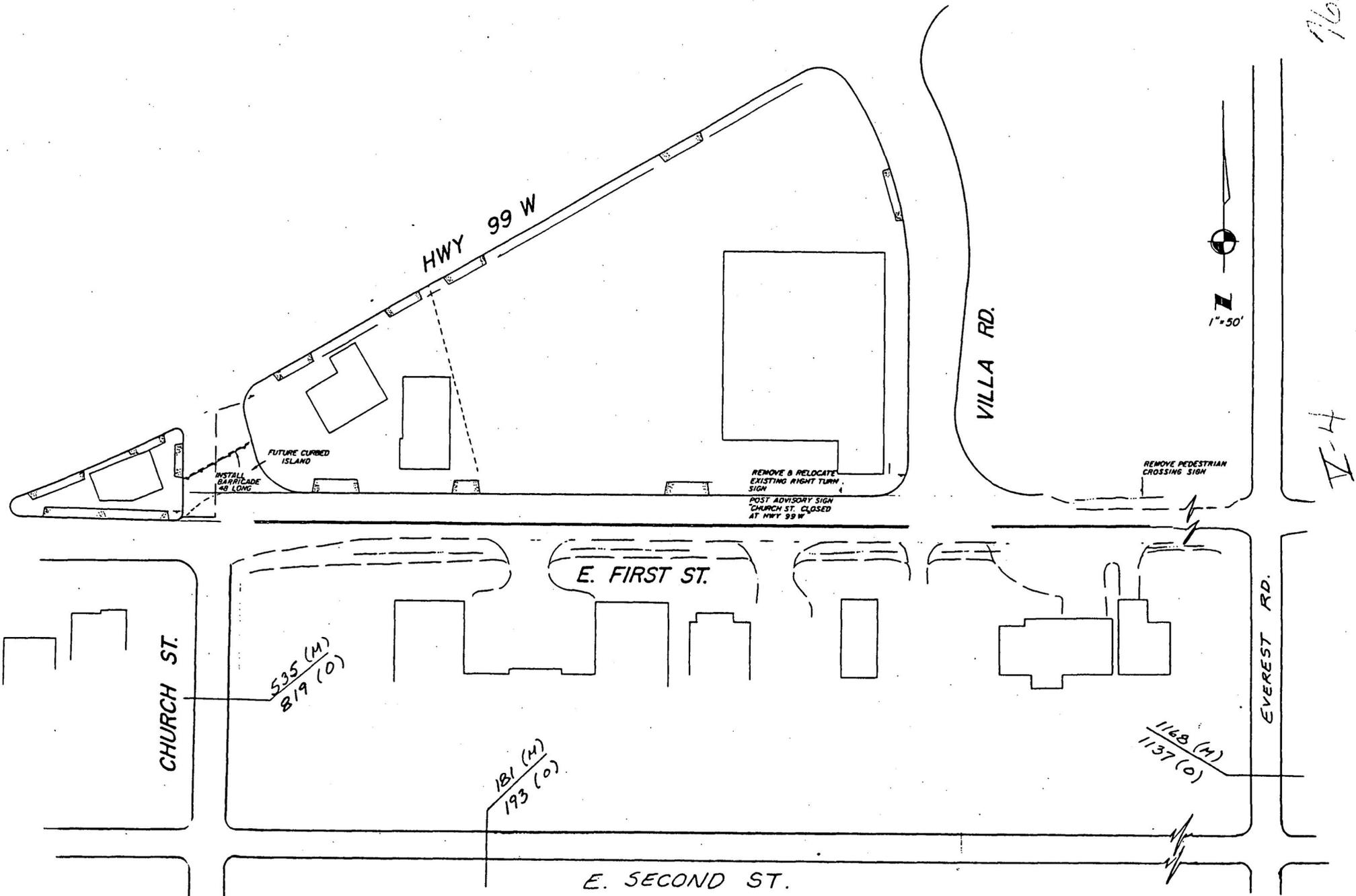
  
Bert S. Teitzel, Director of Public Works

  
Duane R. Cole, City Manager

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16.



**CHURCH STREET CLOSURE**  
 MARCH 1, 1990  
 BY: JJR

KEY:  $\frac{181 (M)}{193 (O)}$  indicates traffic count A.D.T. before closure (March 1990)  
 indicates traffic count A.D.T. after closure (October 1990)

ORDINANCE NO. 90-2288

AN ORDINANCE AMENDING ORDINANCE NO. 1593, WHICH ORDINANCE CONTROLS VEHICULAR AND PEDESTRIAN TRAFFIC WITHIN THE CITY OF NEWBERG BY SPECIFYING THE AUTHORITY OF THE COUNCIL TO PERMANENTLY CLOSE A STREET AND SPECIFICALLY GIVING THE AUTHORITY TO THE CHIEF OF POLICE TO TEMPORARILY CLOSE A STREET FOR PUBLIC SAFETY REASONS.

RECITALS

1. The Traffic Safety Committee held a meeting on February 12, 1990, and discussed the traffic safety problem created at the intersection of First Street (Hwy. 219), Church Street and 99W.
2. A meeting was held in which the adjacent property owners were invited to attend. Present at the meeting were Dick McPike, President of Sentry Market, Jason Simpson, Manager of Newberg Sentry Market and Vince McDonald, Owner/Manager of Shell Service Station.
3. After such meeting Church Street between First Street (Hwy. 219) and 99W was temporarily closed by order of the Police Chief.
4. Traffic counts were taken to measure traffic impacts.
5. The matter was reviewed by the Police Department and the Community Relations Committee. The Committee recommends that Church St. between First Street (Hwy. 219) and 99W be permanently closed.

NOW THEREFORE, THE CITY OF NEWBERG, OREGON, ORDAINS AS FOLLOWS:

Section 1 - Ordinance No. 1593, Section 4 - Powers of the Council, subsection (2) The Powers of the Council shall include, and not be limited to: subparagraph (L) Temporary blocking or closing of streets, be and hereby is amended to read as follows:

(L) Temporary blocking; closing of streets and permanent closing of streets.

Section 2 - Ordinance No. 1593, Section 4 (A) - Duties of the Chief of Police be and hereby is amended by adding paragraph (5) to read as follows:

(5) Temporary blocking or closing of streets due to public safety and traffic flow considerations.

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Section 3 - Ordinance No. 1593 is amended to add Schedule F entitled Closed Streets to read as follows:

Sec of	Amending Ordinance	Date of Enactment	Closed Street(s)
	90-2288	11/20/90	Church Street between 99W South to First Street (Hwy. 219).

Section 4 - The remainder of Ordinance No. 1593 as amended remains in full force and effect.

PASSED by the City Council of the City of Newberg, Oregon, this 20th day of November, 1990, by the following votes:

Ayes: \_\_\_\_\_ Nays: \_\_\_\_\_ Absent: \_\_\_\_\_

\_\_\_\_\_  
Duane R. Cole, City Recorder

APPROVED by the Mayor this \_\_\_\_\_ day of November, 1990.

\_\_\_\_\_  
Elvern Hall, Mayor

TRF.ORD

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77.



up for the budget committee -- mostly unsuccessfully.

November 5:

Staff regarding the Council meeting

We received a large notebook from Ashbrook regarding the EPA appeal. Staff has reviewed it and we are working on the appeal with Ashbrook and EPA.

City Council Workshop and Council Meeting.

November 6:

Chamberboard

City/Hospital Meeting at 6:00 pm at the Hospital. Greg VanPelt gave a good presentation on the future of the Hospital industry.

November 7:

Bert Teitzel and Terry Mahr regarding the composter.

Regular Staff Meeting. We viewed a tape by Dr. Crupi who was the keynote speaker at the LOC Conference.

Wellness Committee and official farewell to Ms. Cooper.

November 8:

David Bishop regarding Police and City business

Spike Sumner and Mark Meinert regarding Hospital/City finances

Hillsboro to look at an antique mall. Mary Puskas and I were seeking information to see if a similar concept might be possible for Newberg. We are networking with the business community here to see if it is possible.

Kathy Tri annual evaluation

November 10 -- 12:

League of Oregon Cities

I attended an excellent session on developing a vision for the community. Perhaps the joint meeting may be the time to explore this project for the community since it will require everyone working together to make it a reality.

November 11:

The City Managers had their annual business meeting at a morning session. Other sessions during the day were informative, especially the session on Measure 5. More information on this at the Budget Committee November 19.

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Annual Staff, Mayor and Council Dinner. Valenti's 7:00 p.m.

November 13:

Terry and Bert regarding the composter.

Allen Halstead regarding Lumbersmens. I am still research the facts in this situation to make sure we are on target with them. Later this week I will meeting with Mike Murphy.

County Road Improvement Plan meeting. Commissioner Ted and Bill Gille were at the fire hall to discuss their County Road Improvement Plan. The plan suggests some load shedding by having the County give the City their roads. Of course we want them improved to City standards, but maybe their are some items to negotiate if the discussion is started. Some of the folks at the meeting did not want their roads improved to the extent that Aspen Way or Springbrook was improved, but I said the City wants that and more inside the Urban Growth Boundary.

November 14:

Bert Teitzel, Terry Mahr, Dick Alexander and I regarding the composter. This meeting was to assist us with the preparation for the meeting in Seattle after Thanksgiving. Staff will update the Council in December on our status.

Regular Staff Meeting

Dennis Egner, Annual Evaluation

MEETINGS PLANNED:

November 15:

Legislative Committee  
Chamber meeting regarding the bypass  
Steve Lyons TCI Cablevision. Franchise Fee delivery.  
By-pass meeting at Kershner Hall, 7:00 p.m. Be sure and attend.

November 16 & 17:

Greeters at Century 21 1004 Springbrook Plaza  
EDC Meeting, noon to discuss economic development issues.  
Turkey Carnival, 6:00 p.m. Fire Hall; Games at 7:00 p.m.

November 19:

Long Range Planning at the Chamber of Commerce  
Budget Committee

November 20:

Chamberboard  
Department of Revenue regarding Budget Law and Ballot Measure 5

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Community Relations  
City Council Workshop and Council Meeting

November 21:

Staff Meeting

November 22 and 23: Thanksgiving Holidays

November 26:

Appeal meeting with EPA and Ashbrook in Seattle

November 27:

Appeal Meeting with EPA in Seattle  
Finance Committee

November 28:

Presentation to Staff of George Fox College Master Plan  
Regular Staff Meeting

December 3:

Meeting regarding the Joint Meeting January 10, 1991 with School, Cities of  
Dundee, Newberg, and CPRD Boards and Councils.  
City Council

December 4:

Chamberboard  
Staff meeting regarding Ordinances regulating businesses

December 5:

Regular Staff Meeting

December 6:

Community Development  
Festival of Trees

December 10:

Chamber forum

December 11:

COG Meeting in Salem

December 12:

VI

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Leadership meeting at ADEC -- Speak on the Local Economy

December 14:

EAS Meeting in Newberg. This will be a briefing for the other cities included in UM 194

December 18:

Chamberboard  
Community Relations  
City Council Workshop and Meeting

December 20:

Legislative Meeting

December 22 -- January 1, 1991

I will be available during this period by phone. My sister and brother-in-law will be visiting and since they live in Europe, I have not seen them in 2 1/2 years. This will be an opportunity to spend some quality time. The office will be covered during this period.



Duane R. Cole  
City Manager

DRC/bjm

\cmr10-30

# VINTAGE FESTIVAL

CMR  
11-20

October 31, 1990

City of Newberg  
414 E. First  
Newberg, OR 97132

Dear Gentlemen:

THANK YOU from the Vintage Festival '90 Committee for your help with watering the grounds this year. We appreciate your help in producing a Festival that very effectively showcased Yamhill County. (*The Oregonian* described it as one of the top eight Oregon festivals of the Fall season! And it's only our second event!)

Over 200 volunteers from the local community were actively involved in the Festival. Each is proud of his or her involvement.

About 4,000 persons attended the Vintage Festival. Guest evaluations were received from folks visiting from as far away as Texas and Massachusetts. Evaluation comments clearly indicating the Festival's success include:

Fun!!! \* \* \* \* I love the high quality of everything presented.  
It is great! Don't change anything! \* \* \* \* Keep the elegance of the mood.  
Really, really fun -- really enjoyed -- look forward to next year!

We've already begun planning Vintage Festival '91 and anticipate some exciting growth, refinements, and unique additions. We encourage and welcome your comments and suggestions to improve our Festival for next year.

Thank you again for your help.

Very truly yours,

Sonja H. Riihimaki  
General Co-Chairman

Loni Parrish  
General Co-Chairman

Mary Puskas  
Executive  
Director

DRAFT  
MINUTES

NEWBERG PUBLIC LIBRARY BOARD  
October 18, 1990

PRESENT:

BOARD MEMBERS:

Kate Copenhaver  
Pat Landis  
Linda Budan  
George Whitmer  
Dorothy Rogers

STAFF:

Doreen Turpen

The meeting was called to order at 7:10 p.m. by Vice-Chair Pat Landis. Introductions of Board members were made as two new board members, George Whitmer and Dorothy Rogers, were present.

**MOTION:** Budan/Copenhaver to approve the June minutes. Motion carried.

**ACTION ITEMS:**

**Election of Officers:** Linda Budan nominated Kate Copenhaver to serve as Chair. Dorothy Rogers moved to cast a unanimous ballot for Kate Copenhaver for Chair. Motion carried.

**Ordinance relating to duties of the Library Board:** Copies of Ordinance No. 2124 were distributed to the Board members. The Library Director gave background on the history of that ordinance and recommended sections that were in need of discussion and change.

Board members read through the ordinance section by section and made the following recommendations for change:

Section A: Board members expressed a desire to have stronger language to better define their role in the selection of the Library Director. They recommended that the second sentence in Section A be written to read *The Library Director shall be hired by the City Manager from among candidates recommended by the Library Board.*

In the second paragraph of that section board members recommended deleting the phrase *and the Library Board together* from the sentence that defines responsibility for hiring, firing, and discipline of library employees. It was felt that the participation of the Board would complicate personnel issues and hold the possibility of increasing liability for the City. Removal of that phrase was not meant to prevent the Board from sitting on interview committees for selection of employees.

Section C: After considerable discussion, board members suggested substituting the existing language with the following: *The Library Board shall review the annual budget as prepared by the Library Director and as submitted to the City Manager/Budget Officer. Should budget changes become necessary, the Library Board may participate in the Budget Committee deliberations by representing the views of the library and the Library Board. Recommendations may be made by the Library Board to the Budget committee and City Council regarding the Library budget.*

Section D. Board members approved the Library Director's recommendation that the following sentence be deleted: *Expenditures of \$500 or more shall be submitted to the Library Board for its approval.*

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Section E. The Library Director noted that there may be some question of the legality of this section, especially pertaining to the question of whether the Board can receive title to various types of gifts. The Board agreed that this should be researched further. They also agreed that the final sentence (*Expenditures from this fund shall be authorized by the Library Board after consultation with the Library Director and the City Manager*) should be deleted as expenditures are already controlled through the budget process and they would have input at that stage.

**LIBRARIAN'S REPORT:** The librarian's report was not yet available and the Director noted that it would be mailed within the next week. The Director distributed a flyer on the Steven Kellogg program and brochures on the upcoming China Exhibit. Board members were asked if they had any suggestions for local residents who have travelled or lived in China and might be willing to contribute to the programming during the month of the exhibit. Several comments were made and Board members indicated that they would gather more information to share at the next meeting.

**INFORMATION/CORRESPONDENCE:** The letter from Gail Schultz was discussed but no action was taken.

**ADJOURNMENT:** The meeting was adjourned at 9:30 p.m.

---

Doreen Turpen, Library Director

Tuesday, 7:05 a.m.

October 30, 1990

CITY OF NEWBERG  
FINANCE COMMITTEE MINUTES

J's Restaurant

Newberg, Oregon

---

Members Present: Eldon McIntosh Donna McCain  
Members Absent: Rick Rementería Joe Young  
Others Present: Elvern Hall, Mayor  
Duane R. Cole, City Manager  
Kathy Tri, Finance Director  
Ellen Cooper, Asst. Finance Director

There was no quorum and no action was taken.

The committee members discussed the implementation of the fire truck fee. In addition to the three sections included in the proposed resolution, they suggested adding a section for those who wished to pay the fee in advance. They felt it should be indicated that the fee would be non-refundable, should be paid within the first six months (January through June, 1991) and should be reduced to \$45.00 if paid in advance. This section will be added to the resolution prior to being presented to the Council.

Donna McCain questioned whether tax exempt properties are not already required to pay for police and fire services. Duane Cole and Kathy Tri were sure that they are exempt from any property tax levy. Ms. McCain indicated that in Corvallis her sorority has to pay a fire and police fee. Kathy Tri will call Linda Stephenson, County Assessor to verify the tax exempt status of properties and with the City of Corvallis to determine the situation there that causes her sorority to pay a police and fire levy.

Budget Committee:

The committee members questioned the status of Budget Committee vacancies and if anyone had applied for the one vacancy that was indicated in the paper. It was indicated that Melinda Newland had applied for the vacancy. Donna McCain suggested some other names for future Budget Committee vacancies to be filled in January. The Budget Committee meeting will be on November 19th. Mr. McIntosh indicated that he will be out of town at that meeting. The committee discussed that a new chair should be appointed at the February meeting, once all the new members have been appointed.

Monthly report:

There were no questions about the monthly report or monthly transactions. Mr. McIntosh questioned about what would the City do if Springbrook Software went out of business. Kathy Tri indicated that there would be 70 communities working together to find a contractor to provide them the required services.

The committee adjourned at 8:00 a.m.

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NEWBERG URBAN AREA MANAGEMENT COMMISSION  
MINUTES OF THE  
OCTOBER 25, 1990  
7:30 PM - Dundee, Oregon City Hall

NUAMC Members Present:

Newberg Representatives:

Bill Jackson  
C. Eldon McIntosh  
Rob Molzahn  
Jack Kriz, Alternate  
Leonard Rydell, Alternate

Yamhill County Representatives:

Dennis Goecks  
Don Halbbrook  
Leslie Lewis

Dundee Planning Commission Members:

Ellis Finch  
Bob Hanson  
Mike Olberding  
Milt Riley  
David Sikstrom  
John Stalcup

Staff Members Present:

Bill Campbell, Acting County Planning Director  
Neil Cohen, Dundee Mayor  
Dennis Egnor, Newberg Planning Director  
Rob Hallyburton, County Planning Department  
Dundee Secretary

Interested Citizens: 1

The meeting was a joint meeting of the Dundee Planning Commission and the Newberg Urban Area Management Commission.

The Dundee Planning Commission meeting was called to order by Chairman Milt Riley at 7:30 PM. Mr. Riley then asked for introductions.

I. Appointments

Newberg Planning Director Dennis Egnor stated that this was the first meeting of NUAMC and that the Commission needed to elect a Chair and a Vice-Chair. He also noted that the Commission was comprised of six members appointed by the Newberg City Council and Yamhill County Commissioners and that the Commission needed to select a seventh member.

Dennis Goecks moved to nominate Eldon McIntosh as Chair of NUAMC. Dennis then moved to close nominations. This motion was seconded by Leslie Lewis. The nominations were closed by a unanimous vote. Mr. McIntosh was elected Chair by consensus vote.

Dennis Goecks nominated Leslie Lewis as Vice-Chair. The nominations were closed by a unanimous vote and the members then voted 6-0 to elect Leslie Lewis as Vice-Chair.

Following some discussion regarding election of a seventh member, Sam Whitney, Jane Parisi-Mosher, and Alan Halstead were each nominated as the seventh member.

Dennis Goecks moved to appoint Alan Halstead as the seventh member. Leslie Lewis seconded the motion which passed by a unanimous vote.

Don Halbrook moved to appoint Sam Whitney as the first alternate seventh member. Rob Molzahn seconded the motion which passed unanimously.

It was moved by Dennis Goecks to appoint Jane Parisi-Mosher as the third alternate. This motion was seconded by Don Halbrook and the motion passed unanimously.

Following the appointments, Mr. Egner thanked the Dundee Planning Commission for its patience with the appointment process.

## II. Policy Issues

Bill Campbell discussed the proposed Newberg-Dundee bypass issue. He stated that the purpose of the joint Dundee/NUAMC meeting was to assure that policy language in the respective jurisdictions comprehensive plans was consistent as it related to the proposed Newberg-Dundee bypass and other potential traffic improvements. He explained that the State was examining three alternatives including a north bypass, improvements to existing Highway 99, and a south bypass. Mr. Campbell provided a packet of information to the members present which included relevant Comprehensive Plan policies from Yamhill County, the City of Newberg and the City of Dundee. The packet also included information about the Department of Land Conservation and Development discussion paper on a proposed transportation planning rule. Mr. Campbell discussed a policy in the County Comprehensive Plan that encouraged commercial development only in urban areas where commercial development currently exists. He noted that the State wanted the County and the cities to include policies that limited new commercial development at intersections and along any proposed bypass route.

In response to a question by alternate member Leonard Rydell, Mr. Campbell stated that the purpose of the meeting was not solely to examine a south bypass, but to make sure local policies were consistent so that if a south bypass is selected, legal challenges could be avoided.

NUAMC member Dennis Goecks stressed the importance for coordination between the jurisdictions.

Dennis Egner then discussed Newberg City policies. He stated that the City Council of Newberg had recently opened a public hearing on revisions to the Comprehensive Plan. He explained that the current Comprehensive Plan included a policy favoring a southern bypass, and that the revised Comprehensive Plan suggested more general language that considered a range of alternatives. He stated that representatives from the Oregon Department of Transportation encouraged local governments to not focus on a single transportation solution, but to include a range of options. Mr. Egner said that METRO, the regional planning agency in the Portland area, had encountered legal problems with the west side bypass because it did not have a policy

framework in place prior to selecting a route for the west side bypass. He said that the NUAMC process was intended to eliminate similar problems.

Dundee Mayor Neil Cohen stated that the Dundee Comprehensive Plan and Zoning Ordinance included policies related to setbacks along Highway 99 and historic preservation that were designed to avoid widening of Highway 99 to preserve the historic buildings. Bill Campbell commented that overall, it appeared Dundee policies were consistent with County and Newberg policies.

Mr. Egner stated that he and Rob Hallyburton of Yamhill County would examine the policies from the three jurisdictions and prepare a staff report for the proposed public hearing scheduled for November 13. He noted that at that public hearing there would be a staff report and a recommendation for any policy changes that were considered necessary. He stated that he would ask a representative from the State Highway Department to be present or to comment on the policies prior to the meeting. He added that in the packet of materials that were distributed, there were policies included on urbanization. He noted that NUAMC would be asked to also provide direction to the Newberg City Council related to any policy changes that affected the urban area outside the City. He said a separate staff report would be prepared related to this issue.

Following the presentations there was general discussion about the proposed bypass, intersections and the relationship with transportation improvements in Washington County.

The meeting adjourned at 8:50 PM.

CITY OF NEWBERG  
APPLICATION  
FOR POSITION ON  
COMMITTEE COMMISSION-BOARD

Committee, Commission or Board Applying For: Budget Committee

Name: Melinda Newland Home Phone: 538-4965

Address: 3006 CRESTVIEW DR. Work Phone: 620-2185  
Newberg OR 97132

Are you a registered voter? YES

Do you live within the city limits? YES

How long have you lived at the above address? 3 YRS

Previous Address: 3100 Crestview Dr How long? 10 YRS

Occupation: DENTAL RECEPTIONIST/ASSISTANT Employer: DR TOIVO SEPP

Spouse's Name: STAN NEWLAND

Spouse's Occupation: POLICE MAN Employer: CITY OF NEWBERG

Date: 11/9/90

Melinda Newland

(Signed)

Why do you want this position? (Continue on back or separate sheet if needed.)

I have recently heard that the City volunteers to fill available Committee, Commission or Board positions. Therefore I volunteer to serve, if needed, as a member of Budget Committee.

Please return this form to the office of the City Recorder

Rev. 2/85

VII-1

91.

CITY OF NEWBERG  
APPLICATION  
FOR POSITION ON  
COMMITTEE COMMISSION-BOARD

Committee, Commission or Board Applying For: Budget

Name: GARY J. HAY Home Phone: 538-7197

Address: 1724 ELMORRAY CT Work Phone: 620-1168  
NEWBERG, OR 97132

Are you a registered voter? Yes

Do you live within the city limits? Yes

How long have you lived at the above address? 6 months

Previous Address: 1726 ELMORRAY CT NEWBERG How long? 3 YEARS

Occupation: GENERAL MANAGER Employer: HAY ENTERPRISES

Spouse's Name: STELLA

Spouse's Occupation: MANAGER Employer: HAY ENTERPRISES

Date: 11/14/90

Gary J. Hay  
(Signed)

Why do you want this position? (Continue on back or separate sheet if needed.)

After discussing city finance issues with Roger Guro, he, asked if I would be interested in becoming a Budget Committee Member. I am interested and have a business degree plus much experience with budgets and accountability.

REQUEST FOR COUNCIL ACTION

DATE SUBMITTED: November 7, 1990

\_\_\_\_\_ MOTION

DATE REQUESTED: November 20, 1990

\_\_\_\_\_ RESOLUTION

X \_\_\_\_\_ ORDINANCE

\_\_\_\_\_ INFORMATION

SUBJECT: STOP SIGNS INSTALLED ON BUCKLEY LANE AND DONALD LANE AT MOUNTAINVIEW DRIVE

RECOMMENDATION: The Community Relations Committee recommended that stop signs be installed on Buckley Lane and Donald Lane at Mountainview Drive.

BACKGROUND: Mountainview Drive is a collector street in this location. The streets entering onto it should be controlled by stop signs to encourage the free flow of traffic on the collector. Buckley Lane and Donald Lane are therefore requested to be stop streets at this time.

COST: Cost to the City is approximately \$100.00 for these two stop signs.

  
\_\_\_\_\_  
Bert S. Teitzel, Director of Public Works

  
\_\_\_\_\_  
Duane R. Cole, City Manager

ORDINANCE NO. 90- 2289

AN ORDINANCE AMENDING ORDINANCE NO. 900 OF THE CITY OF NEWBERG, PASSED AND APPROVED MARCH 25, 1940, AS AMENDED, BY ESTABLISHING STOP STREETS ON BUCKLEY LANE AND DONALD LANE AT MOUNTAINVIEW DRIVE IN THE CITY OF NEWBERG, YAMHILL COUNTY, OREGON.

WHEREAS, the Community Relations Committee of the City of Newberg has met and does recommend that stop signs, at certain locations on the streets listed in the title of this ordinance, be installed due to safety, traffic flow and other reasons important to the health, safety and welfare of the people of the City of Newberg.

NOW, THEREFORE, THE CITY OF NEWBERG ORDAINS AS FOLLOWS:

1. That Ordinance No. 900 of the City of Newberg, Oregon, passed and approved March 25, 1940, as amended, be and the same hereby is amended by adding a new section to be known as Section 4.A.26 which reads as follows:

"Section 4.A.26. All traffic traveling southbound on Buckley Lane and Donald Lane, before entering the intersection of Mountainview Drive, shall come to a complete stop before entering said intersection."

2. All ordinances or parts of ordinances previously passed that are in conflict with this ordinance are hereby repealed.

PASSED by the City Council of the City of Newberg, Oregon, this 5th day of November, 1990, by the following votes:

Ayes: \_\_\_\_\_

Nays: \_\_\_\_\_

Absent: \_\_\_\_\_

\_\_\_\_\_  
Duane R. Cole, City Recorder

APPROVED by the Mayor this 20th day of November, 1990.

\_\_\_\_\_  
Elvern Hall, Mayor

REQUEST FOR COUNCIL ACTION

DATE SUBMITTED:

November 6, 1990

DATE ACTION REQUESTED:

November 20, 1990

- MOTION
- RESOLUTION
- ORDINANCE
- INFORMATION

SUBJECT: Regional Water Basin Study

RECOMMENDATION: Staff recommends that the Council support efforts to study the Siletz and Yamill Basins for potential water reservoir sites. Staff does not recommend studying a specific site location in the Newberg area for locating water resources.

BACKGROUND:

1. Staff has reviewed the population projections made in the study. The February 12, 1986 Water Master Plan by Kramer, Chin and Mayo states, "The results of this study indicate that the existing well field can be expanded to at least double the current 9 mgd capacity." Based on this statement in the study and the assumption that the current water capacity provided to the community is adequate to meeting the needs 98% of the time, this would suggest that the population of Newberg could double in size to 26,000 before water resources run out. This suggests that Newberg needs to be aware of the long-term needs of the community and seek to expand the community's water resource capacity.

2. The Water Basin Study focusses on three reservoir sites in the Newberg area. Two of the sites, numbers 560 and 657 are on Chehalem Creek tributaries, and 563 on Hess Creek, are located in the Newberg Basin. The rest of the potential sites are located in the Yamhill River Basin. The potential for reservoir development in this area appears to be limited.

COST:

The study is being funded by the Bureau of Reclamation and would not be a cost to the City of Newberg.

  
 \_\_\_\_\_  
 Duane R. Cole, City Manager

  
 \_\_\_\_\_  
 Bert Teitzel, Public Works Director

# YAMHILL COUNTY

## BOARD OF COUNTY COMMISSIONERS

DAVID E. BISHOP  
CHAIRMAN

DENNIS L. GOECKS  
VICE CHAIRMAN

TED LOPUSZYNSKI  
COMMISSIONER

November 5, 1990

TO: The Ten Yamhill County City Councils

FROM: Dennis Goecks, County Commissioner

SUBJECT: Regional Water Basin Study; Selection of Basins and Copy of Portland State Population Projections.

To The Council:

We are now at a fairly important decision point for the Tri-County Water Planning project. The Board of Commissioners for the three counties are being asked to come to agreement on several decision points within the next month.

First, we are being asked to choose two basins for the Bureau of Reclamation to do its more detailed preliminary study work. Current emphasis seems to be on the Siltz Basin and the Yamhill Basin. I am in agreement with those thoughts but would welcome additional input from you.

Next, we are asked to choose prime candidates for water resources within each basin. If you want consideration in your area and have a site location that you believe is appropriate, PLEASE LET US KNOW IN WRITING by the end of November. It is much easier to get a reservoir sited when the local community is in favor!

The following items are enclosed for your review: (1) A set of maps for the Yamhill Basin to locate potential sites. (2) A copy of the Bureau of Reclamation STATUS REPORT so that you can see the scheduling. (3) A complete copy of the Portland State Population study for your own use as well as reference to this project.

Sincerely,

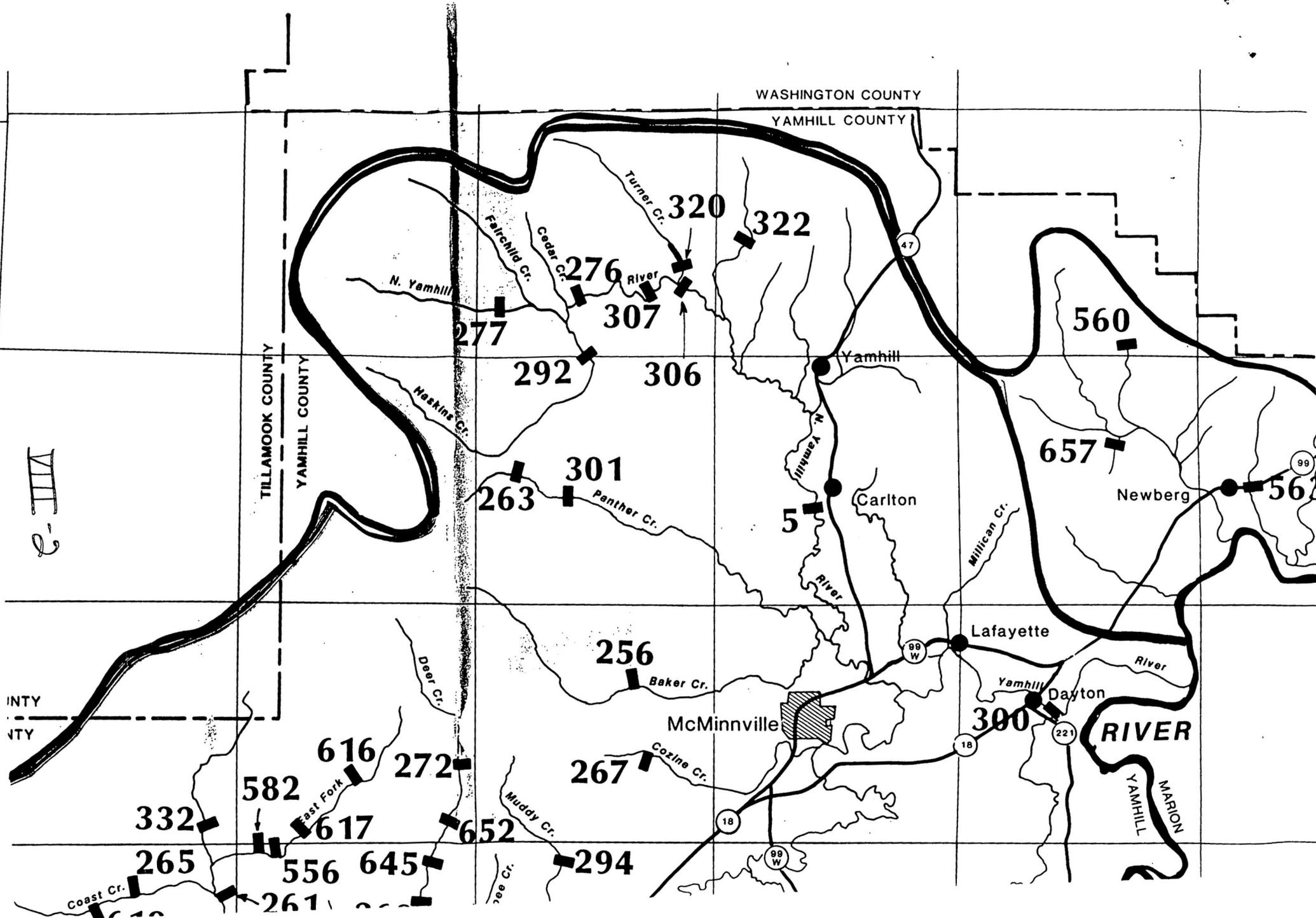


Dennis L. Goecks  
Yamhill County Commissioner

DG:eep

cc: Stan Christenson, YCSWCD  
Newspapers

VIII-2



e-III

INTY  
NTY

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Yamhill, Polk, and Lincoln Counties  
Regional Study

STATUS REPORT

Bureau of Reclamation  
for 10/26/90 Meeting

The objective of this preliminary study is to provide Yamhill, Polk, and Lincoln Counties and other basin interests with information on water supply options to help meet major identified problems and needs.

The information developed in this preliminary study should be helpful to the county interests in deciding on viable options for further consideration and, if so, in defining a program for pursuing a detailed study that would be needed prior to implementation.

A. ACCOMPLISHMENTS

1. Problems and Needs

a. Municipal, domestic and industrial--Population projections to be reported on by Mid-Willamette Council of Governments (COG). Population projections will be used in estimating future municipal, domestic, and industrial needs.

b. Fish and Wildlife--complete

c. Recreation--complete

d. Irrigation--70% complete

e. Flood Control--complete

f. Power--complete

g. Water Quality--complete

2. Water Resources

a. Identify potential surface water storage sites--complete  
Obtain information on existing water supplies--70% complete

b. Identify and discuss Corps of Engineers Willamette Reservoir noncontracted storage water supplies--complete

c. Identify and discuss groundwater resource--complete

3. Water Conservation Opportunities

a. Discuss conservation opportunities that could be considered in a detailed study--50% complete

b. Consult with Corps of Engineers, U.S. Forest Service, and Bureau of Land Management about watershed management potential--complete

4. Dam and Reservoir Storage Costs

a. Update costs for potential dam and reservoir sites in which past studies have developed cost information. These cost estimates will take into account some of the latest technical developments, if possible--80% complete

5. Literature Search on Financing, Repayment and Cost Sharing, and Organizational Structures

a. Summarize Federal, state, and local policies on project financing, cost sharing, and repayment of water resource projects--complete

b. Discussion on organizational structures needed to fund, construct, and operate and maintain projects--complete

6. Mapping

a. Develop base map of three-county area and overlays showing water quality; fish and wildlife; municipal, domestic, and industrial; and irrigation

- (1) Base map 3-county study area--complete
- (2) Water quality--complete
- (3) Fish and wildlife--50%
- (4) Dam sites--complete
- (5) Municipal, domestic, and industrial--10%
- (6) Irrigation--5%

B. FUTURE WORK REQUIRED TO BE ACCOMPLISHED AND TIME FRAME

Reclamation has funding to accomplish an analysis of two river basins within the 3-county study area.

Task 1.--Selection of two project areas (river basins) for preliminary study analysis and potential dam and reservoir sites within the two selected project areas. TO BE ACCOMPLISHED BY COUNTY COMMISSIONERS with assistance from Oregon Water Resources Department representative, Mid-Willamette Council of Governments, and Reclamation. THIS TASK SHOULD BE ACCOMPLISHED BY DECEMBER 1, 1990.

Reclamation will provide the above mentioned representatives at the October 26, 1990, meeting with a map showing potential storage sites and a delineation of river basins within the three-county area, along with tabular information on each known storage site.

The following tasks have been tentatively scheduled for accomplishment of the preliminary study analysis.

<u>1ST STUDY AREA (RIVER BASIN) SELECTED</u>	<u>Scheduled Completion</u>
Task 2.--Reclamation will develop base hydrologic condition. Existing municipal, domestic, and industrial water use will be estimated using information being accumulated by the Mid-Willamette COG.	2/8/91
Task 3.--Reclamation will review the population projections and develop future municipal, domestic, and industrial projections using population projections and existing water purveyor usage information.	3/1/91
Task 4.--Reclamation will review streamflow needs (fish and water quality).	3/8/91
Task 5.--Reclamation will size reservoir(s) to meet major problems and needs (probably municipal, domestic, and industrial and instream flows for fish and/or water quality). A power function may be included.	5/10/91
Task 6.--Reclamation will develop appraisal-level construction cost and annual operation and maintenance costs for the selected dams and reservoirs.	6/7/91
Task 7.--Reclamation will conduct economic analysis to determine the cost per acre-foot for major problems and needs (probably municipal, domestic, and industrial and instream flows), develop cost allocations, and determine the Federal repayment costs for the major functions.	7/5/90

<u>2ND STUDY AREA (RIVER BASIN) SELECTED</u>	
Task 8.--Same as Task 2.	7/19/91
Task 9.--Same as Task 3.	8/9/91
Task 10.--Same as Task 4.	8/23/91
Task 11.--Same as Task 5.	10/25/91
Task 12.--Same as Task 6.	12/7/91
Task 13.--Same as Task 7.	1/10/92
Task 14.--Reclamation in cooperation with others will prepare reporting document.	4/1/92

Preliminary Report On the Population Projections for  
the Three-County Region of Lincoln, Polk, and Yamhill Counties  
1990 Through 2040

by

The Center for Population Research and Census  
Portland State University  
Portland, Oregon

October 26, 1990

## INTRODUCTION

This report contains population projections for the three county area of Lincoln, Polk, and Yamhill Counties from 1990 to 2040. There are three projection scenarios included: high, medium, and low. These projections were made as part of a planning process to determine future water needs within the three county region. In addition to the region, projections made for each specific county as well as sub-county regions.

At the regional and county level, a cohort-component projection model was used. An age and sex-driven allocation model was used for the sub-county units. Each of these techniques are described in detail in the report.

Fifty years is an extremely long projection horizon. Over such an extended period, no one can foresee all the major events that will have consequences on a region's population growth. Thus, to a large extent, the outcome of a fifty year projection is more a reflection of the forecasting philosophy of the analyst as it is a prediction of future reality. Overall, those responsible for the production of these projections characterize them as conservative. That does not implied that these projections reflect a slow growth scenario. Rather what is implied by the label "conservative" is that drastic changes in past demographic trends are not envisioned in these three scenarios.

The reason for taking a conservative approach in this projection problem is that conservative projections are more defensible. Other than mathematical or logical mistakes, the only way to evaluate a population projection is to assess its reasonableness. Unless one has considerable data to the contrary, expecting the future to look somewhat like the past is a reasonable and defensible assumption.

The following sections discuss the models and the assumptions used in the projections.

## METHODOLOGY

### Cohort-Component Technique

Demographers traditionally use a cohort-component technique in population projections when there is data of sufficient detail. This technique relies on separating population change into its components - births, deaths, and migration - and allowing these components to interact with the population's age and sex structure, i.e., the population's cohorts. The basic strength of this technique is that it does a reasonable job of simulating the actual processes of real population change. In addition, this technique forces the analyst to make explicit his/her assumptions about each of the components of change. This means that the demographic

factors which are important to change are not likely to be overlooked and that those using the projections will have sufficient information about the projection's assumptions to evaluate their reasonableness.

The cohort-component method is based on the traditional demographic balancing equation

$$P_1 = P_0 + B - D + IM - OM$$

where:

$P_1$  = population at the end of the period

$P_0$  = population at the beginning of the period

B = birth during the period

D = deaths during the period

IM = number of people moving into the area during the period

OM = number of area residents moving out of the area during the period.

In these projections, the terms IM (in-migration) and OM (out-migration) are combined to produce NM, net migration.

In order to produce population projections using this model we must obtain data for each of the components of change as well as information on the beginning population. Once this information is obtained and/or developed, it is a relatively straight forward process of producing the actual projections. The baseline data are unofficial estimates of the 1990 populations of each of the counties. These are then survived forward five years using survivorship rates to determine the population aged 5 and over in 1995. Fertility rates are then applied to the female population in childbearing ages to determine the population under 5 years in 1995. Finally, net migration is distributed by age and sex and added to or subtracted from the survived population. This process is iterated for each time period throughout the period of the projection.

The assumptions about births, deaths, and net migration are developed on a age and sex-specific basis. This is done because occurrence of these events has been shown to vary significantly by age and sex. For example, elderly individuals have a greater probability of dying during a five year period than do teenagers. Similarly, females between the ages of 20 and 30 years are more likely to have births during a five year period than females 40 to 50 years old. Thus, the age and sex distribution of a population has considerable impact on the rate in which it gains or loses members.

The following is a discussion of the assumptions used in the regional and county projections.

Base Population:

The base population used in these projections is an unofficial estimate for July 1, 1990. These estimates were obtained by tending forward the change in population observed for the three counties during the period 1987-89 to 1990 and distributing the total population by the age and sex distributions estimated for 1989. The base population is distributed by five-year, sex-specific categories with "75 years or more" as the terminal age category.

#### Mortality:

Mortality is usually the least difficult component to project in a cohort-component model. The levels and trends in death rates for developed areas of the world tend to be exceptionally stable. Typically, demographers rely on age and sex-specific life table survival rates to as their mortality assumptions in cohort-component models. These survival rates represent the probability that an individual of a given age and gender will survive from time  $x$  to time  $x + n$ , where  $x$  is the beginning of the period and  $n$  is the length of time of an iteration of the model.

In these projections a series of life table survival rates are used. A series, as opposed to one set of rates, is necessary because of the exceptionally long projection horizon of fifty years. The series of life tables used in these projections include the 1980 Oregon Life Table and a set of projected U.S. Life Tables for the years 2000, 2010, 2020, 2030 and 2040 produced by the U.S. Social Security Administration. The projected life tables represent expected improvements in the survivability of the population, particularly among the elderly.

The series begins with the 1980 Oregon Life Table which was produced by the Center for Population Research and Census in 1981. The survival rates from this table are used for the first iteration of the model which produces the projection for 1995. Averages of the survival rates of the 1980 Oregon Life Table and the 2000 U.S. Life Table are used in the second iteration, producing the population projection for 2000. For the third iteration, the 2000 U.S. survival rates are used to produce the 2005 projection. The fourth iteration uses averages of the 2000 and 2010 tables to produce the 2010 population. This same pattern is continued throughout the projection period.

#### Fertility:

Age-specific fertility rates are used in these projections. We begin with the estimated 1988 fertility rates specific to each county. For the three-county region, a weighted average of the county rates are used.

An age-specific fertility rate is calculated by taking the number of births per year to mothers age  $x$  and dividing these

births by the number of women age x. The resulting value approximates the probability of a woman age x producing a birth between age x and x + 1. In these projections, five year age-specific fertility rates are used since the population data is decomposed by five year age cohorts. In addition, fertility rates are calculated for the age groups 15-19 years through 40-44 years.

A summary measure of the fertility level of an area is the total fertility rate (TFR). The TFR is calculated by summing the age-specific fertility rates and multiplying the sum by the width of the age interval used in the age-specific rates. TFR is a good summary measure because it has a very intuitive interpretation: the average number of births a woman will have if she has births at the current rate that woman are producing children.

The 1988 TFR for the three-county region was estimated at 1.790. Thus, women in the region can expect to average approximately 1.8 births during their life-time if they continue to produce offspring at the current rate. The TFR's for Lincoln, Polk, and Yamhill Counties were estimated at 1.795, 1.635, and 1.910.

The current fertility rates found in the three counties are fairly typical of Oregon and U.S. fertility levels. For instance, the Oregon rate for 1988 was estimated at 1.84, while the 1988 U.S. rate was found to be 1.87.

While mortality presents demographers with a steady one-dimensional trend, fertility is a more volatile force with historic fluctuations. For instance, during the baby boom years of the 1950's and 1960's Oregon's TFR's were in the range of 3.2 to 3.6, nearly twice the current level. Yet, despite the experience of the baby boom, most demographers predict low, stable rates of fertility for the future. In fact, fertility rates have been low and stable since the early to mid 1970's.

There are a number of reasons why fertility rates are expected to remain low. First, increases in female labor force participation has had a pronounced dampening effect of childbearing. That is, families have found it difficult to successfully balance a mother's economic activity outside of the home and the time demands that accompany a large family. Given the current trends in increases in the cost of living and stability or decline in real income, further increases in labor force participation by women is expected.

A second reason cited by demographers for the likely continuance of low fertility rates is the changes in the social position of women vis-a-vis that of men that have occurred since the mid 1960's and early 1970's. Usually, in societies where the power differential between men and women is significant, higher fertility rates are common. Just the opposite occurs in those

societies where there is a greater degree of equality between the genders.

A third reason for low fertility is that adult women are spending more time out of wedlock than was the case earlier. Women marry later in life, divorce more frequently, and stay single longer than their predecessors. While the rates of divorce and the delay in age at marriage have leveled-off, there is no evidence of a reversal in the trend.

The only evidence to suggest a significant increase in the rate of childbearing comes from surveys conducted by the U.S. Census Bureau that ask young women between the ages of 18 to 24 how many children they expected to have in their life time. The average response is approximately 2 children. This information taken by itself would suggest an increase in fertility rates. However, this response has been typical for approximately 20 years with little or no change in the level of fertility. In addition, surveys conducted in other countries have shown that on average women typically expect to have more children than they eventually have.

Given the above, these projections hold fertility constant throughout the projection period. This same philosophy has been used by the U.S. Census Bureau in its most recent state-level projections.

#### Migration:

Migration is by far the most difficult component of population to project due to its volatility. At the same time, it is often the single largest contributor to population change. Thus, the importance of migration in a cohort-component model cannot be overstated.

The relationship of migration to the population being projected is quite different than the relationship between the projected population and the fertility or mortality components. In the case of the latter two, the population being projected produces these two components. However, that does not necessarily occur with regard to migration. Only those migrants who leave the population being projected are being produced by this population. All migrants who move into the projected population are being produced by some other population. Thus, the use of rates of in-migration or net migration are often deemed inappropriate.

For the reason noted above, demographers have usually relied on some technique other than rates to deal with migration. A popular technique of recent vintage has been to explicitly link migration to a projection of employment resulting from an econometric forecast. This particular technique is inappropriate for our purposes due to the fact that econometric forecasts of

fifty years are unheard of. Instead, we have opted to first investigate the likely economic development of the region and each county and to use this analysis as a guide in determining the likely scenarios with regard to migration.

Overall, there are several economic trends which should spur migration to Lincoln, Polk, and Yamhill Counties. As in the state as a whole, wood products and agriculture are the foundations of these three counties' economies. However, recent movements toward diversification promise faster than historical growth.

There is legitimate concern about the future of the wood products industry in Western Polk and non-coastal Lincoln Counties. The Oregon Wood products industry is in trouble for a number of reasons in addition to the prospect of reductions in timber supply from state and federal lands due to the recent spotted owl controversy. These include the following:

1. With the gradual elimination of old growth, which is easy to mill and has a relatively high yield of finished product relative to raw stumpage, Oregon is no longer a low cost producer. In the North American market, that role has been ceded to Canada, which has yet to be logged as intensively as Oregon and Washington have been for the past century, and to the Southern U.S., where more efficient mills have been developed to deal with smaller second growth stumpage and reforested areas grow faster. In the international market, Oregon increasingly competes with third world countries like Brazil, Indonesia, and Malaysia where there are fewer political obstacles to environmentally destructive clear cutting.

2. In addition, plywood, one of the staples of the Oregon wood products industry, is increasingly being replaced by particle board and oriented strand board in construction. It is unclear why Oregon cannot be an efficient producer of these wood derivative products, but so far this has not happened.

3. Oregon mills have not adapted to the new reality of limitations on cheap, subsidized stumpage from state and federal lands. Oregon firms need to become more efficient producers of high value added goods from less workable second growth stumpage. There was a movement in the late seventies in this direction, but it faltered during the deep recession of the early eighties as firms were unable to continue investments in new capital.

4. At any rate, even if mills adapt to these changing competitive conditions, there is likely to be a reduction in employment unless there is a substantial shift towards the production of higher value added products.

However, these trends should not have as great an impact on Lincoln and Polk counties as they will on other parts of the state

(for example Douglas County) for several reasons:

1. This area has been logged for much longer than other parts of the state. Hence, there is little old growth left and mills are more accustomed to working with smaller second and third growth stumpage.

2. A relatively large proportion of logging in these counties takes place on private lands.

3. The wood products industry in these counties is more integrated. In other words, more labor-intensive goods like paper products, millwork, and plywood are produced from stumpage. Therefore, the cost of stumpage is a smaller part of the total cost of final goods produced in this region. It follows that when the price of stumpage rises from a reduction in supply brought about by reduced logging on state and federal lands, the wood products industry in Polk and Lincoln counties will suffer less than areas where the dominant end products are raw logs and unfinished lumber.

Agriculture should remain a significant and stable part of these counties' economies. Surprisingly enough, this sector might even be a source of growth as a nascent wine industry expands in Yamhill county. French vintners are beginning to claim land and buy grapes in the area with the same voracity as they did in Napa and Sonoma counties in California a decade ago. Even as they bid up land prices, these prices are still cheap relative to the price of land suitable for the same vintages in France. Oregon wines increasingly garner international acclaim. The wine industry will not determine the economic fate of the region, but because of its strong growth, agriculture can be expected to make a net positive contribution to the economy.

Outside of the traditional sectors, the outlook is strongly positive. As the population of the U.S. ages and the baby boomers retire, Lincoln County should see strong growth from the "retirement industry". This growth will take several forms. Retirees might actually choose to settle on the attractive and temperate Oregon Coast, spurring construction, retail trade, and other service industries. In addition, retirees travel more than the population as a whole. This should buoy tourism and related sectors. Lincoln County receives more than a proportionate share of visitors to the Oregon Coast because of the resort and convention facilities at Salishan south of Lincoln City.

Polk and Yamhill counties should benefit from their proximity to Portland. Portland will continue to be an engine of growth if for no other reason than because people want to live there. Portland is one of the last unspoiled west coast cities and it will draw a larger share of a steady stream of westward migrants as well as intra-regional migrants from California and the Seattle area. With increased affluence, quality of life issues have become more

significant in attracting employees. Firms and their employees recognize Portland's high quality of life: housing is relatively inexpensive, both the mountains and the ocean are within easy driving distance, Portland has a large number of cultural attractions for a city its size, and schools are considered strong. Furthermore, at least in recent years, the state government has been actively pro-development, energy prices have been low, and the work-force is relatively well-trained. Moreover, Portland has a critical mass of infrastructure, business services, and transportation links to the rest of the world. Because of superior links to ground transportation, Pacific Northwest ports should benefit more than their Californian competitors from increased Pacific Rim trade. The Ports of Seattle and Tacoma are already the eighteenth and twentieth largest container ports in the world. The Port of Portland shares many of these ports' advantages and will grow in the future. Portland is an attractive place to live, and nothing should impede businesses from locating here in the future.

Yamhill County will benefit from overflow from the rapid suburban growth of Washington and Clackamas counties. In fact, Wilsonville, in a part of Clackamas County close to Yamhill County, has grown tremendously in recent years. In addition to booming residential construction, Tektronix has built a new manufacturing facility and Avia and Mentor Graphics recently announced that they would relocate their corporate headquarters there. The urban growth boundary and the anti-growth sentiment manifest in it might become an obstacle to growth. However, this might actually help long term growth by encouraging thoughtful planning and preserving the quality of life which sparked growth in the first place.

Polk County will benefit less directly from Portland's growth, but the most populous parts of the county are all within an hour's drive of Portland, distant by Oregon standards, but close by California or East Coast standards. Regardless, Polk County's access to I-5 and its cheap land make it attractive for manufacturing and distribution facilities.

In addition, Salem and its environs in Polk County and places like Newberg and McMinnville in Yamhill County will grow from a national movement away from large cities back to small and medium sized towns. Modern telecommunications have made it less critical for businesses to be concentrated in large urban areas. This trend is already evident in places like Bend, Corvallis, Eugene, and Salem and is just beginning in the McMinnville area. In other words, even if Yamhill and Polk counties maintain a modicum of autonomy from Portland, they will grow anyway. (Admittedly, McMinnville's economy is probably more closely linked to Portland's than Salem's is. Nonetheless, McMinnville is still not a suburb like Hillsboro. Not long ago, the towns were very similar.)

Here are some examples of recent business expansions in Salem and McMinnville: Siltec a Japanese supplier of silicon wafers and

Kyotaru, a Japanese food processing concern, have recently built plants in Salem. Wacker Siltronics, another silicon producer, located its American operations in Salem a decade ago. Hewlett-Packard has become a strong presence in McMinnville in addition to home grown Cascade Steel Rolling Mills, a maker of specialty steel, and Evergreen Helicopter. Furthermore, McMinnville has the largest number of mobile homes of any zip code in the Portland metropolitan area. This might be a harbinger of growth to come.

Lincoln, Polk, and Yamhill counties should share in Portland's and the state's continued growth in spite of concern over wood products. Individual mill towns may die. This should be taken into account in making sub-county projections, but the outlook for the overall area is strong.

In addition to these economic factors, we see several demographic trends that should sustain the current pattern of migration to the state and this three-county area. The population of the U.S. will continue to move south and west. The West has grown faster than every other region in each of the last three decades, and the Pacific sub-region, including Oregon, Washington, and California, grew faster than any sub-region of any region during the eighties. As the quality of life deteriorates from congestion and pollution in California and the Seattle area, Oregon should receive an increasing share of these interregional migrants. Similarly, Oregon will get a growing number of intra-regional migrants from California and Washington. The median price of a home in the Bay Area is almost 4 times and the Seattle price 1.5 times the Portland price. Also, Portland has had fewer traffic problems and has more room in which to expand than other West Coast cities. At the same time, Portland shares many of the cultural and recreational amenities of these other places.

Because migration is highly variable in areas with relatively little population, it is more reliable to calculate migration for larger areas and to apportion it between smaller areas according to historical shares, rather than attempting to estimate migration to smaller areas directly. We derived our three-county migration estimate from an estimate of migration to the state. We are confident that Oregon will maintain its historical rate of growth.

We estimated state migration by fitting a curve to historical data and extrapolating. Our results matched those of more elaborate statistical and econometric models, such as the one used by the Bonneville Power Administration which projects an Oregon population of approximately 3 million by 2000 and 4.5 million by 2040. Moreover, we predict that the projected counties will increase their share of migrants to the state from the current 7.5% to 10% by the year 2040. We experimented with a range of plausible migration assumptions to get a band of estimates. This range of estimates may be viewed as a "confidence interval" although it reflects our own informed judgement more than any statistical

reality.

Figure 1 depicts the curve-fitting migration model used to arrive at the migration assumptions. In Figure 1 there are three independent curves for the period 1930 through 1989. These include a five year moving average of actual estimated state migration, the "best fit" curve, and a curve with an increasing slope. After 1989, there are only two curves depicted in Figure 1; the "best fit" curve and the curve with the increasing slope. These two curves represent the medium migration assumption (best fit) and the high migration assumption (increasing slope). The medium migration assumption results in a net migration of 721,269 to Oregon during the fifty year forecasting period, a yearly average of 14,425. The high assumption produces a net migration of 1,518,430 over the same period. This averages approximately 30,370 per year.

The low migration assumption is obtained by modifying the medium assumption. In the low assumption Polk County migration is held constant at zero. Yamhill County is projected to attract the same number of migrants as it does under the medium assumption, while Lincoln County is assumed to attract only one-half the migrants it receives under the medium assumption. In the low migration assumption, we are assuming that the Portland metropolitan region will continue to grow but that the remainder of the state receives little or no migration.

In addition to the level of migration, the projection model requires that net migration be decomposed by age and sex. To accomplish this we relied on the historical age and sex composition of migration to each of the three counties. For purposes of the three-county regional model, the county distributions were summed. Figures 2, 3, 4, and 5 illustrate the patterns used in decomposing total migration into age and sex-specific categories.

#### The Sub-County Allocation Model:

The final task in these projections is to allocate county level population to sub-county areas. This was done by letting the age and sex distribution of the projected counties drive the allocations.

This method begins with the 1980 census data for each sub-county area. In Lincoln County these areas are the census county divisions, and in the other two counties these sub-county areas are the 1980 census tracts. The first task is to determine what proportion of the county's population by specific age and sex category is found in each sub-county areas. For example, assume areas A, B, and C are the sub-county areas for county Alpha. Assume that Alpha County has 150 persons who are females, age 20-24 years. Also assume that there are 75, 50, and 25 females age 20-24 years in areas A, B, and C, respectively. Thus, 50 percent, 33.3 percent, and 16.7 percent of County Alpha's female population age

20-24 years resided in areas A, B, and C, respectively.

In the allocation techniques used in these projections, the age and sex specific shares of a county's population are held constant over the course of the projection period. What changes is the county's age and sex distribution. Thus, the changing age and sex distribution of the county drives the population projection at the sub-county level.

The basic assumption underlying this technique is that areas which currently attract people of a specific age and sex category will continue to attract these types of residents. Thus, we would expect to see areas with high concentrations of elderly grow even more so as a county's population became more elderly. Similarly, the share of a county's population of children declined, the relative population sizes of those areas where children were concentrated would also decline.

#### Results:

The Summary Table capsulize the results of our projections at the three-county regional level. The medium migration assumption results in a year 2040 population of 223,229. This is an increase of 75,235 people of the fifty year period which represents a 51 percent increase. In terms of the components of change, 84 percent of the total change is directly attributable to net migration. This verifies our previous statement concerning the importance of the migration assumption in most projection exercises.

The low scenario results in a three-county regional projection for the year 2040 of 195,479, or 27,750 less than the medium series. The total change over the fifty year period under the low migration assumption is 47,485, or 32 percent during the projection period. Under the assumptions of the low scenario, migration contributes 76 percent of the total fifty year change.

In the high migration scenario, the year 2040 population is projected at 296,821, an increase of 148,837. This is a percentage increase of 101 percent. In this scenario migration contributes directly 79 percent of the total change.

In addition to total population size, the three scenarios result in some what different age distributions. In the year 2040 under the low scenario, the elderly population (65 years old and over) is slightly larger than number of children under 18 years. Just the opposite occurs under the medium scenario. However, under the assumptions of high migration, the population of children is significantly larger than the elderly population. This is obviously due to the concentration of young adults and their children in the migration distribution coming into the region.

A final observation from the Summary Table is the eventual negative natural increase achieved by the regional population under

all three migration scenarios. These negative natural increases are the result of below replacement fertility.

The next set of tables focuses on the projection outcome for each of the three counties, as well as their sub-county areas. At this time we will focus only on the county level data.

Under the medium scenario both Lincoln and Yamhill Counties exhibit considerable population growth during the fifty year projection horizon. Lincoln experiences the greatest relative growth, increasing by 64 percent between 1990 and 2040. Yamhill County's relative increase is similar at 61 percent. However, Polk County is projected to increase by less than 30 percent during the same period.

A comparison among the counties under the high migration scenario indicates a similar growth pattern as we observed under the medium scenario. Lincoln County leads with a fifty year increase of 163 percent. Yamhill County experiences considerable growth with an increase of 104 percent. Polk County, however, increases by only 44 percent.

Under the low growth scenario Yamhill County has the greatest relative increase (42 percent), followed by Lincoln (35 percent). Polk County increases only 18 percent in fifty years under the low migration conditions.

The analysis of the results of the sub-county projections is not yet complete. These analyses will be included in the final report.

#### Summary and Conclusions

This document reports on a fifty year projection of the population of Lincoln, Polk, and Yamhill Counties. The projections were carried out using three different migration scenarios. One of the interesting results of the projections was that the medium series forecast resulted in a year 2040 population that was considerably closer to the low projection than to the high. Why did this happen? The reason for the wide spread between the medium and high projections vis-a-vis the medium and the low is that there is considerably more uneasiness about how high net migration to Oregon can be than there is about how low net migration to the state will be. For the state to experience a sustained long-term period of negative, or even zero, net migration is extremely remote. With the general drift of population westward, Oregon will capture its share. In addition, California will continue to send the state migrants for some time to come.

But how high can migration get? Our high scenario projects a little over 30,000 migrants per year to the state. Is it feasible to ever expect that to happen? During the 1970's average migration

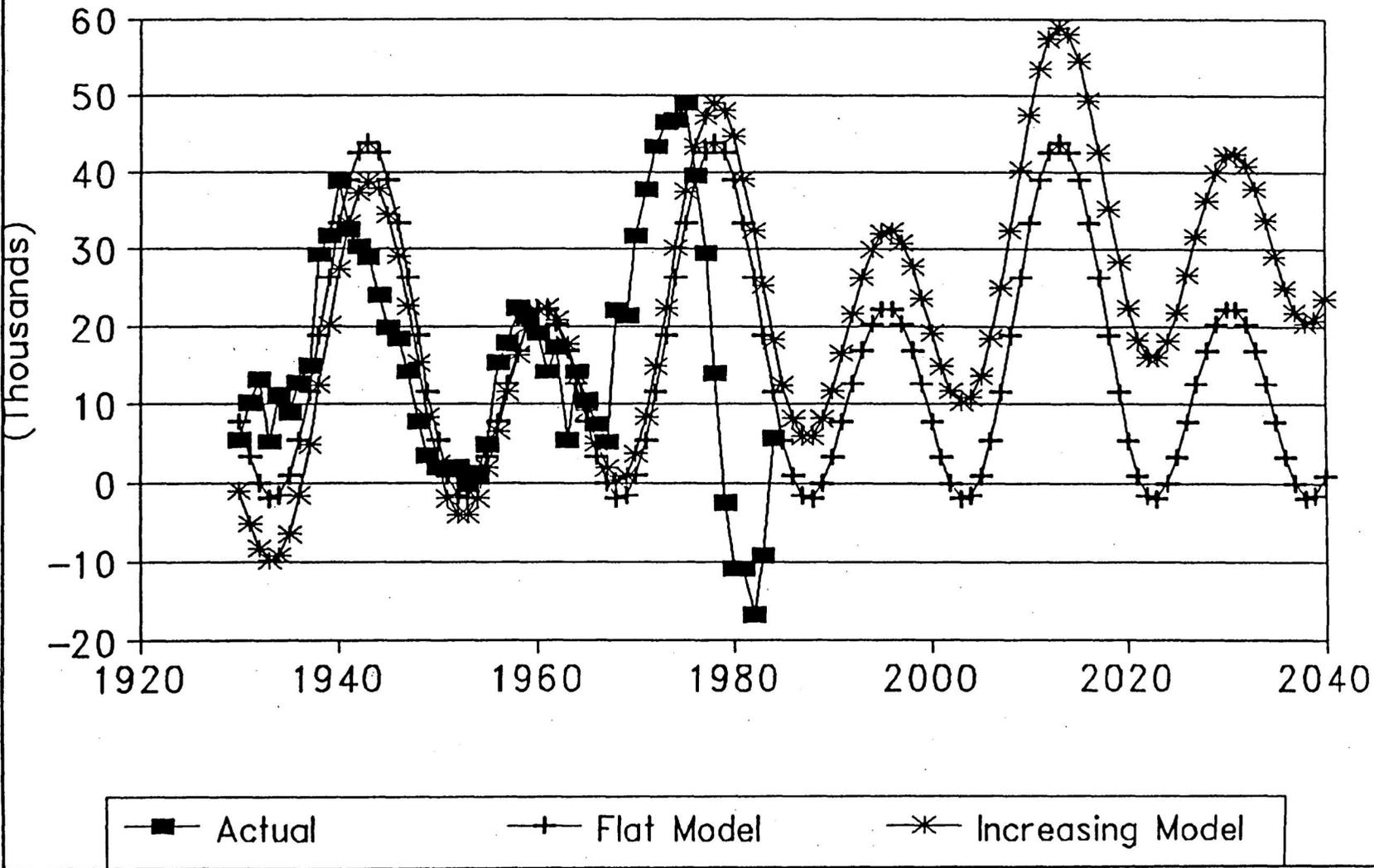
exceeded this level. That was just a ten year period, however, not a fifty year time span.

The analysts who produced these projections believe that the high scenario represents the very highest level of migration that could occur. While the likelihood of its occurrence is remote, it is still possible.

Figure 1

# Oregon Migrants

Actual 5 Yr. Avg. and Model



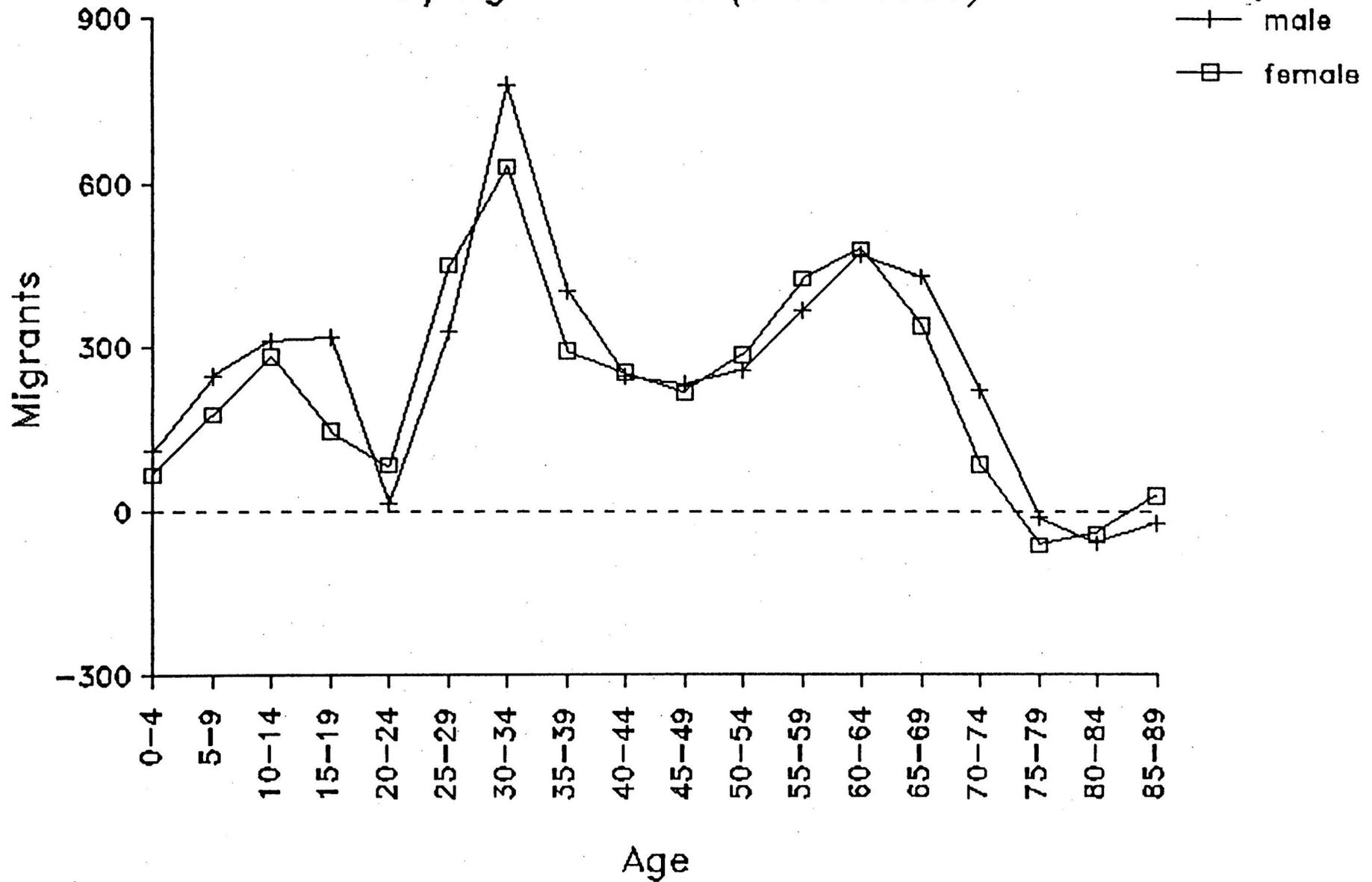
VIII-2

115

14,000 net migrants coming into the state each year

High 32,000/yr  
Median 14,000/yr

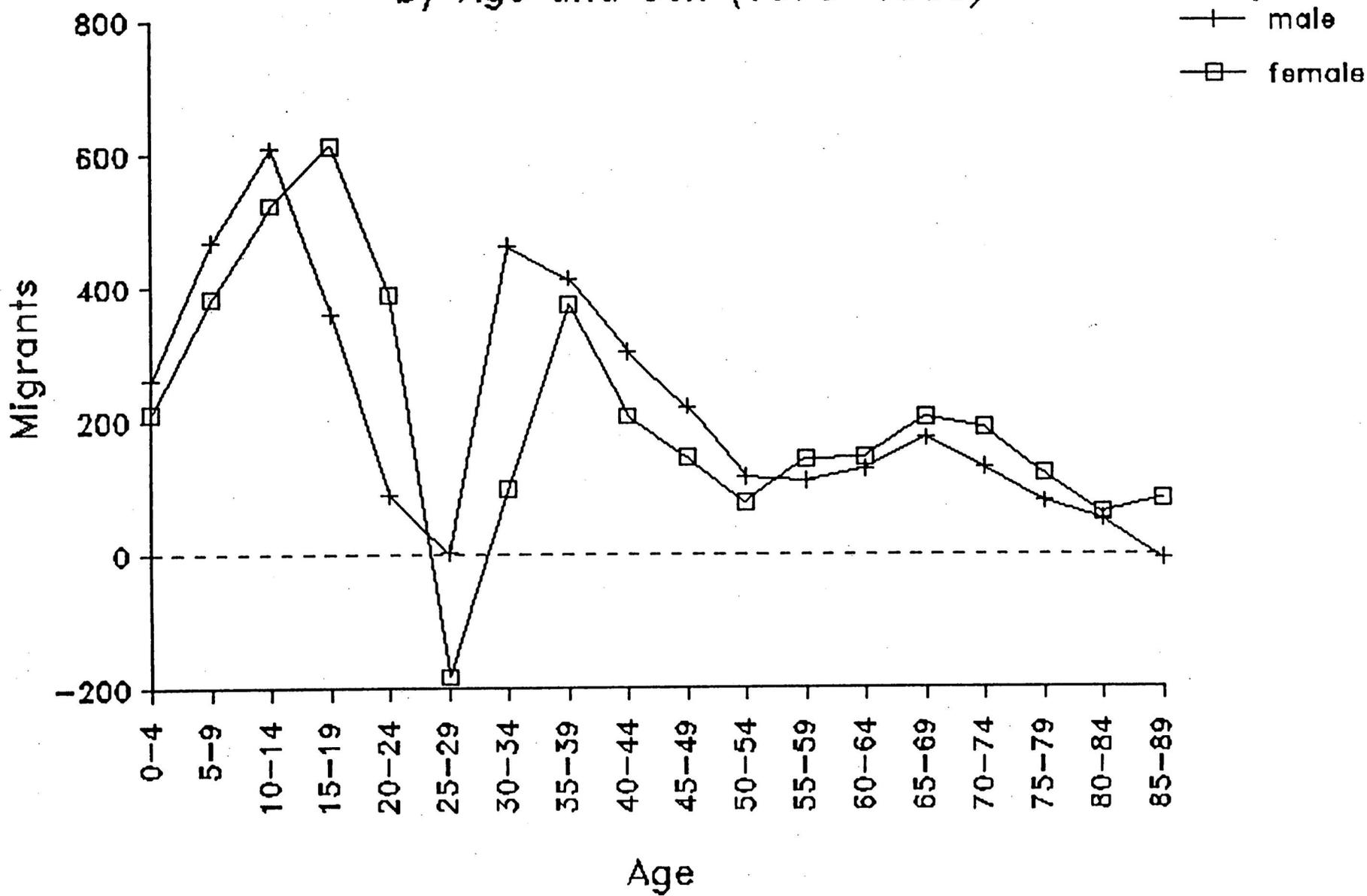
# Migrants to Lincoln County by Age and Sex (1970-1980)



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# Migrants to Polk County by Age and Sex (1970-1980)



e-III

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Table 1. Summary of Population Projection for the Three-County Region

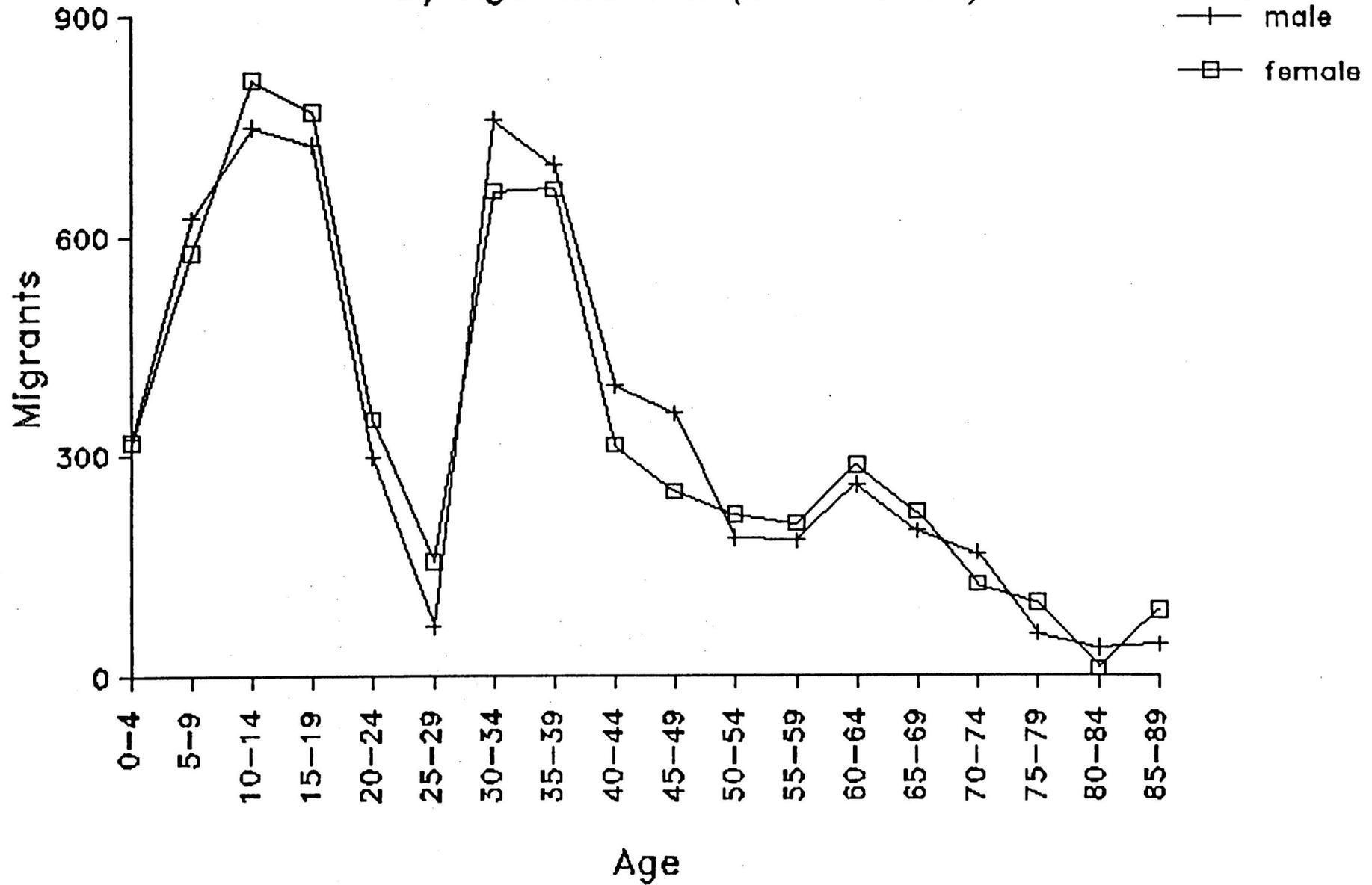
	1990	2000	2010	2020	2030	2040
<b>Medium Migration:</b>						
Population						
0 - 17 yrs.		40506	40113	46704	45851	46009
18 - 64 yrs.		102431	114078	128377	128586	131912
65 or older yrs.		22670	24260	34779	43448	45308
<b>Total</b>	<b>147994</b>	<b>165607</b>	<b>178451</b>	<b>209860</b>	<b>217885</b>	<b>223229</b>
Migration		12373	8137	26666	7625	7827
Natural Increase		5240	4707	4743	400	-2483
<b>Total Change</b>		<b>17613</b>	<b>12844</b>	<b>31409</b>	<b>8025</b>	<b>5344</b>
<b>Low Migration:</b>						
Population						
0 - 17 yrs.		38901	37668	41094	39766	39167
18 - 64 yrs.		99267	108578	115662	113419	115755
65 or older yrs.		22036	23070	31937	39561	40657
<b>Total</b>	<b>147994</b>	<b>160204</b>	<b>169316</b>	<b>188693</b>	<b>192746</b>	<b>195579</b>
Migration		7173	4717	15457	4420	4537
Natural Increase		5037	4395	3920	-367	-1704
<b>Total Change</b>		<b>12210</b>	<b>9112</b>	<b>19377</b>	<b>4053</b>	<b>2833</b>
<b>High Migration</b>						
Population						
0 - 17 yrs.		42930	45418	55865	59645	65199
18 - 64 yrs.						
65 or older yrs.		23610	26824	39498	51376	57238
<b>Total</b>	<b>147994</b>	<b>173701</b>	<b>198176</b>	<b>244653</b>	<b>271599</b>	<b>296821</b>
Migration		20171	18955	24677	25110	29077
Natural Increase		5536	5520	21800	1836	-3855
<b>Total Change</b>		<b>25707</b>	<b>24475</b>	<b>46477</b>	<b>26946</b>	<b>25222</b>

about 1% per

VIII-2

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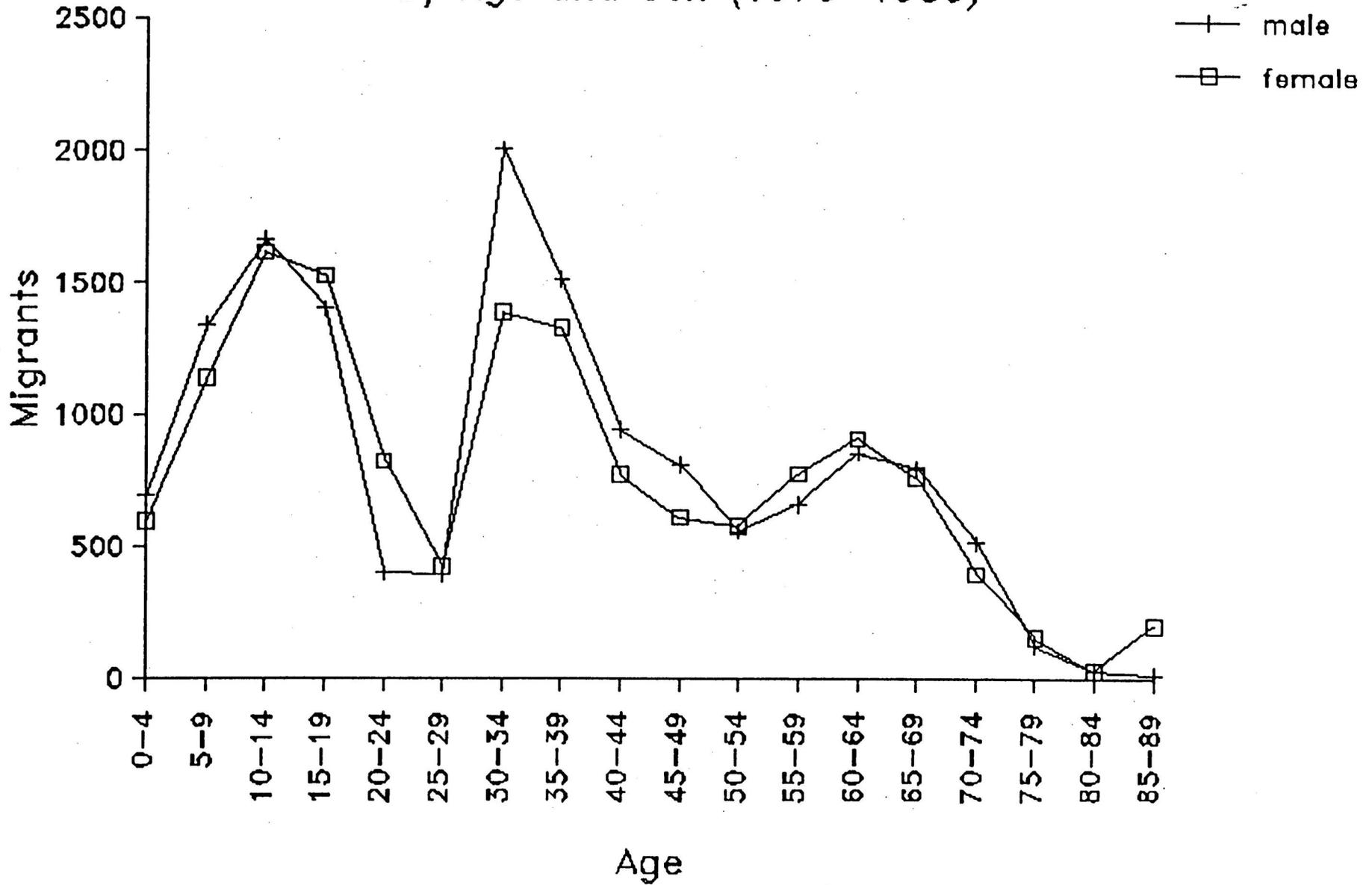
# Migrants to Yamhill County by Age and Sex (1970-1980)



e-III

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# Migrants to Lincoln, Polk, and Yamhill Counties by Age and Sex (1970-1980)



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*RL*

Projections of the Total Population (High Series)

	1990	2000	2010	2020	2030	2040
Tri-County Area	147994	173701	198176	244653	271599	296821
Lincoln County: Total	39502	48525	60844	79342	91120	104074
CCD's						
005	11234	13770	17159	22195	25361	28928
010	9832	11990	15102	19966	23232	26708
015	2704	3339	4355	5766	6585	7526
020	1135	1381	1703	2185	2464	2791
025	2292	2814	3495	4489	5086	5755
030	5882	7298	9007	11539	13079	14840
035	6423	7933	10023	13202	15313	17526
Polk County: Total	47802	53329	55948	63355	66565	68968
Tracts						
051	1873	2021	2150	2489	2651	2762
052	8268	9248	9706	11009	11715	12251
053	5810	6609	7021	8016	8416	8673
201	1209	1371	1458	1661	1734	1787
202	12746	14326	15093	17136	18049	18717
203	12381	13566	14048	15734	16377	16932
204	5515	6188	6472	7310	7623	7846
Yamhill County: Total	60690	71847	81384	101956	113914	123779
Tracts						
301	5979	7114	7998	9993	11018	9293
302	9178	10691	12149	15095	17095	19171
303	6931	8253	9327	11719	13001	14328
304	6711	7944	8927	11235	12470	13787
305	7659	8984	10233	12826	14326	15944
306	4165	5033	5710	7216	8057	8991
307	6085	7232	8298	10430	11688	13042
308	7206	8560	9622	11965	13486	15020
309	3462	4108	4657	5859	6524	7259
310	3314	3928	4463	5618	6249	6944

Population Forecasts (Medium Series)

	1990	2000	2010	2020	2030	2040
Tri-County Area	147994	165607	178451	209860	217885	223229
Lincoln County:						
Total	39502	45067	49973	61743	63607	64639
CCD's						
005	11234	12794	14106	17269	17692	17961
010	9832	11141	12413	15565	16283	16697
015	2704	3081	3560	4481	4563	4635
020	1135	1281	1398	1701	1715	1715
025	2292	2615	2865	3483	3541	3544
030	5882	6781	7408	8977	9108	9189
035	6423	7374	8223	10267	10705	10898
Polk County:						
Total	47802	52046	54061	59364	60705	60959
Tracts						
051	1873	1979	2078	2337	2428	2451
052	8268	9032	9384	10330	10708	10878
053	5810	6451	6795	7535	7706	7698
201	1209	1338	1414	1558	1589	1583
202	12746	13981	14593	16068	16483	16579
203	12381	13224	13538	14687	14845	14842
204	5515	6041	6259	6849	6946	6928
Yamhill County:						
Total	60690	68494	74417	88753	93573	97631
Tracts						
301	5979	6776	7303	8671	8995	9293
302	9178	10207	11121	13156	14103	14876
303	6931	7859	8521	10191	10642	10988
304	6711	7568	8154	9766	10213	10581
305	7659	8563	9363	11172	11771	12306
306	4165	4802	5229	6297	6637	6958
307	6085	6898	7599	9102	9632	10094
308	7206	8164	8788	10406	11091	11588
309	3462	3914	4257	5099	5357	5594
310	3314	3743	4082	4893	5132	5353

Projections of the Total Population (Low Series)

	1990	2000	2010	2020	2030	2040
Tri-County Area	147994	160204	169316	188693	192746	195479
Lincoln County: Total	39502	42759	45607	52439	53146	53155
CCD's						
005	11234	12142	12876	14665	14787	14780
010	9832	10578	11331	13241	13620	13724
015	2704	2911	3242	3800	3801	3793
020	1135	1216	1276	1443	1436	1420
025	2292	2480	2614	2955	2955	2920
030	5882	6439	6765	7613	7608	7565
035	6423	6993	7503	8722	8939	8953
Polk County: Total	47802	51183	52862	56207	56752	56225
Tracts						
051	1873	1945	2031	2220	2273	2268
052	8268	8889	9179	9793	10032	10063
053	5810	6348	6657	7151	7234	7115
201	1209	1317	1383	1479	1486	1461
202	12746	13747	14276	15230	15437	15312
203	12381	12997	13214	13851	13803	13632
204	5515	5940	6122	6483	6487	6374
Yamhill County: Total	60690	66262	70847	80047	82848	86099
Tracts						
301	5979	6552	6945	7800	7934	9293
302	9178	9885	10595	11881	12515	12988
303	6931	7596	8105	9183	9403	9518
304	6711	7313	7758	8796	9024	9171
305	7659	8287	8911	10083	10420	10693
306	4165	4646	4986	5688	5891	6053
307	6085	6678	7242	8228	8548	8792
308	7206	7901	8365	9372	9821	10081
309	3462	3784	4054	4599	4748	4858
310	3314	3620	3886	4417	4544	4652

## DESIGN ELEMENT

HUD  
MANUFACTURED HOUSING  
STANDARDSOREGON'S  
ONE & TWO FAMILY  
DWELLING CODE**STRUCTURAL DESIGN**

Moisture in framing lumber	Dry lumber required 19% maximum moisture	Green lumber permitted normally 25%-36% moisture
Roof live load	20 PSF (min) Depends on design zone	25 PSF (min) Depends on county and elevation
Wind load (horizontal)	15 PSF (min) Depends on design zone	20 PSF (min) When less than 49 feet high. Depends on county and elevation
Wind load (vertical)	9 PSF (min) Depends on design zone	Determined by conventional framing practices
Floor live load	40 PSF (min)	40 PSF (min) Dwelling area. 30 PSF (min) Sleeping area
Horizontal load on interior walls	5 PSF (min)	Unspecified

**LOAD DEFLECTION**

Floors	1/240 Span (max)	1/360 Span (max)
Roof and ceiling	1/180 Span (max)	1/240 Span (max) supporting drywall
Walls	1/180 Span (max)	1/120 Span (max)

**PLANS AND SPECIFICATIONS**

Engineered	Layman-if using conventional framing methods
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**ARCHITECTURAL DESIGN - BUILDING PLANNING**

## Minimum room sizes:

One room	150 square feet	150 square feet
Double bedroom	70 square feet	70 square feet
Single bedroom	50 square feet	70 square feet
Room width	5 feet (min)	7 feet (min)
Room height	7 ft 0 in (min) (exceptions)	7 ft 6 in (min)
Hallway height	6 ft 6 in (min)	7 ft 0 in (min)
Closet depth	22 in (min)	Not specified

**LIGHT AND VENTILATION**

Glazed area	8% (min) gross floor area of room	10% (min) gross floor area of room
Unobstructed area	4% (min) floor area of room	5% (min) gross floor area of room
Mechanical	Habitable = 2 air changes per hour	Habitable = 2 air changes per hour
Ventilation	Bath = 5 air changes per hour	Bath = 5 air changes per hour
Ventilation to improve air quality above minimum standard	<b>Required</b>	Not specified
Formaldehyde emission control	<b>Required</b>	Not specified

**ATTIC VENTILATION**

Fraction of floor area	None specified	1/150 (min)
Ceiling cavity	None specified	1/300 (min)

**INTERIOR WALL COVER**

Thickness of material	None specified	1/2 in Drywall (min)
Minimum loading	5 lbs per sq ft	5 lbs per sq ft

**THERMAL ENERGY CONSERVATION**

Moisture Control (Vapor Barrier)		
Walls	Yes (continuous)	Yes (non-continuous)
Ceiling	Yes	Yes (only with cathedral ceilings)
Floor	No	Yes
Air infiltration control	Specified	Specified
Double glazing or storm windows	Specified	Specified
Design basis for heating (winter)	70F (max)	68F (max)
Thermal insulations	Performance standard	Specification and performance standard
Foam plastic insulation restrictions	Yes	Yes



# OREGON MANUFACTURED HOUSING ASSOCIATION

2255 State Street • Salem, OR 97301  
(503) 364-2470

## COMPARISON OF CRITERIA FOR FEDERAL MANUFACTURED HOME CONSTRUCTION AND SAFETY STANDARDS WITH THE OREGON AMENDED ONE AND TWO FAMILY DWELLING SPECIALTY CODE

(Revised March 10, 1987)

Highlighted provisions indicate which code has the stricter fire/safety standards.

DESIGN ELEMENT	HUD MANUFACTURED HOUSING STANDARDS	OREGON'S ONE & TWO FAMILY DWELLING CODE
<b>FIRE SAFETY</b>		
Exit doors	Two @ 28 in width	One @ 36 in width
Specific exit door location relationship to bedrooms	Yes	None
Bedroom egress	22 in (min)	24 in (min) high
Window opening size	clear opening	clear opening
		20 in (min) width
		clear opening
Required window area	5 sq ft (min)	5 sq ft (min) opening area first floor and 5.7 sq ft on second floor
Hallways	28 in wide	36 in wide
Window sill height in bedroom	36 in (max)	44 in (max)
Smoke detectors	Yes	Yes
Flame spread in living area:		
Walls	200 flame spread rating	200 flame spread rating
Ceilings	75 flame spread rating	200 flame spread rating
Furnace, water heater and cooking area	Special protection with gypsum 25 flame spread	Clearance area required above cooking areas and protected less than 30 inches
Flame spread of plastic bathtubs, shower units and tub or shower doors	200 flame spread rating	Exempted
<b>ELECTRICAL</b>		
Required listed materials and devices	Yes	Yes
Aluminum wire in branch circuits	Not permitted	Permitted
Receptacle location	Comparable	Comparable
Load calculations	Comparable	Comparable
Separate neutral and ground circuits on branch circuit wiring and panel board(s) for range and dryer	Yes	No
Dielectric disconnecting means required at panel board	Yes	No
Single disconnecting means required at sub-panel board	Yes	No
Tests required on all parts	Yes	No
<b>PLUMBING</b>		
Water supply piping	Plastic allowed	Plastic allowed
Drain-waste-vent piping	Plastic allowed	Plastic allowed
Venting of plumbing fixtures	Wet venting and anti-syphon (mechanical vents) permitted in addition to required direct venting	Required for each fixture
Material	National accepted standards	National accepted standards and Building Official approvals
Test and inspections	Water systems, drainage and fixtures are tested	Water systems, drainage vent systems and fixtures are tested

Per-TTAWD

**CHAPTER 33.251  
MANUFACTURED HOMES AND MOBILE HOME PARKS**

Sections:

- 33.251.010 Purpose
- 33.251.020 Manufactured Homes on Individual Lots
- 33.251.030 Mobile Home Park Regulations

**33.251.010 Purpose**

This chapter provides standards which will allow the placement of manufactured homes, mobile homes and mobile home parks in residential areas without changing the character of existing neighborhoods. These regulations promote additional housing options and provide locational opportunities for mobile homes.

**33.251.020 Manufactured Homes on Individual Lots**

- A. **Purpose.** The purpose of this section is to allow affordable housing opportunities in structures whose appearance is similar to housing built to the Oregon Structural Speciality Code (the Uniform Building Code as amended by the State.)
- B. **Zones and types of manufactured homes allowed.** Manufactured homes are allowed on individual lots in all zones where houses are an allowed use, except in designated historical design districts where they are prohibited. Residential trailers are prohibited on individual lots.
- C. **Development standards.** Manufactured homes must meet the development standards of the base zone.
- D. **Other regulations.** Manufactured homes must meet the following standards:
  - 1. **Floor area.** The manufactured home must be at least 1,000 square feet in floor area.
  - 2. **Roof.** The manufactured home must have a pitched roof with a pitch of at least 3/12. The roof must be covered with shingles, shakes, or tile. Eaves from the roof must extend at least 1 foot from the intersection of the roof and the exterior walls.
  - 3. **Foundation.** The manufactured home must be set on a continuous, permanent foundation. The home should sit no more than 12 inches above grade.
  - 4. **Exterior siding.** The exterior siding of the manufactured home must have the same appearance as materials commonly used on residential dwellings. Metal siding must be painted or anodized.
  - 5. **Hauling mechanisms.** The transportation mechanisms including the wheels, axles and hitch must be removed.

CORVALLIS

STANDARDS FOR MANUFACTURED HOMES ON IN-FILL LOTS

1. The following standards will be applied to all single family dwellings (site-built, modular and manufactured homes) to be constructed or located in R1 & R2 districts:

\* All single family units shall utilize at least two of the following design features to provide visual relief along the front of the home:

- a. dormers;
- b. gables;
- c. recessed entries;
- d. covered porch entries;
- e. cupolas;
- f. pillars or posts;
- g. bay or bow windows;
- h. eaves (minimum 6" projection);
- i. off-sets on building face or roof (minimum 16")

2. All manufactured homes on individual lots in the R1 & R2 districts shall:

- a. be multi-sectional (double wide or wider) and enclose a floor area of not less than 1,000 square feet;
- b. be placed on an excavated and back-filled foundation, inclosed at the perimeter with no more than 12 inches of the inclosing material exposed above grade. Where the building site has a sloped grade, no more than 12 inches of the inclosing material shall be exposed on the uphill side of the home.

If the manufactured home is placed on a basement, the twelve inch limitation will not apply.

- c. have a roof with a nominal pitch of 3 feet in height for each 12 feet in width;
- d. have a garage or carport with exterior materials matching the residential unit;
- e. be certified by the manufacturer to have exterior thermal envelopes meeting the performance standards specified in by state law for single-family dwellings constructed under the state building code;
- f. not have bare metal siding or roofing; and
- g. not be sited adjacent to any structure listed on the Register of Historic Landmarks and Districts.

*OR inside the District ?*

TABLE IV-7  
LAND AVAILABLE FOR  
INDIVIDUALLY SITED MANUFACTURED HOMES

		<u>Buildable Acres</u>
MDR	Infill on existing lots	15 <sup>1</sup>
	Surplus MDR (excludes infill land)	39 <sup>2</sup>
LDR	Available in UGB	<u>380<sup>3</sup></u>
	Total Available Acres	434
	Land Needed for MI	<u>70</u>
	Surplus Available	364

NOTES:

1. 1989 Land Use Inventory - existing and potential lots; 106 lots exist or can be provided based on 1990 Planning Department estimates.
2. Surplus MDR from Table IV-6 minus 15 acres for infill on existing lots.
3. LDR in UGB outside City limits (Jan. 90)      437 Acres  
Buffer area estimates (160 ft. within ROW)    57 Acres  
Total Available                                      380 Acres

As can be seen from the tables above, the Plan includes more than sufficient amounts of land to meet the projected housing needs of Newberg for the next 20 years for all three major housing types.

OAR 660-08-015 requires clear and objective standards, conditions and procedures regulating the development of needed housing. The Newberg Zoning Ordinance accomplishes this primarily through its simplicity. The ordinance specifies four residential zones: R-1 (Low Density Residential), R-2 (Medium Density Residential), R-3 (High Density Residential) and R-P (Residential-Professional). In addition, an overlay zone, MI (Mixed Infill) has been developed primarily for use with the R-1 zone in order to accommodate manufactured homes in the single family areas. The residential uses allowed in each zone are:

TABLE IV-8  
HOUSING TYPES ALLOWED BY ZONE

ZONES	HOUSING TYPES					
	SINGLE FAMILY	DUPLEXES	MULTI- FAMILY 3+ UNITS	MANUF. HOME SUB'S.	MANUF. HOME INFILL	MANUF. HOME PARK
R-1 LDR	P	CU	CU	NP	NP	NP
R-2 MDR	P	P	P	P	NP	P
R-3 HDR	P	P	P	NP	NP	NP
R-P	P	P	P	NP	NP	NP
R-1 MI	P	CU	CU	P	P	NP

P = PERMITTED

NP = NOT PERMITTED

CU = CONDITIONAL USE

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TABLE IV-5  
DEMAND BY PLAN CATEGORY

<u>Housing Type</u>	<u>Total Acreage Need</u>	<u>Land Needed By Plan Category</u>		
		<u>LDR</u>	<u>MDR</u>	<u>HDR</u>
Single Family	626	626		
Multiple Family				
Medium Density	156		156	
High Density	35			35
Manufactured Home				
Parks	70		70	
Subdivision	47		47	
Individual Lots	70	70		
<b>TOTAL</b>	<u>1,004</u>	<u>696</u>	<u>273</u>	<u>35</u>

TABLE IV-6  
SUPPLY AND DEMAND ANALYSIS

<u>Plan Category</u>	<u>Land Needed By Plan Category</u>	<u>Buildable Land Within UGB</u>	<u>Surplus</u>
LDR	696	775	79
MDR	273	327	54
HDR	35	38	3

Source: 1989 Land Use Inventory

Table IV-7 indicates that adequate land is available for individually sited manufactured homes. The table is partially based on the standards included in the MI Mixed Infill Overlay Zone, and illustrates that 380 acres are available for the MI Overlay Zone. In addition, the table illustrates that 54 acres of MDR land is available for infill development. The table states that in 1989, 380 acres of LDR land were within the Urban Growth Boundary. This total represents all LDR land in the UGB minus 57 acres, which are needed as buffer areas along street rights-of-way. Based on this analysis, over 434 acres are available for individually sited manufactured homes. The Housing Needs Analysis indicated that 70 acres would be needed for the individually sited manufactured homes, leaving a 364 acre surplus in the Plan.

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cases, findings must be prepared demonstrating whether the property meets the following conditions:

- A. The establishment of the subdistrict will not result in land being zoned in excess of the stated need for individually sited manufactured homes as identified in the Comprehensive Plan.
- B. The property was annexed and located within the corporate limits of the City of Newberg after January 1, 1990.
- C. The subdistrict shall be located no less than 160 feet from any existing platted single family subdivision of more than 10 lots.
- D. The subdistrict shall be no less than 160 feet from an existing collector or arterial street.

468 Development Standards. Residential development in the MI overlay district shall meet the following minimum standards:

- A. Each dwelling unit shall enclose a space of not less than 1,000 sq. ft. If the unit is a manufactured home, it shall be multi-sectional. No external horizontal dimension shall be less than 20 feet in width.
- B. Each dwelling unit shall be enclosed at the perimeter with either a foundation that has been backfilled or skirting. The enclosure shall have an appearance similar to that of a stick built home. If the unit is a manufactured home, the chassis shall be located not more than 12 inches above grade and any axels or other transportation mechanisms shall be removed.
- C. All dwelling units shall have a pitched roof no less than 3 feet in height for every 12 feet in width.
- D. Dwelling units shall have exterior siding and roofing which in color, material, and appearance is similar to the exterior siding and roofing material commonly used on "stick built" residential dwellings within the community or which is comparable to the predominate materials used on surrounding dwellings as determined by the Building Official.
- E. All manufactured homes shall be certified by the manufacturer to have an exterior thermal envelope meeting performance standards which reduce levels equivalent to the performance standards required of single-family homes dwellings constructed under the state building codes defined in ORS 455.010.
- F. All dwelling units shall have an attached garage constructed of like materials.

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ZONING ORDINANCE AMENDMENTS TO CREATE A MI MIXED INFILL HOUSING SUBDISTRICT

254 Definitions. The following definition shall be added to the existing list of definitions:

Manufactured home. A structure constructed for movement on the public highways that has sleeping, cooking and plumbing facilities, that is intended for human occupancy, that is being used for residential purposes and that was constructed in accordance with federal manufactured housing construction and safety standards regulations in effect at the time of construction.

270 (7) MI Mixed Infill Housing Subdistrict. Pursuant to the provisions of Sections 464-488, a MI subdistrict may be created within the R-1 residential zoning district. The subdistrict shall be designated by the suffix "MI" added to the symbol of the parent district. All uses permitted in the parent zone shall be allowable in the MI subdistrict.

314 Permitted Buildings and Uses. Section 314 lists the permitted uses in the R-2 zone. A new subsection 314 (9) shall be added and following sections shall be renumbered. Subsection 314 (9) shall state:

314 (9) Manufactured Homes; subject to the following conditions:

- A. Manufactured homes shall not be located within 200 feet of historic resources listed on the Final Inventory of Historic Resources in the Comprehensive Plan.
- B. Manufactured homes shall meet the development standards of the MI overlay zone as set forth in Section 468.

MI MIXED INFILL SUBDISTRICT

464 Purpose. The purpose of the MI subdistrict is to allow manufactured housing on individual single family residential lots consistent with the City's identified need for individually sited manufactured homes. The MI subdistrict will allow manufactured homes to be intermixed with traditional "stick built" housing.

465 Uses. In addition to the buildings and uses permitted in the underlying zoning district, an MI subdistrict allows manufactured homes on individual lots as a permitted use.

466 Establishment of an MI Subdistrict.

The establishment of an MI subdistrict shall be according to the process set forth for a zone change in Section 592-608 except that satisfaction of the conditions listed below shall be the sole criteria applied to the decision. If the request does not satisfy all of the conditions, an MI subdistrict may be established if it is demonstrated that the zone change criteria of Section 600 are met and that the request is compatible with surrounding land uses. In all

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OPTIONS:

Based on Mr. Miner's comments, another option exists for resolution of the manufactured housing infill issue. Rather than create a floating zone which could be applied to all areas outside the City limits, the Council could fix the location of the proposed overlay zone. The Planning Commission attempted to find property owners who were willing to have this proposed overlay district assigned to their land, but was unable to locate willing property owners. The Council could designate areas legislatively without contacting individual property owners. Based on an estimate by the Planning Department, adequate land appears to be available in the unincorporated areas that are designated for LDR Low Density Residential use to the west of North College. Based on the estimates, state requirements could be satisfied with an ordinance that would apply the MI overlay as these lands were annexed to the City.

The advantages of designating land specifically for the overlay zone are that it provides certainty in the process and that it is very clear to future property owners where manufactured housing is permitted. The disadvantage is that some property owners may not want the overlay to be applied on or near their property. The advantage of the floating overlay zone is that property owners who do not wish their property to be designated for the overlay, do not have to request it. The disadvantage is that there is less certainty in the process. Based on the concerns of the Manufactured Housing Industry, fixing 70 acres for the MI overlay may be the easiest method of addressing this issue.

COST: None



\_\_\_\_\_  
Dennis Egner, Planning Director

  
\_\_\_\_\_  
Duane Cole, City Manager

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REQUEST FOR COUNCIL ACTION

DATE SUBMITTED: October 26, 1990

\_\_\_\_\_ MOTION

DATE ACTION REQUESTED: November 5, 1990

\_\_\_\_\_ RESOLUTION

\_\_\_\_\_ ORDINANCE

X \_\_\_\_\_ INFORMATION

SUBJECT: Zoning Ordinance Amendments for Manufactured Housing

BACKGROUND:

The MI Mixed Infill housing subdistrict has been developed to satisfy the requirements of HB 2863 passed by the 1989 legislature. The Bill requires that cities allow the opportunity for infill manufactured housing development in single family zoning districts consistent with the identified need for manufactured homes. The Bill requires that cities meet this requirement by December 31, 1990.

At the October 6 Council meeting, Council directed staff to revise the proposed draft manufactured housing overlay zone to allow manufactured homes in the R-2 Medium Density Residential District. Staff was also directed to develop a definition of "manufactured home". These changes have been completed. The revisions to the ordinance and relevant sections of the Comprehensive Plan are attached. The definition of manufactured home has come directly from State law.

To accommodate manufactured homes in the R-2 area, it was determined that manufactured homes should be outright permitted uses in the zone provided they are not located near historic resources and that the homes meet the development standards listed in the MI Subdistrict. The proposed MI Subdistrict has been modified to eliminate the minimum 5 acre district size. This change was made on the suggestion of DLCD representatives because the 5 acre minimum did not meet the objectives of State law regarding infill of manufactured homes on existing lots.

INDUSTRY REVIEW:

The draft ordinance has been submitted to Don Miner, Executive Director of the Oregon Manufactured Housing Association. Mr. Miner closely monitors all amendments related to manufactured homes and has a record of objecting to ordinances which are perceived as being discriminatory. In a phone conversation with Mr. Miner on October 24, he expressed concerns related to the City's original needs analysis and the concept of the floating overlay zone in the LDR areas. He stated it was his belief that, if a new needs analysis was completed, more than 20 percent of the housing in the area would need to be available for manufactured home development. In addition, Mr. Miner stated that the process of rezoning areas for the manufactured home infill would create a burden on property owners, and rather than have numerous acres eligible for the overlay zone, more certainty could be provided by fixing a smaller amount of acres with the overlay zone. Final comments from Mr. Miner and the Oregon Manufactured Housing Association are expected prior to the November 5 hearing and will be forwarded for Council review.

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REQUEST FOR COUNCIL ACTION

11/20/1990

Council agenda.

*Dennis Egner*

DATE SUBMITTED: October 26, 1990

DATE ACTION REQUESTED: November 5, 1990

ORDINANCE

X INFORMATION

SUBJECT: Revisions to the Comprehensive Plan

BACKGROUND:

On October 16, staff distributed copies of the current Comprehensive Plan and the revised Comprehensive Plan. Since the proposed Plan was distributed, staff also has provided copies to the Newberg Urban Area Management Commission for their review. Comments regarding the Plan are expected from Chehalem Park and Recreation District and from citizens in the community who are concerned about forested areas within the City. At the November 5 meeting, staff would be happy to answer any questions regarding any of the revisions or policy sections.

COST: None

*Dennis Egner*

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Dennis Egner, Planning Director

*Duane R. Cole*

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Duane Cole, City Manager

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- M E M O -

*Becky -*  
*File -*  
*Council*  
*11/20/1990*  
*Church Street*  
*Traffic*  
*Dave Bishop*

TO: Duane Cole, City Manager  
FROM: Bert Teitzel, Director of Public Works  
RE: Closure of Church St.  
DATE: July 26, 1990

The purpose of this memo is to clarify and document the procedure used in the closure of Church Street between Highway 99W and First Street. Wes Mecham from Time Oil Co., the owner of the Rocket Service Station, called and asked about the process used in the closure of that street, and stated that they did not ever receive any notice of any hearings. In researching as to whether they were notified or not, I find that the file has been misplaced.

Section 6-6.4b of the Newberg Ordinances entitled "Traffic Surveys and Investigations" gives authority to the Chief of Police to conduct surveys and investigations for the purposes of determining appropriate measures for the control of traffic on the Highways of the City. This section further authorizes the Chief of Police to enforce traffic control measures for not to exceed 90 days as part of such surveys and investigations.

A public hearing was held on February 12, 1990 with the Traffic Safety Committee concerning the Church Street closure. All of the property owners adjacent to First St. in that area were notified by mail and the occupants or managers were notified by a Police Officer of this hearing. Three options were discussed at the hearing. One was to change First St. to a one-way street from Church St. to Villa Rd. in an eastbound direction. Number two was to place a center barrier on Highway 99 to eliminate the ability to make a left turn on or off of Church Street. The third option was to close Church St. between First St. and Highway 99 to prevent the through traffic. The Traffic Safety Committee recommended that Church St. be closed on a trial basis to determine how it would effect the traffic flow in the area.

Traffic counts were taken on the adjacent streets prior to the closure. The appropriate permits were obtained from the State Highway Department since this is still listed as a state highway. The barricade was placed closing the street on June 29, 1990. About mid-September traffic counts will again be taken on the adjacent streets and a report written to recommend a permanent closure if that is appropriate. At that time another hearing should be scheduled in order to allow the adjacent property owners an opportunity to address the impacts on their property.

CC: Dave Bishop

REQUEST FOR COUNCIL ACTION

DATE SUBMITTED: October 22, 1990

       MOTION

DATE ACTION REQUESTED: November 5, 1990

       RESOLUTION

  X   ORDINANCE

       INFORMATION

SUBJECT: Renaming a portion of Sunset Drive

RECOMMENDATION:

Adopt, by ordinance, the Planning Commission recommendation that the portion of Sunset Drive adjacent to North College Street be renamed Sunset Court.

BACKGROUND:

On August 6, 1990, the portion of Sunset Drive adjacent to North College Street and abutting Tax Lots -200, -300, -400, and -500, Map 3207DB was renamed Sunset Court. Upon submitting the renaming to Yamhill County, the Tax Assessor's Office informed the Planning Department that tax lots 3207DB-2300, -2600, -2400, and -2500 require a street name change from Sunset Drive to Quail Drive. A map of the area is attached.

The four subject lots are in the Alvern Park Subdivision. Prior to the development of Quail Meadows Phase 1 subdivision, Sunset Drive formed a loop off North College Street. Sunset Drive west of the two subject lots was vacated to allow construction of the Quail Meadow Phase 1 subdivision in 1979. Quail Drive was constructed through the Alvern Park subdivision and connected to North College Street.

The four subject lots are presently located on Quail Drive; however, a formal street renaming has never occurred. There is a State prescribed process which must be followed to legally complete the renaming. ORS 227.120 sets forth the following procedures to rename streets:

1. The Planning Commission shall recommend the street renaming to the City Council.
2. The City Council shall allow for public comment on the proposed street renaming at a time and place to be specified in a notice of hearing published in the regional newspaper.
3. After the public hearing, the City Council by ordinance shall rename the street in accordance with the recommendation, or by resolution shall reject the recommendation.
4. A certified copy of each such ordinance shall be filed with the county clerk or recorder, as well as the county surveyor and county tax assessor.
5. The county surveyor will enter the new names in red ink on any filed plat.

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The Planning Commission discussed the proposed renaming at their September 18, 1990 meeting and recommended that the City Council rename the street.

COST: None



\_\_\_\_\_  
Dennis Egner, Planning Director



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Duane Cole, City Manager

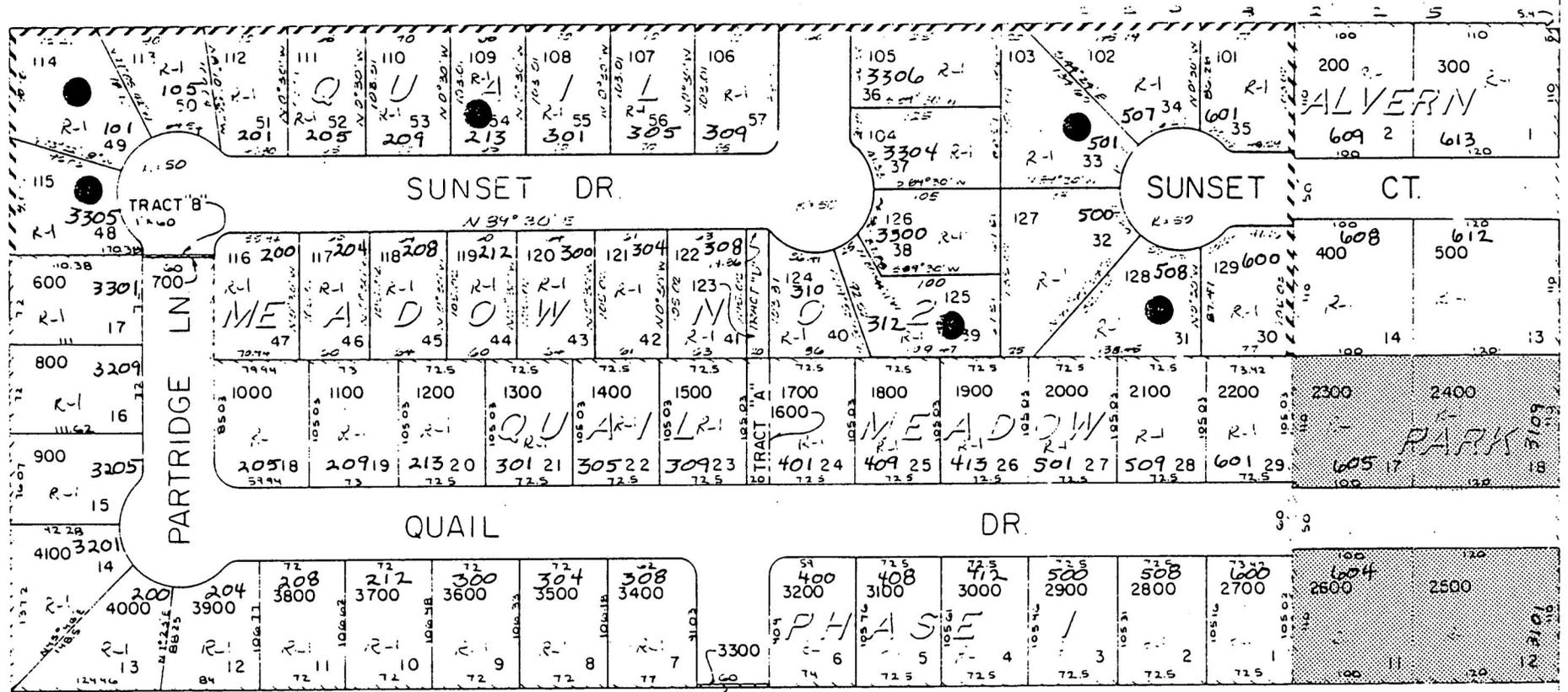
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5/6 Quail Drive  
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SEE MAF



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452.7 3011-13

N. COLLEGE ST.

November 20<sup>th</sup>  
Council Meeting

REQUEST FOR FINANCE COMMITTEE ACTION

DATE SUBMITTED: October 22, 1990

  X   MOTION

       INFORMATION

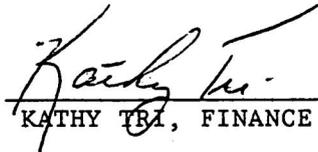
DATE ACTION REQUESTED: October 30, 1990

SUBJECT: Implementation of the Fire Truck Fee

RECOMMENDATION:

BACKGROUND: In September the voters approved the imposition of a fire truck fee beginning January 1, 1991. The Council needs to pass a resolution implementing the fee. I have attached a draft resolution for discussion and a memorandum discussing the various provisions.

The Budget Committee will need to review and approve a supplemental budget in late January recognizing the fire truck fee revenue and appropriating the funds. The staff intends to present to the Council for adoption the supplemental budget and award the bid for purchase of the fire truck at the second meeting in February.

  
KATHY TRI, FINANCE DIRECTOR

\fcfiretruck

RESOLUTION NO.

A RESOLUTION ESTABLISHING A FIRE FEE FOR THE PURPOSE OF PURCHASING A FIRE TRUCK.

WHEREAS, on September 16, 1990, the voters of the City of Newberg approved a monthly charge to be included in the utility bill to purchase a fire engine; and

WHEREAS, the new fee is to go into effect on January 1, 1991 and shall continue until \$163,000 is raised or for forty-eight (48) months which ever occurs first; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Newberg, Oregon as follows:

Section 1. Effective January 1, 1991, a \$1.00 charge per residential meter equivalent shall be included on the monthly utility bill as follows:

<u>Meter Size</u>	<u>Meter Equivalent</u>	<u>Monthly Charge</u>
5/8" to 3/4"	1.5	\$1.00
1"	2.5	2.50
1 1/4"	3.5	3.50
1 1/2"	5.0	5.00
2"	8.0	8.00
3"	16.0	16.00
4"	25.0	25.00
6"	50.0	50.00
8"	80.0	80.00
10"	115.0	115.00

Section 2. Irrigation meters and non-City utility users will not be charged the fire fee.

Section 3. Failure to pay the fire fee will constitute a delinquency in the utility bill. The current regulations for payment of delinquent utility bills and for shutting off water shall apply.

ADOPTED by the City Council of the City of Newberg, Oregon, this \_\_\_\_ day of November, 1990.

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Duane R. Cole - City Recorder

\firefee

M E M O R A N D U M            C I T Y   O F   N E W B E R G

DATE:            October 24, 1990

TO:              Finance Committee

FROM:            Kathy Tri, *KT* Finance Director

SUBJECT:        Implementation of the Fire Truck Fee

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In September the voters approved the imposition of a fire truck fee, beginning January 1, 1991. The Council needs to pass a resolution implementing the fee. This memo outlines for discussion purposes the various provisions of the implementing resolution.

Section 1. The voters approved a fee based on residential meter equivalent. The resolution lists each meter, the meter equivalent as provided for in the 1987 water rates, and the monthly charge based on the ballot measure.

The Committee might be interested to know that a few one-inch residential customers have indicated that they want to change their meters to 3/4 inch by January in order to avoid the additional charge.

We will begin to work with Rick Rementeria on programming the new fee after the bills with the new rates have been sent the last week of October.

Section 2. We recommend that irrigation meters be exempt from the fee. Irrigation meters are used to water primarily fields at the college, school district and park district. A few commercial customers also have irrigation meters in addition to their regular meters. The charge will be on the regular meters.

This section also exempts outside city users. Outside users are served by the rural district. The truck is a City fire truck and not one financed by the rural district. While the truck may serve the district residents, it is felt that the intent is to impose the fee only on city utility users.

Section 3. The staff is concerned about what happens if a customer pays the water and sewer portions of the utility bill and not the fire fee. We intend to credit the fire truck fund first, then the water and sewer funds. If a delinquency occurs, water service will be terminated in the usual manner.

Other Possible Provisions

The question was raised regarding what if a person wanted to pay the entire authorized amount (\$48) in advance. I understand that there is no programming problem with advances.

We did not included this provision in the resolution because we were concerned about refunds. Refunds would have to be given to persons moving and to persons who over paid because it took less than 48 months to collect the \$163,000.

Arguments for the advance payment would include the ability to collect faster the necessary funds.