PLANNING COMMISSION AGENDA
DECEMBER 11, 1997
7 p.m. Regular Meeting
Newberg Public Library • 503 E. Hancock Street

I. **ROLL CALL**

II. **OPEN MEETING**

III. **CONSENT CALENDAR**(items are considered routine and are not discussed unless requested by the commissioners)
1. Approval of November 13, 1997 Planning Commission Minutes

IV. **COMMUNICATIONS FROM THE FLOOR** (5 minute maximum per person)
1. For items not listed on the agenda

V. **QUASI-JUDICIAL PUBLIC HEARINGS** (complete registration form to give testimony - 5 minute maximum per person, unless otherwise set by majority motion of the Planning Commission). "No new public hearings after 10 p.m. except by majority vote of the Planning Commissioners."

1. **APPLICANT:** Dr. David Abbott
REQUEST: Approval of sign program
LOCATION: Hwy 99 and Brutscher Street
TAX LOT: 3216CA-2190
FILE NO.: G-32-97
CRITERIA: Newberg Development Code - Section 10.50.183
RESOLUTION NO.: 97-84

2. **APPLICANT:** Renaissance Development Corporation
REQUEST: Annexation of approx. 39.5 acres and design review approval for development of a manufactured home park and City park
LOCATION: W. of Sportsman Airpark, E. of Wynooski Street
TAX LOT: 3220CA-700, 802,803; 3220-1000,1101,1440
FILE NO.: ANX-18-97/DR-106-97
CRITERIA: Newberg Development Code - Section 10.36.050
RESOLUTION NO.: 97-85

3. **APPLICANT:** Ron Manning
REQUEST: Amendment to Creekside PUD approval to allow 40% lot coverage
LOCATION: W. of Main Street , S. of Pinehurst Court
TAX LOT: 3218AC-1700, -1800, -1900, - 2000
FILE NO: PUD-3-97
CRITERIA: Newberg Development Code Section 10.20.030
RESOLUTION NO.: 97-86

VI. **LEGISLATIVE PUBLIC HEARINGS** (complete registration form to give testimony - 5 minute maximum per person, unless otherwise set by majority motion of the Planning Commission)

1. **APPLICANT:** City of Newberg
REQUEST: Approval of an ordinance amending the Newberg Comprehensive Plan policies and Comprehensive Plan Map, and amending the Newberg Development Code and Zoning Map relating to residential needs.
LOCATION: City wide
FILE NO: GR-2-95
CRITERIA: Newberg Development Code, Section 10.20.030
RESOLUTION NO.: 97-80

2. **APPLICANT:** City of Newberg
REQUEST: Approval of an ordinance amending the Newberg Comprehensive Plan and Newberg Development Code relating to street standards, as required for compliance with the Transportation Planning Rule.
LOCATION: City wide
FILE NO: GR-4-95
CRITERIA: Newberg Development Code, Section 10.20.030

RESOLUTION NO.: 97-83

VII. **OLD BUSINESS** (none)

VIII. **NEW BUSINESS**

1. Sharica Botelle, legal department intern: "Scam Jam"
2. Genesis Assisted Living Facility, Review of final landscape plan (file #: PUD-4-97)

IX. **STAFF AND COMMISSION REPORTS**

1. Update on Council items
2. Other reports, letters, or correspondence
3. Next Planning Commission Meeting, January 8, 1998

X. **ADJOURN**

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QUASI-JUDICIAL
PUBLIC HEARING PROCESS
TESTIMONY AND EVIDENCE REQUIREMENTS

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

- The applicable City and State zoning criteria must be listed. This means that we must advise you of the standards that must be satisfied by the applicant prior to our approval of an application. The Planning Staff will list the applicable criteria during his or her presentation of the staff report.

- Persons wishing to participate in this hearing must direct their testimony or the evidence toward the criteria stated by the Planner or other specific City or State criteria which you believe applies. You must tell us why the testimony or evidence relates to the criteria.

- Any issue which might be raised in an appeal of this case to the Land Use Board of Appeals (LUBA) must be raised at the local level prior to the City approving or denying the application. The law states that the issue must be raised in enough detail to afford the decision-maker and the parties an opportunity to respond. This part of the law is also known as the "raise it or waive it" requirement. If you do not bring it up now, you can't bring it up at LUBA.

TYPE III, QUASI-JUDICIAL PUBLIC HEARING PROCEDURE

1. OPEN THE PUBLIC HEARING, ANNOUNCE THE PURPOSE, DISCUSS TESTIMONY PROCEDURE, AND TIME ALLOTMENTS[1]

2. CALL FOR ABSTENTIONS, BIAS, EX-PARTE CONTACT, AND OBJECTIONS TO JURISDICTION

3. STAFF REPORT

   A. PROJECT SUMMARY AND RECOMMENDATION BY STAFF

   B. STAFF SUMMARY OF LATE CORRESPONDENCE SUBJECT TO PLANNING COMMISSION REQUEST[2]

4. PUBLIC TESTIMONY (SEE "HOW TO TESTIFY")[3]

   A. PROPONENTS (PRINCIPLE PROPONENT/S FIRST, THEN OTHERS OR UNDECIDED)

   B. OPPONENTS AND UNDECIDED

   C. PRINCIPAL PROPONENT REBUTTAL

5. QUESTIONS OF PROPONENTS AND OPPONENTS FROM THE PLANNING COMMISSION DIRECTED THROUGH THE CHAIR

6. STAFF SUMMARY OF WRITTEN TESTIMONY FROM REGISTRATION FORMS

7. CLOSE OF PUBLIC TESTIMONY PORTION OF HEARING (GAVEL)

8. FINAL COMMENTS FROM STAFF

9. DELIBERATION OF COMMISSION INCLUDING DISCUSSION OF CRITERIA WITH FINDINGS OF FACT

10. ACTION BY THE PLANNING COMMISSION

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

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

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

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

TYPE IV, LEGISLATIVE PUBLIC HEARING PROCEDURE

1. OPEN THE PUBLIC HEARING, ANNOUNCE THE PURPOSE, DISCUSS TESTIMONY PROCEDURE, AND TIME ALLOTMENTS[1]

2. CALL FOR ABSTENTIONS, CONFLICTS OF INTEREST AND OBJECTIONS TO JURISDICTION

3. STAFF REPORT

   A. PROJECT SUMMARY AND RECOMMENDATION BY STAFF

   B. STAFF SUMMARY OF LATE CORRESPONDENCE SUBJECT TO PLANNING COMMISSION REQUEST[2]

4. PUBLIC TESTIMONY (SEE "HOW TO TESTIFY" FORM)[3]

   A. THE PLANNING COMMISSION CHAIR WILL CALL YOUR NAME WHEN IT'S YOUR TURN TO TESTIFY (NOTE: COMMISSIONERS MAY ASK QUESTIONS DURING THE TESTIMONY PERIOD, AT THE DISCRETION OF THE CHAIR)

5. STAFF SUMMARY OF WRITTEN TESTIMONY FROM REGISTRATION FORMS

6. CLOSE OF PUBLIC TESTIMONY PORTION OF HEARING (GAVEL)

7. FINAL COMMENTS FROM STAFF

8. DELIBERATION OF COMMISSION

9. ACTION BY THE PLANNING COMMISSION

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

PLANNING COMMISSION MINUTES
Newberg Public Library - Newberg, Oregon
THURSDAY, NOVEMBER 13, 1997 AT 7 P.M.

Subject to Approval at the December 11, 1997 Planning Commission Meeting

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I. PLANNING COMMISSION ROLL CALL

Planning Commission Members Present:

Stephen Ashby	Steve Hannum	Matson Haug
Jack Kriz	Myrna Miller	Richard Waldren, Chair
Lon Wall		

Staff Present:

Mike Soderquist, Community Development Director
Barbara Mingay, Planning Technician
Duane R. Cole, City Manager
Larry Anderson, Engineering Manager
Peggy Hall, Recording Secretary

II. OPEN MEETING

Chair Richard Waldren opened the meeting at 7:00 p.m. He announced the procedure of testimony. Citizens must fill out a public comment registration forms to speak at the meeting.

III. CONSENT CALENDAR

1. Approval of October 9, 1997 Planning Commission Minutes.

Chair Waldren asked for corrections to the October 9, 1997 minutes. There were none.

Motion #1:	**Waldren/Miller** voted to approve the consent calendar items, approving the minutes of the October 9, 1997 Planning Commission.

Vote on Motion #1:	The Motion carried unanimously.

IV. COMMUNICATIONS FROM THE FLOOR (5 minute maximum per person)

None.

V. QUASI-JUDICIAL PUBLIC HEARING #1

APPLICANT: Springbrook Plaza/Family Bargain Center
REQUEST: Approval of sign program
LOCATION: Springbrook Plaza
TAX LOT: 3216CB-700 **ZONE:** C-2
FILE NO: G-30-97 **RESOLUTION NO.: 97-81**
CRITERIA: Newberg Development Code - Section 10.50.183

III

OPEN FOR PUBLIC HEARING.

Chair Waldren entered the Public Hearing process into the record, and opened the Public Hearing. Persons wishing to speak must complete public registration forms in order to be speak and be addressed by the Commission. Chair Waldren also noted there would be a five minute time limit.

Abstentions/ex-parte contact: None.
Objections: None.
Staff Report: Barbara Mingay, Planning Technician, presented a brief staff report. Ms. Mingay described how the City's present standards exceed the State's current standards. The proposed program would allow for variances for basic sign regulations. The applicant is not in attendance but other tenants of the shopping center were in attendance (Family Bargain Center). The applicant has proposed a sign program that has been in place for some time as part of the management group standards and has requested that the program be adopted by the City. Family Bargain Center occupies the space formerly occupied by The HUB. Ms. Mingay also stated there was no additional testimony or information provided to City staff to be received into the record.
Preliminary Staff Recommendation: The preliminary staff recommendation is made in the absence of public hearing testimony, and may be modified subsequent to the close of the public hearing. Staff recommended approval.

Proponent: **Dwight Rinderle (Family Bargain Center)**
400 Ruffin Road
San Diego, California 92131

Mr. Rinderle provided testimony in favor of the proposed sign program. The former HUB sign frontage is not adequate for their particular needs. The current criteria would only allow them a sign the same size as the Radio Shack sign. Family Bargain Center is the third largest business in the shopping center.

Opponent: None.

Questions to Proponent:

Commissioner Haug asked for information concerning the sign's design. Mr. Rinderle provided the Commission a design drawing which included specifications. The sign will have individual letters which reflects a clean and clear presentation (background would be lit).

Discussion was held concerning the square footage requirements as outlined and how it is different from the current standards and requirements. Ms. Mingay stated the proposal regulations were part of the plaza's management agreement for signage, but were not adopted by the City. They are more detailed in Exhibit "F".

Chair Waldren inquired how the regulations would affect existing and new tenants. Ms. Mingay stated the City is working with the Chamber of Commerce and the Highway 99W project team who is involved in the Brutscher to Main Street project which involved highway frontage and signs that are in the proposed improvement project. She indicated that only new signage at the center would be affected by the proposed sign program.

Public Agency reports: None.
Letters: None.
Proponent/Opponent Rebuttal: None.
Staff Recommendation: Ms. Mingay stated it is City staff's recommendation to adopt **Resolution No. 97-81.**

Chair Waldren closed the public hearing.

Commission Deliberation:
Ms. Mingay stated the staff report addresses the criteria for a sign program. All tenants are required to comply with the program. There is also another sign program being reviewed for another project which the Commission will consider next month. Discussion was held concerning conditions of approval, right-of-way and related sign dimensions. The program covers signs of all types: free standing, signs on buildings, lighting, etc.

Commissioner Kriz inquired about the height and location limitations. Ms. Mingay indicated 30 ft was the height limit. The sign program did not include a size limit.

Motion #2:	**Wall/Hannum** to adopt **Resolution No. 97-81.**

Vote on Motion #2:	(6 Yes/1 No [Kriz]). Motion carried.

VI. LEGISLATIVE PUBLIC HEARINGS (#1)

APPLICANT: City of Newberg
REQUEST: Approval of an ordinance amending the Newberg Comprehensive Plan policies and Comprehensive Plan Map, and amending the Newberg Development Code and Zoning Map relating to residential needs.
LOCATION: City wide
FILE NO: GR-2-95 **RESOLUTION NO.: 97-80**
CRITERIA: Newberg Development Code, Section 10.20.030

Abstentions/ex-parte contact: None.

Objections: None.

Staff Report: City Manager Duane R. Cole provided the staff report. Mr. Cole presented handouts to compare different projections. **Commissioner Haug** stated he prepared the figures in a graph format and presented those copies to Mr. Cole and the Commissioners. Discussion was held concerning transportation system development charges, housing units, population, size of sewer system, number of bedrooms in the community, etc. Mr. Cole addressed population projections issues noted by the Department of Administrative Services and their justification for such projections. Mr. Cole noted he has talked with Mr. Paul Warner from the State of Oregon (demographer) in which he provided projections. Douglas County had issues which were handled at the Land Uses Board of Appeals (LUBA). Another issue addressed by Mr. Cole was that of housing affordability.

Letters: 1) Memo from Duane Cole, City Manager regarding Population Estimates; 2) Letter from Bill Adams, TGM Program Manager; 3)Letter from Michael Soderquist, Community Development Manager.

Commissioner Haug asked for a time line in resolving the population growth confusion (projections from the State, County and City vary). Mr. Cole indicated the Mid Willamette Council of Governments (COG) has organized a work shop for next Friday (November 21) with Paul Warner to try to resolve the projected growth and projections. Discussion was held concerning average increases in surrounding cities. The cities of Wilsonville and Tualatin had tremendous growth which were not calculated or projected by the

State or the City. Due to continued growth in many cities, Mr. Cole stated the demographers would probably recalculate their predictions every year, but it is still unclear. Mr. Cole said he would be attending the meeting next Friday and provide supplemental information after that date. The City needs to come up with realistic estimates for growth and population.

Commissioner Wall stated he is familiar with the problems the City of McMinnville is realizing in which they projected a certain growth, which appears to not be correct.

Discussion was held concerning placing the matter on hold pending more information from the COG meeting scheduled for next week. Further discussion was held concerning holding special meetings to discuss the various scenarios. Mr. Cole stated he arrived at his projections based on population information available from 1940 through today.

Commissioner Wall shared with the audience and the Commission how the silicon valley (Santa Clara County) in California was developed using "modern land use planning utilizing green spaces, urban reserve areas, urban growth boundaries, etc. Commissioner Wall stated some of the regulations were even more strict than what Oregon has but they did not make any effort to control growth.

Commissioner Haug expressed his views on livability, affordable housing, employment (jobs) and urban market centers. Commissioner Haug also stated it may be a good idea to have a quick tour of the City in order for everyone to be familiar with the problem. Mr. Cole stated the urban market idea is still in the City's comprehensive plan, but the neighborhood commercial area has not been developed yet.

Mr. Cole stated the City's current population is 16,765. Mr. Cole also addressed Metro's involvement and concerns. Discussion was held concerning job ratio to employment and the percentage of persons who reside in Newberg but work elsewhere. Further discussion was held concerning jobs as being an important factor in considering projections, livability and affordability.

Commissioner Miller reviewed her concerns involving residential versus industry development and which brings the best return on the dollar (negative for residential and positive for industrial). Discussion was held concerning a city near Albany as an example of this type of development.

Commissioner Waldren stated he supports new jobs for the community. Mr. Cole stated the City needs to focus on livability, affordability, vacancies in housing and employment opportunities. We need to do our best to project the City's needs and hope they all work. The key is to set the goal post as high as it can go in order to get the quality you want.

Chair Waldren opened the discussion for public testimony.

Sid Friedman
31909 NE Corral Creek Road
Newberg, Oregon

Mr. Friedman stated he was testifying on behalf of Friends of Yamhill County and feels the proposed draft is a preliminary first step in the right direction (things need to be done). The proposal must consider the following: needs, how many people will come into the Newberg area during a specific period of time, how do we accommodate them and their needs, population growth, senior citizens and the community in general, housing affordability, "zero zones", etc. Mr. Friedman addressed concerns which the City of Forest Grove dealt with in reducing their lot size requirements. Mr. Friedman read excerpts from a prepared statement. Mr. Friedman asked that the City reject the proposal and direct staff to plan for needs without using R-O zoning and noted minimum density standards and design guidelines included on the back of the handout. Discussion was held concerning grant funds available for further studies. Mr.

Friedman also addressed in-fill and redevelopment procedures and information he had obtained through a conference at Portland State University.

Commissioner Miller noted the City of Portland has done a terrific job with the Lloyd Center area and it appears that the younger professionals are rejuvenating the core areas of the City. Mr. Friedman added that Metro has redirected redevelopment into the City. **Commissioner Haug** also noted that the Johns Landing area has also reestablished the neighborhood and the population density has increased. **Commissioner Haug** stated he does not believe the City of Portland has zero zoning.

Commissioner Wall stated he agreed with Mr. Friedman on his concerns, but modifying human behavior cannot always be done. Disbursing the different zoning throughout the community may help in reducing deteriorating areas. The City of Portland does exclusionary zoning because basic economics does it anyway.

Commissioner Hannum related information he received from an Oregonian article on the west light rail. The article indicated that the sheriff's office predicted higher density means higher crime. Mr. Friedman stated he has information and data which reflects that increased density does not increase crime.

Motion #3:	**Wall/Haug** to take a five minute break at approximately 8:30 p.m.

Vote on Motion #3:	The motion carried (Unanimous).

Chair Waldren called a 5 minute recess at approximately 8:45 p.m. after which the meeting reconvened.

Ms. Mingay recommended that discussion be continued to next month's meeting (December 11).

Commissioner Haug said he would like to recommend that the Commission consider Mr. Friedman's statements concerning in-fill and redevelopment issues. Discussion was held concerning the appropriate growth percentage the staff should consider in making their projections.

Motion #4:	**Ashby/Kriz** to direct staff to prepare an analysis and perform research to determine what appropriate percentage should be used in considering in-fill and redevelopment criteria.

Vote on Motion #4:	The motion carried (Unanimously).

Motion #5:	**Miller/Wall** to continue the discussion to the December 11 meeting residential needs analysis.

Vote on Motion #5:	The motion carried (Unanimously).

VIII. NEW BUSINESS

3. Central School Building Permit Request

Ms. Mingay requested the Commission's consideration in placing this New Business item on the agenda.

Motion #6:	**Wall/Miller** to revise the agenda.

Vote on Motion #6:	The motion carried (Unanimously).

Ms. Mingay discussed a CPRD request concerning repairing the proposed Community Center at Central School. Their request for permit approval involves the south end wings of the building and will still restrict access to the balance of the building. Ms. Mingay also noted the Commission would be receiving a conditional use permit application within the next few months to relating to the use of the building as a Community Center. The present request is for a building permit only.

Mr. Don Clements, Executive Director of Chehalem Park & Recreation District, stated CPRD is not happy with certain issues surrounding the Central School facility. Mr. Clements noted there is an agency that is in need of housing their operation during the busy holiday season. Mr. Clements also stated the surrounding neighborhood has been contacted and they are all in agreement with the changes that will be made. Discussion was held concerning information contained in the staff report as to gypsum board, structure and related issues. Further clarification of the request and review of the map attached to the request was made. The request is to allow only a portion of the facility to be occupied.

Mike Soderquist, Community Development Director noted the occupancy would be in the first two rooms (stage 1). The area was approved for occupancy by the City fire marshal. Ms. Mingay stated CPRD is not prepared for a full conditional use permit at this time. Discussion was held concerning earthquake precautionary procedures and standards as well as other related structural issues. Mr. Clements noted City, County and State representatives have reviewed the building and found no problems concerning electrical issues. Mr. Ray Miller of Miller Consulting Engineers reviewed the building, prescribed immediate improvements and provided upgrade standards. A show of hands was made concerning the feasibility of approval of this request prior to a full motion being made. (5 Yes/1 No [Kriz]).

Further discussion was held concerning remodeling and future construction of the facility. **Commissioner Kriz** stated both the City and the School District evaluated the building and determined there were numerous upgrades that would have to be completed prior to occupancy (earthquake, fire, life and safety), and found it not worth doing.

Motion #7:	**Wall/Hannum** to grant approval for the issuance of the building permit.

Vote on Motion #7:	The motion carried (6 Yes/1 No [Kriz]).

Mr. Clements noted he appreciated the comments made addressing concerns about the Central School facility as well as the armory facility.

LEGISLATIVE PUBLIC HEARING (#2)

APPLICANT: City of Newberg
REQUEST: Approval of an ordinance amending the Newberg Comprehensive Plan and Newberg Development Code relating to street standards, as required for compliance with the Transportation Planning Rule.
LOCATION: City wide
FILE NO: GR-4-95 **RESOLUTION NO.: 97-83**
CRITERIA: Newberg Development Code, Section 10.20.030

Abstentions/ex-parte contact: None.
Objections: None.
Staff Report: **Ms. Mingay** presented the staff report with comments and opened the discussion. The issue relates to amending the City's Development Code which will provide clear and consistent guidelines. Ms. Mingay introduced Larry Anderson, City of Newberg Engineering Manager.

Mr. Larry Anderson continued with the staff report and reviewed the draft document. Mr. Anderson provided a brief history of the project. The project was coordinated by City staff, McKeever/Morris, Inc. and Kittleson & Associates staff personnel. The team met with the City's Capital Projects Committee who addressed concerns involving encouraging pedestrian/bicycle use rather than auto travel. There were public hearings and meetings and a citizen advisory committee formed, The presentation included illustrations and exhibits which reflected the whole project. Mr. Anderson said the first portion of the document involves revisions to various City codes (transportation, construction standards, Comprehensive Plan amendments and the City's Transportation Plan). Discussion was held on lighting specifications and illustrations. Mr. Anderson highlighted:

1. Collector street standards with bike lanes, parking on both sides (46 feet wide).
2. Major arterial standards, existing right-of-ways, zoning, cul-de-sacs, and traffic calming devices; and
3. Lighting and landscaping standards.

Commissioner Haug stated the City has a tree planting guide (1992) which may be of some help. Mr. Soderquist stated he would provide the Commission with a copy of the guide. Discussion was held concerning requiring property owners to plant certain trees on private property or in the right-of-way. Mr. Anderson reviewed tree/landscaping in conjunction with street lighting requirements. Mr. Anderson also addressed various lighting systems (acorn/mast types). Mr. Anderson noted the lighting in Westlake Estates seems to be very good and visible. Mr. Anderson stated he would amend the document to include types and styles (include pictures, etc.).

Mr. Anderson also discussed the proposed minimum 32 feet street and parking standards. He noted there would be continued revisions to the document through the review process.

Mr. Warren Parrish
30450 NE Wilsonville Road
Newberg, Oregon

Mr. Parrish expressed his concerns involving major collector streets (Springbrook to Fernwood to Mountainview Drive) (page 15). Mr. Parrish stated the Commission should consider adding Wilsonville Drive to the list. Mr. Anderson explained the original plan involved traffic going off Springbrook Road and on to Hancock Street, which would take the traffic away from the airport area. North of Fernwood Drive would be a collector and south would be a collector as well due to the proposed intersection at Hancock Street. Both sides of the street would be identically built. The Commission thanked Mr. Anderson and City staff for producing such a good document.

Staff Recommendation: **Ms. Mingay** stated it was staff's recommendation to continue the discussion to next month's meeting for further discussion (December 11, 1997).

Motion #8:	**Miller/Hannum** to continue the discussion to the December 11, 1997 meeting.

Vote on Motion #8:	The motion carried (Unanimously).

Mr. Anderson stated additional changes would be presented and identified to include additional mapping and illustrations.

Motion #9:	**Miller** to adjourn at 10:20 p.m.

Vote on Motion #9:	The motion failed for a lack of second.

VII. OLD BUSINESS

1. Subcommittee report (Ashby-Hannum) regarding ordinance amendments relating to sign requirements (G-27-97).

Commissioner Ashby presented a brief report advising as to the meeting with the Chamber Economic Development Committee about four months ago. Commissioner Ashby stated the Committee was mildly interested in sign ordinance revision. Discussion was held concerning support and responses not received. Commissioner Ashby further stated that it was his opinion the Committee would prefer to see a draft ordinance and they (the Committee) would respond to it.

Ms. Mingay stated a brief review of the businesses in the downtown core area produced little or no interest in an ordinance revision; however, the City Council has given direction for the Planning Commission to review and consider sign ordinance amendments. Maybe a more clearer direction is needed. Commissioner Haug also stated the Highway 99W improvement project may have some input concerning the sign standards. Ms. Mingay stated the City Council indicated a concern for sandwich board signs along the downtown corridor as well as along Hwy 99W (between Brutscher to Main Street). With the Hwy 99W improvement project, consideration will need to be given to dealing with parking lot setbacks, loss of parking, signs and buildings in the State right-of-way. This would be an entirely separate issue from downtown signs.

Commissioner Haug also noted it would be a good time to address undergrounding utilities and landscaping issues.

Mr. Soderquist added that discussion of the sandwich board signs is a first step. Mr. Soderquist stated he obtained ordinances from other cities (Corvallis, Ashland and Cannon Beach) and none of those cities permitted sandwich board signs and had the feeling of "just say no".

VIII. NEW BUSINESS

1. Resolution 97-82; initiating an ordinance amendment relating to manufactured dwellings (G-31-97).

Ms. Mingay stated it was not a public hearing process. Ms. Mingay presented the staff report and noted that correction to the Code is required because of ORS revisions. Staff recommendation is to approve **Resolution No. 97-82.**

Motion #10:	**Hannum/Miller** to approve **Resolution No. 97-82.**

Vote on Motion #10:	The motion carried (Unanimous).

Commissioner Haug requested a copy of the State regulation. Ms. Mingay stated staff would provide same.

2. Technical Memorandum: Newberg-Dundee Transportation Improvement Project (handout only).

Mr. Anderson presented the handout as well as the Undergrounding Overhead Utilities on 99 between Brutscher and Main Streets.

IX. STAFF AND COMMISSION REPORTS

1. Update on Council Items

Mr. Soderquist provided a brief update of the events and agenda items discussed at the November 3, 1997 City Council meeting. **Mr. Soderquist** noted that the Council would be addressing a water summit on the City's water supply at the next City Council meeting. The discussion would involve water supply options and the Commission was welcome to attend.

2. Other reports, letters, or correspondence

Commissioner Miller advised as to another ODOT meeting concerning the Hwy 99W improvement project. A meeting scheduled for November 19 in Salem will be held to discuss possible changes in the final plan as it pertains to left turns and median access.

Commissioner Haug inquired of the status of the undergrounding utilities issue. Mr. Soderquist stated the City Manager would come back to the City Council with recommendations.

3. Next Planning Commission Meeting, December 11, 1997

X. ADJOURNMENT

The meeting was adjourned at approximately 10:35 p.m.

Passed by the Planning Commission of the City of Newberg this _____ day of December, 1997.

AYES: NO: ABSTAIN: (list names) ABSENT:

ATTEST:

_____ Peggy R. Hall _____

Planning Commission Recording Secretary Signature Print Name Date

INFORMATION RECEIVED INTO THE RECORD
AT THE NOVEMBER 13, 1997 PLANNING COMMISSION MEETING.

THIS INFORMATION IS ON FILE AT THE COMMUNITY DEVELOPMENT OFFICE ATTACHED TO THE MINUTES OF THE MEETING AND IN THE PROJECT FILE IT PERTAINS TO.

PROJECT FILE #

PROJECT FILE #

INFORMATION DISTRIBUTED TO COMMISSIONERS

1. DLCD Handout: "Oregon Statewide Planning Program"
2. PGE Handout: "Trees" (a guide to selecting street trees)
3. Handout: "Should we place the overhead wires under the ground?"
4. Enclosure: from Laughlin Oil Co. regarding Decision Statement - Dispute, Brutscher Street to Main Street.
5. Handout: "Human History and Population"
6. Handout: "Recommendations Regarding Alternatives to be Forwarded for Additional Study" regarding the Newberg-Dundee Transportation Improvement Project.

PLANNING COMMISSION STAFF REPORT
November 13, 1997

PREPARED BY: City of Newberg Planning Staff

APPLICANT: Dr. David Abbott

CONTACT: David Kimmel

OWNER: Dr. David Abbott

REQUEST: Review of sign program for new development

LOCATION: Highway 99W and Brutscher Street

TAX LOT: 3216CA-2190

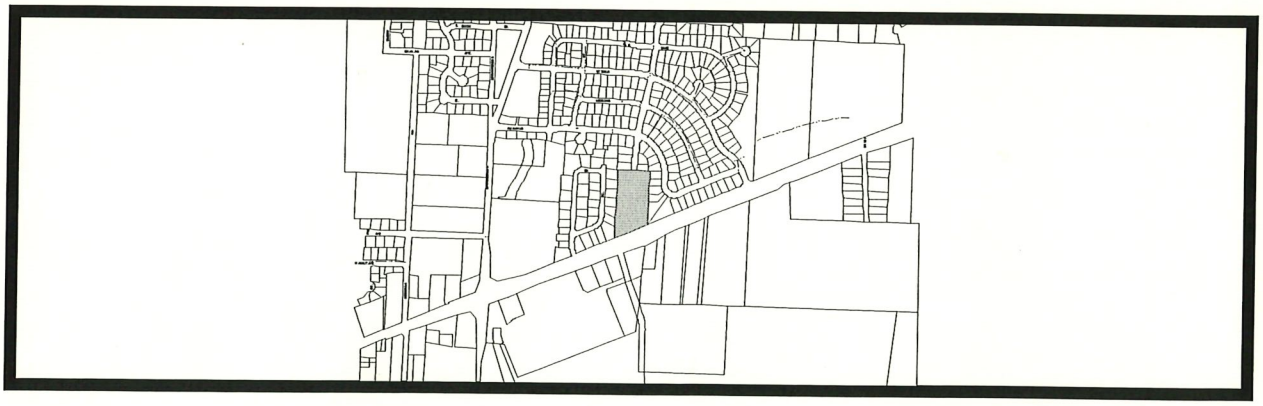
FILE NO: G-32-97

ZONE: C-2

PLAN DESIGNATION: COM

EXHIBITS:

A. Reso. 97-84 w/map & findings
B. G-32-97 Application - attached
C. Affidavit of Noticing - attached
D. Newberg Comprehensive Plan - by reference
E. Newberg Development Code - by reference



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The Planning staff has determined that the following criteria apply to the subject proposal. The Planning Commission or other interested parties should direct their comments to the criteria listed or state why they feel other criteria may apply.

Criteria: **Sign Program in Industrial and Commercial Districts - Section 10.50.183**

For larger commercial centers, in excess of 10,000 square feet, the total sign area of 100 square feet may be exceeded by providing a sign program for review and approval by the Planning Commission through the Type III process. The criteria used by the Planning Commission for approval of the sign program shall be as follows:

(1) The program provides a consistent theme through the use of colors, materials, letter styles or other design features.

(2) All tenants of the center are required to conform to the requirements of the sign program.

(3) A maximum of one freestanding sign per street frontage is provided which identifies the name and location of the center. These signs shall be considered main signs and may be up to thirty (30) feet in height. All other free-standing signs identifying individual businesses are subordinate to this sign and do not exceed eight (8) feet in height.

(4) The location, texture, lighting, movement, and materials of all exterior signs, graphics, or other informational or directional features shall be compatible with or superior to the other elements of the site, including building structures, and surrounding properties.

Request:

This request is for approval of a sign program for new development at 3777 Portland Road. The site is proposed for use as a service station, mini-storage and commercial retail space.

Background:

Recently, the City developed a new sign ordinance which includes provisions for a sign program in industrial and commercial districts. The applicant has proposed this sign program so that the future tenants may install signs which exceed NDC 10.50.182 restrictions relating to sign size and height.

Referrals:

The application was referred to City Departments and all property owners within 300 ft. of the site for comment. All substantive comments have been addressed within Exhibit A - Findings & Conditions.

Preliminary Staff Recommendation:

The preliminary staff recommendation is made in the absence of public hearing testimony, and may be modified subsequent to the close of the public hearing. At this writing, the staff recommends the following motion:

- Move to adopt Planning Commission Resolution 97-84.

RESOLUTION 97-84

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWBERG APPROVING FILE G-32-97, A SIGN PROGRAM IN A COMMERCIAL DISTRICT LOCATED AT HIGHWAY 99W AND BRUTSCHER STREET, COMMONLY KNOWN AS 3777 PORTLAND ROAD, YAMHILL COUNTY TAX LOT 3216CA-2190.

WHEREAS, On October 31, 1997, an application was submitted by Dr. David Abbott requesting approval of a sign program for property located at Highway 99W and Brutscher Street.

WHEREAS, The property is zoned C-2, and the Newberg Development Code (NDC) allows larger commercial centers to exceed the total sign area of 100 square feet by providing a sign program for review and approval by the Planning Commission.

WHEREAS, On November 13, 1997, notice of this proposed sign program was mailed to the owner of record as identified in Yamhill County Assessor's Office, and all adjoining property owners within a distance of 300 feet; and on November 14, 1997, notice was posted on the site.

WHEREAS, Notice was published in the Graphic Newspaper on November 26, 1997, two weeks prior to the public hearing before the Planning Commission on December 11, 1997; and on November 26, 1997, notice of the Planning Commission was posted at four public places to comply with Oregon Revised Statute requirements.

WHEREAS, At the Planning Commission on December 11, 1997, a hearing was held by the Newberg Planning Commission.

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Newberg approves a sign program for the Abbott commercial site at 3777 Portland Road. This recommendation is based on the staff report, findings and testimony.

DATED this ___ day of _____, 199_.

ATTEST:

_____

Planning Commission Secretary

_____

Richard Waldren
Planning Commission Chair

Exhibits:

A: Area map
B: Proposed sign program
C. Findings and Conditions

K:\WP\PLANNING\MISC\WP5FILES\FILES.SP\G-32-97.WPD

V-1-5

Description: Sign Program **Files:** G-32-97 **Date:** Planning Commission December 11, 1997	**SITE MAP** **Exhibit A**	Tax Lots: 3216CA-2190 Location: Highway 99W and Brutscher Street Application By: David Abbott

V-1-6

Exhibit B OF
PLANNING COMMISSION RESOLUTION 97-84
ABBOTT SIGN PROGRAM

1. **Introduction:** The sign program will consist of a center sign to a height of thirty (30) feet, provide for individual monument signs to a maximum of eight (8) feet in height and define the style of wall mounted signs allowed within the development.

2. **Center Sign:** The sign will have a separate face panel for each parcel. As shown in Attachment "A", Parcel 'A' will have the top panel and a maximum of twenty (20) square feet. Parcel 'B' will have the middle panel and a maximum of twenty (20) square feet. Parcel 'C' will have the bottom panel and a maximum of fifty (50) square feet. The center sign will have a stucco base and trim comparable to the proposed building on Parcel 'A', where the sign is to be located. The center sign must be setback a minimum of twenty (20) feet from the property line and conform with City setback and vision clearance criteria.

   The center sign height limit will be based upon the center line height of Highway 99W. The maximum height cannot exceed 30' above the surrounding grade or the center line of Highway 99W, whichever is lower. This will have the effect of reducing the overall height of the sign, relative to the surrounding residential properties and minimize any potential for glare.

3. **Monument Signs:** Parcel 'A' and 'B' may have a monument sign provided it meets the following design criteria. The top of the sign cannot exceed eight (8) feet in height, the base will be an "L" shape and constructed with brick. The sign face cannot exceed thirty-two (32) square feet per face. Monument signs must be setback a minimum of 10' from the property line and conform with City setbacks and vision clearance criteria.

4. **Wall Signs:** All wall signs must be of a channel design with plastic sign faces as described in Attachment "B". Each parcel shall be entitled to a maximum of seventy (70) square feet of wall signage.

5. **Conformance to the requirements of the sign program:** All tenants of the center shall be required to conform to the requirements of the sign program. A document shall be recorded against each parcel that requires conformance to the approved sign program. Additionally, the City will review all sign applications and development through the design review process.

Exhibit C OF
PLANNING COMMISSION RESOLUTION 97-84
FINDINGS AND CONDITIONS (G-32-97)

The request, with the attached conditions, satisfies the criteria of Newberg Development Code 10.50.183 as follows:

(1): The program provides a consistent theme through the use of colors, materials, letter styles or other design features.

Finding: The sign program requires all wall signs to be channel design with plastic faces. All monument signs must be designed with an "L" shaped base and be constructed of brick. The center sign must be constructed of stucco and match the proposed building on the site where the sign is located. The proposed signage program provides a consistent theme by restricting design styles to those identified in Exhibit B.

(2): All tenants of the center are required to conform to the requirement of the sign program.

Finding: All tenants of the center will be required to conform to the requirements of the sign program. A document will be recorded against each parcel that requires conformance to the approved sign program. In addition, the City will review all sign applications and development through the design review process.

(3): A maximum of one freestanding sign per street frontage is provided which identifies the name and location of the center. These signs shall be considered main signs and may be up to thirty (30) feet in height. All other freestanding signs identifying individual businesses are subordinate to this sign and do not exceed eight (8) feet in height.

Finding: There is only one freestanding monument sign on the site. All other signs are either monument signs which do not exceed eight (8) feet in height, or are building-mounted signs. The freestanding sign identifies the center and contains individual panel signs for larger tenants.

(4): The location, texture, lighting, movement, and materials of all exterior signs, graphics, or other informational or directional features shall be compatible with or superior to the other elements of the site, including buildings, structures, and surrounding properties.

Finding: The sign program restricts design components to those identified in Exhibit B of this resolution. All other styles and designs are prohibited unless the City approves a change to the sign program through the design review process.

CONDITIONS OF APPROVAL
G-32-97

1. Installation of new signs requires a building permit.

2. No signs may intrude into the public right-of-way.

3. All tenants of the center are required to conform to the requirements of the sign program.

4. The requirements of the Newberg Development Code relating to setback and vision clearance will apply to all signage on the site.

Exhibit B

City of Newberg

TYPE III APPLICATION (QUASI-JUDICIAL REVIEW)

10/31/97 $450 Paid partial

Coming on New Noticing

FILE #: 6-32-97
DATE: 10-31-97
APPLICATION FEE: _____
RECEIPT#: _____

OFFICE USE ONLY

RECEIVED
OCT 31 1997

TYPES - PLEASE CHECK ONE:

___ Conditional Use Permit
___ Annexation
___ Zoning Amendment (site specific)
___ Comprehensive Plan Amendment (site specific)
___ Planned Unit Development
___ Historic Landmark Modification
___ Establishment of a Historic Landmark
X Other: (Explain) Center Sign Application

APPLICANT INFORMATION:

APPLICANT: Dr. David Abbott
ADDRESS: 333 S. State St. #117, Lake Oswego, OR 97034
PHONE: 635-8916 MOBILE: _____ FAX: 635-1515
OWNER (if different from above): _____ PHONE: _____
ADDRESS: _____
~~ENGINEER/SURVEYOR~~ Applicant PDG Planning Design Group (Dan Kimmel) PHONE: 236-6000
ADDRESS: 122 SE 27th Ave., Portland, OR. 97214

GENERAL INFORMATION:

PROJECT NAME: Abbott Commercial Site PROJECT LOCATION: Hwy 99W / Brutchers St.
PROJECT DESCRIPTION/USE: Provide Center Sign and Center sign requirements
MAP/TAX LOT NO.(i.e. 3200AB-400): 3216CA-2190 ZONE: C-2 SITE SIZE: 4.83 SQ. FT. ☐ ACRES ☒
COMP PLAN DESIGNATION: Commercial TOPOGRAPHY: Generally Flat
CURRENT USE: Vacant
SURROUNDING USES:
NORTH: Residential SOUTH: Commercial - Hwy 99W
EAST: Residential WEST: Residential

SPECIFIC PROJECT CRITERIA AND REQUIREMENTS ARE ATTACHED

General Checklist: ☐ Fees ☐ Noticing Information ☐ Title Report ☐ Criteria Response ☐ Owner Signature/Letter of Consent
Conditional Use Checklist: ☐ Site Plan ☐ Landscape Plan ☐ Drives/Parking/Circulation ☐ Buffering/Screening ☐ Signs/Graphics ☐ Exterior Lighting ☐ Trash/Refuse Storage ☐ Roadways/Utilities ☐ Traffic Study
Annexation/Zoning/Comprehensive Plan Amendment Checklist: ☐ Site Plan ☐ Map & Legal Description ☐ Dedications ☐ Easements ☐ Annexation Consent Form
Planned Unit Development Checklist: ☐ Site Plan ☐ Landscape Plan ☐ Existing Features/Natural Landscape ☐ Drives/Parking/Circulation ☐ Buffering/Screening ☐ Signs/Graphics ☐ Roadways/Utilities ☐ Traffic Study
Historic Landmark Establishment/Modification Checklist: ☐ Historical Information ☐ Site Plan ☐ Architectural Drawings ☐ Existing Features/Natural Landscape

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

David L. Kimmel 10-31-97
Applicant Signature Date
DAVID P. Kimmel
Print Name

David Abbott by David Kimmel Auth Agent 10-31-97
Owner Signature Date
DAVID F. Abbott owner
Print Name by DAVID P. Kimmel

Attachments: General Information, Criteria, Noticing Procedures, Fee Schedule, Checklist

DAVID F. ABBOTT MD

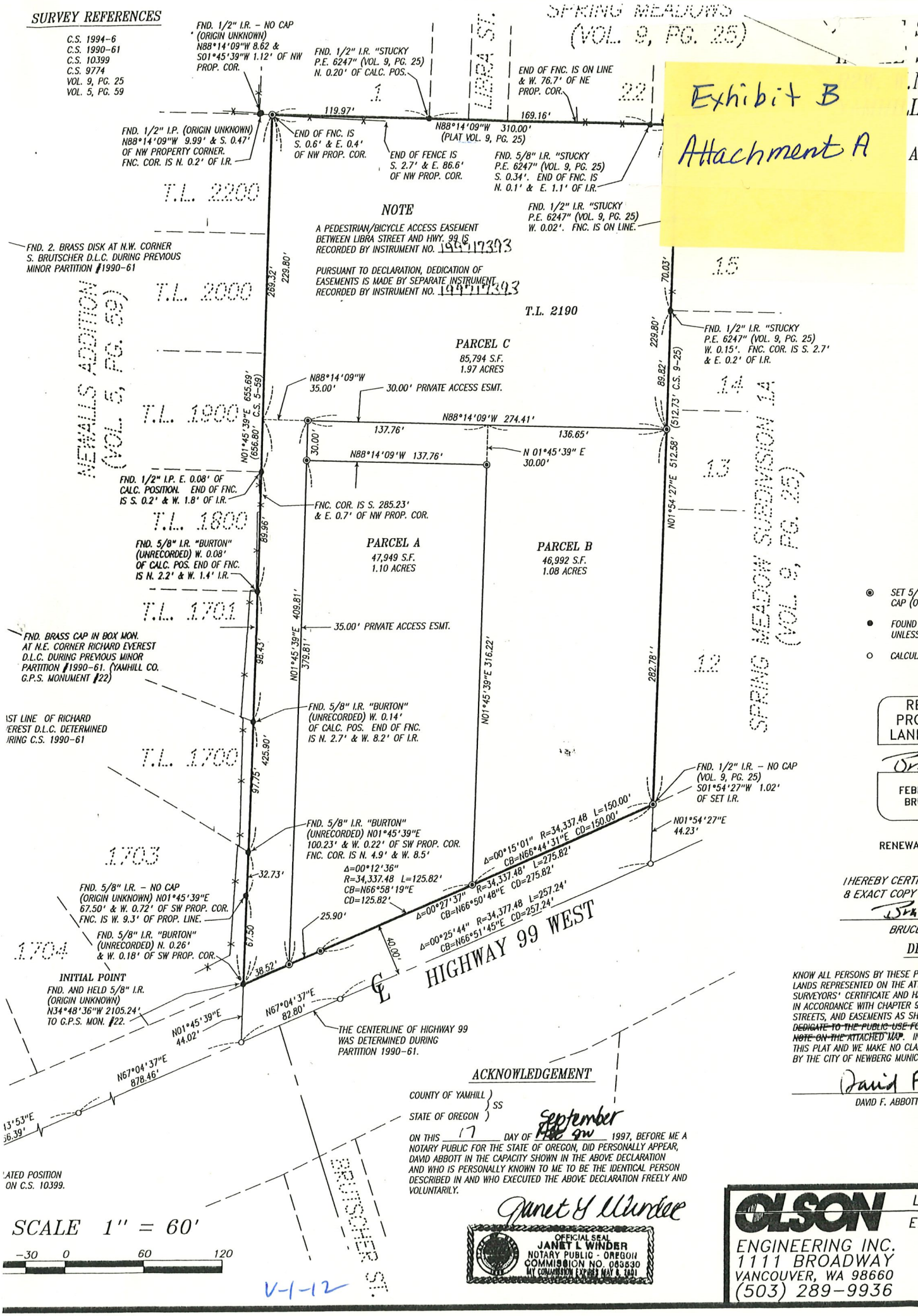
333 SOUTH STATE STREET #117
LAKE OSWEGO, OREGON 97034
(503) 635-8916
FAX (503) 635-1515

10/30/97

To Dave Kennel
PDG Planning/Design Group

This is to confirm that you have my permission to make application to the City of Newberg for a Center Sign, and you have my authority to sign the application.

V-1-11


SURVEY REFERENCES
C.S. 1994-6
C.S. 1990-61
C.S. 10399
C.S. 9774
VOL. 9, PG. 25
VOL. 5, PG. 59
SPRING MEADOWS (VOL. 9, PG. 25)
Exhibit B
Attachment A
FND. 1/2" I.R. - NO CAP (ORIGIN UNKNOWN) N88°14'09"W 8.62 & S01°45'39"W 1.12' OF NW PROP. COR.
FND. 1/2" I.R. "STUCKY P.E. 6247" (VOL. 9, PG. 25) N. 0.20' OF CALC. POS.
END OF FNC. IS ON LINE & W. 76.7' OF NE PROP. COR.
119.97'
169.16'
N88°14'09"W 310.00' (PLAT VOL. 9, PG. 25)
FND. 1/2" I.P. (ORIGIN UNKNOWN) N88°14'09"W 9.99' & S. 0.47' OF NW PROPERTY CORNER. FNC. COR. IS N. 0.2' OF I.R.
END OF FNC. IS S. 0.6' & E. 0.4' OF NW PROP. COR.
END OF FENCE IS S. 2.7' & E. 86.6' OF NW PROP. COR.
FND. 5/8" I.R. "STUCKY P.E. 6247" (VOL. 9, PG. 25) S. 0.34'. END OF FNC. IS N. 0.1' & E. 1.1' OF I.R.
FND. 1/2" I.R. "STUCKY P.E. 6247" (VOL. 9, PG. 25) W. 0.02'. FNC. IS ON LINE.
NOTE
A PEDESTRIAN/BICYCLE ACCESS EASEMENT BETWEEN LIBRA STREET AND HWY. 99 IS RECORDED BY INSTRUMENT NO. 1997-17303
PURSUANT TO DECLARATION, DEDICATION OF EASEMENTS IS MADE BY SEPARATE INSTRUMENT RECORDED BY INSTRUMENT NO. 1997-17303
FND. 2. BRASS DISK AT N.W. CORNER S. BRUTSCHER D.L.C. DURING PREVIOUS MINOR PARTITION #1990-61
T.L. 2200
T.L. 2000
T.L. 1900
T.L. 1800
T.L. 1701
T.L. 1700
T.L. 2190
MEADOWS ADDITION (VOL. 5, PG. 59)
SPRING MEADOW SUBDIVISION 14 (VOL. 9, PG. 25)
PARCEL C
85,794 S.F.
1.97 ACRES
PARCEL A
47,949 S.F.
1.10 ACRES
PARCEL B
46,992 S.F.
1.08 ACRES
N88°14'09"W 35.00'
30.00' PRIVATE ACCESS ESMT.
N88°14'09"W 274.41'
137.76'
136.65'
N88°14'09"W 137.76'
N 01°45'39" E 30.00'
FND. 1/2" I.P. E. 0.08' OF CALC. POSITION. END OF FNC. IS S. 0.2' & W. 1.8' OF I.R.
FNC. COR. IS S. 285.23' & E. 0.7' OF NW PROP. COR.
FND. 5/8" I.R. "BURTON" (UNRECORDED) W. 0.08' OF CALC. POS. END OF FNC. IS N. 2.2' & W. 1.4' I.R.
35.00' PRIVATE ACCESS ESMT.
FND. BRASS CAP IN BOX MON. AT N.E. CORNER RICHARD EVEREST D.L.C. DURING PREVIOUS MINOR PARTITION #1990-61. (YAMHILL CO. G.P.S. MONUMENT #22)
FND. 5/8" I.R. "BURTON" (UNRECORDED) W. 0.14' OF CALC. POS. END OF FNC. IS N. 2.7' & W. 8.2' OF I.R.
FND. 1/2" I.R. - NO CAP (VOL. 9, PG. 25) S01°54'27"W 1.02' OF SET I.R.
FND. 5/8" I.R. "BURTON" (UNRECORDED) N01°45'39"E 100.23' & W. 0.22' OF SW PROP. COR. FNC. COR. IS N. 4.9' & W. 8.5'
Δ=00°15'01" R=34,337.48 L=150.00' CB=N66°44'31"E CD=150.00'
Δ=00°12'36" R=34,337.48 L=125.82' CB=N66°58'19"E CD=125.82'
Δ=00°27'37" R=34,337.48 L=275.82' CB=N66°50'48"E CD=275.82'
Δ=00°25'44" R=34,377.48 L=257.24' CB=N66°51'45"E CD=257.24'
N01°54'27"E 44.23'
FND. 5/8" I.R. - NO CAP (ORIGIN UNKNOWN) N01°45'39"E 67.50' & W. 0.72' OF SW PROP. COR. FNC. IS W. 9.3' OF PROP. LINE.
FND. 5/8" I.R. "BURTON" (UNRECORDED) N. 0.26' & W. 0.18' OF SW PROP. COR.
INITIAL POINT
FND. AND HELD 5/8" I.R. (ORIGIN UNKNOWN) N34°48'36"W 2105.24' TO G.P.S. MON. #22.
N01°45'39"E 44.02'
N67°04'37"E 82.80'
N67°04'37"E 878.46'
℄ HIGHWAY 99 WEST
THE CENTERLINE OF HIGHWAY 99 WAS DETERMINED DURING PARTITION 1990-61.
1703
1704
SCALE 1" = 60'
-30 0 60 120
ACKNOWLEDGEMENT
COUNTY OF YAMHILL } SS
STATE OF OREGON }
ON THIS 17 DAY OF September 1997, BEFORE ME A NOTARY PUBLIC FOR THE STATE OF OREGON, DID PERSONALLY APPEAR, DAVID ABBOTT IN THE CAPACITY SHOWN IN THE ABOVE DECLARATION AND WHO IS PERSONALLY KNOWN TO ME TO BE THE IDENTICAL PERSON DESCRIBED IN AND WHO EXECUTED THE ABOVE DECLARATION FREELY AND VOLUNTARILY.
Janet L Winder
OFFICIAL SEAL JANET L WINDER NOTARY PUBLIC - OREGON COMMISSION NO. 063530 MY COMMISSION EXPIRES MAY 8, 2001
KNOW ALL PERSONS BY THESE P
LANDS REPRESENTED ON THE AT
SURVEYORS' CERTIFICATE AND H
IN ACCORDANCE WITH CHAPTER S
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BY THE CITY OF NEWBERG MUNIC
David F
DAVID F. ABBOTT
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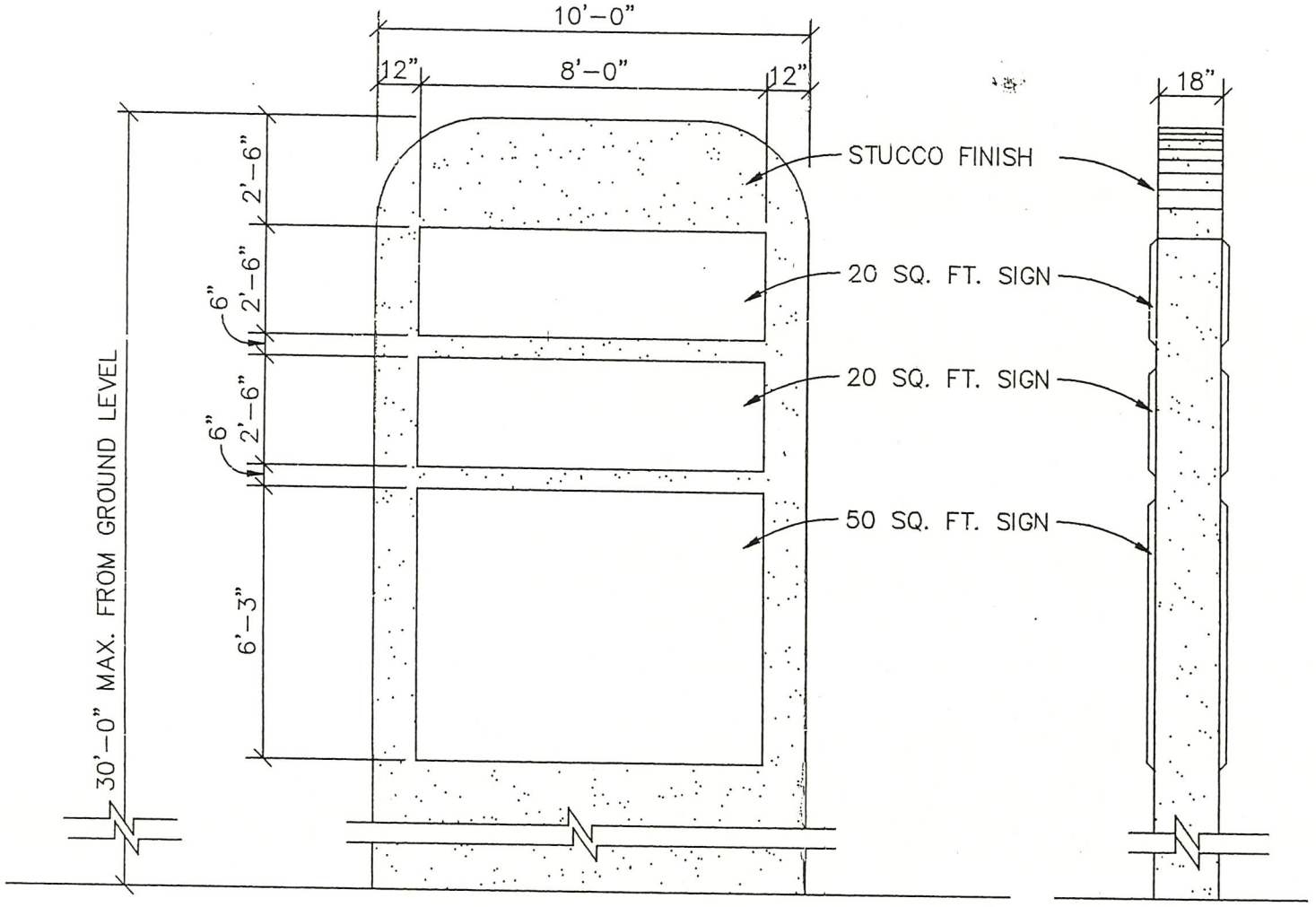
8 EXACT COPY
BRUCE
OLSON ENGINEERING INC.
1111 BROADWAY
VANCOUVER, WA 98660
(503) 289-9936
V-1-12



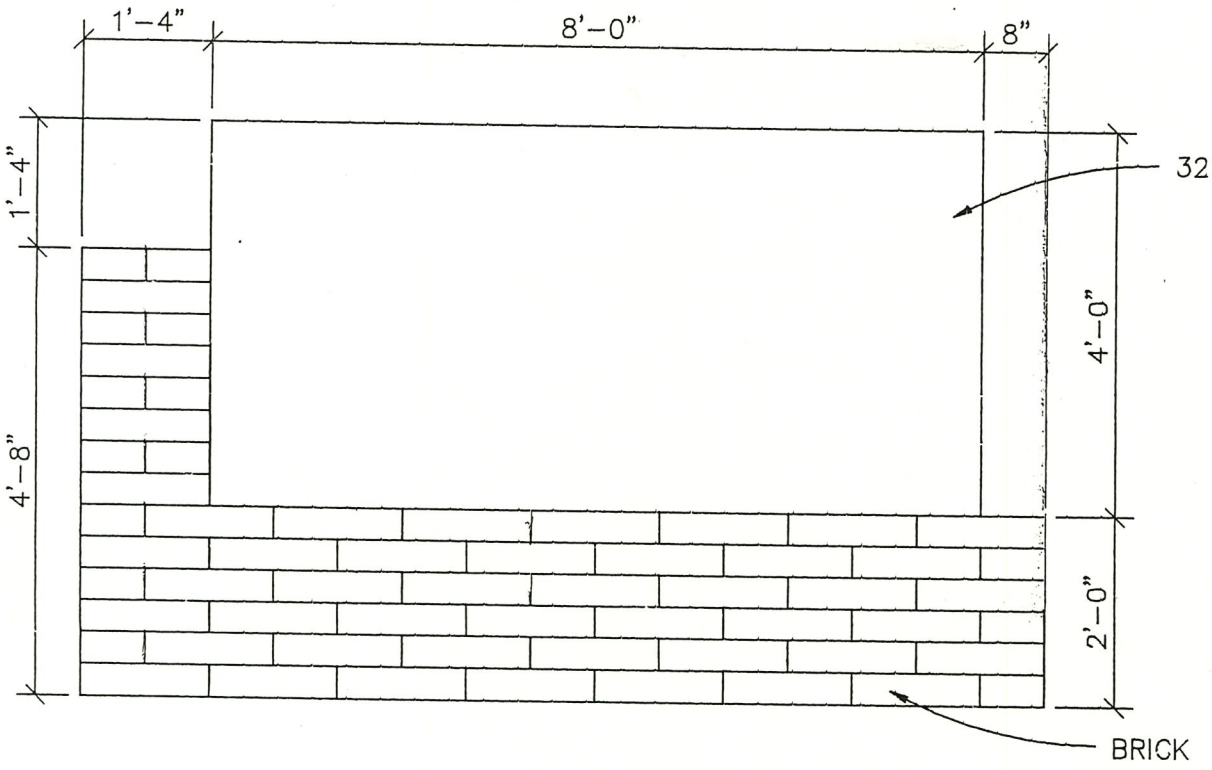
SHOPPING CENTER SIGN

SCALE: 1/4"=1'-0"

SIDE ELEV.

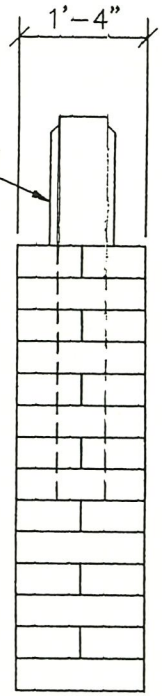
1-1-13

Exhibit B
Attachment B

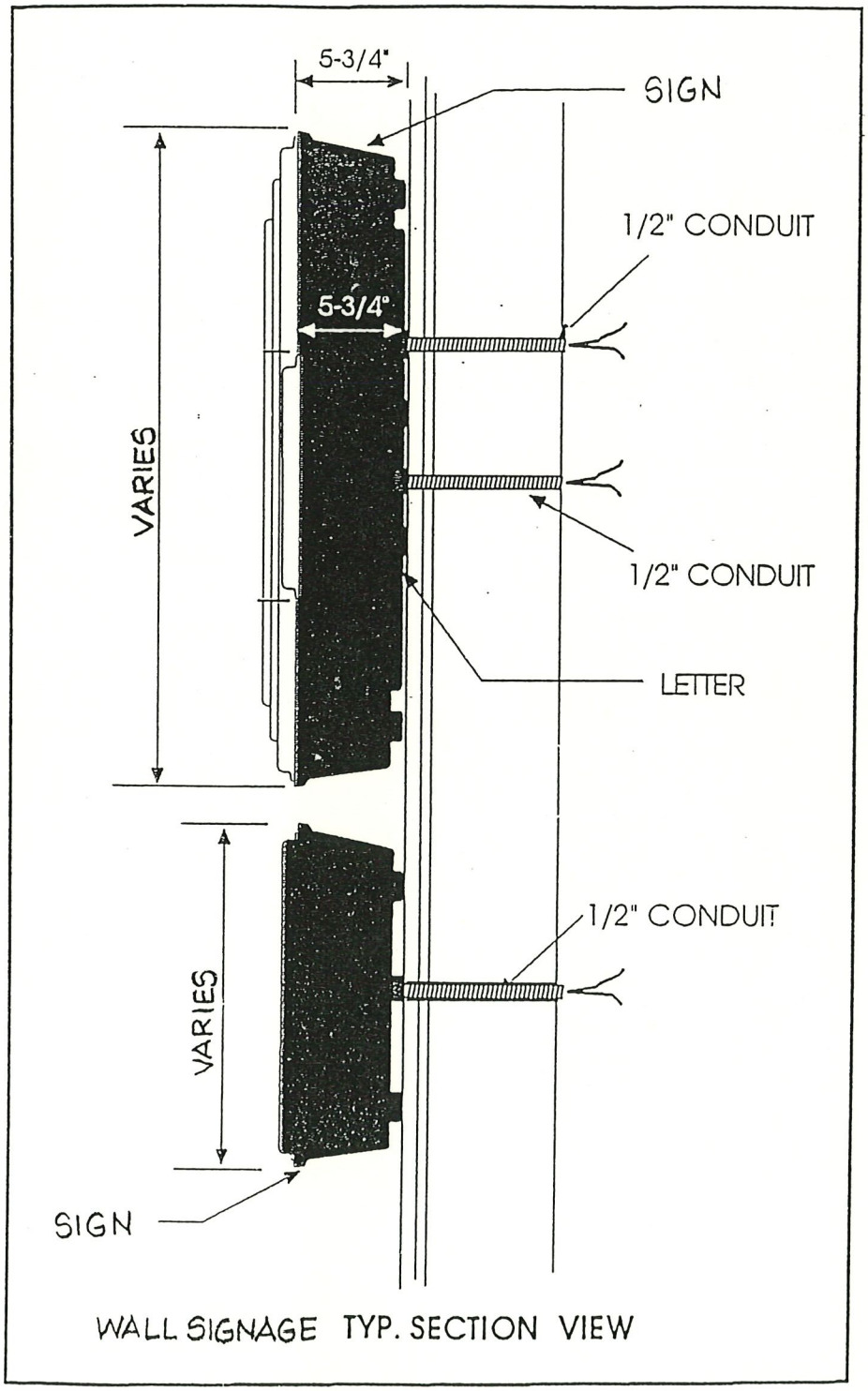


MONUMENT SIGN DETAIL

SCALE: 1/2"=1'-0"



SIDE ELEV.



WALL SIGNAGE TYP. SECTION VIEW

V-1-15

PDC Planning/Design Group

122 S.E. 27th
Portland, Oregon 97214

Phone: (503) 236-6000
Fax: (503) 232-2357

October 31, 1997

Ms. Barbara Mingay
City of Newberg
414 E. First St.
Newberg, Oregon 97132

Dear Ms. Mingay:

Enclosed are the design plans and specifications for the proposed sign program at the Dr. Abbott development.

The Newberg Zoning Ordinance section 10.50.183 allows a sign program for commercial centers in excess of 10,000 square feet, provided that the following items are addressed and required to be met by all development within the center. Following is the program we are proposing and how we will meet the criteria. Upon approval by the Planning Commission, these requirements will become conditions of approval for any development on these parcels and will be recorded to assure compliance. Further the City will have the requirements to enforce through any Site Plan and Design Review process.

1. ***The program provides a consistent theme through the use of colors, materials, letter styles or other design features.***

   The sign program will consist of a center sign to a height of thirty (30) feet, provide for individual monument signs to a maximum of eight (8) feet in height and define the style of wall mounted signs allowed within the development.

Center Sign

This sign will have a separate face panel for each parcel. Parcel 'A' will have the top panel and a maximum of twenty (20) square feet. Parcel 'B' will have the middle panel and a maximum of twenty (20) square feet. Parcel 'C' will have the bottom panel and a maximum of fifty (50) square feet. The center sign will have a stucco base and trim to comparable to the proposed building

V-1-16

on parcel "A", where the sign is to be located. The center sign must be setback a minimum of twenty (20) feet from the property line and conform with City setbacks and vision clearance criteria.

The center sign height limit will be based upon the center line height of Highway 99W. The maximum height cannot exceed 30' above the surrounding grade or the center line of Highway 99W, whichever is lower. This will have the effect of reducing the overall height of the sign, relative to the surrounding residential properties and minimize any potential for glare.

Monument Signs

Parcel 'A' and 'B' may have a monument sign provided it meets the following design criteria. The top of the sign cannot exceed eight (8) feet in height, the base will be an "L" shape and constructed with brick. The sign face cannot exceed thirty-two (32) square feet per face. Monument signs must be setback a minimum of 10' from the property line and conform with City setbacks and vision clearance criteria.

Wall Signs

All wall signs must be of a channel design with plastic sign faces as described in the cut sheets attached to this proposal. Each parcel shall be entitled to a maximum of seventy (70) square feet of wall signage.

With above restrictions and criteria, the proposed signage program will provide a consistent theme by restricting design styles to those described in this proposal.

2. ***All tenants of the center are required to conform to the requirements of the sign program.***

   All tenants of the center shall be required to conform to the requirements of this sign program. A document shall be recorded against each parcel that requires conformance to the approved sign program. Additionally, the City will review have an opportunity to review all sign applications and development through their design review process.

3. ***A maximum of one freestanding sign per street frontage is provided which identifies the name and location of the center. These signs shall be considered main signs and may be up to thirty (30) feet in height. all other***

free-standing signs identifying individual businesses are subordinate to this sign and do not exceed eight (8) feet in height.

This proposal meets this requirement. Further, the owner will record an appropriate document requiring compliance with the approved sign program.

4. ***The location, texture, lighting, movement, and materials of all exterior signs, graphics, or other informational or directional features shall be compatible with or superior to the other elements of the site, including buildings structures, and surrounding properties.***

   This proposal restricts design components to those approved through this sign program. All other styles and designs would be prohibited unless the City approved a change through the design review process.

Summary

This sign program will enhance the design compatibility of all signs on the property and serve to improve the overall appearance of the development. We feel that this proposed sign program for the center will be an improvement and should be approved.

Sincerely,

David P. Kimmel

David P. Kimmel

V-1-18

Exhibit C

FILE #: G-32-97

AFFIDAVIT OF NOTICING

REFERENCE ATTACHED LIST(S)/NOTICE(S)

I, David L. Kimmel, do hereby certify that the attached Notice of Public Hearing was:

a. mailed to the following list of property owners, by United States mail, postage prepaid on 11/13/97 (date);

b. posted on the site according to standards established in 10.14.060 of the Newberg Development Code on 11/14/97 (date).

David L. Kimmel
Signature

11/14/97
Date

CITY OF NEWBERG
PUBLIC NOTICE

NOTICE IS HEREBY GIVEN that a public hearing will be held by the Planning Commission of the City of Newberg, on December 11, 1998, at 7 p.m. at the Newberg Public Library, 503 E. Hancock, Newberg, OR. to consider the land use issues in connection with the following public hearing:

Public Hearing:

APPLICANT:	Planning Design Group on behalf of the property owner Dr. Abbott
REQUEST:	Sign Program Permit for a new development.
LOCATION:	N. side of Hwy. 99W near Brutcher Rd.
TAX LOT:	Map 3216CA Lot 2190
FILE NO:	G-32-97
CRITERIA:	Newberg Development Code - Section 10.50.183

Sign Program Criteria

1. The program provides a consistent theme through the use of colors, materials, letter styles or other design features.
2. All tenants of the center are required to conform to the requirements of the sign program.
3. A maximum of one freestanding sign per street frontage is provided which identifies the name and location of the center. These signs shall be considered main signs and may be up to thirty (30) feet in height. all other free-standing signs identifying individual businesses are subordinate to this sign and do not exceed eight (8) feet in height.
4. The location, texture, lighting, movement, and materials of all exterior signs, graphics, or other informational or directional features shall be compatible with or superior to the other elements of the site, including buildings structures, and surrounding properties.

Testimony Procedure
Persons wishing to speak for or against the above proposal may do so in person or by a designated representative at the time and place stated above. Also, written testimony will be received at City of Newberg, Community Development Department, 719 E. First Street, Newberg, Oregon prior to the hearing.

Failure to raise an issue at the local level may preclude the ability to appeal to the Oregon State Land Use Board of Appeals.

V-1-20

A staff report relating to the proposal will be available at no cost seven (7) days prior to the public hearing. For further information, or if you wish to review the files, contact the Planning Division at (503) 537-1215.

V-1-21

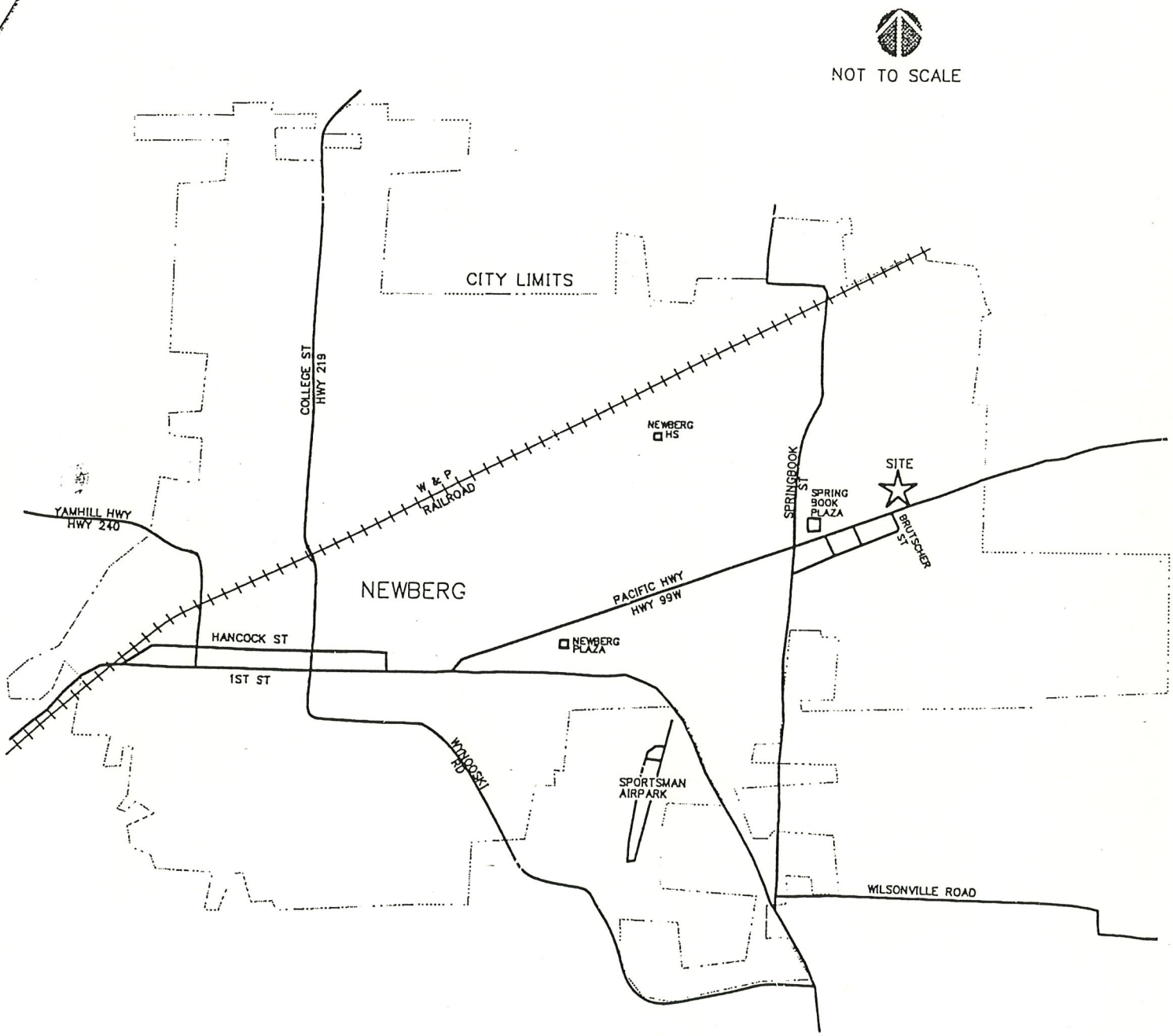


FIGURE 1

V-1-22

GROUP MACKENZIE
0490 SW Bancroft St / PO Box 69039 Portland, OR 97201-0039
Telephone: 503.224.9560 Net:grpmack.com Facsimile: 503.228.1285

SITE VICINITY MAP
NEWBERG COMMERCIAL

DRAWN BY: DMB DATE: JUNE 11, 1997
CHECKED BY: DMB JOB NUMBER: 196263.02

00TEMP\C:\DWG\WORK\263FIG1 DMB 06/11/97 09:09 1:0.25

PLANNING COMMISSION STAFF REPORT
December 11, 1997

PREPARED BY: City of Newberg Planning Staff

APPLICANT: Renaissance Development Corporation

CONTACT: TriLand Design Group

OWNER: Darby/Gander/Chehalem Park & Rec

REQUEST: Annexation of approx. 39.5 acres and design review approval for development of a manufactured home park and City park

LOCATION: W. of Sportsman Airpark, E. of Wynooski Street

TAX LOT: 3220CA-700, -802, -803, 3220-1000, -1101, -1400

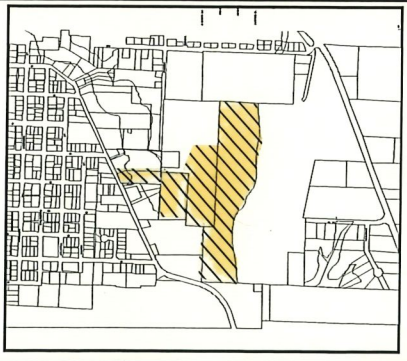
FILE NO: ANX-18-97/DR-106-97

ZONE: County zoning (proposed City R-2 zone)

PLAN DESIGNATION: MDR and PQ

ATTACHMENTS:

A. Reso. 97-85 w/map & findings for approval
B. Reso. 97-85 w/map & findings for denial
C. ANX-18-97/DR-106-97 Application - attached
D. Site Map - attached
E. Comprehensive Plan Map with proposed zoning- attached
F. Affadavits of Notice
G. Letter from DSL dated 11-17-97
H. Newberg Comprehensive Plan - by reference
I. Newberg Development Code - by reference
J. Kittleson & Associates Traffic Impact Study for the site - by reference (Excerpt included in application packet.)



The Planning staff has determined that the following criteria apply to the subject proposal. The Planning Commission or other interested parties should direct their comments to the criteria listed or state why they feel other criteria may apply.

Conditions for Annexation: Newberg Development Code, Section 10.36.020
The following conditions must be met prior to or concurrent with City processing of any annexation request:

(1) The subject site must be located within the Newberg Urban Growth Boundary or Newberg Urban Reserve Areas.
(2) The subject site must be contiguous to the existing City limits.

Annexation Criteria: Newberg Development Code, Section 10.36.030

An application for an annexation may be granted through a Type III procedure only if the proposal conforms to the following criteria:

1. The proposed use for the site complies with the Newberg Comprehensive Plan and with the designation on the Newberg Comprehensive Plan Map. If a redesignation of the plan map is requested concurrent with annexation, the uses allowed under the proposed designation must comply with the Newberg Comprehensive Plan.
2. An adequate level of urban services must be available, or made available, within three years time of annexation. An adequate level of urban services shall be defined as:
   (A) Municipal sanitary sewer and water service meeting the requirements enumerated in the Newberg Comprehensive Plan for provision of these services.
   (B) Roads with an adequate design capacity for the proposed use and projected future uses. Where construction of the road is not deemed necessary within the three-year time period, the City shall note requirements such as dedication of right-of-way, waiver of remonstrance against assessment for road improvement costs, or participation in other traffic improvement costs, for application at the appropriate level of the planning process. The City shall also consider public costs for improvement and the ability of the City to provide for those costs.
3. Findings documenting the availability of police, fire, parks, and school facilities and services shall be made to allow for conclusionary findings either for or against the proposed annexation. The adequacy of these services shall be considered in relation to annexation proposals.
4. The burden for providing the findings for 10.36.030 (1), (2), and (3) is placed upon the applicant.

Comprehensive Plan and Zoning Designation Criteria: Newberg Development Code, Section 10.36.080

(1) The Comprehensive Plan Map designation of the property at the time of annexation shall be used as a criterion to determine whether or not the proposed request complies with the Newberg Comprehensive Plan. A redesignation of the Comprehensive Plan Map may be requested concurrent with annexation. The proposed redesignation shall then be used to determine compliance with the Newberg Comprehensive Plan.

(2) Upon annexation, the area annexed shall be automatically zoned to the corresponding land use zoning classification which implements the Newberg Comprehensive Plan Map designation. The corresponding designations are shown in the table below. The procedures and criteria of 10.20.030 shall not be required.

Design Review Criteria: Newberg Development Code, Section 10.28.050(2)

(A) Design Compatibility: The proposed design review request incorporates an architectural design which is compatible with and/or superior to existing or proposed uses and structures in the surrounding area. This shall include, but not be limited to, building architecture, materials, colors, roof design, landscape design, and signage.

(B) Parking and On-site Circulation: Parking areas shall meet the requirements of 10.50.200. Parking studies may be required to determine if adequate parking and circulation are provided for uses not specifically identified in 10.50.200. Provisions shall be made to provide efficient and adequate on-site circulation without using the public streets as part of the parking lot circulation pattern. Parking areas shall be designed so that vehicles can efficiently enter and exit the public streets with a minimum impact on the functioning of the public street.

(C) Setbacks and General Requirements: The proposal shall comply with 10.50.102 through 10.50.110 dealing with height restrictions and public access; and 10.50.120 through 10.50.147 dealing with setbacks, coverage, vision clearance, and yard requirements.

(D) Landscaping Requirements: The proposal shall comply with 10.50.160 dealing with landscape requirements and landscape screening.

(E) Signs: Signs shall comply with 10.50.180 dealing with signs.

(F) Manufactured Home, Mobile Home and RV Parks: Manufactured home, mobile home, and recreational vehicle parks shall also comply with the standards listed in 10.52.300, in addition to the other criteria listed in this section.

(G) Zoning District Compliance: The proposed use shall be listed as a permitted or conditionally permitted use in the zoning district in which it is located as found in Chapter 10.40. Through this Site Review process, the Director may make a determination that a use is determined to be similar to those listed in the applicable zoning district, if it is not already specifically listed. In this case, the Director shall make a finding that the use shall not have any different or more detrimental effects upon the adjoining neighborhood area than those specifically listed.

(H) Sub-District Compliance: Properties located within sub-districts shall comply with the provisions of those sub-districts located in Chapter 10.44.

(I) Alternative Circulation, Roadway Frontage Improvements and Utility Improvements: Where applicable, new developments shall provide for access for vehicles and pedestrians to adjacent properties which are currently developed or will be developed in the future. This may be accomplished through the provision of local public streets or private access and utility easements. At the time of development of a parcel, provisions shall be made to develop the adjacent street frontage in accordance with City street standards and the standards contained in the Transportation Plan. At the discretion of the City, these improvements may be deferred through use of a deferred improvement agreement or other form of security.

(J) Traffic Study Improvements: If a traffic study is required, improvements identified in the traffic study shall be implemented as required by the Engineering Manager.

Request:

Annexation of approximately 39.5 acres and design review approval for development of a manufactured home park and City park. The applicant has requested that the design review application be processed through a Type III procedure so that the applications can be processed concurrently.

Project Description:

The site is located west of Sportsman Airpark and east of Wynooski Street. It contains approximately 39.5 acres. The portions of the site which are away from the stream corridors are relatively flat, but in the vicinity of the corridors, the site is sloped. Surrounding uses include: Chehalem Creek stream corridor, Newberg Friends Cemetery, Sportsman Airpark Airport, residential single and multi-family housing and undeveloped land. The subject property adjoins the Newberg City limits on its west boundaries and takes access from Wynooski Road.

Issues:

- **Stream corridor impacts**
  The applicant has proposed a plan that impacts the stream corridor in the vicinity of the proposed bridged road crossing of Hess Creek. The applicant proposes realigning the stream corridor in order to create a perpendicular crossing. The Division of State Lands has commented that a removal/fill permit will be required if fill or removal of 50 cubic yards of material from the Hess Creek area is proposed. The 50 cubic yards is a cumulative total for the project. In addition, DSL must be contacted regarding work within the stream channel. The City will require a Type II application for constructing the bridge.

- **Future development potential**
  The applicant has stated that there is potentially space for 50 more manufactured homes than is proposed for the site. To the east of the proposed development is the stream corridor, and to the east of that is Sportsman Airpark. The applicant does not need to provide access to these sites because there is very little future development potential. The undeveloped land to the north of the proposed park is accessible from 3rd Street, and the applicant has designed the main private street within the development to match the existing public easement which connects the site with 3rd Street.

- **Private streets and community connectivity**
  Concerns have been raised regarding the issue of private streets. Private streets are not favored because they do not provide for circulation within the community. Currently, there is a lack of access from south Newberg to the proposed annexation area. This access would provide an alternative to traveling out Wynooski to get to

downtown Newberg and north Newberg. The lack of access because of the private streets does not comply with the transportation goals of the Comprehensive Plan.

- **Site access for emergency services**
  The applicant has proposed a single road to provide access into and out of the site. The City of Newberg Fire Department has stated that two accesses at least 32' in width are necessary for this development, unless all homes are sprinklered. The applicant has proposed a paved emergency access from 3rd Street, as well as the main road into the development. The paved emergency access is to be the width of the easement, and from the applicant's plans, appears to be approximately twelve to fifteen feet in width. In addition, the applicant is proposing that all homes be provided with automatic sprinkler systems.

- **Whether the applicant has adequately addressed the annexation criteria**
  The Planning Commission's main charge is determining if the applicant's findings sufficiently address the required criteria for review, and in particular the issues addressed above.

Preliminary Staff Recommendation:

The applicant has provided findings for approval and staff has provided findings for denial of the project. The Planning Commission now must review the material provided, make a recommendation to City Council on the project, and forward the hearing record to City Council. The Commission may recommend approval, if all criteria have been met; or recommend denial, if the criteria have not adequately been addressed. The Council will open a new hearing, and make a final decision on the annexation. If the annexation portion of the application is denied at either the Council or voter approval level, the design review portion of the project becomes void.

NDC 10.36.030 (4) requires that the burden for providing findings in support of the application rests with the applicant. A resolution with findings in support of the project and a resolution with findings for denial of the project have been included. No staff recommendation has been made at this time.

Attachment A

PLANNING COMMISSION RESOLUTION NO. 97-85

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWBERG RECOMMENDING THAT THE CITY COUNCIL APPROVE FILE ANX-18-97, AN ANNEXATION AND REZONING, AND FURTHER APPROVING DR-106-97, DESIGN REVIEW FOR PROPERTY LOCATED WEST OF SPORTSMAN AIRPARK, EAST OF WYNOOSKI STREET, YAMHILL COUNTY TAX LOTS 3220CA-700, -802, -803, AND 3220-1000, -1101, -1400.

WHEREAS, On November 3, 1997, an application was submitted by Renaissance Development Corporation requesting annexation for property located west of Sportsman Airpark, east of Wynooski Street.

WHEREAS, On November 24, 1997, notice of this proposed annexation/zone change and withdrawal from the Newberg Rural Fire Protection District was mailed to the owner of record as identified in Yamhill County Assessor's Office, and all adjoining property owners within a distance of 300 feet.

WHEREAS, Notice was published in the Graphic Newspaper on November 26, 1997, which is at least ten days prior to the public hearing before the Planning Commission on December 11, 1997, and on November 26, 1997 notice of the Planning Commission was posted on the site and at four public places to comply with Oregon Revised Statute requirements for annexations.

WHEREAS, On December 11, 1997, a hearing was held by the Newberg Planning Commission.

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Newberg that it recommends to the City Council approval of the requested annexation and zone change from County zoning to City R-2 zoning [see attached map]; and withdrawal from the Newberg Rural Fire Protection District. This recommendation is based on the staff report, findings and testimony.

The Planning Commission further recommends, subject to voter approval of the proposed annexation, that design review approval be granted for a manufactured home park to be known as Everest Pointe on a portion of the site.

DATED this ___ day of _____, 1997.

AYES: NAYS: ABSTAIN: ABSENT:

ATTEST:

_____ _____

Planning Commission Secretary

Richard Waldren
Planning Commission Chair

Exhibits to be forwarded to Council as part of adoption ordinance:
Findings, Legal Description and Area Map

EXHIBIT A - ANNEXATION FINDINGS FOR APPROVAL

A. CONDITIONS FOR ANNEXATION

The following conditions must be met prior to or concurrent with City processing of any annexation request:

1. **The subject site must be located within the Newberg Urban Growth Boundary or Newberg Urban Reserve Areas.**

Finding: The subject site is located well within the Newberg Urban Growth Boundary. The site is generally bounded by Wynooski Road to the west and south, and St. Paul Highway to the north and east. The site is adjacent to the west of Sportsman Airpark.

2. **The subject site must be contiguous to the existing City limits.**

Finding: The subject site consists of four existing tax lots. The tax lot adjacent to Wynooski Road is located within the Newberg City limits. Tax lots 1000, 1101 and 1400 are collectively contiguous to four tax lots which are within the existing Newberg City limits.

B. ANNEXATION CRITERIA: NEWBERG DEVELOPMENT CODE, SECTION 10.36.030

Section 10.36.030 places the burden of providing findings on the applicant. The following findings were provided by the applicant as part of the annexation application.

1. **The proposed use for the site complies with the Newberg Comprehensive Plan and with the designation on the Newberg Comprehensive Plan Map. If a redesignation of the plan map is requested concurrent with annexation, the uses allowed under the proposed designation must comply with the Newberg Comprehensive Plan.**

Finding: The Comprehensive Plan and Map designations for the subject site are MDR M1edium Density Residential and PQ Public-Quasi Public. The proposed uses comply with these designations. MDR is designated on the Everest Pointe Manufactured Home Park site and the portion of Tax Lot 1000 where development will be limited to the new public street. The MDR Comprehensive Plan designation indicates that land will automatically be zoned R-2 when the site is granted annexation. The R-2 zoning district allows manufactured home parks as a permitted use.

The PQ Comprehensive Plan designation on the City park site and the remaining portion of Tax Lot 1000 indicates the land will automatically be zoned to meet surrounding zoning, which will be R-2. The R-2 zoning allows for park use, which is compatible with the use of Tax Lot 1100 as a City park.

2. **An adequate level of urban services must be available, or made available, within three years time of annexation. An adequate level of urban services shall be defined as:**

(A) Municipal sanitary sewer and water service meeting the requirements enumerated in the Newberg Comprehensive Plan for provision of these services.

Finding: Development is anticipated to occur within one year of project approval. Municipal sanitary sewer and water service, in accordance with Newberg Comprehensive Plan provisions, will be provided to the development. Sanitary sewer service will be required to serve the Everest Pointe manufactured home park. Sanitary sewer service will be provided by constructing an 8-inch line within the private streets and connect to the existing 10-inch stubbed sanitary sewer line (and man-hole) located south of the site.

A loop water system will be provided for the development. An 8-inch line will connect the existing 18-inch line in Wynooski Road and extend to the City park and Everest Pointe development via the new street. The existing 8-inch water line in Everest Road will be extended along the cemetery boundary and connect to the subject site therefore providing a loop water system. Within the Everest Pointe development, 8-inch and 6-inch water lines will be constructed within the private streets.

Electricity will be provided to the site via the existing power line in Wynooski Road. An outdoor lighting plan is included as part of this application.

(B) Roads with an adequate design capacity for the proposed use and projected future uses. Where construction of the road is not deemed necessary within the three-year time period, the City shall note requirements such as dedication of right-of-way, waiver of remonstrance against assessment for road improvement costs, or participation in other traffic improvement costs, for application at the appropriate level of the planning process. The City shall also consider public costs for improvement and the ability of the City to provide for those costs.

Finding: Roads with adequate design capacity for proposed uses have been designed and are included in this application. The new public street extending east from Wynooski Road to the City Park and Everest Pointe will include a 60-foot wide right-of-way, per City street design standards. The 60-foot right-of-way will include two 16-foot wide paved travel lanes, and 5-
foot wide planting strip and 5-foot sidewalks on each side. Where the public street is bridged over Hess Creek, the planting strip will be eliminated and the sidewalks located adjacent to the paved travel lanes. The approximately 1,200 lineal foot of public street will connect to the private street system within the Everest Pointe development and also include a turn-around in the City park.

Within Everest Pointe, a private street system will include a 32-foot pavement width with two 16-foot travel lanes. A street will be stubbed at the northern property boundary to connect to the existing easement that provides access to 3rd Street. Within Everest Pointe, two loop streets and one 400 lineal foot street with hammer-head turnaround will provide adequate circulation throughout the development

Section IV of the application contains a Traffic Impact Analysis report, prepared by Kittleson & Associates. The Traffic Impact Analysis report discusses adequate design capacities required to serve the proposed development, documents findings of the transportation impact, and provides recommendations for transportation improvements associated with the Everest Pointe development.

3. **Findings documenting the availability of police, fire, parks, and school facilities and services shall be made to allow for conclusionary findings either for or against the proposed annexation. The adequacy of these services shall be considered in relation to annexation proposals.**

Finding: The proposed development is designed to be adequately serviced by public facilities and services including police, fire, parks, and schools. Proposed access and circulation provides adequate police and fire access, circulation and serviceability. Discussions have been held with Mr. Chris Mayfield of the City of Newberg Fire Department. The proposed development includes two accessways for emergency vehicles including the new public street connecting to Wynooski Road and the emergency vehicle access easement connecting the north end of Everest Pointe to 3rd Street. Future development anticipates that this emergency access will eventually become a street that will provide a full second access to/from Everest Pointe. Adequate circulation is provided within the Everest Pointe development including two loop streets and a 400 lineal foot street with hammer-head turn-around. In addition, per discussions with Mr. Mayfield, the Everest Pointe development proposes to provide an automatic sprinkler system to the dwelling units.

Regarding parks, the Everest Pointe development will allow for the development of a 9-acre park that will include informal playfields with adequate dimensions for three full-size soccer fields, a playground, pathways, and landscaping. Development of the City park is dependent upon approval and development of Everest Pointe Manufactured Home Park. Renaissance Development Corporation, the developer of Everest Pointe, will design, fund and construct the public street that will provide access to the City park. In addition, the Everest Pointe development will include a pedestrian and bicycle path that directly connects to the park. Park system development charges (SDC's) for the development of Everest Pointe will provide a significant amount of funding for development of the City park.

The development will be serviced by the Newberg School District.

4. **The burden for providing the findings for 10.36.030 (1), (2), and (3) is placed upon the applicant.**

Finding: The application, including narrative and preliminary engineering design drawings, provides support for annexation into the City of Newberg. In summary:

a. The proposed uses comply with the Newberg Comprehensive Plan and with the MDR and PQ designations on the Newberg Comprehensive Plan Map. No redesignation of the Comprehensive Plan map is requested.

b. The applicant plans to provide adequate levels of urban services within one year of annexation and project approval. This includes municipal sanitary sewer and water service, and roads with adequate design capacity.

c. Public facilities and services will be available to serve the development including police and fire, parks and schools. Police and fire access will be provided at two locations; adequate emergency vehicle circulation has been proposed; and the dwelling units are proposed to have automatic sprinkler systems. A City park will be developed as a result of this annexation and the resulting Everest Pointe development, and the development will be served by the Newberg School District.

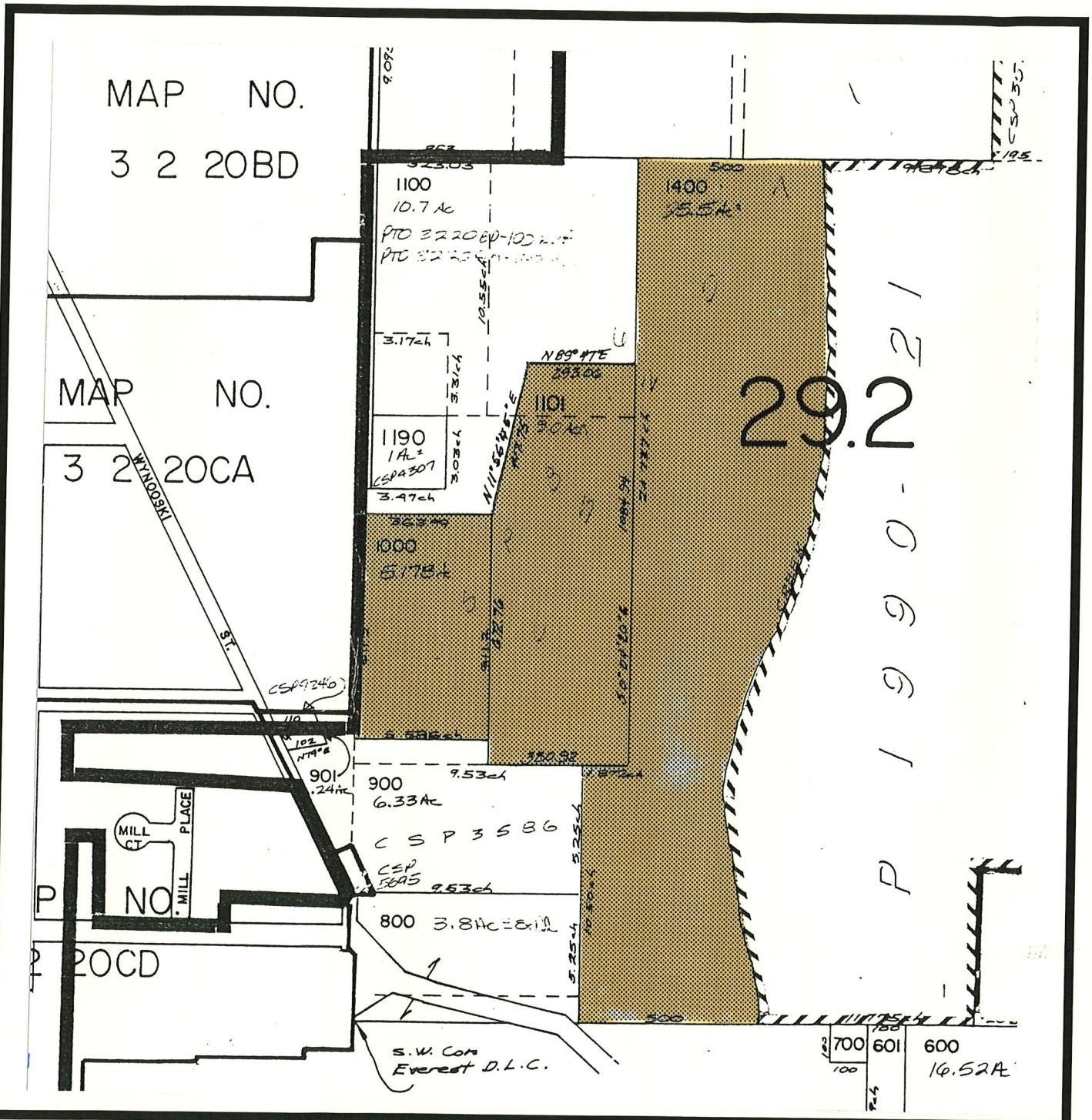
B. ZONING CRITERIA: NEWBERG DEVELOPMENT CODE SECTION 10.36.080(2)

Upon annexation the annexed area shall be automatically zoned to the corresponding land use zoning classification which implements the Newberg Comprehensive Plan Map designation. The procedures and criteria of 10.20.040 shall not be required.

EXHIBIT B
LEGAL DESCRIPTION OF AREA TO BE ANNEXED

(NOT AVAILABLE AS OF THE WRITING OF THIS REPORT)

LEGAL DESCRIPTION WILL BE DISTRIBUTED
PRIOR TO THE PLANNING COMMISSION HEARING



Description: Annexation of approx. 39.5 acres **File:** ANX-18-97/DR-106-97	**EXHIBIT C** **SITE MAP**	**Tax Lot**: 3220CA-700, -802, -803, 3220-1000, -1101, -1400 **Location:** W. of Sportsman Airpark, E. of Wynooski Street **Application By:** Renaissance Development Corporation

V2-13

EXHIBIT D: DESIGN REVIEW FINDINGS

(1) **Design Compatibility:** The proposed design review request incorporates an architectural design which is compatible with and/or superior to existing or proposed uses and structures in the surrounding area. This shall include, but not be limited to, building architecture, materials, colors, roof design, landscape design, and signage.

Finding: The manufactured home park, as proposed, will fit into the R-2 zone by the adequate lot size and layout of the individual lots.

(2) **Parking and On-site Circulation:** Parking areas shall meet the requirements of 10.50.200. Parking studies may be required to determine if adequate parking and circulation are provided for uses not specifically identified in 10.50.200. Provisions shall be made to provide efficient and adequate on-site circulation without using the public streets as part of the parking lot circulation pattern. Parking areas shall be designed so that vehicles can efficiently enter and exit the public streets with a minimum impact on the functioning of the public street.

Finding: Based on two spaces per dwelling unit, two parking spaces per lot are required. The applicant has proposed this, and also proposes allowing parking on one side of the private streets, in an arrangement similar to that at Avalon Manufactured Home Park.

(3) **Setbacks and General Requirements:** The proposal shall comply with 10.50.102 through 10.50.110 dealing with height restrictions and public access; and 10.50.120 through 10.50.147 dealing with setbacks, coverage, vision clearance, and yard requirements.

Finding: Following compliance with design review conditions, the proposed building expansion meets the height restrictions and public access requirements, setback, coverage, vision clearance and yard requirements of the Code.

(4) **Landscaping Requirements:** The proposal shall comply with 10.50.160 dealing with landscape requirements and landscape screening.

Finding: Following compliance with design review conditions, the landscape plan complies with 10.50.160. All areas subject to the final design review plan and not otherwise improved are to be landscaped.

(5) **Signs:** Signs shall comply with 10.50.180 dealing with signs.

Finding: Not applicable - No sign revision or addition is proposed at this time.

(6) **Manufactured Home, Mobile Home and RV Parks:** Manufactured home, mobile home, and recreational vehicle parks shall also comply with the standards listed in 10.52.300, in addition to the other criteria listed in this section.

V2-14

Sections 10.52.300 through 10.52.332 of the NDC discuss standards for manufactured home parks.

10.52.310 Mobile Home Parks - Application and Processing - Type I Procedure

An application for a mobile home park or the enlargement of an existing mobile home park shall be processed under the Type I procedure, subject to the following provisions:

(1) The services of an architect, a landscape architect and an engineer, all licensed to practice in Oregon, shall be employed in the preparation and execution of all plans. Upon proof by the applicant that the scope of the proposal does not require the services of an architect, the Director may waive that requirement.

(2) In the event of denial, applications may be resubmitted within one year of the denial, provided the Director finds the denial was based on internal (on-site) factors and now plans have been submitted which are sufficiently modified to warrant consideration by the City of Newberg.

(3) An enlargement of a mobile home park site or an increase in the number of mobile home spaces shall be subject to the provisions of this Code regulating new mobile home parks.

Finding: An engineer and a landscape architect, both licensed in the state of Oregon, have prepared the applicant's plan. The applicant has requested a waiver for the requirement of a project architect. Since the scope of this project does not require an architect's services, this requirement is waived.

10.52.317 Application for License to Operate a New Mobile Home Park or to Expand an Existing Park

(1) No person shall maintain or operate a mobile home park within the City without compliance to this Code and applicable State requirements.

(2) All mobile home parks within the Newberg City Limits must have a Director or representative who can be contacted. The mobile home park director or representative's name, address and telephone number for where they can be reached between the hours of 8:00 A.M. to 5:00 P.M., must remain current, on file within the Director. It shall be the responsibility of the Director or representative to notify the Director of any change in address.

(3) No building on land within the boundaries of a mobile home park area shall be used for any purpose except for the uses permitted by this Code.

(4) The application for a license to operate a new mobile home park or to expand an existing park shall be accompanied by 10 copies of the plot plan for the proposed park. The plan shall be drawn on a sheet of 18 x 24 inches in size or a multiple thereof at a scale of one inch equals 100 feet, and shall show the following information:

- Proposed name of the mobile home park or trailer park.
- Name and address of applicant.
- Name and address of the owner.
- Name and address of the contractor.
- Name and address of the engineer.
- Scale and Northpoint of the plan.

- Vicinity map showing relationship of the mobile home park to adjacent properties.
- Boundaries and dimensions of the mobile home park.
- Location and dimensions of the mobile home space.
- Location of existing and proposed buildings.
- Location and width of access roads.
- Location and access to utilities, including fire hydrants.
- Location and width of walkways.
- Location of recreation areas and buildings.
- Location and type of fencing or screening.
- Location of telephone service for the park.
- Enlarged plot plan of a typical mobile home space showing location of the stand, patio, storage space, parking, sidewalk and utility connections.
- Plans and specifications must be stamped and signed by a registered engineer.
- Plans and specifications must be approved and signed by the City prior to issuing any permit for construction in the mobile home park.

(5) When the Director has approved the completed mobile home park, as indicated by the final inspection, and upon issuance of a certificate of sanitation by the delegated authority, the City shall issue a license to the applicant.

Finding: The applicant must submit plans which meet the requirements of (4) above within 90 days of annexation. The applicant has indicated an intention to meet this requirement. Following compliance with design review conditions, the proposed development complies with 10.52.317.

10.52.325 Mobile Home and Manufactured Home Parks - General Provisions

(1) Minimum area. Five acres.

(2) Maximum area of lots or spaces. One hundred fifty or distinct neighborhoods with a maximum of 100 spaces each.

(3) Maximum density. Shall not exceed the permitted density of the district.

(4) Perimeter treatment. Except as required for vision clearance, the outer perimeter of each park shall be improved with:

(A) A sight-obscuring fence, wall or berm not less than five nor more than six feet in total height;

(B) In addition to (A), adjacent to public streets, a landscape planter that is at least 10 feet in depth (this shall be in addition to the width of any required sidewalk). This landscaped area shall be dedicated as part of the public street.

(5) Perimeter Setbacks. As measured from the property line, a minimum setback of fifteen (15) feet shall be provided for all homes and accessory structures along a public street. A minimum of five (5) feet shall be provided for all other property lines. Projections as allowed under 10.50.135 shall apply to these setbacks.

Finding: The project site meets minimum size requirements and maximum number of spaces. The proposed development is within the maximum overall density requirements for the R-2 district. In the written narrative portion of the application, the applicant has

proposed a perimeter fence between five and six feet in height on the west and north boundaries of the property. The applicant does not propose fencing for the west and south boundaries of the site because these are within the stream corridor. Staff supports this proposal. However, no details on the fence or any landscaping have been provided. Although the applicant is proposing private streets for the manufactured home park, the proposal includes setbacks which meet the requirements of (5) above. Following compliance with design review conditions, the proposed development complies with 10.52.325.

(7) **Zoning District Compliance:** The proposed use shall be listed as a permitted or conditionally permitted use in the zoning district in which it is located as found in Chapter 10.40. Through this Site Review process, the Director may make a determination that a use is determined to be similar to those listed in the applicable zoning district, if it is not already specifically listed. In this case, the Director shall make a finding that the use shall not have any different or more detrimental effects upon the adjoining neighborhood area than those specifically listed.

Finding: The site currently is under County zoning. After annexation, the site will be zoned City R-2. A manufactured home park is an outright permitted use.

(8) **Sub-District Compliance:** Properties located within sub-districts shall comply with the provisions of those sub-districts located in Chapter 10.44.

Finding: The proposed development is within the stream corridor sub-district. The applicant has proposed no development in the stream corridor in the southern and eastern portions of the site. A public street with a stream crossing is proposed for the Hess Creek stream corridor in the western portion of the site. The applicant will need to apply for a permit for the street and crossing through a Type II process. Following compliance with design review conditions, the project meets the provisions of 10.44.

(9) **Alternative Circulation, Roadway Frontage Improvements and Utility Improvements:** Where applicable, new developments shall provide for access for vehicles and pedestrians to adjacent properties which are currently developed or will be developed in the future. This may be accomplished through the provision of local public streets or private access and utility easements. At the time of development of a parcel, provisions shall be made to develop the adjacent street frontage in accordance with City street standards and the standards contained in the Transportation Plan. At the discretion of the City, these improvements may be deferred through use of a deferred improvement agreement or other form of security.

Finding: Following compliance with design review conditions, the new development will provide future vehicular and pedestrian access to adjacent properties which are currently developed or will be developed in the future; frontage and roadway improvements will be completed; and the project will meet the standards contained within the Transportation Plan.

(10) **Traffic Study Improvements:** If a traffic study is required, improvements identified in the traffic study shall be implemented as required by the Engineering Manager.

Finding: Following compliance with design review conditions, this criteria is satisfied.

FINAL CONDITIONS OF APPROVAL
DR-106-97

1. **Final Site Plan:** At the time of building permit application, submit a site plan showing all roadways, sewer, water, fire hydrants, utility easements, storm drainage, revised site circulation, parking stall layouts, ADA accessible routes, and proposed landscape areas. Design, construction and installation must meet City improvement specifications and are subject to approval by the Engineering and Planning Managers.
   - **Water:** Water can be extended to the site from the 18" water line on Wynooski Street.
   - **Sanitary Sewer:** A sanitary sewer line runs through T.L. 1000, and could be extended to the site.
   - **Storm Sewer:** Storm drainage through the Hess Creek area shall be designed for no less than a 100-year storm interval.
   - **Underground Utilities:** Utilities to and from the site shall be underground.
   - **Public Streets:** The Conspan bridge proposed to bridge Hess Creek must be designed to allow five feet of freeboard above the 100-year storm.
   - **Private Streets:** Street names "Chehalem Loop" and "Chehalem Place" should be changed to avoid confusion with other street names in the City.
   - **Fill:** A removal/fill permit will be required from the Division of State Lands if fill or removal of 50 cubic yards of material from the Hess Creek area is proposed. The 50 cubic yards is a cumulative total for the project.
   - **Easements:** The location and language for the easement shall be submitted for review and approval by the Planning and Engineering Managers prior to recordation.
     - **Open Space Easement:** Open space [areas below the 20% break in slope] must be dedicated as private open space or a storm drain easement
     - **Utility Easement:** Utility easements shall be provided as needed for utility services. A minimum 10' utility easement must be provided along both sides of the new public street from Wynooski to the private streets for utility facilities. A final utility service and easement plan shall be submitted prior to issuance of building permits. The plans shall be subject to approval by the City Engineer.

2. **Fire Requirements:** Prior to issuance of occupancy permits, the applicants must provide approved fire hydrants as required for minimum fire flow and access for emergency vehicles. All private streets must meet Fire Department access requirements. The location and design must be submitted at the time of building permit application and is subject to review and approval by the Engineering Manager and Fire Chief.

3. **Signage:** A separate design review process is required for free-standing signs if submitted separately from this application.

4. **ADA Requirements:** At the time of building permit application, the applicant will need to coordinate with the Building Division to comply with O.S.S.C. Chapter 11 requirements.

5. **Garbage:** Prior to issuance of building permits, confirmation must be provided from Newberg Garbage Service that the design and location of the refuse disposal area is approved. Any dumpster enclosures shall be located at least five (5') from buildings and constructed of masonry block.

6. **Final Landscaping and Site Plan:** Prior to submittal of a building permit, provide a revised site and landscape plan, subject to review and approval by the Planning Manager, with the following additions:
   - A street tree plan for the public and private streets.
   - An alternative solution to the layout of Chehalem Place as a dead end street, subject to approval of the Planning Manager.
   - A detailed plan, including landscaping, for the City park parking lot. This plan must meet NDC requirements for parking lot landscaping.
   - A detailed fencing plan, including any landscaping and an elevation of the fence, must be submitted.

7. **Erosion Control Plan:** An erosion control plan shall be prepared and submitted to the City Engineer for review and DEQ for approval (DEQ 1200C Permit). Approval must be obtained before the issuance of any site grading or building permits.

8. **Airport Activity:** The applicant will provide a disclosure statement to future manufactured home park residents which indicates that the park may be subject to noise from airport activity. This statement is subject to review and approval by the Director, and shall be recorded with the manufactured home park CCRs or as a separate instrument.

9. **Manufactured Home Park Licensing:** Within 90 days of approval of the annexation, the applicant must submit to the Director an application for a license and the required plot plan, including the provisions listed under 10.52.317 and any additional information as required by the Director.

10. **Construction Within the Stream Corridor:** The applicant must submit to the City a Type II application and the information outlined in NDC 10.44.180 for work within the stream corridor. Work will not be permitted to begin without approval of the plans for the work and for mitigation. DSL and other agencies may require other permits outside City requirements.

11. **Conditions of Approval:** These conditions of approval, with design review file number, shall be either written onto or "sticky-backed" onto the first page of the plans submitted for building permit. The permit will not be issued unless the final design review conditions are included in the submittal. **All conditions required through the design review process must be complete before final occupancy will be granted.**

12. **Building Permit:** The applicant shall submit three (3) complete working drawing sets for building permit application before any construction. These shall include site plan, grading, elevations, utility plan, structural details, landscaping and method of irrigation, signs (if applicable), and any other information necessary to evaluate the site.

DEVELOPMENT NOTES:

- **Postal Service:** The applicant shall submit plans to the Newberg Postmaster for approval of a mailbox cluster location.
- **Garbage Service:** Confirmation must be provided from Newberg Garbage Service that the design and location of refuse disposal area is approved.
- **PGE:** PGE can provide electrical service to this project under terms of the current tariff which will involve developer expense and easements. Contact the Service & Design Supervisor, PGE at 463-4392.

- **GTE:** Developer/owner must coordinate trench/conduit requirements with GTE Engineering. Contact the Engineering Division, GTE Northwest at 620-5943.
- **DSL:** The developer should coordinate requirements relating to any work within the stream corridor with DSL. Contact Planning & Policy Section at 378-3805.

Attachment B

PLANNING COMMISSION RESOLUTION NO. 97-85

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWBERG RECOMMENDING THAT THE CITY COUNCIL DENY FILE ANX-18-97, AN ANNEXATION AND REZONING, FOR PROPERTY LOCATED WEST OF SPORTSMAN AIRPARK, EAST OF WYNOOSKI STREET, YAMHILL COUNTY TAX LOTS 3220CA-700, -802, -803, AND 3220-1000, -1101, -1400.

WHEREAS, On November 3, 1997, an application was submitted by Renaissance Development Corporation requesting annexation for property located west of Sportsman Airpark, east of Wynooski Street.

WHEREAS, On November 24, 1997, notice of this proposed annexation/zone change and withdrawal from the Newberg Rural Fire Protection District was mailed to the owner of record as identified in Yamhill County Assessor's Office, and all adjoining property owners within a distance of 300 feet.

WHEREAS, Notice was published in the Graphic Newspaper on November 26, 1997, which is at least ten days prior to the public hearing before the Planning Commission on December 11, 1997, and on November 26, 1997 notice of the Planning Commission was posted on the site and at four public places to comply with Oregon Revised Statute requirements for annexations.

WHEREAS, On December 11, 1997, a hearing was held by the Newberg Planning Commission.

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Newberg that it recommends to the City Council deny the requested annexation and zone change from County zoning to City R-2 zoning [see attached map]; and withdrawal from the Newberg Rural Fire Protection District. This recommendation is based on the staff report, findings and testimony.

DATED this ___ day of _____, 1997.

AYES: NAYS: ABSTAIN: ABSENT:

ATTEST:

_____ _____

Planning Commission Secretary

Richard Waldren
Planning Commission Chair

Exhibits to be forwarded to Council as part of adoption ordinance:
Findings for denial

EXHIBIT A - ANNEXATION FINDINGS FOR DENIAL

1. **Newberg Development Code Section 10.36.030 (2) states:**

An adequate level of urban services must be available, or made available, within three years time of annexation. An adequate level of urban services shall be defined as:
(A) Municipal sanitary sewer and water service meeting the requirements enumerated in the Newberg Comprehensive Plan for provision of these services.
(B) Roads with an adequate design capacity for the proposed use and projected future uses.

Finding: The application does not meet the requirements of the City Transportation Plan or the transportation goals of the Comprehensive Plan relating to street connectivity. As designed, the project does not provide adequate design capacity for projected future uses.

2. **Newberg Development Code Section 10.36.030 (3) states:**

Findings documenting the availability of police, fire, parks, and school facilities and services shall be made to allow for conclusionary findings either for or against the proposed annexation. The adequacy of these services shall be considered in relation to annexation proposals.

Finding: The application does not provide documentation regarding negative impacts on police, fire, parks and school facilities and services.

3. **Newberg Development Code Section 10.36.030 (4) states:**

The burden for providing the findings for 10.36.030 (1), (2), and (3) is placed upon the applicant.

Finding: The application does not provide sufficient findings to meet the criteria identified in NDC 10.36.030 (2) and (3).

ANNEXATION & DESIGN REVIEW APPLICATION

for

EVEREST POINTE

A City Park & Manufactured Home Park

Prepared For:
City of Newberg
719 E. First Street
Newberg, OR 97132

Applicant:
Renaissance Development Corporation
1672 SW Willamette Falls Drive
West Linn, OR 97068

Applicant Representative:
TriLand Design Group, Inc.
10110 SW Nimbus Avenue, B-6
Tigard, OR 97223

November 3, 1997

V2-22-A

Test

PROJECT DIRECTORY

APPLICANT

Randal S. Sebastian, President
Renaissance Development Corporation
1672 SW Willamette Falls Drive
West Linn, OR 97068

Ph: (503) 557-8000
Fax: (503) 656-1601

PROPERTY OWNERS

Map 3 2 20 CA, Tax Lot 1400
David C. and June F. Gander
2300 E. 3rd Street
Newberg, OR

Map 3 2 20 CA, Tax Lot 1101
c/o W. Don Clements
Chehalem Park and Recreation District

Map 3 2 20 CA, Tax Lot 1000
James D. and Ann W. Darby

Map 3 2 20 CA, Tax Lot 803

CONSULTANTS

Planning, Civil Engineering and Land Surveying
TriLand Design Group, Inc.
10110 SW Nimbus Avenue, B-6
Tigard, OR 97223

Ph: (503) 968-6589
Fax: (503) 968-7439

Traffic Engineering & Transportation Planning
Kittelson & Associates, Inc.
610 SW Alder, Suite 700
Portland, OR 97205

Ph: (503) 228-5230
Fax: (503) 273-8169

Landscape Architecture
MacDonald Environmental Planning
510 NW Third Avenue, Suite 107
Portland, OR 97209

Ph: (503) 224-1225
Fax: (503) 295-6906

Electrical Engineering
Baisley-NcNees & Associates, Inc.
1923 SE Stark Street
Portland, OR 97214

Ph: (503) 231-7825
Fax: (503) 231-8309

CONTENTS

City of Newberg

TYPE III APPLICATION
(QUASI-JUDICIAL REVIE

FILE #:		APPLICATION FEE:	
DATE:		RECEIPT#:	

OFFICE USE ONLY

TYPES - PLEASE CHECK ONE:

- ___ Conditional Use Permit
- X Annexation
- ___ Zoning Amendment (site specific)
- ___ Comprehensive Plan Amendment (site specific)
- ___ Planned Unit Development
- ___ Historic Landmark Modification
- ___ Establishment of a Historic Landmark
- ___ Other: (Explain)_____

APPLICANT INFORMATION:

APPLICANT: Renaissance Development Corporation (Randal S. Sebastian)
ADDRESS: 11672 SW Willamette Falls Drive, West Linn, OR 97068
PHONE: (503) 557-8000 MOBILE: _____ FAX: (503) 656-1601
OWNER (if different from above): _____ PHONE: _____
ADDRESS: _____
ENGINEER/SURVEYOR: TriLand Design Group, Inc. PHONE: (503) 968-6589
ADDRESS: 10110 SW Nimbus Avenue, B-6, Tigard, OR 97223

GENERAL INFORMATION:

PROJECT NAME: Everest Pointe PROJECT LOCATION: West of Sportsman Airpark; east of Klynoski R
PROJECT DESCRIPTION/USE: Manufactured Home Park and City park
MAP/TAX LOT NO.(i.e. 3200AB-400): Map 3 2 20 CA TL 803, 1000, 1101, 1400 ZONE: R-2* SITE SIZE: ±39.5 SQ. FT. ☐ ACRE: ☒
*pending annexation
COMP PLAN DESIGNATION: MDR & PQ TOPOGRAPHY: Flat except for stream corridors
CURRENT USE: undeveloped and 1 single family residence
SURROUNDING USES:
NORTH: undeveloped, 1 single-family residence SOUTH: undeveloped
EAST: Sportsman Airpark WEST: undeveloped / cemetery / Klynoski Road

SPECIFIC PROJECT CRITERIA AND REQUIREMENTS ARE ATTACHED

General Checklist: ☐ Fees ☐ Noticing Information ☐ Title Report ☐ Criteria Response ☐ Owner Signature/Letter of Consent

Conditional Use Checklist: ☐ Site Plan ☐ Landscape Plan ☐ Drives/Parking/Circulation ☐ Buffering/Screening ☐ Signs/Graphics ☐ Exterior Lighting ☐ Trash/Refuse Storage ☐ Roadways/Utilities ☐ Traffic Study

Annexation/Zoning/Comprehensive Plan Amendment Checklist: ☐ Site Plan ☐ Map & Legal Description ☐ Dedications ☐ Easements ☐ Annexation Consent Form

Planned Unit Development Checklist: ☐ Site Plan ☐ Landscape Plan ☐ Existing Features/Natural Landscape ☐ Drives/Parking/Circulation ☐ Buffering/Screening ☐ Signs/Graphics ☐ Roadways/Utilities ☐ Traffic Study

Historic Landmark Establishment/Modification Checklist: ☐ Historical Information ☐ Site Plan ☐ Architectural Drawings ☐ Existing Features/Natural Landscape

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

SIGNATURE ON ORIGINAL

Applicant Signature Date

Print Name

Owner Signature Date

Print Name

Attachments: General Information, Criteria, Noticing Procedures, Fee Schedule, Checklist

D

City of Newberg

TYPE II APPLICATION
(LIMITED LAND USE DECISION)

FILE #:		APPLICATION FEE:	
DATE:		RECEIPT#:	

OFFICE USE ONLY

TYPES - PLEASE CHECK ONE:

X Design Review (includes Mobile/Manufactured Home Parks)

___ Variances ___ Other: (Explain)_____

APPLICANT INFORMATION:

APPLICANT: Renaissance Development Corporation (Randal S. Sebastian)

ADDRESS: 1672 SW Willamette Falls Drive, West Linn, OR 97068

PHONE: (503) 557-9000 MOBILE: _____ FAX: (503) 656-1601

OWNER (if different from above): _____ PHONE: _____

ADDRESS: _____

ENGINEER/SURVEYOR: TriLand Design Group, Inc. PHONE: (503) 968-6589

ADDRESS: 10110 SW Nimbus Avenue, B-6, Tigard, OR 97223

GENERAL INFORMATION:

PROJECT NAME: Everest Pointe PROJECT LOCATION: west of Sportsman Airpark; east of Wynooski Rd

PROJECT DESCRIPTION/USE: Manufactured Home Parks and City park

MAP/TAX LOT NO.(i.e. 3200AB-400): MAP 3 2 20 CA TL: 803, 1000, 1101, 1400 ZONE: R-2 SITE SIZE: ± 39.5 SQ. FT. ☐ ACRE: ☒

COMP PLAN DESIGNATION: MDR & PQ TOPOGRAPHY: Flat except for stream corridors

CURRENT USE: undeveloped and 1 single family residence

SURROUNDING USES:

NORTH: undeveloped, 1 single-family residence SOUTH: undeveloped

EAST: Sportsman Airpark WEST: undeveloped / cemetery / Wynooski Road

SPECIFIC PROJECT CRITERIA AND REQUIREMENTS ARE ATTACHED

General Checklist: ☐ Fees ☐ Noticing Information ☐ Title Report ☐ Criteria Response ☐ Owner Signature/Letter of Consent

Design Review Checklist: ☐ Site Development Plan (10 reduced, 2 full sized) ☐ Site Analysis Diagram ☐ Architectural Drawings ☐ Landscape Plan ☐ Special Needs for Handicapped ☐ Existing Features/Natural Landscape ☐ Drives/Parking/Circulation ☐ Drainage ☐ Buffering/Screening ☐ Signs/Graphics ☐ Exterior Lighting ☐ Trash/Refuse Storage ☐ Roadways/Utilities ☐ Traffic Study

Variance Checklist: ☐ Site Plan ☐ Landscape Plan ☐ Signs/Graphics

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

SIGNATURE ON ORIGINAL

Applicant Signature Date

Owner Signature Date

Print Name

Print Name

Attachments: General Information, Criteria, Noticing Procedures, Fee Schedule, Checklist

E

ANNEXATION CONSENT FORM

TO THE HONORABLE MAYOR AND COUNCIL OF THE CITY OF NEWBERG, OREGON:

The undersigned James D. & Ann M. Darby

being the sole owner of the real premises described in Exhibit A attached hereto and incorporated by reference herein, and generally known as Tax lot 1000, does hereby consent to the annexation of such territory above described to the City of Newberg, Oregon.

The undersigned does hereby respectfully petition that the real premises described in Exhibit A be annexed to the City of Newberg, Oregon, in the manner provided by the laws of the State of Oregon and the Charter and Ordinances of the City of Newberg, Oregon.

In construing this consent, the singular includes the plural as circumstances may require.

IN WITNESS WHEREOF, Petitioner has caused these presents to be executed this 29th day of October, 1997

X James D. Darby

X Ann M. Darby

STATE OF Oregon, County of Yamhill ss 10 29 97
month / day / year

Personally appeared the above named James D. and Ann M. Darby

and acknowledged the foregoing instrument to be _____ voluntary act and deed.

Post-it® Fax Note 7671	Date 10/27	# of pages ▶ 1
To Julie	From Lauren Schmidt	
Co./Dept.	Co.	
Phone # 538 7399	Phone # 537 1272	
Fax #	Fax #	

Before me: Kirsten LaGrue

Notary Public for Oregon

My commission expires 2/1/99

OFFICIAL SEAL
KIRSTEN LA GRUE
NOTARY PUBLIC - OREGON
COMMISSION NO. 041245
MY COMMISSION EXPIRES FEB. 01, 1999

P.1/1

OCT 27 '97 11:11 CITY OF NEWBERG 538-5393

ANNEXATION CONSENT FORM

TO THE HONORABLE MAYOR AND COUNCIL OF THE CITY OF NEWBERG, OREGON:

The undersigned David C. Gander and June F. Gander

being the sole owner of the real premises described in Exhibit A attached hereto and incorporated by reference herein, and generally known as 2300 E. 3rd Street A, Newberg, OR, does hereby consent to the annexation of such territory above described to the City of Newberg, Oregon.

The undersigned does hereby respectfully petition that the real premises described in Exhibit A be annexed to the City of Newberg, Oregon, in the manner provided by the laws of the State of Oregon and the Charter and Ordinances of the City of Newberg, Oregon.

In construing this consent, the singular includes the plural as circumstances may require.

IN WITNESS WHEREOF, Petitioner has caused these presents to be executed this 29th day of October, 1997.

David C. Gander

June F. Gander

STATE OF Oregon, County of Yamhill, as 10/29/97 (month / day / year)

Personally appeared the above named David C. Gander and June F Gander

and acknowledged the foregoing instrument to be voluntary act and deed.

OFFICIAL SEAL
CATHERINE J. CLARK
NOTARY PUBLIC - OREGON
COMMISSION NO. 049729
MY COMMISSION EXPIRES NOV. 7, 1999

Before me: Catherine Clark

Notary Public for Oregon

My commission expires 11-9-99

Post-it® Fax Note 7671	Date 10/27	# of pages ▶ 1
To Julie L.	From Lawrence Schmidt	
Co./Dept.	Co.	
Phone # 538 7394	Phone # 537 1272	
Fax #	Fax #	

October 27, 1997

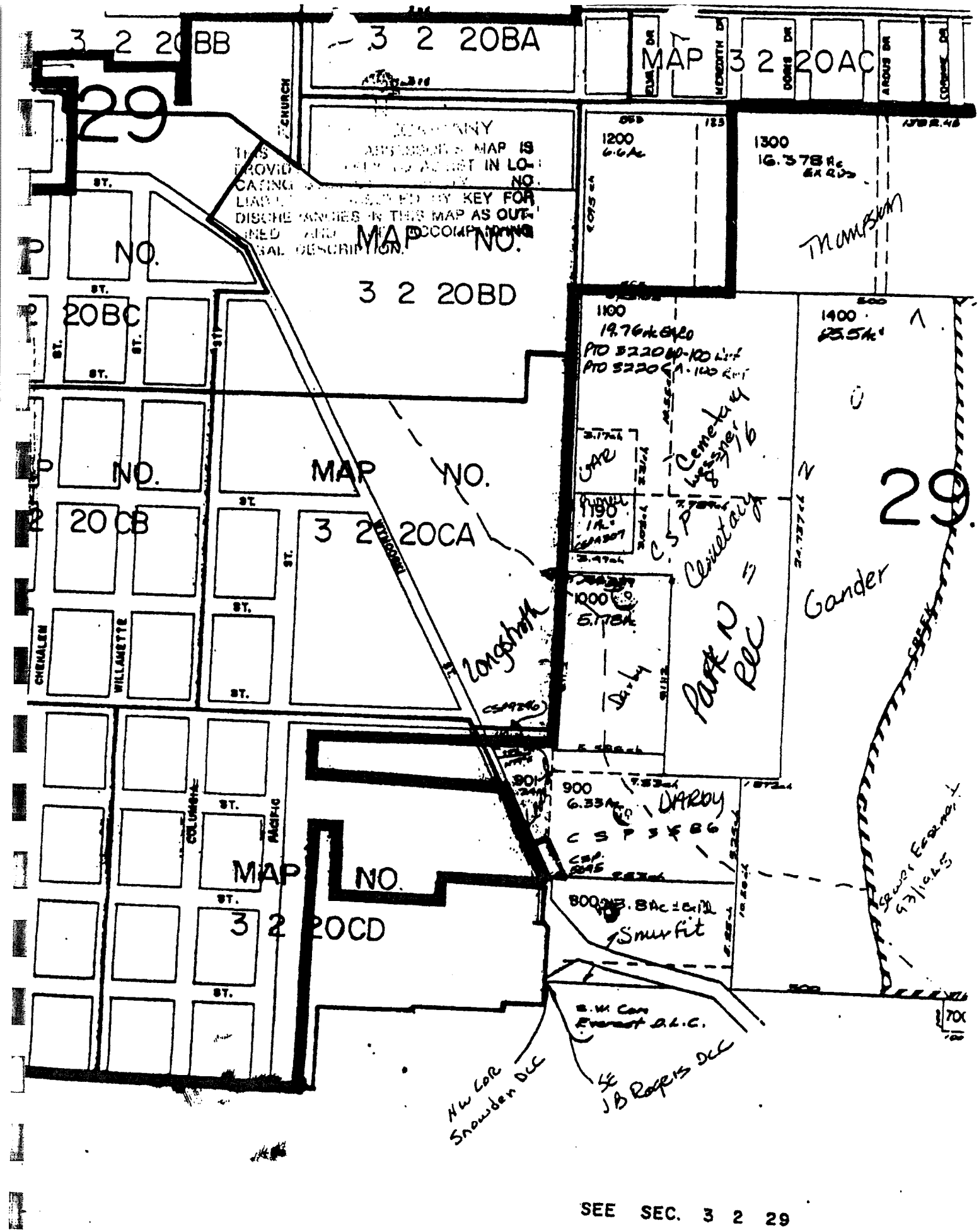
To Whom It May Concern:

The Chehalem Park and Recreation District Board of Directors have agreed that a road may be placed across the property as indicated by the drawing attached. The road will meet city standards and have parking allowed on both sides. The District understands it will incur no cost for the election or the construction of the road and will agree to have its property annexed if approved by the voters. In return the developer will give access to the neighborhood park as indicated on the drawing attached. The Board discussed this at the October 23, 1997 meeting. The Board will approve these transaction upon receiving legal documents from the Districts legal counsel.

Sincerely,

W. Don Clements, Superintendent
Chehalem Park and Recreation District

#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MAP 3 2 20AC
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MAP NO.
3 2 20BD
MAP NO.
3 2 20CB
MAP NO.
3 2 20CA
MAP NO.
3 2 20CD
1200
6.6Ac
1300
16.378Ac
1100
19.76Ac±
1400
25.5Ac±
1190
1000
900
6.33Ac±
800
13.8Ac±
Cemetery
Longfellow
Gander
Parking
Thompson
Harby
Smurfit
CHEMAWA
WILLAMETTE
COLUMBIA
ALGIFIC
ST.
SEE SEC. 3 2 29

I. INTRODUCTION & PROJECT DESCRIPTION

This application is for a proposed development that will feature a 9-acre city park, Everest Pointe - a 100-space manufactured home park, and a significant amount of natural open space. The subject site is located in the southern part of Newberg, west of Sportsman Airpark, east of Wynooski Road, and south of 3rd Street.

There are four primary features of the proposed development:

The City Park

The 9-acre city park land is located on Tax Lot 1101. The park land is proposed to consist of informal playfields, a neighborhood park with a playground and landscaping, pathways, a public road and parking area.

The 9-acre site is a flat, open site appropriate for the development of playfields. The park site is situated between the Hess Creek stream corridor to the west and the 25-acre Gander property to the east. The informal playfields will accommodate everything from soccer practice to kite flying. It is our understanding that recently the City has been forced to turn down approximately 300 children from playing soccer due the limited number of playfields. This site (and enclosed plan) will allow for three full-size soccer fields.

Development of the park is dependent upon development of the Gander property as Everest Pointe, a manufactured home park. The Chehalem Park and Recreation District and Renaissance Development Corporation, the developer and applicant of this proposed development, have established an informal partnership to facilitate development of the subject site. Renaissance Development Corporation will design and construct a public road from Wynooski Road to and through the park. The road will provide access to the Everest Pointe development. In addition to providing access to the park, Renaissance Development Corporation will provide a pathway that provides direct pedestrian and bicycle access from the Everest Pointe development to the neighborhood park. It is also our understanding that park system development charges (SDCs) imposed on the Everest Pointe development will be a primary source of funding for development of the park site.

Everest Pointe Manufactured Home Park

Everest Pointe will consist of 100 manufactured home spaces. This development will occur on approximately 20-acres of the 25-acre site. The remaining ±5-acres is located with a stream corridor (tributary of Hess Creek adjacent to Sportsman Airpark) that will be preserved in it's natural condition. The ±20-acre developable portion of the site is primarily a flat open site.

Stream Corridors

The City park site and Everest Pointe are situated on a point of land between two stream corridors. The Hess Creek stream corridor is located west of the park site and east of Wynooski Road. Hess Creek flows south and connects to the Willamette River south of the site. The stream corridor will remain in its natural condition with a public street crossing. The public street crossing will require some fill and a bridge that will be a 28 lineal foot pre-fabricated Con-Span that will have an elevation approximately 8

feet above the 100-year flood plain. The second stream corridor is adjacent on the east edge of the site, west of Sportsman Airpark. This stream flows south and connects Hess Creek at the south end of the subject site. This stream corridor will also remain in it's natural condition. The City's stream corridor limits are identified on the enclosed plans.

Access & Circulation

The City park and Everest Pointe will be accessed from a new public street off Wynooski Road. The new street will traverse the Hess Creek stream corridor, go through the City park, and connect to the Everest Pointe development. The 60-foot right-of-way street will be constructed in accordance with City street design standards. The street will have a maximum grade of 13% and include a bridge across Hess Creek.

Within the City park, the street includes a loop turn-around that also provides parking. A pull-out is located on the south side of the street where children can be dropped off and picked up adjacent to the play fields.

Within Everest Pointe, private streets will be constructed, similar to the successful Avalon Manufactured Home Park located off St. Paul Highway and Sandoz Road. The Avalon development was developed and is owned by Renaissance Development Corporation, and has been noted as being a successful development. The private streets will maintain a 32-foot pavement width, similar to the width of the public street pavement leading to Everest Pointe.

The public street that provides access to Everest Pointe will continue into the site as a private street and connect to the north-south oriented street. The north-south street will extend from the north end to the south end of the site. At the north end, the street will connect to an existing access easement that will provide a secondary emergency vehicle access to/from 3rd Street. We anticipate that this street will connect to 3rd Street in the future when the property between 3rd Street and Everest Pointe develops. There are two loop streets within the development; and a street that terminates in a hammer-head turn-around at the south end of the site.

Application Forms & Fees, Letters, Map & Legal Descriptions, & Noticing Requirements

Following are completed application forms, annexation consent forms, a letter from the Chehalem Park and Recreation District, title report, and map and legal description. Application fees are submitted with this application for annexation and design review.

It is our understanding that the City is currently preparing new packets regarding public noticing requirements. The new requirements will place the majority of noticing requirements on the applicants, including letter notification of the application and public hearing to property owners within 300 feet of the subject site and on-site sign posting. Mailing lists, labels, maps and affidavits are to be provided to the City. We plan to follow the new noticing procedures and requirements, and will provide this information to the City once the new packets have been completed or sooner if needed.

II. ANNEXATION CONDITIONS & CRITERIA

CONDITIONS FOR ANNEXATION

The City of Newberg completely revised and replaced Development Code Section 10.36 Annexation with language described in Exhibit "A" of Ordinance 97-2472. Per this revised Section 10.36, two conditions must be met prior to or concurrent with City processing of any annexation request. Completed Consent to Annex forms are included in Section I of this application. This section states the applicable Code conditions (*italics*), followed by a response to the conditions.

(1) The subject site must be located within the Newberg Urban Growth Boundary of Newberg Urban Reserve Areas.

RESPONSE:
The subject site is located well-within the Newberg Urban Growth Boundary. The site is generally bounded by Wynooski Road to the west and south, and St. Paul Highway to the north and east. The site is adjacent to the west of Sportsman Airpark.

(2) The subject site must be contiguous to the existing City limits.

RESPONSE:
The subject site consists of four existing tax lots. The tax lot adjacent to Wynooski Road is located within the Newberg City limits. Tax lots 1000, 1101, 1400 are collectively contiguous to four tax lots which are within the existing Newberg City limits.

ANNEXATION CRITERIA

The revised Section 10.36.030 Annexation Criteria identifies the following applicable criteria that apply to all annexation requests.

(1) The proposed use for the site complies with the Newberg Comprehensive Plan and with the designation on the Newberg Comprehensive Plan Map. If a redesignation of the plan map is requested concurrent with annexation, the uses allowed under the proposed designation must comply with the Newberg Comprehensive Plan.

RESPONSE:
The Comprehensive Plan and Map designations for the subject site are MDR Medium Density Residential and PQ Public-Quasi Public. The proposed uses comply with these designations. MDR is designated on the Everest Pointe Manufactured Home Park site and a portion of Tax 1000 where development will be limited to the new public street. The MDR Comprehensive Plan designation indicates that land will automatically be zoned R-2 when the site is granted annexation. The R-2 zoning district allows manufactured home parks as a permitted use.

The PQ Comprehensive Plan designation on the City park site and a portion of Tax Lot 1000 indicates the land will automatically be zoned identical to surrounding zoning which will be the R-2 zoning district. The R-2 zoning allows for park use and Tax Lot 1100 will be developed as a City park.

(2) An adequate level of urban services must be available, or made available, within three years time of annexation. An adequate level of urban services shall be defined as:

(A) Municipal sanitary sewer and water service meeting the requirements enumerated in the Newberg Comprehensive Plan for provision of these services.

RESPONSE:
Development is anticipated to occur within one year of project approval. Municipal sanitary sewer and water service, in accordance with Newberg Comprehensive Plan provisions, will be provided to the development. Sanitary sewer service will be required to serve the Everest Pointe manufactured home park. Sanitary sewer service will be provided by constructing an 8-inch line within the private streets and connect to the existing 10-inch stubbed sanitary sewer line (and manhole) located south of the site.

A loop water system will be provided for the development. An 8-inch line will connect the existing 18-inch line in Wynooski Road and extend to the City park and Everest Pointe development via the new street. The existing 8-inch water line in Everest Road will be extended along the cemetery boundary and connect to the subject site therefore providing a loop water system. Within the Everest Pointe development, 8-inch and 6-inch water lines will be constructed within the private streets.

Electricity will be provided to the site via the existing power line in Wynooski Road. An outdoor lighting plan is included as part of this application.

(B) Roads with an adequate design capacity for the proposed use and projected future-uses. Where construction of the road is not deemed necessary within the three-year period, the City shall note requirements such as dedication of right-of-way, waiver of remonstrance against assessment for road improvement costs, or participation in other traffic improvement costs, for application at the appropriate level of the planning process. The City shall also consider public costs for improvement and the ability of the City to provide for those costs.

RESPONSE:
Roads with adequate design capacity for proposed uses have been designed and are included in this application. The new public street extending east from Wynooski Road to the City Park and Everest Point will include a 60-foot wide right-of-way, per City street design standards. The 60-foot right-of-way will include two 16-foot wide paved travel lanes, and 5-foot wide planting strip and 5-foot sidewalks on each side. Where the public street is bridged over Hess Creek, the planting strip will be to be eliminated and the sidewalks located adjacent to the paved travel lanes. The approximately 1,200 lineal foot public street will connect to the private street system within the Everest Pointe development and also include a turn-around in the City park.

Within Everest Pointe, a private street system will include a 32-foot pavement width with two 16-foot travel lanes. A street will be stubbed at the northern property boundary to connect to the existing easement that provides access to 3rd Street. Within Everest Pointe, two loop streets and

one 400 lineal foot street with hammer-head turn-around will provide adequate circulation throughout the development.

Section IV of this application contains a *Traffic Impact Analysis* report, prepared by Kittelson & Associates. The *Traffic Impact Analysis* report discusses adequate design capacities required to serve the proposed development, documents findings of the transportation impact, and provides recommendations for transportation improvements associated with the Everest Pointe development.

(3) Findings documenting the availability of police, fire, parks, and school facilities and services shall be made to allow for conclusionary findings either for or against the proposed annexation. The adequacy of these services shall be considered in relation to annexation proposals.

RESPONSE:
The proposed development is designed to be adequately serviced by public facility and services including police, fire, parks, and schools. Proposed access and circulation provides adequate police and fire access, circulation and serviceability. Discussions have been held with Mr. Chris Mayfield of the City of Newberg Fire Department. The proposed development includes two accessways for emergency vehicles including the new public street connecting to Wynooski Road and the emergency vehicle access easement connecting the north end of Everest Pointe to 3rd Street. Future development anticipates that this emergency access will eventually become a street that will provide a full second access to/from Everest Pointe. Adequate circulation is provided within the Everest Pointe development including two loop streets and a 400 lineal foot street with hammer-head turn-around. In addition, per discussions with Mr. Mayfield, the Everest Pointe development proposes to provide an automatic sprinkler system to the dwelling units.

Regarding parks, the Everest Pointe development will allow for the development of a 9-acre park that will include informal playfields with adequate dimensions for three full-size soccer fields, a playground, pathways, and landscaping. Development of the City park is dependent upon approval and development of Everest Pointe Manufactured Home Park. Renaissance Development Corporation, the developer of Everest Pointe, will design, fund, and construct the public street that will provide access to the City park. In addition, the Everest Pointe development will include a pedestrian and bicycle path that directly connects to the park. Park system development charges (SDCs) for the development of Everest Pointe will provide a significant amount of funding for development of the City park.

The development will be serviced by the Newberg School District.

(4) The burden for providing the findings for 10.36.030 (1), (2), and (3) is placed upon the applicant.

RESPONSE:
This application, including this narrative and the enclosed set of preliminary engineering design drawings, provides support for annexation into the City of Newberg. In summary:

- The proposed uses comply with the Newberg Comprehensive Plan and with the MDR and PQ designations on the Newberg Comprehensive Plan Map. No redesignation of the Comprehensive Plan map is requested;

- The applicant plans to provide adequate levels of urban services within one year of annexation and project approval. This includes municipal sanitary sewer and water service, and roads with adequate design capacity;
- Public facilities and services will be available to serve the development including police and fire, parks and schools. Police and fire access will be provided at two locations; adequate emergency vehicle circulation proposed; and the dwelling units are proposed to have automatic sprinkler systems. A City park will be developed as a result of this annexation and Everest Pointe development and the development will be served by the Newberg School District.

III. DESIGN REVIEW CRITERIA

The City of Newberg Development Code, Section 10.28.050 Criteria for Design Review identifies criteria which is required to be met in order to approve a Type II design review request. The Type II Application package includes specific questions to respond to in addressing the Criteria for Design Review. The following identifies the questions and response to the questions.

(1) What architectural style, building materials, colors, roof design, landscaping, signage or other design feature does the proposed development include? How are the previously listed items compatible with or superior to the existing or proposed uses in the neighboring area? Please list the neighboring uses and their architectural style, materials, colors, etc.

RESPONSE:
Proposed uses include Everest Pointe, a manufactured home park, and a City park. The only proposed buildings are the manufactured homes. The park will include informal playfields, a playground, pathways, street and parking, and landscaping. A landscape buffer will be provided along the north and northwest boundary of the park providing a visual screen between the park and adjacent cemetery.

A fence will be constructed along the north and northwest boundary of Everest Pointe, per City Code requirements providing a visual buffer between Everest Pointe and the undeveloped land to the north and cemetery to the west.

The new public street, connecting Wynooski Road through the City park and to Everest Pointe, will include a planting strip with street trees per the Newberg Native Plant List. Street trees are also provided within Everest Pointe.

Regarding compatibility with surrounding uses, the subject site is primarily surrounded by undeveloped land. Stream corridors are adjacent to the subject site to the west, east and south. Undeveloped land with one single family residence is located to the north and cemetery land is located west of Everest Pointe at the north end and directly north and northwest of the proposed City Park. A manufactured home is located northwest of Everest Pointe. The Sportsman Airpark is located to the east of Everest Pointe and the stream corridor. Older single family dwellings are located on the west side of Wynooski Road, where the new public street is proposed.

Everest Pointe is planned to be one, if not the most upscale manufactured home park in the City. The applicant and developer, Renaissance Development Corporation, is the developer and owner of Avalon Manufactured Home Park located on Sandoz Road near St. Paul Highway. Avalon has been noted for being a very successful development with good design, proper circulation and access, and a good record of maintenance. Everest Pointe is planned to be of similar design and quality.

Everest Pointe will provide a very attractive setting for residents. They will be somewhat secluded with an open space buffer on the south, east and west sides, all of which will be preserved as open space. The stream corridor is located adjacent on the east and south sides. Residents will be able to look over the stream corridor and view Sportsman Airpark. The City park, with playfields and playground will be

located to the west of Everest Park with the cemetery located to the west at the north end of the site. The undeveloped parcel located to the north will likely develop as residential in the future. That parcel also has an MDR Comprehensive Plan designation. Everest Pointe will, for the most part, only be visible from the City park and from 3rd Street to the north, through the undeveloped parcel.

The City park will have the stream corridor on the west and south sides, and cemetery land to the north and northwest. The new public street will traverse through the two westerly tax lots, adjacent to Wynooski Road and the 5-acre Darby property. These two parcels are not proposed for development because of topographic constraints and being largely located in the Hess Creek stream corridor.

(2) How much parking is provided for this use? Is the use specifically listed in the parking calculations? If so, what Code section is it? If not, please include additional information supporting the proposed amount of parking (i.e. parking studies of similar uses).

RESPONSE:
Everest Pointe Manufactured Home Park will include two parking spaces per dwelling unit. Parking will also be permitted on one side of the private streets. This parking will not interfere with travel lanes. This is similar to the Avalon Manufactured Home Park which has been cited for its adequate circulation and parking design.

Within the City park, parking is provided on the street (approximately 27 spaces) and within the vehicular turn-around at the City park (approximately 24 spaces) for a total of 51 spaces. In addition, a vehicular turn-out is provided off the street, adjacent to the playfields, for passenger drop-off and pick-up.

(3) What provisions have been made to minimize the impacts of vehicles accessing the public streets? Can joint access and parking easements be utilized?

RESPONSE:
Please refer to the enclosed *Transportation Impact Analysis* prepared by Kittelson & Associates. The analysis provides documentation that existing and proposed streets will operate at an acceptable level of service at full development. Please note that the *Transportation Impact Analysis* was based on a full build-out of 140 dwellings whereas this application is for 100 dwellings.

(4) Please refer to Code section 10.50.102-10.50.110 and 10.50.120-10.50.147. How does the proposal meet the setbacks, coverage, vision clearance, and yard requirements of the various Code sections? List each applicable standard and how the proposal meets the standard.

Standards applicable to the proposed development are listed with a response on how the proposal meets the standard.

10.50.102 Main Building and Uses as Accessory Buildings
(1) Hereinafter, any building which is the only building on a lot is a main building.
(2) In any residential district except RP, there shall be only one main use per lot or development site, provided that home occupations shall be allowed where permitted.

(3) In any residential district, there shall be no more than two accessory buildings on any lot or development site.

RESPONSE:
Within Everest Pointe, each manufactured home space will contain one manufactured home and one accessory building at maximum. Where a manufactured home and accessory building are located on one space, the manufactured home shall be the main building. Residential use shall be the only main use of the development, provided that home occupations shall be allowed where permitted. No manufactured home space within Everest Pointe shall have more than two accessory buildings.

At this time, no buildings are proposed for the City park. If buildings are desired in the future, the number of buildings, use, dimensions, materials, and location will be per City Code.

10.50.105 Building Height Limitations
(1) Residential
(A) In the R-1, R-2, and RP districts, no main building shall exceed 2 1/2 stories, or 30 feet in height, whichever is lesser. Accessory buildings in the R-1, R-2, and RP districts are limited to one story, or 16 feet in height, whichever is lesser.

RESPONSE:
The proposed development will be within an R-2 zoning district upon annexation. Everest Pointe is a proposed manufactured home park. No main building shall exceed 2 1/2 stories, or 30 feet in height. Accessory buildings will be limited to one story, or 16 feet in height, whichever is lesser.

[The following Code provisions are not applicable to this development:
10.50.105 (1) (B) regarding R-3 districts;
10.50.105 (1) (C) regarding commercial and industrial districts;
10.50.105 (2) regarding commercial and industrial districts;
10.50.105 (3) regarding conditional use permits.]

10.50.107 Building Height Exemptions
Roof structures and architectural features. For the housing of elevators, stairways, tanks, ventilating fans and similar equipment required to operate and maintain the building, fire or parapet walls, skylights, towers, flagpoles, chimneys, smokestacks, wireless masts, T.V. antennas, steeples and similar structures may be erected above the height limits prescribed in this Code, provided that no roof structure, feature or any other device above the prescribed height limit shall be allowed or used for the purpose of providing additional floor space. Provided, further, that no roof structure or architectural feature shall be erected more than 18 feet above the height of the main building, whether such structure is attached to it or freestanding.

RESPONSE:
No roof structure, feature or any other device above the prescribed height limit shall be located or used for the purpose of providing additional floor space. No roof structures or architectural features shall be erected more than 18 feet above the height of the main building, whether such structure is attached to it or freestanding.

10.50.110 Public Access Required
No building or structure shall be erected or altered except on a lot fronting or abutting on a public street or having access to a public street over a private street or easement of record approved in accordance with provisions contained in this Code. No building or structure shall be erected or altered without provisions for access roadways as required in the Uniform Fire Code, as adopted by the City.

RESPONSE:
Within the proposed development, all buildings and structures shall have access to a public street or have access to a public street over a private street or easement of record, per the Uniform Fire Code. Everest Pointe will consist of private streets, with each space fronting a private street. The private streets will connect to the new public street at the City park. In addition, a second emergency vehicle access that connects Everest Pointe to 3rd Street, is provided through an existing access easement at the north end of the site. It is anticipated that this existing access easement will become a street at the time the parcel between Everest Pointe and 3rd Street develops. Also, dwelling units within Everest Pointe are proposed to have automatic sprinkler systems.

10.50.120 General Yard Regulations
(1) No yard or open space provided around any building for the purpose of complying with the provisions of this Code shall be considered as providing a yard or open space for any other building.

(2) No yard or open space on adjoining property shall be considered as providing required yard or open space for another lot or development site under the provisions of this Code.

(3) No front yards provided around any building for the purpose of complying with the regulations of this Code shall be used for public or private parking areas or garages, or other accessory buildings, except as specifically provided elsewhere in this Code.

RESPONSE:
For the Everest Pointe development, no yard or open space around any building or on adjoining property shall be considered as providing a yard or open space for any other building, lot or development site.

[The following Code provisions are not applicable to this development:
10.50120 (4) regarding building(s) on contiguous lots;
10.50.120 (5) regarding dwellings above non-residential buildings.]

10.50.122 Front Yard Setback
(1) Residential:
(A) R-1 and R-2 districts shall have a front yard of not less than 15 feet. Side yard shall be landscaped and maintained.

(C)The entrance to a garage or carport, whether or not attached to a dwelling, shall be set back at least 20 feet from the nearest property line of the street to which access will be provided. However, the foregoing setback requirement shall not apply where the garage or carport will be provided with access to an alley only.

RESPONSE:
The Everest Pointe development will be in the R-2 zoning district upon annexation. Each manufactured home space shall have a minimum front yard of 15 feet. The front yard shall be landscaped and maintained. It is envisioned that front yards will be similar in landscaping and maintenance to the Avalon Manufactured Home Park which is also owned by Renaissance Development Corporation.

Carports and garages shall be setback a minimum 20 feet from the nearest property line of the street to which access will be provided.

[The remaining Code provisions in Section 10.50.122 are not applicable to this development as they address the R-3, RP, commercial and industrial zoning districts.]

10.50.125 Interior Yard Setback
(1) Residential:
(A) All lots or development sites in the R-1, R-2 and R-3 districts shall have interior yards of not less than five feet, except that where a utility easement is recorded adjacent to a side lot line, there shall be a side yard no less than the width of the easement.

RESPONSE:
The Everest Pointe development will be in the R-2 zoning district upon annexation. All manufactured home spaces shall have minimum five feet interior yards and no less than the width of an easement.

[The remaining Code provisions in Section 10.50.125 are not applicable to this development as they address the RP, commercial and industrial zoning districts.]

10.50.127 Setback and Yard Restrictions as to Schools, Churches, Public and Semi-Public Buildings in Residential Districts.
(1) Building Setback. No buildings shall be erected, used or maintained for a school, church or public or semi-public building or use, institution or similar use under the regulations of this Code unless such building is removed at least 25 feet from every boundary line of any property included in any residential district.

(2) Required Yard. No required front or interior yard of the lot on which such building or use is located shall be used for play or parking purposes.

RESPONSE:
No buildings are proposed to be located in the City park at this time. If, in the future, a building is proposed for the City park, the building(s) shall be a minimum 25 feet from the park boundaries, and the front and interior yards shall not be used for play or parking purposes.

10.50.130 Special Setback Requirements to Planned Right-of-ways
(1) Yard requirements for property abutting partial or future street rights-of-way:
(A) Except as provided in subsection (B) below, no building shall be erected on a lot which abuts a street having only a portion of its required width dedicated, unless the yards provided and maintained in connection with such building have a width and/or depth needed to complete the street width plus the width and/or depths of the yards, required on the lot by this Code.

(B) Where a Comprehensive Plan street design, or a future street plan exists, the placement of buildings and the establishment of yards where required by this Code, shall relate to the future street boundaries as determined by said plans.

(2) Planned street right-of-way widths. Planned street right-of-way widths are hereby established as indicated below for the various categories of streets shown in the Transportation System Plan.

(3) A lot or parcel of land in any district adjoining a street for which the planned right-of-way width and alignment has been determined, shall have a building setback line equal to the yard required in the district, plus a distance of:

(A) 35 feet from and parallel with the centerline of major arterials or expressways.
(B) 35 feet from and parallel with the centerline of minor arterials.
(C) 35 feet from and parallel with the centerline of multiple family, commercial and industrial streets and single family collector streets.
(D) 35 feet from and parallel with the centerline of single family local streets.
(E) 35 feet from and parallel with the centerline of single family hillside, cul-de-sacs and local streets which will never be extended more than 2,400 feet in length and which will have a relatively even division of traffic to two or more exits.

Exceptions to the above five classifications are shown in the Transportation System Plan.

(4) The centerline of planned streets shall be either the officially surveyed centerline or a centerline as on a precise plan. In the event of conflict between the two, the latter described line shall prevail. In all other cases, a line midway between properties abutting the right-of-way shall be the centerline of the purposes of this Code.

RESPONSE:
The new public street connecting from Wynooski Road through the City park and to Everest Pointe is proposed to have a 60-foot right-of-way. Within Everest Pointe, private streets are proposed with a 32-foot pavement width. No additional right-of-way is anticipated to be needed in the future. Buildings will be erected with proper setbacks from street right-of-way and centerlines. Buildings

within Everest Pointe will have a minimum front yard setback of 15 feet per the R-2 district which will provide a minimum 31 foot setback from the centerline of streets.

10.50.132 Vision Clearance Setback
The following vision clearance standards shall apply in all zones:
(1) At the intersection of two streets, a triangle formed by the intersection of the curb lines, each leg of the vision clearance triangle shall be a minimum of fifty (50) feet in length.

(2) At the intersection of a private drive and a street, a triangle formed by the intersection of the curb lines, each leg of the vision clearance triangle shall be a minimum of twenty-five (25) feet in length. For purposes of this section, private streets serving more than six (6) units shall not be considered private drives and shall be subject to the requirements of 10.50.132 (1) where they intersect a public street.

(3) Vision clearance triangles shall be kept free of all visual obstructions from two and one-half feet to nine feet above the curb line. Where curbs are absent, the edge of the asphalt or future curb location shall be used as a guide, whichever provides the greatest amount of vision clearance.

RESPONSE:
For purposes of the Everest Pointe development and this section (10.50.132) the vision clearance setback at the intersection of two streets shall be a triangle formed by the intersection of the curb lines, each leg of the vision clearance triangle shall be a minimum of fifty (50) feet in length. The vision clearance triangles shall be kept free of all visual obstructions from two and one-half feet to nine feet above the curb line or edge of asphalt.

10.50.135. Yard Exceptions and Permitted Intrusions Into Required Yard Setbacks

[10.50.135 (1) does not apply to this development since there are no depressed areas that would require safety protection devices in yards; 10.50.135 (2) does not apply to this development since there are no through lots.]

(3) Projected building features. The following building features may project into the required front yard no more than five feet and into the required interior yards no more than two feet; provided, that such projections are no closer than three feet to any interior lot line:
(A) Eaves, cornices, belt courses, sills, awnings, buttresses or other similar features.
(B) Chimneys and fireplaces, provided they do not exceed eight feet in width.
(C) Porches, platforms or landings which do not extend above the level of the first floor of the building.

RESPONSE:
Projected building features shall be in accordance with the above described projected building feature provisions.

(4) Fences and walls:

(A) In the residential district, a fence or wall shall be permitted to be placed at the property line or within a yard setback as follows:

(a) Not to exceed six feet in height. Located or maintained within the required interior yards. For purposes of fencing only, lots that are corner lots or through lots may select one of the street frontages as a front yard and all other yards shall be considered as interior yards, allowing the placement of a six (6) foot fence on the property line. In no case may a fence extend into the clear vision zone as defined in 10.50.132.

(b) Not to exceed four feet in height. Located or maintained within all other front yards.

[10.50.135 (4) (B) does not apply to this development since it is not in a commercial or industrial district.]

(C) If chain link (wire-woven) fences are sued, they are manufactured of corrosion proof materials of at least 11 1/2 gauge.

(D) The requirements of vision clearance shall apply to the placement of fences.

RESPONSE:
Fences will not exceed six feet in height. If chain link fences are used, they will be corrosion proof and of at least 11 1/2 gauge. Fences will be per vision clearance requirements.

(5) Parking and service drives:

(A) In any district, service drives or accessways providing ingress and egress shall be permitted, together with any appropriate traffic control devices in any required yard.

(B) In any residential district, public or private parking areas and parking spaces shall not be permitted in any required yard except as provided herein:

(a) Required parking spaces shall be permitted on service drives in the required front yard in conjunction with any single family or two family dwelling on a single lot.

(b) Recreational vehicles, boat trailers, camperettes and all other vehicles not in daily use, are restricted to parking in the front yard setback for not more than 48 hours; and recreational vehicles, boat trailers, camperettes and all other vehicles not in daily use, are permitted to be located in the required interior yards.

(c) Public or private parking areas, parking spaces or any building or portion of any building intended for parking which have been identified as a use permitted in any residential district, shall be permitted in any interior yard that abuts an alley, provided said parking areas, structures or spaces shall comply with the parking table and diagram (Diagrams 1-3).

(d) Public or private parking areas, service drives or parking spaces which have been identified as a use permitted in any residential district, shall be permitted in interior yards, provided that said parking areas, service drives or parking spaces shall comply with other requirements of this Code.

[10.50.135 (5) (C) does not apply to this development since it is not in a commercial or industrial district.]

RESPONSE:
Parking areas and parking spaces in Everest Pointe shall not be permitted in any required yard except on service drives. Recreational vehicles, boat trailers, camperettes and all other vehicles not in daily use shall not be parked in the front yard setback for more than 48 hours; and will be parked in the required interior yards if longer than 48 hours. No alleys are proposed in the Everest Pointe development.

(6) Public telephone booths and pubic bus shelters. Public telephone booths and public bus shelters shall be permitted, provided that vision clearance is maintained for vehicles passing on the street and leaving the development site, in accordance with the requirements for vision clearance.

RESPONSE:
At this time, no public telephone booths or public bus shelters are proposed. If proposed in the future, telephone booths and bus shelters shall be located and designed in accordance with the vision clearance requirements.

10.50.140 Lot Area; Lot Areas Per Dwelling Unit

[10.50.140 (1) does not apply to this development since there are no individual lots within Everest Point and the development site is approximately 25 acres.]

(2) Lot or development site area per dwelling unit.

[10.50.140 (2) (A) does not apply to this development since it is not in an R-1 district.]

(B) In the R-2 and R-P districts, there shall be a minimum of 3,750 square feet of lot or development site area per dwelling unit.

RESPONSE:
In the R-2 Everest Pointe development, each dwelling unit shall have a minimum of 3,750 square feet. The enclosed plans show all dwelling unit areas having square footage in excess of 4,000 square feet.

[10.50.140 (2) (c) does not apply to this development since it is not in an R-3 district.]

(3) In calculating lot area for this section, lot area does not include public or private streets. A private drive which serves only two units may be included in the calculation for overall lot area.

RESPONSE:
Street right-of-way within the proposed Everest Point development are not included in the area calculations.

10.50.142 Lot Area Exceptions

[10.50.142 does not apply to this development since no lot area exceptions are requested.]

10.50.145 Lot Dimensions and Frontage

[10.50.145 does not apply to this development since no lots are created. However, each dwelling unit space:

- has a minimum width of 50 feet;
- has a depth that is not more than 2.5 times the average width;
- has a total area exceeding the minimum 3,750 square feet.]

10.50.147 Lot Coverage and Parking coverage Requirements
(1) For all buildings and uses the following shall mean the maximum permitted lot coverage, maximum coverage of public or private parking areas or garages, and/or combined maximum lot and parking combined coverage required in the various districts expressed in percentage of the area of the lot or development site in which district such coverage is permitted or required (Fig. 4).

(A) Maximum lot coverage.

R-1	*30%*
R-2	*40%*
R-3	*50%*

(B) Maximum coverage for parking lots; aisles and access; and parking structures, where 50% or more of the perimeter of such structure is open on its sides.

R-1, R-2 and RP	*60%*
R-3	*70%*

(2) All other districts not listed in subsection 1, above shall not be limited as to lot coverage and parking area coverage.

[10.50.147 does not apply to this development since no lots are being created.]

(5) Is this a manufactured home park, mobile home park or RV park? If so please address the additional requirements found in 10.52.300.

Everest Pointe is a proposed manufactured home park. Standards in Section 10.52.300 applicable to the proposed development are listed with a response on how the proposal meets the standard.

10.52.305 Mobile Homes - Applicability
It is the policy of the City to conform its regulations to federal and state laws and regulations, and 10,52,300 through 10.52.332 are a supplement to federal and state statutes, rules and regulations governing the manufacture and installation of mobile homes and mobile home accessory structures, and the design and development of mobile home parks and mobile home subdivisions. Nothing herein contained shall be construed to supersede or replace federal or state statutes, rules or regulations with respect to, but not limited to, park and mobile home setbacks, coverage, minimum play area, patio requirements, street and walkway design and lighting, accessory buildings and structures, skirting, tie down, plumbing, electrical, fire safety, sanitation, certification and inspection requirements.

RESPONSE:
Everest Pointe manufactured home park will comply with federal, state, and city statutes, rules and regulations. The developer and owner of Everest Pointe, Renaissance Development Corporation, is the owner of Avalon Manufactured Home Park located in the City of Newberg on Sandoz Road near St. Paul Highway. Avalon has gained a reputation for being a high quality development. Everest Pointe will be developed and maintained in a similar fashion as Avalon.

10.52.307 Mobile Homes - Permitted Locations
Unless otherwise provided herein, upon compliance with applicable regulations and processes, mobile homes for dwelling purposes only shall be permitted:

(4) In newly annexed areas in mobile home parks, provided:
(A) Within ninety days of annexation the owner or Director of the park submits to the Director an application for a license, a plot plan, and such additional related information as may be required by the Director; and

(B) Within one hundred twenty (120) days of annexation a written agreement is executed between the Director and park owner or Director specifying the modifications that will be accomplished to provide that compliance to a degree satisfactory to the Director with current statutes, rules and regulations.

RESPONSE:
A license, a plot plan, and such additional related information as may be required by the Director will be submitted for Everest Pointe within 90 days of annexation; and a written agreement will be executed within 120 days regarding compliance that is satisfactory to the Director.

10.52.310 Mobile Home Parks - Application and Processing - Type I Procedure

An application for a mobile home par, or the enlargement of an existing mobile home park shall be processed under the Type I procedure, subject to the following provisions:

(1) The services of an architect, a landscape architect and an engineer, all licensed to practice in Oregon, shall be employed in the preparation and execution of all plans. Upon proof by the

applicant that the scope of the proposal does not require the services of an architect, the Director may waive that requirement.

RESPONSE:
An engineer and landscape architect, both licensed to practice in Oregon, have been employed and have prepared the enclosed plans. Mr. Stephen B. Turner, P.E. of Triland Design Group, Inc. is the engineer, and Ms. Laurel McDonald Bonnell, A.S.L.A. of McDonald Environmental Planning is the landscape architect. As demonstrated in this application submittal, this proposal does not require an architect, therefore we request the Director waive this requirement.

[At this time, 10.52.310 (2) regarding resubmitting applications in the event of denial; and 10.52.310 (3) regarding enlargement of a mobile home park site do not apply to this application.]

10.52.312 Limiting Mobile Home Parks to Mobile Home Park Uses and Requiring Compliance with Plan
Except as set forth in this Code, no building or land within the boundary of a mobile home park shall be used for any other purpose. Mobile home parks shall conform to plans as approved by the City and State.

RESPONSE:
Everest Pointe shall not be uses for any other purpose than a manufactured home park and shall conform to City and State approvals.

10.52.315 License of Mobile Home Park

[10.52.315 (1) does not apply to this development since a transfer of license is not being requested.]

(2) Display of License. Any required mobile home park license shall be displayed in a conspicuous place on the mobile home park premises.

RESPONSE:
Any required license will be displayed in a conspicuous place within Everest Pointe.

[10.52.315 (3) does not apply to this development at this time since the manufactured home park has not been constructed therefore, certificate of sanitation or Code violations cannot occur. However, the applicant acknowledges the revocation of license provisions.]

10.52.317 Application for License to Operate a New Mobile Home Park or to Expand an Existing Park

RESPONSE:
The applicant acknowledges provisions of 10.52.317. Everest Pointe shall be maintained and operated in compliance to the Newberg Development Code and applicable State requirements. Everest Pointe will have a Director or representative that can be contacted by the City between 8:00

a.m. and 5:00 p.m. Buildings within Everest Pointe shall not be used for any purposes unauthorized by the Code.

This application includes the information required to obtain an application for a license to operate a new mobile home park.

10.522.320 Limiting Travel Trailers and Mobile Homes Outside of a Mobile Home Park

RESPONSE:
The applicant acknowledges provisions regarding vacation trailer, motor home or pickup campers of vehicles shall not be parked at the curb of any City street for more than 48 hours; or maintain an occupied travel trailer or mobile home other than in a licensed mobile home park.

Temporary and residential uses and provisions per 10.52.320 (1) and 10.52.320 (2) are acknowledged.

10.52.325 Mobile Home and Manufactured Home Parks - General Provisions

(1) Minimum area.. Five acres

RESPONSE:
Everest Pointe will be developed on a 25 acre parcel.

(2) Maximum area of lots or spaces. One hundred fifty or distinct neighborhoods with a maximum of 100 spaces each.

RESPONSE:
Everest Pointe is proposed to have 100 spaces.

(3) Maximum density. Shall not exceed the permitted density of the district.

RESPONSE:
Maximum overall density of the R-2 district is 8.8 units per gross residential acre. Everest Pointe proposes to have 100 dwellings on 25 acres for a density of 4.0 units per gross residential acre.

(4) Perimeter treatment.. Except as required for vision clearance, the outer perimeter of each park shall be improved with:

(A) A sight-obscuring fence, wall or berm not less than five nor more than six feet in total height;

RESPONSE:
Everest Pointe is proposed to have a perimeter fence between five and six feet in height along the entire length of the City park boundary and cemetery on the west edge; and along the north boundary adjacent to the undeveloped parcel. No perimeter fence is proposed along the east or

south boundary since this is a stream corridor and it is not appropriate to construct a fence within the stream corridor. A fence along the east and south perimeter would also block the views that Everest Pointe residents will have of the stream corridor and airpark. It is our understanding that the purpose for a perimeter fence is to block views of the manufactured home park from outside the development. Everest Pointe will be screened from view from the east and south sides, except from Sportsman Airpark.

(5) Perimeter Setbacks. As measured from the property line, a minimum setback of fifteen (15) feet shall be provided for all homes and accessory structures along a public street. A minimum of five (5) feet shall be provided for all other property lines. Projections as allowed under 10.50.135 shall apply to these setback.

Everest Pointe is not proposed to include public streets, however, all homes and accessory structures will have a minimum front setback of 15 feet from the street and side and rear building and accessory structures will have a minimum setback of 5 feet from the perimeter of the spaces.

(6) What zoning district applies to the site? Is the proposed use specifically listed as permitted or conditionally permitted in the subject zoning district? If so, what is the Code section?

RESPONSE:
The Comprehensive Plan and Map designations for the subject site are MDR Medium Density Residential and PQ Public-Quasi Public. The proposed uses comply with these designations. MDR is designated on the Everest Pointe Manufactured Home Park site and a portion of Tax 1000 where development will be limited to the new public street. The MDR Comprehensive Plan designation indicates that land will automatically be zoned R-2 when the site is granted annexation. The R-2 zoning district allows manufactured home parks as a permitted use.

The PQ Comprehensive Plan designation on the City park site and a portion of Tax Lot 1000 indicates the land will automatically be zoned identical to surrounding zoning which will be the R-2 zoning district. The R-2 zoning allows for park use and Tax Lot 1100 will be developed as a City park.

(7) Is there an overlay or sub-district that applies to this project (see 10.44 of the Development Code)? If so, how is the proposed development in compliance with the overlay district?

RESPONSE:
The proposed development is within a stream corridor sub-district. The boundaries of the stream corridor (SC) areas are shown on the enclosed plans, as delineated on the City of Newberg maps. No activities or improvements are proposed for the SC located in the eastern and southern portions of the subject site. A public street, including a bridge, is proposed for the Hess Creek SC located in the western portion of the site. Therefore, according to Code section 10.44.170, a Type II process is required. Specifically, 10.44.170 requires a Type II process for:

(1) Public or private street crossings, sidewalks, pathways, and other transportation improvements that generally cross the stream corridor in a perpendicular manner, and;
(2) Bridges and other transportation improvements that bridge the wetland area.

10.44.180 Plan Submittal Requirements for Type II Activities

RESPONSE:
This application includes plan submittal requirements for Type II Activities as identified in 10.44.180. This includes existing conditions including the SC Overlay Sub-district boundaries; existing features and utilities; water bodies, stream and top of bank; trees greater than 6" in diameter in the area where the public street is proposed, and topography.

The enclosed plans for the proposed development shows the location of the proposed public street, proposed utilities, erosion control devices, and includes a landscape plan.

10.44.190 Mitigation Requirements for Type II Activities

RESPONSE:
The public street across the stream corridor (SC) will require fill material which will be native soil. Any required replanting shall be selected from the Newberg Native Plant List and planted in accordance with Code provisions including using at least 8 species of plants, including 2 tree species and 2 shrub species. No more than 50 percent of any seed mix used will be grass. A minimum of 1 tree and 3 shrubs shall be used for every 500 square feet of planting area.

Any removed trees over 6 inches in diameter will be replaced per 10.44.190. Disturbed areas shall be replanted to achieve 90% cover in one year; and protected with erosion control devices prior to construction.

(8) What provisions have been made for the development of public streets or utilities that will serve the parcel or neighboring parcels? Does the proposal include any private access or utility easements? If so, what are they? Indicate how the proposal is in compliance with the standards and policies contained in the Transportation Plan.

RESPONSE:

Streets
The City park and Everest Pointe will be accessed from a new public street off Wynooski Road. The new street will traverse the Hess Creek stream corridor, go through the City park, and connect to the Everest Pointe development. The 60-foot right-of-way street will be constructed in accordance with City street design standards. The street will have a maximum grade of 13% and include a pre-fabricated Con-Span bridge, approximately 28 lineal feet, across Hess Creek.

Within the City park, the street includes a loop turn-around that also provides parking. A pull-out is located on the south side of the street where children can be dropped off and picked up adjacent to the play fields.

Within Everest Pointe, private streets will be constructed, similar to the successful Avalon Manufactured Home Park located off St. Paul Highway and Sandoz Road. The Avalon development was developed

and is owned by Renaissance Development Corporation, and has been noted as being a successful development. The private streets will maintain a 32-foot pavement width, similar to the pavement width of the public street leading to Everest Pointe.

The public street that provides access to Everest Pointe will continue into the site as a private street and connect to the north-south oriented street. The north-south street will extend from the north end to the south end of the site. At the north end, the street will connect to an existing access easement that will provide a secondary emergency vehicle access to/from 3rd Street. We anticipate that this street will connect to 3rd Street in the future when the property between 3rd Street and Everest Pointe develops. There are two loop streets within the development; and a street that terminates in a hammer-head turn-around at the south end of the site.

Utilities

Municipal sanitary sewer and water service, in accordance with Newberg Comprehensive Plan provisions, will be provided to the development. Sanitary sewer service will be required to serve the Everest Pointe manufactured home park. Sanitary sewer service will be provided by constructing an 8-inch line within the private streets and connect to the existing 10-inch stubbed sanitary sewer line (and man-hole) located south of the site.

A loop water system will be provided for the development. An 8-inch line will connect the existing 18-inch line in Wynooski Road and extend to the City park and Everest Pointe development via the new street. The existing 8-inch water line in Everest Road will be extended along the cemetery boundary and connect to the subject site therefore providing a loop water system. Within the Everest Pointe development, 8-inch and 6-inch water lines will be constructed within the private streets.

Electricity will be provided to the site via the existing power line in Wynooski Road. An outdoor lighting plan is included as part of this application.

Private Access & Utility Easements

Streets within Everest Pointe are proposed to be private streets. The private streets connect to the new public street at the City park boundary. A private street within Everest Pointe also stubs at the north property line, connecting to an existing 20 foot wide access easement that connects to 3rd Street. Utility easements are noted on the enclosed plans.

Transportation

The major access to the City park and Everest Pointe is via the proposed public street from Wynooski Road. A second emergency vehicle access is provided at the north end of Everest Pointe via an existing access easement between 3rd Street and Everest Pointe. Two loop streets are provided within the Everest Pointe development; and one 400 lineal foot street terminates in a hammer-head turn-around in the southern portion of the site.

A bicycle and pedestrian pathway provides direct access from the northern loop street within Everest Pointe to the City park.

(9) Will the proposed development generate more than 40 vehicle trips in the p.m. peak hour? If so, a traffic study must be submitted. If required, indicate what improvements are required by the traffic study.

RESPONSE:
The proposed development will generate more than 40 vehicle trips in p.m. peak hour. A traffic study, titled the *Transportation Impact Analysis for the proposed Everest Pointe Residential Subdivision-Newberg, Oregon*, prepared by Kittelson & Associates, Inc., is enclosed with this application (see Section IV). The Transportation Impact Analysis is based upon full build-out of 140 dwellings whereas only 100 dwellings are proposed. Approximately 80 trips would occur during the weekday p.m. peak hour with 140 dwellings. The Analysis states that "to ensure continued safe and efficient traffic operations in the vicinity of the site, the following improvements are recommended as part of the proposed development:

- Landscaping in the vicinity of the proposed access points should be limited to low-growing cover or trees that do not obstruct sight lines to ensure adequate sight distance is maintained in both directions.
- No other off-site transportation improvements are required with full-buildout of the proposed development."

Please refer to the Transportation Impact Analysis for recommended improvements.

IV. TRAFFIC IMPACT ANALYSIS

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION PLANNING/TRAFFIC ENGINEERING
610 S.W. ALDER, SUITE 700 • PORTLAND, OR 97205 • (503) 228-5230 • FAX (503) 273-8169

October 30, 1997

Project #: 2861.00

Mr. Randy Sebastian
Renaissance Development Company
1672 Willamette Falls Drive
West Linn, Oregon 97066

RE: Transportation Impact Analysis for the proposed Everest Pointe Residential Subdivision - Newberg, Oregon

Dear Mr. Sebastian,

Pursuant to your request, Kittelson and Associates, Inc. has performed a detailed analysis of the transportation impacts associated with development of the proposed Everest Pointe residential subdivision in Newberg, Oregon. This letter documents the findings of the transportation impact analysis and provides recommendations for transportation improvements associated with development of the proposed subdivision.

INTRODUCTION

The current proposed development plan calls for the construction of between 120 and 140 single-family manufactured homes on a site located south of the Fernwood Pioneer Cemetery, between South Wynooski Road and Sportsman Airpark, in Newberg, Oregon. The site is currently unincorporated, but is proposed for annexation into the City of Newberg under an *R-2, Residential* zoning designation. The proposed subdivision is an allowed use under this zoning. In the short term, access to the development is proposed via a full-access, public street connection to the east side of South Wynooski Road, as well as a street connection to East 3rd Street for emergency access only. In the longer term, the street connection to East 3rd Street is proposed to be a full-access for use by the general public as well. Figure 1 provides a site vicinity map for the proposed development.

1997 EXISTING TRAFFIC CONDITIONS

The proposed site is currently vacant, and bordered to the north by the Fernwood Pioneer Cemetery, to the east by the Sportsman Airpark, and to the west and south by residential development. The site is situated within a predominately residential area of Newberg. No bus service is provided in the vicinity of the proposed site. No sidewalks or designated bike lanes are provided along South Wynooski Road within the site vicinity, although field observations revealed low levels of pedestrian

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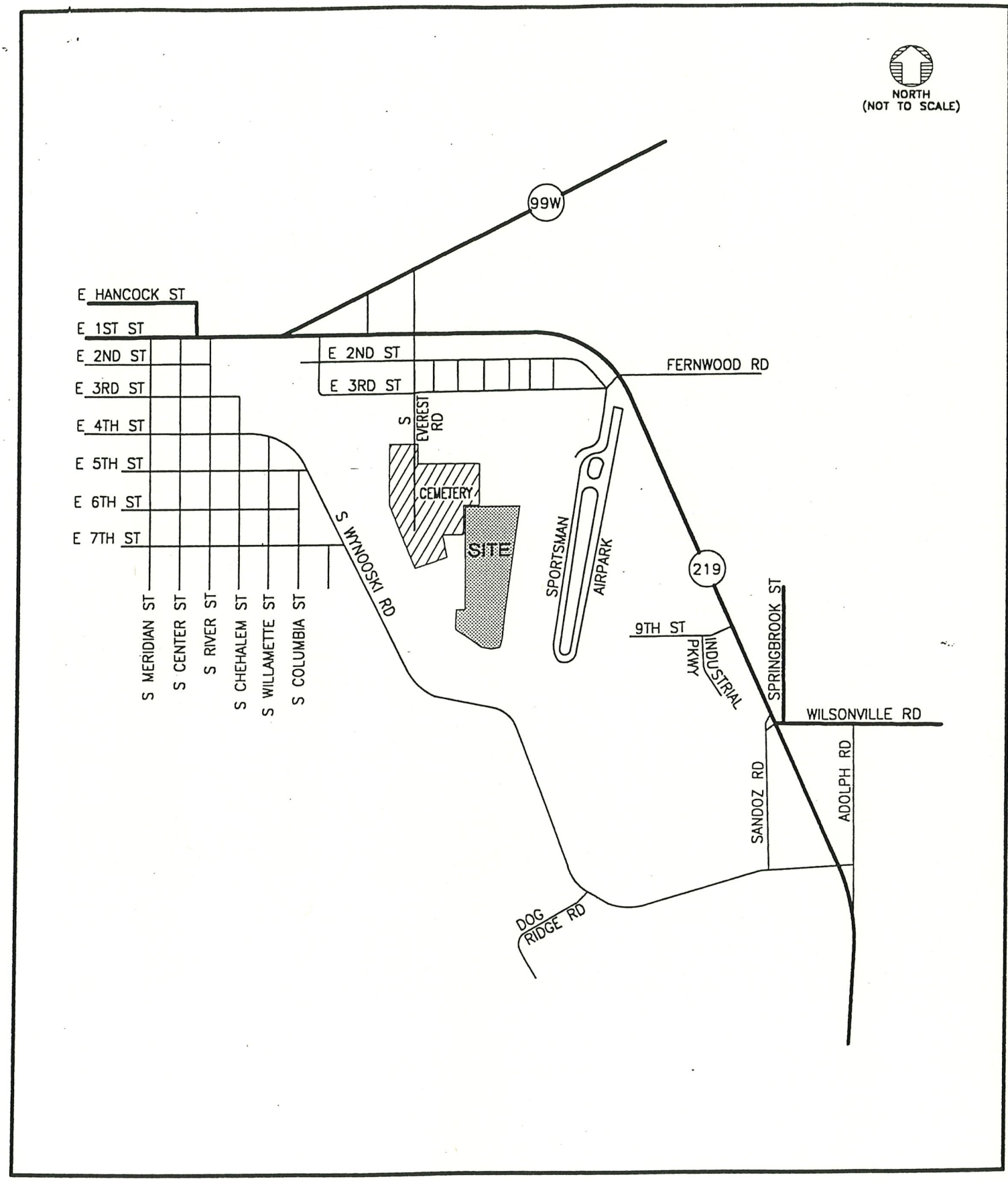

SITE VICINITY MAP

EVEREST POINTE SUBDIVISION NEWBERG, OREGON NOVEMBER 1997	FIGURE 1

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and bicycle activity in the area. Table 1 summarizes the existing characteristics of the transportation facilities within the site vicinity. Figure 2 shows the existing transportation system and traffic control devices at each of the study area intersections.

Table 1
Existing Transportation Facilities

Name	Classification	Paved Width	Posted Speed (mph)	Side Walks	Bicycle Lanes	On-Street Parking
East 1st Street	Major Arterial	43 feet	35	No	shoulder	No
South Everest Road	Local Street	26 feet	none posted	No	No	Yes
South Wynooski Road	Collector	20 feet	25/20 (school)	No	No	No
East 7th Street	Local Street	34 feet	none posted	Yes	No	Yes
East 4th Street	Local Street	40 feet	25	Yes	No	Yes
South River Street	Collector	42/24 feet	none posted	Yes	No*	Yes

* designated bicycle route

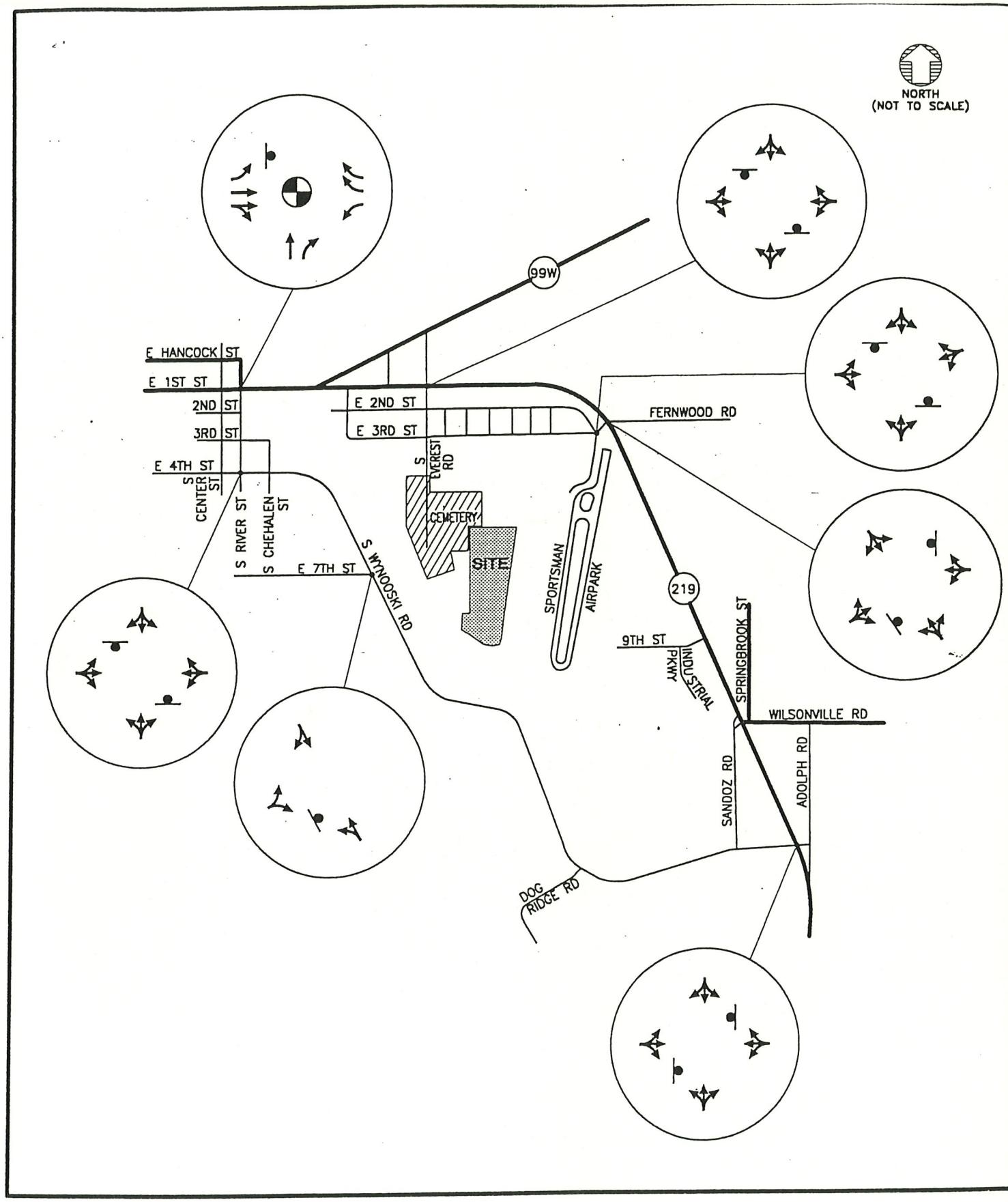
1997 Existing Traffic Volumes and Peak Hour Operations

The analysis focused on the weekday a.m. and p.m. peak hour time periods. Weekday a.m. and p.m. peak hour manual traffic counts were conducted in October 1997 at the following study intersections:

- South River Street/Highway 99W
- South Everest Road/East 1st Street (Highway 219)
- East 2nd Street-Fernwood Road/East 1st Street (Highway 219)
- East 2nd Street/East 3rd Street
- South River Street/East 4th Street
- East 7th Street/South Wynooski Road
- South Wynooski Road/Highway 219

These counts were conducted between 7:00 and 9:00 a.m. (morning) and 4:00 and 6:00 p.m. (evening) on a mid-week day. Through the counts, the weekday a.m. peak hour was found to occur between 7:15 and 8:15 a.m., and the weekday p.m. peak hour was found to occur between 4:30 and 5:30 p.m. The existing weekday a.m. and p.m. peak hour traffic volumes are shown in Figure 3, rounded to the nearest five vehicles per hour. *The traffic count data is provided in Attachment "A" at the end of this document.*

All level-of-service (LOS) analyses described in this report were prepared in accordance with the procedures stated in the 1994 Highway Capacity Manual. A description of LOS and the criteria by which they are determined is available upon request. To ensure that this analysis was based on a reasonable worst-case scenario, the peak 15-minute flow rates during the weekday a.m. and p.m. peak hours were used in the evaluation of all the intersection level-of-service analyses. For this reason, the analyses reflect conditions that are only likely to occur for 15-minutes out of each average weekday p.m. peak hour. Traffic conditions during all other weekday time periods and throughout the weekend will likely be better than described in this report. Typically, LOS "D" or



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- TRAFFIC SIGNAL
- STOP SIGN

EXSTING LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES

EVEREST POINTE SUBDIVISION NEWBERG, OREGON NOVEMBER 1997	FIGURE 2

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better represents an acceptable operational level for signalized intersections; LOS "E" or better typically represents an acceptable operational level for unsignalized intersections. Table 2 lists the volume-to-capacity ratio, average delay, and corresponding level-of-service under existing conditions at each of the study area intersections during the weekday a.m. and p.m. peak hours.

Table 2
1997 Existing Levels-of-Service

Intersection	Signalized			Unsignalized			
	v/c	Delay (sec)	LOS	Critical Approach	v/c	Average Delay (sec)	LOS
Weekday A.M. Peak Hour							
South River Street/Highway 99W	0.85	11.6	B				
South Everest Road/East 1st Street				NB	0.31	16.8	C
East 2nd Street-Fernwood Road/East 1st Street				WB	0.20	8.7	B
East 2nd Street/East 3rd Street				SB	0.01	3.5	A
South Wynooski Road/Highway 219				EB	0.27	9.6	B
East 7th Street/South Wynooski Road				EB	0.03	3.6	A
South River Street/East 4th Street				NB	0.31	6.8	B
Weekday P.M. Peak Hour							
South River Street/Highway 99W	0.74	8.2	B				
South Everest Road/East 1st Street				NB	0.24	15.6	C
East 2nd Street-Fernwood Road/East 1st Street				WB	0.87	>45.0	F
East 2nd Street/East 3rd Street				SB	0.01	3.7	A
South Wynooski Road/Highway 219				EB	0.42	17.4	C
East 7th Street/South Wynooski Road				EB	0.01	4.1	A
South River Street/East 4th Street				SB	0.29	6.6	B

Legend: v/c = volume-to-capacity ratio, LOS = level-of-service, NB = northbound, SB = southbound, EB = eastbound, WB = westbound

As shown in Table 2, vehicles on the westbound approach to the East 2nd Street-Fernwood Road/East 1st Street intersection currently experience delays corresponding to an unacceptable LOS "F" during the weekday p.m. peak hour, due the lack of acceptable gaps in traffic along East 1st Street (Highway 219). It should be noted that signal warrants are currently met at this intersection. As Table 2 shows, all other study area intersections operate at acceptable levels-of-service during both weekday peak hour time periods. *The 1997 existing conditions level-of-service worksheets are provided in Attachment "B" at the end of this document.*

TRAFFIC IMPACT ANALYSIS

The effects of traffic generated by the proposed development during a typical weekday a.m. and p.m. peak hour were analyzed as follows:

- The total number of future daily, and weekday a.m. and p.m. peak hour trips were estimated for full-buildout of the proposed development.
- Since different access scenarios are proposed for the site in the short-term (1999) and the long-term (2000+), background peak hour traffic estimates for 1999 and 2000 were chosen as a basis for comparison. A growth factor of four percent per year was used to account for future traffic growth within the study area.
- Predicted site-generated traffic was added to the 1999 and 2000 background traffic volumes to evaluate traffic operations at each of the study area intersections with full-buildout of the proposed development.
- Signal warrants were evaluated at the East 2nd Street-Fernwood Road/East 1st Street intersection under existing, background, and total traffic conditions.

The methodology summarized above and the results of the analysis are presented in detail in the remainder of this section.

Planned Developments and Transportation System Improvements

According to City of Newberg engineering staff there are no approved or in-process developments in the vicinity of the proposed site that will substantially impact traffic operations at any of the study area intersections. In addition, no significant changes are planned for the transportation system in the vicinity of the site over the next year.

1999 and 2000 Background Traffic Conditions

The 1999 and 2000 background traffic volumes were projected to account for a continued growth in traffic at the study area intersections. A review of *Traffic Volume Tables*, published by the Oregon Department of Transportation, revealed that average annual daily traffic (AADT) volumes on East 1st Street (Highway 219) and on Highway 99W increased between two and four percent per year between 1994 and 1996. In order to remain conservative, a global growth rate of four percent per year was applied over two years to the 1997 existing traffic volumes (shown in Figure 3) to determine the 1999 background traffic volumes. Similarly, the year 2000 background traffic volumes were determined by applying the four percent growth rate to the 1997 existing traffic volumes over three years. Figures 4 and 5 show the projected 1999 and 2000 background traffic volumes, respectively, for the weekday a.m. and p.m. peak hours, rounded to the nearest five vehicles per hour.

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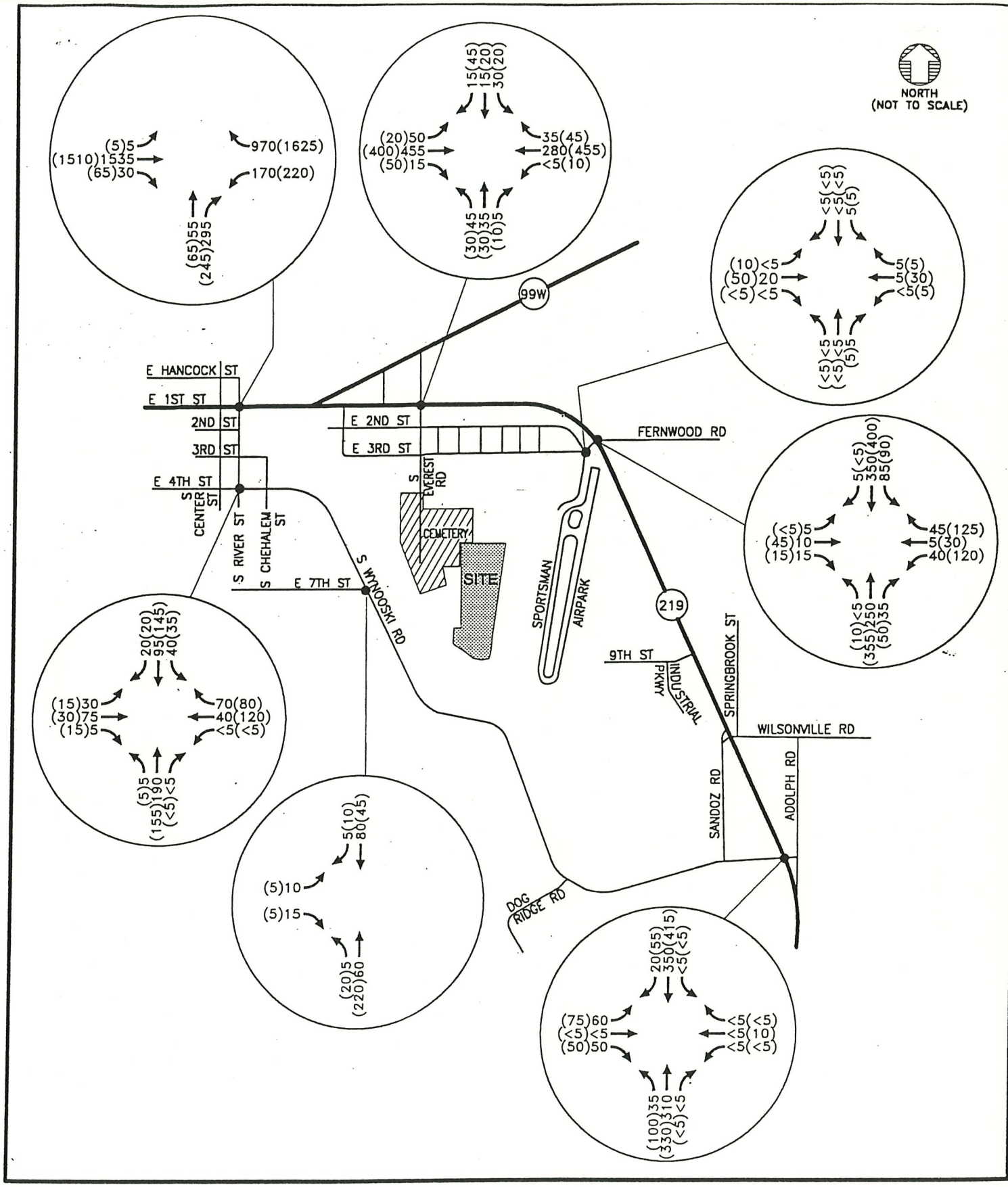

LEGEND

XX – WEEKDAY AM PEAK HOUR

(XX) – WEEKDAY PM PEAK HOUR

1997 EXISTING TRAFFIC VOLUMES WEEKDAY PEAK HOUR

EVEREST POINTE SUBDIVISION NEWBERG, OREGON NOVEMBER 1997	FIGURE 3	K

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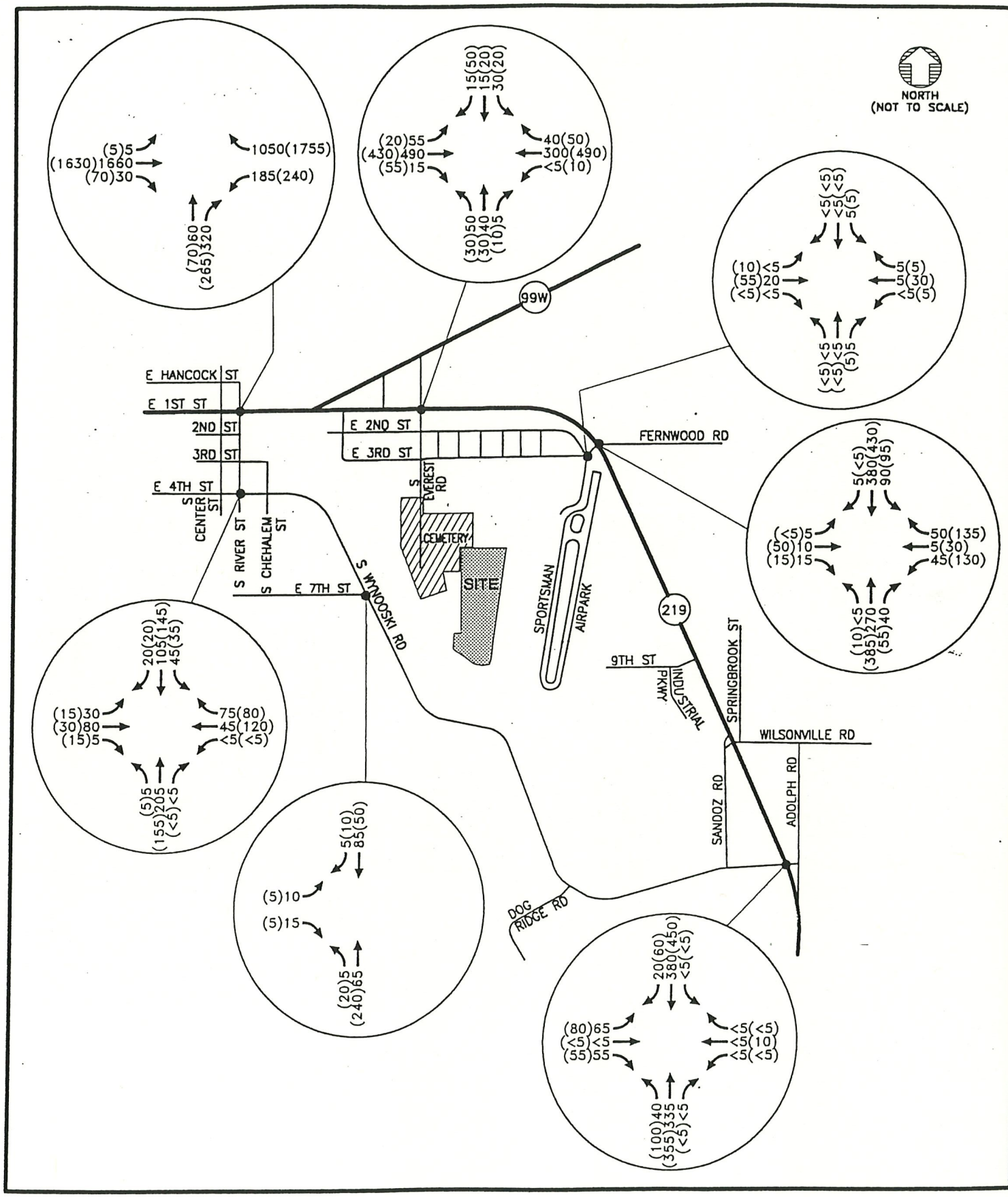

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XX – WEEKDAY AM PEAK HOUR

(XX) – WEEKDAY PM PEAK HOUR

1999 BACKGROUND TRAFFIC VOLUMES WEEKDAY PEAK HOUR

EVEREST POINTE SUBDIVISION NEWBERG, OREGON NOVEMBER 1997	FIGURE 4	K

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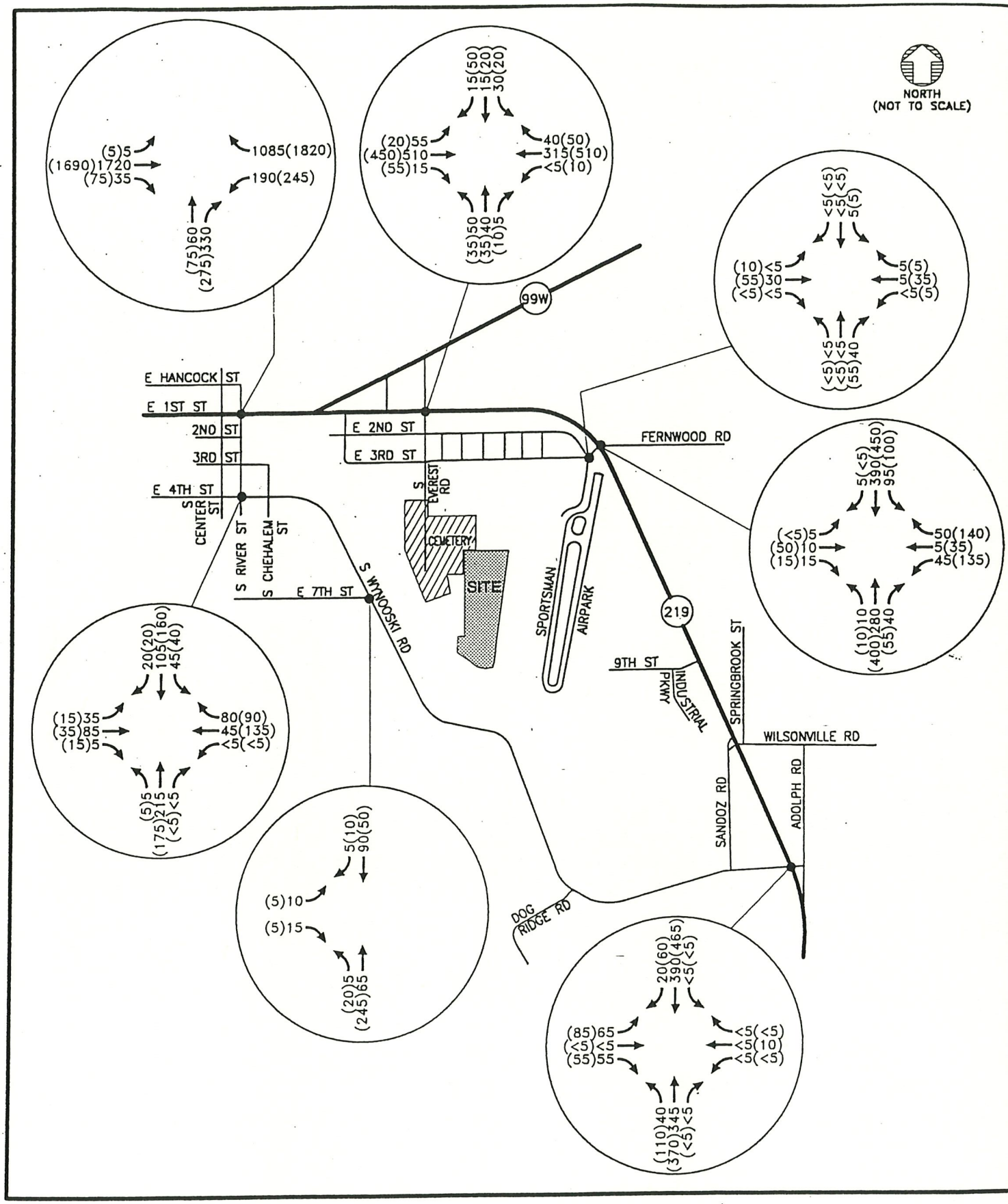

LEGEND

XX – WEEKDAY AM PEAK HOUR

(XX) – WEEKDAY PM PEAK HOUR

2000 BACKGROUND TRAFFIC VOLUMES WEEKDAY PEAK HOUR

EVEREST POINTE SUBDIVISION NEWBERG, OREGON	FIGURE	
NOVEMBER 1997	5	

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Tables 3 and 4, respectively, show the 1999 and 2000 background levels-of-service at the study area intersections during the weekday a.m. and p.m. peak hour time periods.

Table 3
1999 Background Levels-of-Service

Intersection	Signalized			Unsignalized			
	v/c	Delay (sec)	LOS	Critical Approach	v/c	Average Delay (sec)	LOS
Weekday A.M. Peak Hour							
South River Street/Highway 99W	0.92	14.6	B				
South Everest Road/East 1st Street				NB	0.37	20.6	D
East 2nd Street-Fernwood Road/East 1st Street	0.49	3.9	A	WB	0.23	9.8	B
East 2nd Street/East 3rd Street				SB	0.01	3.5	A
South Wynooski Road/Highway 219				EB	0.31	11.0	C
East 7th Street/South Wynooski Road				EB	0.03	3.6	A
South River Street/East 4th Street				NB	0.35	7.4	B
Weekday P.M. Peak Hour							
South River Street/Highway 99W	0.80	9.5	B				
South Everest Road/East 1st Street				NB	0.29	18.7	C
East 2nd Street-Fernwood Road/East 1st Street	0.81	10.7	B	WB	1.0	>45.0	F
East 2nd Street/East 3rd Street				SB	0.01	3.7	A
South Wynooski Road/Highway 219				EB	0.51	22.5	D
East 7th Street/South Wynooski Road				EB	0.01	4.2	A
South River Street/East 4th Street				SB	0.32	7.1	B

Legend: v/c = volume-to-capacity ratio, LOS = level-of-service, NB = northbound, SB = southbound, EB = eastbound, WB = westbound

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Table 4
2000 Background Levels-of-Service

Intersection	Signalized			Unsignalized			
	v/c	Delay (sec)	LOS	Critical Approach	v/c	Average Delay (sec)	LOS
Weekday A.M. Peak Hour							
South River Street/Highway 99W	0.95	17.0	C				
South Everest Road/East 1st Street				NB	0.41	23.0	D
East 2nd Street-Fernwood Road/East 1st Street	0.52	4.0	A	WB	0.25	10.4	C
East 2nd Street/East 3rd Street				SB	0.01	3.6	A
South Wynooski Road/Highway 219				EB	0.33	11.8	C
East 7th Street/South Wynooski Road				EB	0.03	3.6	A
South River Street/East 4th Street				NB	0.37	7.7	B
Weekday P.M. Peak Hour							
South River Street/Highway 99W	0.83	10.5	B				
South Everest Road/East 1st Street				NB	0.32	20.6	D
East 2nd Street-Fernwood Road/East 1st Street	0.84	12.2	B	WB	1.0	>45.0	F
East 2nd Street/East 3rd Street				SB	0.01	3.7	A
South Wynooski Road/Highway 219				EB	0.57	26.2	D
East 7th Street/South Wynooski Road				EB	0.01	4.2	A
South River Street/East 4th Street				SB	0.34	7.4	B

Legend: v/c = volume-to-capacity ratio, LOS = level-of-service, NB = northbound, SB = southbound, EB = eastbound, WB = westbound

As shown in Tables 3 and 4, vehicles on the westbound approach to the East 2nd Street-Fernwood Road/East 1st Street intersection will continue to experience delays corresponding to LOS "F" during the weekday p.m. peak hour with the existing stop-control configuration. An analysis of alternative stop-controlled geometries at this intersection revealed that lane additions and channelization measures would be insufficient to mitigate the operational deficiencies.

Signal warrants will continue to be met at this intersection under 1999 and 2000 conditions. As shown in Tables 3 and 4, signalization of the intersection (under the existing, single-lane approach configuration) would restore traffic operations to an acceptable level. Consequently, it is recommended that the City of Newberg signalize the East 2nd Street-Fernwood Road/East 1st Street intersection in order to enhance traffic operations.

As shown in Tables 3 and 4, the South River Street/Highway 99W intersection will operate near capacity (v/c = 0.92 in the year 1999 and 0.95 in the year 2000) at an acceptable level-of-service under weekday a.m. peak hour conditions. All other study area intersections will continue to operate at acceptable levels-of-service during both weekday peak hour time periods under 1999 and 2000 background traffic conditions. *The 1999 and 2000 background conditions level-of-service worksheets are provided in Attachment "B" at the end of this document.*

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Proposed Development Plans

The proposed development plans call for the construction of between 120 and 140 manufactured homes on the site. Construction is planned to begin in 1998. Although full-buildout of the site will depend upon market conditions, for the purposes of this analysis it was assumed to occur by 1999. In the short-term, access to the entire development is proposed via a single, full-access, public street connection on the east side of South Wynooski Road, south of the intersection with East 7th Street. In addition, a street connection to East 3rd Street is proposed for emergency access only. In the longer term, the East 3rd Street connection is proposed to be a full-access for use by the general public as well. This analysis evaluated 1999 total traffic conditions with only the street connection to South Wynooski Road in place. For 2000 total traffic conditions, the second public street connection to East 3rd Street was assumed to be in place. Figure 6 shows the current proposed site plan.

Trip Generation and Distribution

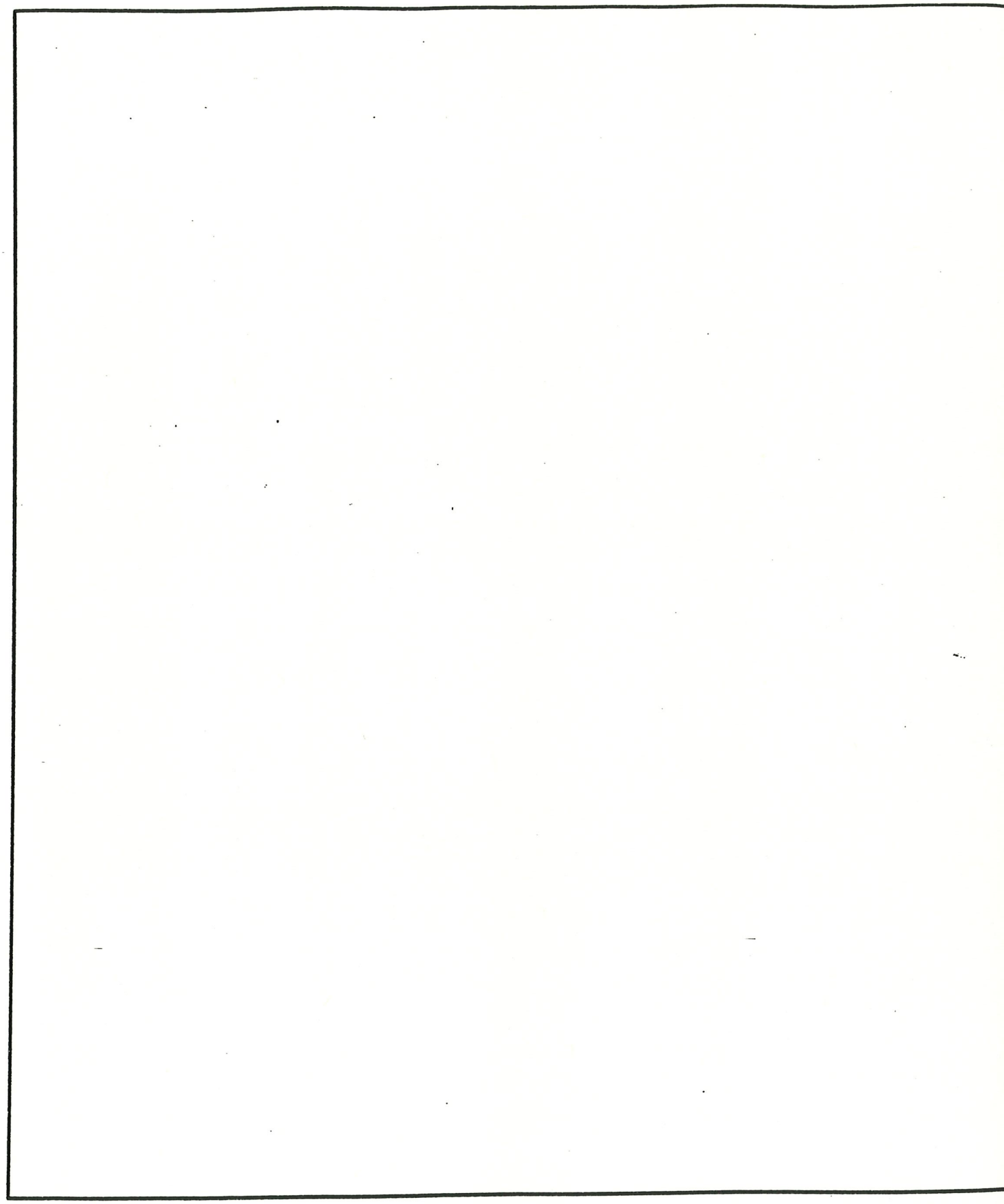
Estimates of weekday a.m. and p.m. peak hour vehicle trip ends for the proposed residential subdivision were developed from empirical observations at other similar developments. These observations are summarized in the standard reference manual, *Trip Generation*, 5th Edition, published by the Institute of Transportation Engineers. Table 5 shows the estimated daily, weekday a.m. peak hour, and weekday p.m. peak hour trip-generation characteristics for the proposed development.

Table 5
Trip Generation

Land Use	Size (units)	ITE Code	Daily Trips	Peak Hour		
				Total	In	Out
Weekday A.M. Peak Hour						
Manufactured Housing	140	240	675	55	10	45
Weekday P.M. Peak Hour						
Manufactured Housing	140	240	675	80	50	30

As shown in Table 5, on an average weekday, the proposed development will generate approximately 675 new daily trips on the transportation system. Of these, approximately 55 new trips will occur during the weekday a.m. peak hour, and approximately 80 trips will occur during the weekday p.m. peak hour.

The distribution of new trips to the site was estimated based on anticipated driver origins and destinations during the weekday peak hour time periods. Figure 7 shows the estimated trip distribution pattern for the proposed development. Figures 8 and 9 show the assignment of site-generated traffic during the weekday a.m. and p.m. peak hours under the two access scenarios.



PROPOSED SITE PLAN

EVEREST POINTE SUBDIVISION NEWBERG, OREGON NOVEMBER 1997	FIGURE 6	K

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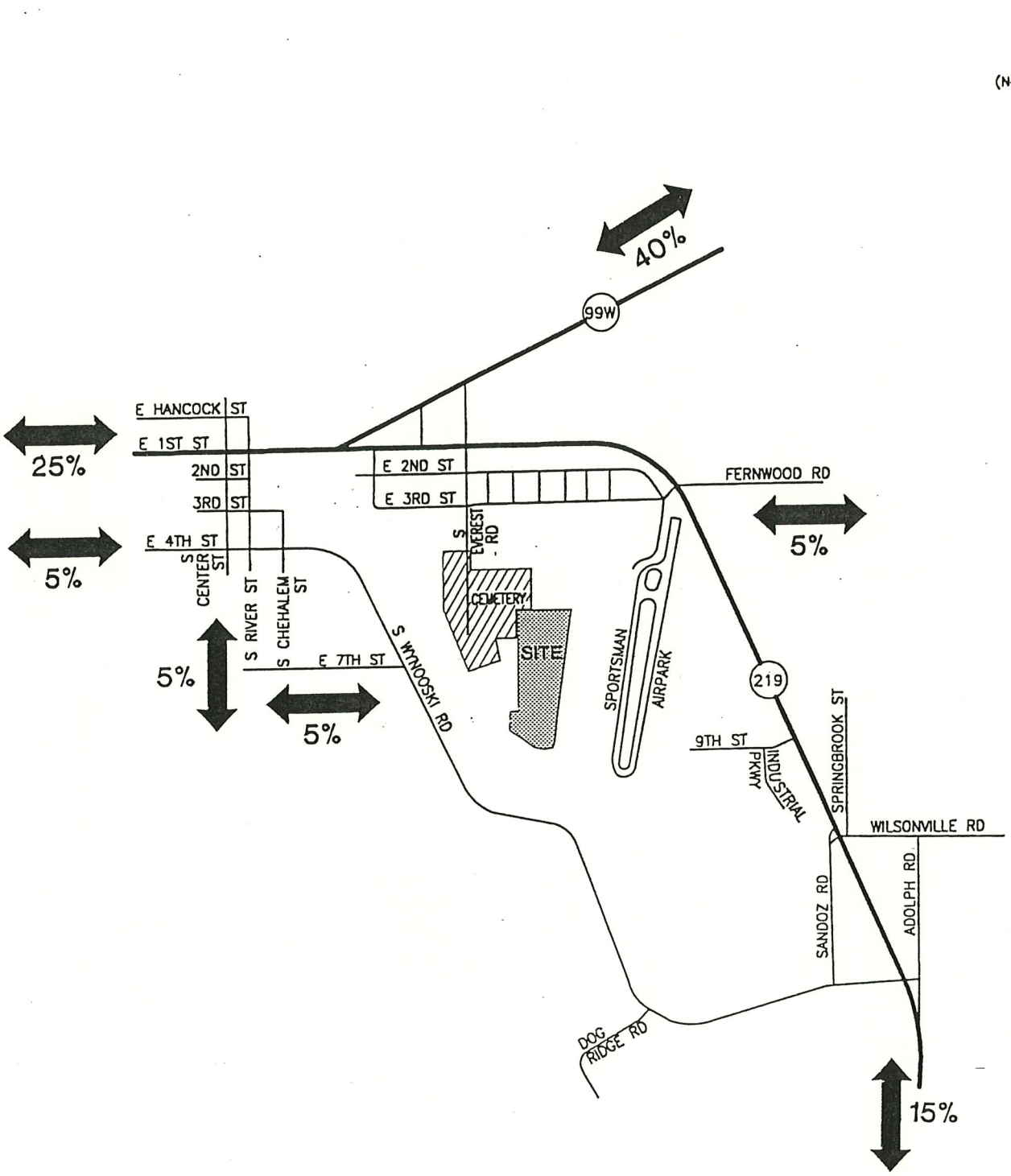

ESTIMATED TRIP DISTRIBUTION PATTERN

EVEREST POINTE SUBDIVISION NEWBERG, OREGON NOVEMBER 1997	FIGURE 7

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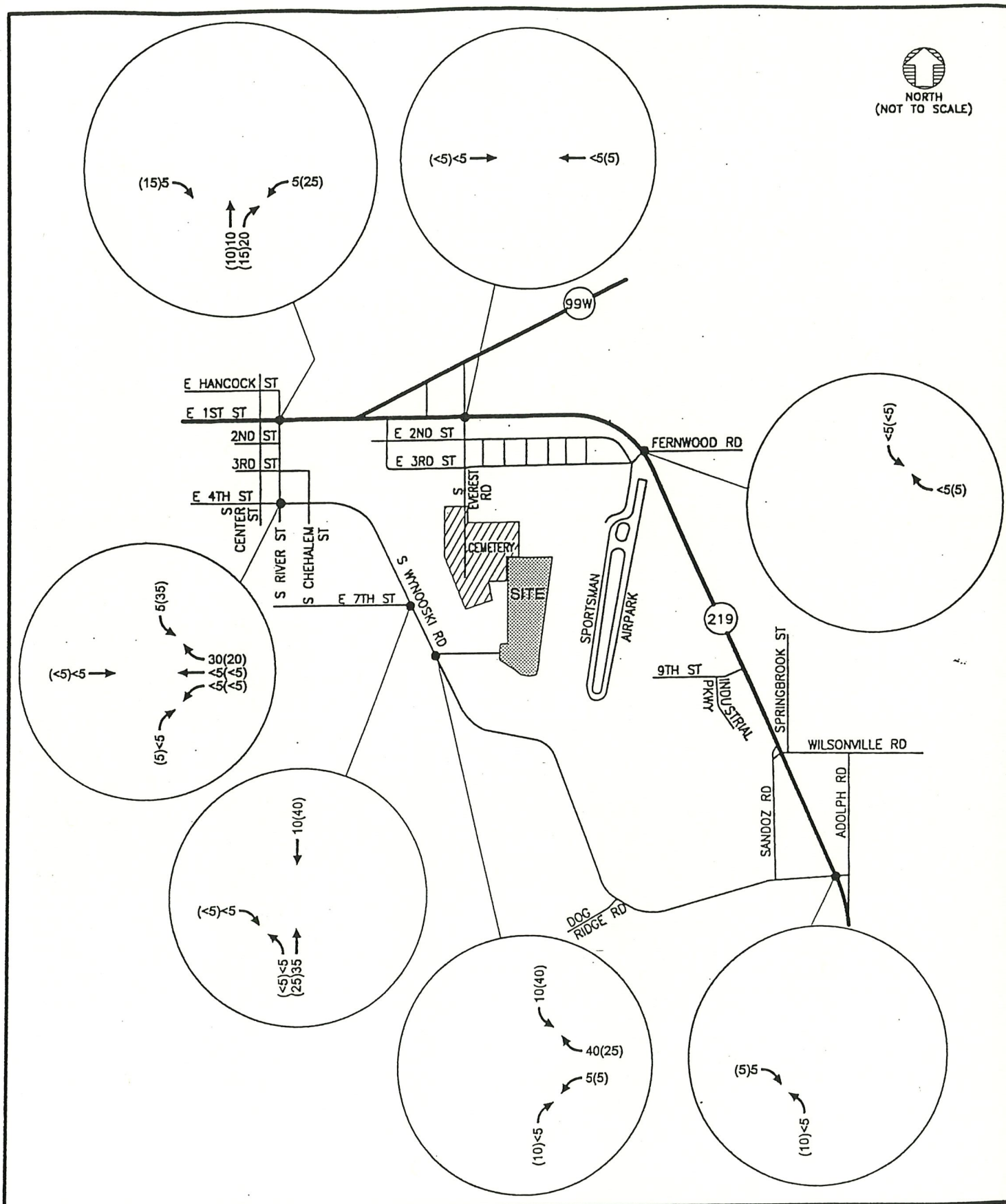

LEGEND

XX – WEEKDAY AM PEAK HOUR

(XX) – WEEKDAY PM PEAK HOUR

SITE-GENERATED TRAFFIC VOLUMES WEEKDAY PEAK HOUR, ACCESS TO WYNOOSKI ROAD ONLY

EVEREST POINTE SUBDIVISION NEWBERG, OREGON NOVEMBER 1997	FIGURE 8	K 2861F0

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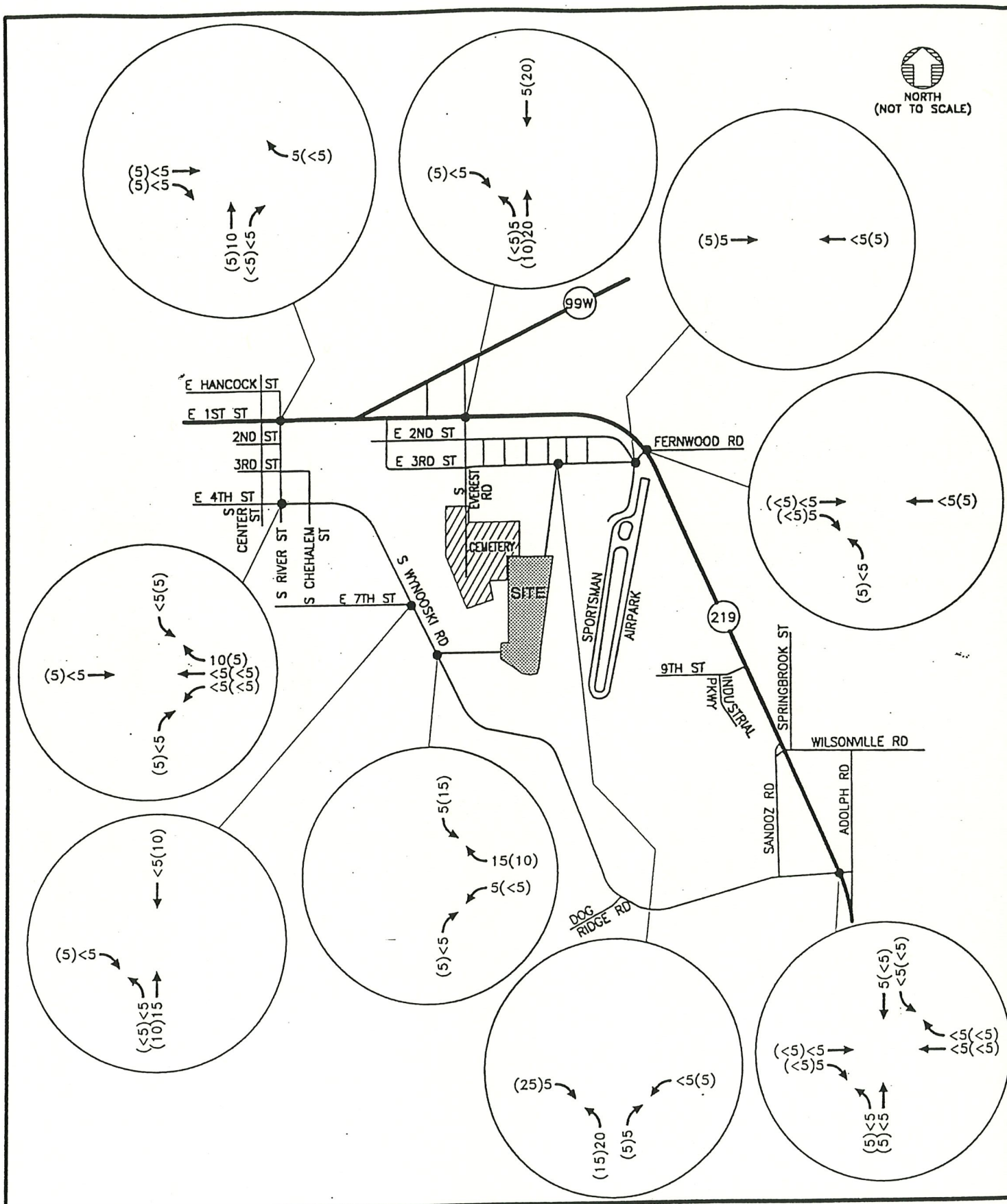

LEGEND

XX – WEEKDAY AM PEAK HOUR

(XX) – WEEKDAY PM PEAK HOUR

SITE-GENERATED TRAFFIC VOLUMES WEEKDAY PEAK HOUR, ACCESS TO WYNOOSKI ROAD AND 3RD STREET

EVEREST POINTE SUBDIVISION NEWBERG, OREGON NOVEMBER 1997	FIGURE 9

2861F0

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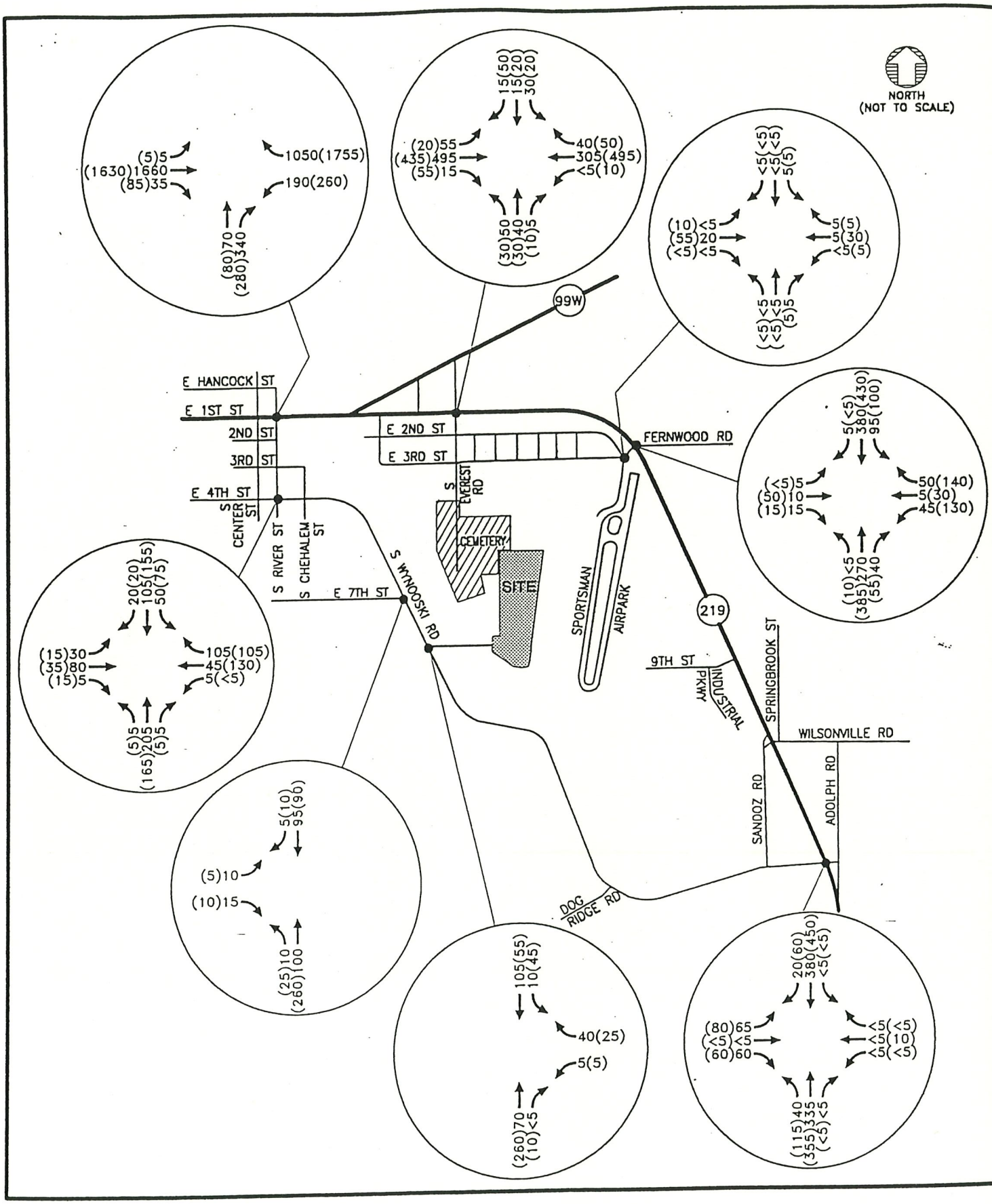
Total Traffic and Peak Hour Operations with Site Developed

The site-generated traffic volumes for the two access scenarios (shown in Figures 8 and 9) were added to the 1999 and 2000 background traffic volumes (shown in Figures 4 and 5) to arrive at the 1999 and 2000 total traffic volumes shown in Figures 10 and 11. Tables 6 and 7 show the resultant levels-of-service at the study area intersections in 1999 and 2000, respectively, with full-buildout of the proposed development.

Table 6
1999 Total Traffic Levels-of-Service

Intersection	Signalized			Unsignalized			
	v/c	Delay (sec)	LOS	Critical Approach	v/c	Average Delay (sec)	LOS
Weekday A.M. Peak Hour							
South River Street/Highway 99W	0.94	16.1	C				
South Everest Road/East 1st Street				NB	0.37	20.7	D
East 2nd Street-Fernwood Road/East 1st Street	0.50	4.0	A	WB	0.23	9.8	B
East 2nd Street/East 3rd Street				SB	0.01	3.5	A
South Wynooski Road/Highway 219				EB	0.32	11.0	C
East 7th Street/South Wynooski Road				EB	0.03	3.8	A
South River Street/East 4th Street				SB	0.32	8.1	B
Proposed Access/South Wynooski Road				WB	0.05	3.3	A
Weekday P.M. Peak Hour							
South River Street/Highway 99W	0.83	10.3	B				
South Everest Road/East 1st Street				NB	0.29	18.8	C
East 2nd Street-Fernwood Road/East 1st Street	0.82	11.2	B	WB	1.0	>45.0	F
East 2nd Street/East 3rd Street				SB	0.01	3.7	A
South Wynooski Road/Highway 219				EB	0.53	23.2	D
East 7th Street/South Wynooski Road				EB	0.02	4.3	A
South River Street/East 4th Street				SB	0.41	8.8	B
Proposed Access/South Wynooski Road				WB	0.04	4.1	A

Legend: v/c = volume-to-capacity ratio, LOS = level-of-service, NB = northbound, SB = southbound, EB = eastbound, WB = westbound



LEGEND

XX – WEEKDAY AM PEAK HOUR

(XX) – WEEKDAY PM PEAK HOUR

1999 TOTAL TRAFFIC VOLUMES WEEKDAY PEAK HOUR

EVEREST POINTE SUBDIVISION NEWBERG, OREGON NOVEMBER 1997	FIGURE 10

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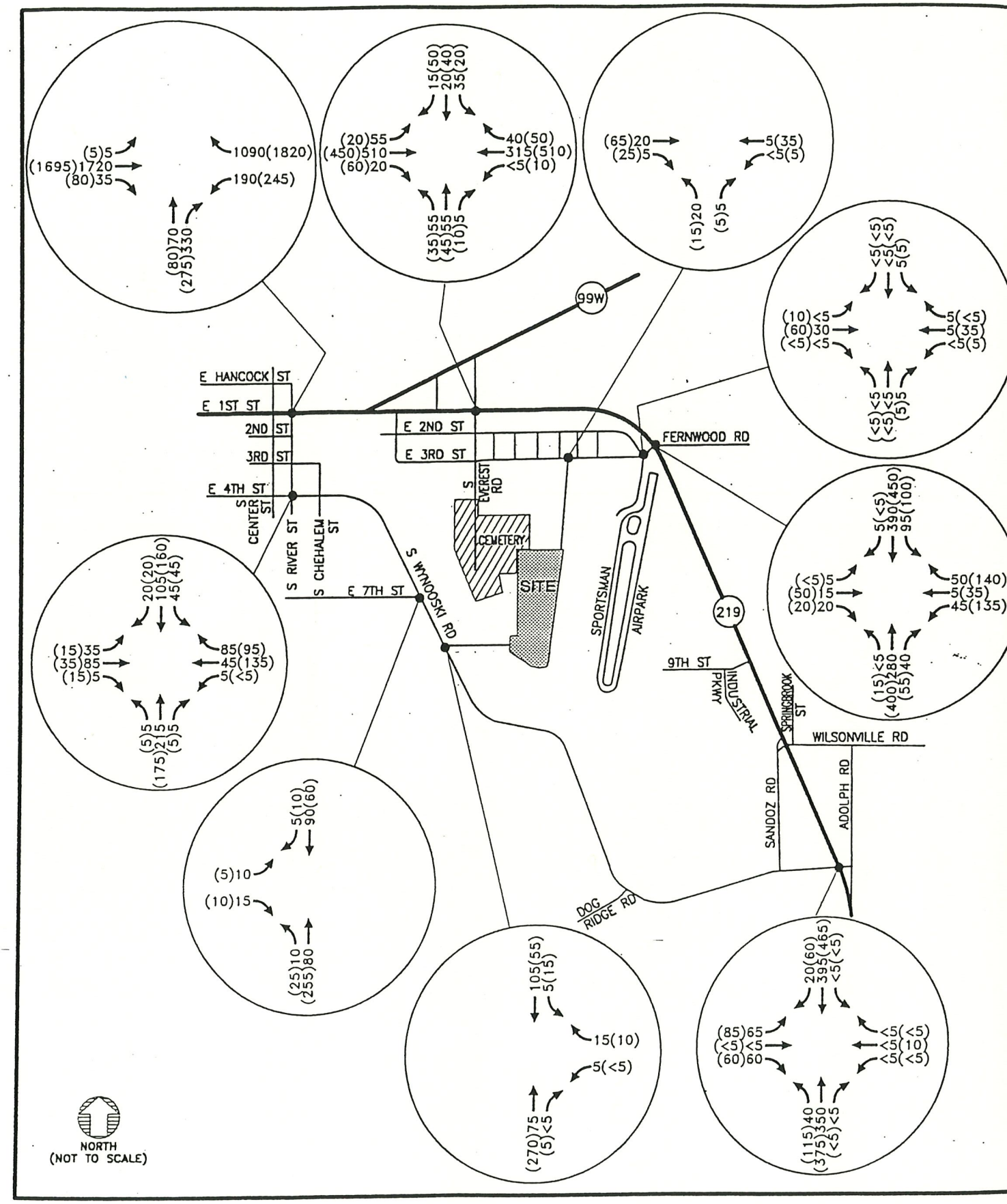

LEGEND

XX – WEEKDAY AM PEAK HOUR

(XX) – WEEKDAY PM PEAK HOUR

2000 TOTAL TRAFFIC VOLUMES WEEKDAY PEAK HOUR

EVEREST POINTE SUBDIVISION NEWBERG, OREGON NOVEMBER 1997	FIGURE 11

2861F0

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Table 7
2000 Total Traffic Levels-of-Service

Intersection	Signalized			Unsignalized			
	v/c	Delay (sec)	LOS	Critical Approach	v/c	Average Delay (sec)	LOS
Weekday A.M. Peak Hour							
South River Street/Highway 99W	0.95	17.1	C				
South Everest Road/East 1st Street				NB	0.50	26.7	D
East 2nd Street-Fernwood Road/East 1st Street	0.52	4.1	A	WB	0.25	10.6	C
East 2nd Street/East 3rd Street				SB	0.01	3.6	A
South Wynooski Road/Highway 219				EB	0.34	11.8	C
East 7th Street/South Wynooski Road				EB	0.03	3.7	A
South River Street/East 4th Street				NB	0.37	8.0	B
Proposed Access/South Wynooski Road				WB	0.02	3.2	A
Proposed Access/East 3rd Street				NB	0.04	3.4	A
Weekday P.M. Peak Hour							
South River Street/Highway 99W	0.84	10.7	B				
South Everest Road/East 1st Street				NB	0.39	23.9	D
East 2nd Street-Fernwood Road/East 1st Street	0.86	12.8	B	WB	1.0	>45.0	F
East 2nd Street/East 3rd Street				SB	0.01	3.8	A
South Wynooski Road/Highway 219				EB	0.58	27.1	D
East 7th Street/South Wynooski Road				EB	0.02	4.1	A
South River Street/East 4th Street				SB	0.36	7.8	B
Proposed Access/South Wynooski Road				WB	0.01	4.1	A
Proposed Access/East 3rd Street				NB	0.02	3.7	A

Legend: v/c = volume-to-capacity ratio, LOS = level-of-service, NB = northbound, SB = southbound, EB = eastbound, WB = westbound

As shown in Tables 6 and 7, vehicles on the westbound approach to the unsignalized East 2nd Street-Fernwood Road/East 1st Street intersection will continue to experience delays corresponding to LOS "F" during the weekday p.m. peak hour with the existing stop-control configuration. Although westbound left-turns are the critical turning movement at this intersection, the proposed development is not expected to add any traffic to this movement. Furthermore, traffic generated by the proposed development will not significantly impact overall operations at this intersection. Site-generated traffic turning at this intersection will experience acceptable levels-of-service. In addition site-generated traffic will have alternate means of accessing Highway 219 and Highway 99, via South Wynooski Road and South Everest Road. With the improvements required under background traffic conditions, the East 2nd Street-Fernwood Road/East 1st Street intersection will operate at an acceptable LOS.

As Tables 6 and 7 show, the signalized South River Street/Highway 99W intersection will continue to operate near capacity during the weekday a.m. peak hour with full-buildout of the proposed development. All other study area intersections will operate at acceptable levels-of-service during both weekday peak hour time periods with full-buildout of the proposed development.

As shown in Figures 8 and 9, the site is expected to generate low traffic volumes at each of the proposed street connections to the existing transportation system. Consequently, minor street stop sign control and single-lane approaches were assumed at each of these access points. As Tables 6 and 7 show, each of the proposed street connections will operate at acceptable levels-of-service under this configuration. *The 1999 and 2000 total traffic conditions level-of-service worksheets are provided in Attachment "B" at the end of this document.*

Signal Warrant Analysis

Since motorists turning left from the westbound approach to the East 2nd Street-Fernwood Road/East 1st Street intersection currently experience delays corresponding to LOS "F", a signal warrant analysis was conducted to evaluate the need for a traffic signal at this intersection. The Volume Warrant, the Interruption of Continuous Flow Warrant and the Peak Hour Warrant (Warrants 1, 2 and 11 as described in the *Manual on Uniform Traffic Control Devices*) were evaluated under 1997 existing, 1998 background and 1998 total traffic conditions. Warrants 1 and 2 are both based on the eighth-highest hour traffic conditions. The eighth-highest hour as a percent of the peak hour is typically between 60 percent in predominately residential areas to 80 percent in areas with intense retail development. For the purposes of this particular study, the eighth-highest hour was estimated to be 70 percent of the peak hour traffic. Table 8 identifies the results of the signal warrant analysis for the East 2nd Street-Fernwood Road/East 1st Street intersection.

Table 8
Signal Warrant Evaluation
East 2nd Street-Fernwood Road/East 1st Street

Conditions	Warrant #1	Warrant #2	Warrant #11
1997 Existing Traffic Conditions	YES	NO	YES
1999 Background Traffic Conditions	YES	NO	YES
1999 Total Traffic Conditions	YES	NO	YES
2000 Background Traffic Conditions	YES	NO	YES
2000 Total Traffic Conditions	YES	NO	YES

As shown in Table 8, the East 2nd Street-Fernwood Road/East 1st Street intersection currently meets traffic signal warrants and will continue to meet warrants through the year 2000 regardless of development of the proposed site. Based on the results of this analysis, it is recommended that the City of Newberg signalize this intersection in order to enhance intersection operations. *The signal warrant analysis worksheets are provided in Attachment "C" at the end of this document.*

Sight Distance Evaluation

Stopping sight distance along South Wynooski Road was evaluated in the field. Clear and unobstructed lines of sight are available along South Wynooski Road in the vicinity of the proposed site. Consequently, no modifications to the existing alignment of South Wynooski Road are necessary under full-buildout conditions. In order to maintain adequate intersection sight distance, it is recommended that landscaping in the vicinity of the proposed access points be limited to low-growing ground cover or trees that not obstruct sight lines to ensure adequate sight distance is

maintained in both directions at all proposed street connections.

Alternative Mode Travel

Sidewalks will be provided throughout the site as part of the internal roadway system, and will connect to existing external sidewalks. The proposed development is not expected to have a significant impact on pedestrian and bicycle travel.

CONCLUSIONS AND RECOMMENDATIONS

Based on the results of the traffic analysis described in this letter, the Everest Pointe residential subdivision can be constructed as proposed while maintaining safe and efficient traffic operations on the surrounding transportation system. The following conclusions can be drawn from the analysis:

- Under full-buildout conditions, the proposed subdivision will generate approximately 675 trips on an average weekday. Of these, approximately 55 trips will occur during the weekday a.m. peak hour, and approximately 80 trips will occur during the weekday p.m. peak hour.

- Vehicles on the westbound approach to the unsignalized East 2nd Street-Fernwood Road/East 1st Street intersection currently experience delays corresponding to an unacceptable LOS "F" during the weekday p.m. peak hour. This condition results from a lack of acceptable gaps in traffic along East 1st Street (Highway 219) for vehicles turning left from the westbound approach to the intersection. An analysis of alternative stop-controlled geometries at this intersection revealed that lane additions and channelization measures would be insufficient to mitigate the operational deficiencies. Traffic signal warrants are currently met at this intersection and will continue to be met in the future.

- The proposed development is not expected to add any traffic to the critical westbound left-turn movement at the East 2nd Street-Fernwood Road/East 1st Street intersection. In addition, traffic generated by the proposed development will not significantly impact overall operations at this intersection. Site-generated traffic turning at this intersection will experience acceptable levels-of-service, and will also have alternate means of accessing Highway 219 and Highway 99, via South Wynooski Road and South Everest Road. Based on the results of the analysis, it is recommended that the City of Newberg signalize the East 2nd Street-Fernwood Road/East 1st Street intersection in order to enhance intersection operations. The existing lane configuration, coupled with signal control at the intersection, will ensure an acceptable level-of-service during both weekday peak hour time periods.

- All other study area intersections currently operate at acceptable levels-of-service during the weekday a.m. and p.m. peak hour time periods, and will continue to do so with full-buildout of the proposed subdivision.

- Each of the proposed street connections will operate at an acceptable level-of-service during both weekday peak hour time periods with stop sign control and a single approach lane on the minor street.

- The proposed development is not expected to have a significant impact on pedestrian and bicycle travel.

To ensure continued safe and efficient traffic operations in the vicinity of the site, the following improvements are recommended as part of the proposed development:

- Landscaping in the vicinity of the proposed access points should be limited to low-growing ground cover or trees that do not obstruct sight lines to ensure adequate sight distance is maintained in both directions.

- No other off-site transportation improvements are required with full-buildout of the proposed development.

I trust this letter adequately addresses the transportation-related impacts associated with development of the proposed Everest Pointe residential subdivision in Newberg, Oregon. If you have any additional questions or concerns regarding this analysis, please call me.

Sincerely,

Matt Lorenz
Project Manager

Bruce Robinson
Project Principal

cc:

Attachments: "A" - Traffic Count Data
"B" - Level-of-Service Worksheets
"C" - Signal Warrant Analysis Worksheets

last

last

SUPPLEMENTAL INFORMATION SUPPLIED BY APPLICANT

V2-23

November 18, 1997

TRILAND DESIGN GROUP, INC.

Ms. Barb Mingay
Planning Division
414 E. First Street
Newberg, OR 97132

Re: Everest Pointe Annexation & Development Review Application
Request for Design Review to be Processed as a Type III Procedure

Dear Barb:

TriLand Design Group, Inc., the planning and design firm representing the applicant - Renaissance Development Corporation, requests that the Design Review application be processed as a Type III procedure. This will enable the annexation and design review applications to be processed concurrently.

Please notify us if you need additional information.

Respectfully,

TriLand Design Group, Inc.

Larry B. Lewis, AICP
Partner

cc: Randy Sebastian, Renaissance Development Corporation

TriLand Design Group, Inc. • 10110 S.W. Nimbus Avenue, B-6 • Tigard, OR 97223 • Phone (503) 968-6589 • FAX (503) 968-7439
EVEREST.L01

V2-24

chehalem park and recreation district
1802 howorth ave. newberg, oregon 97132
(503)-538-7454

November 5, 1997

To Whom It May Concern:

The attachments shows the play area and the south section of the proposed Park with soccer field showing. The District plans to use System Development Charges from the development around the proposed park to finance the development. The District intends to develop the play area first. The play area will consist of a playground, outdoor court, horseshoe area, benches, water fountain, pathway system, irrigation system and small parking area. The small parking area is not typical for a neighborhood park. The parking area will be the last development in the play area and developed prior to the soccer fields to the south. The parking area is being placed as a safety precaution; in case parking is not allowed on the street or additional parking is required.

The area to the south of the play area will have 3 soccer fields. These fields will not be game type fields but rather practice area for local teams. This will not require a large area for parking due to spectators. This area will be developed after the play area is completed. This area will also be used for kite flying, neighborhood softball etc.

Please note the large buffer area around the play area. This is to provide noise and visual pollution to the cemetery located adjacent to this area. This area will consist of trees and open space. Trails may be built later. There are no public rest rooms planned for the area due to trying to keep this a neighborhood park with a larger than normal open space area.

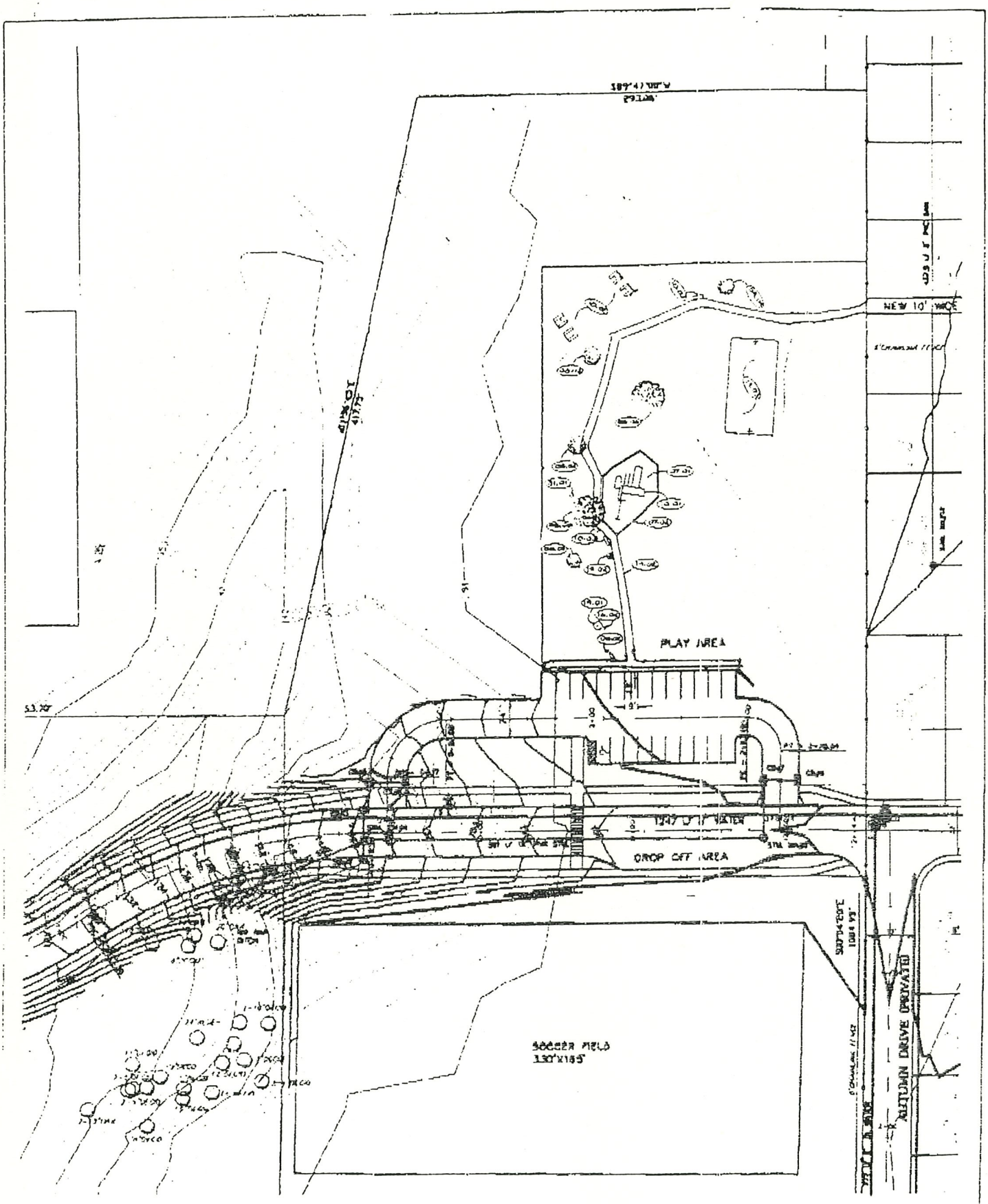
The entire development is planned to take approximately 7 years. The play area within the next five years and the area to the south following over the next 2 years. There are many factors that could speed up this development or slow it down.

If you need additional information please call.

Sincerely;

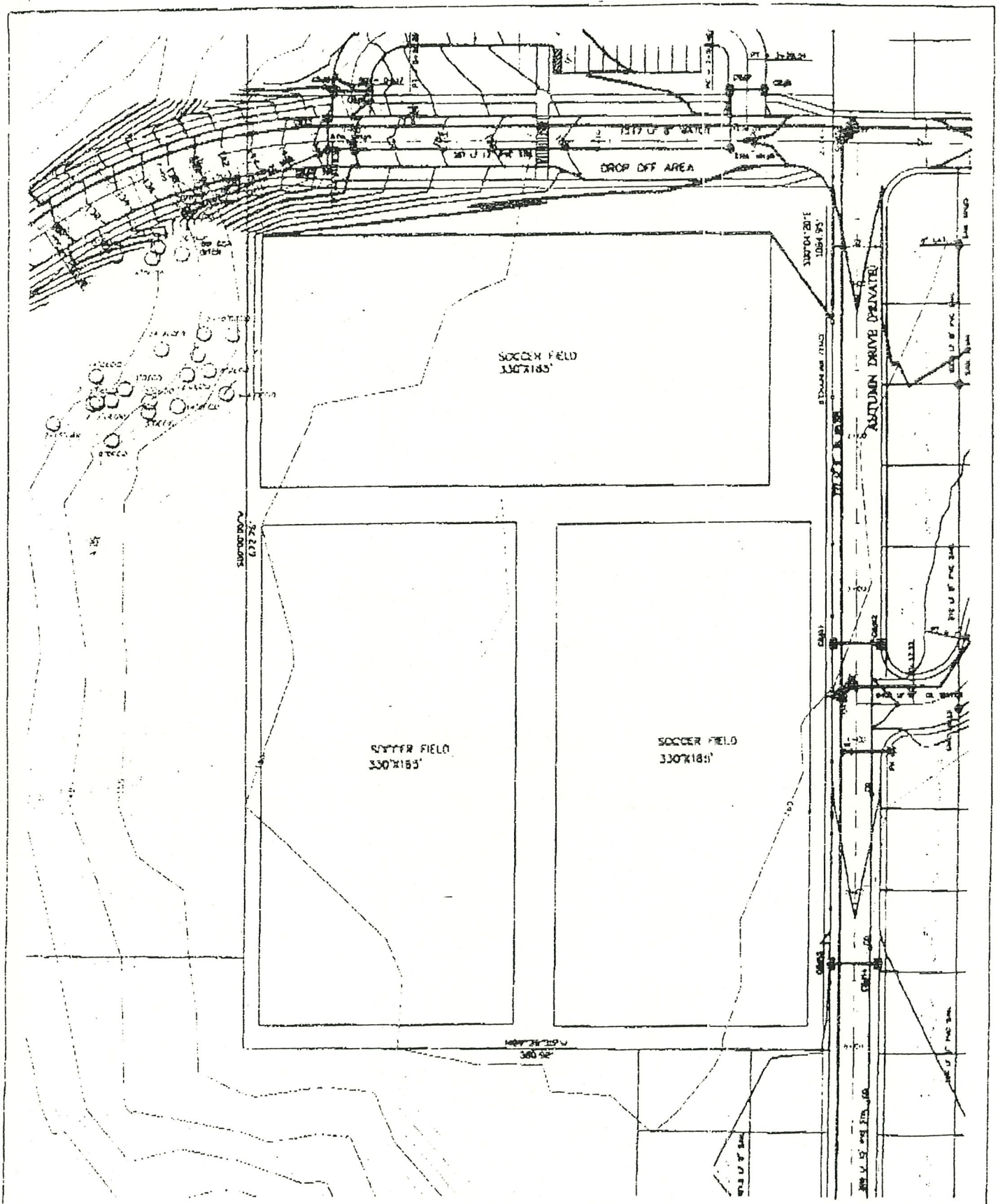
W Don Clements

W. Don Clements,
Superintendent



TAI LAND INC	Project: NEWBERG PROJECT	Engineer: SBT	Date: 5/29/97	Job No. 97028
	Subject: EASEMENT LAYOUT	Drawn by: SBT		Sheet 2
	Client: RENAISSANCE DEVELOPMENT	Scale 1"=40'		

V2-26



TAI LAND, INC	Project: EVEREST POINTE	Engineer SBT	Date: 10/29/97	Job No. 97028
	Subject: PARK LAYOUT	Drawn by SBT		Sheet 1
	Client: RENAISSANCE DEVELOPMENT	Scale 1"=80'		

V2-27

Supplemental Information

City of Newberg/Everest Pointe Development Water Supply/Demand

The current water supply has become an issue in the summer in Newberg. This provides a summary of the issue, including the current situation, proposed City action, and a description of the minimal impacts that the Everest Pointe development will have on the city water supply.

Current Situation

The City currently has a water storage capacity of 8 million gallons (mg) with an available supply of 4.7 to 5.2 million gallons per day (mgd). Storage of 2 mg is required for potential fire flow needs. The current peak demand is 5.4 mgd. It is our understanding that water demand exceeded the 5.2 mgd ten days this past summer. Therefore, the City is currently addressing this issue by identifying short-term and long-term recommendations that will ensure adequate water supply from this time forward.

City Action Steps

The Newberg City Council has directed staff to pursue the feasibility of four alternatives to developing increased water supply. The City's Capitol Improvement Program (CIP) and citywide Water Master Plan both identify infrastructure improvements that will increase the water storage by 4 million gallons. The feasibility of these four alternatives is in addition to the initial curtailment program, which will be initiated next summer. Feasibility of the four alternatives will include identification of the pros and cons of each alternative, and cost estimates. Identification of the curtailment program and four alternatives are provided below.

Curtailment Program

The curtailment program is very likely to occur next summer (1998). Initiating curtailment requires that major water users reduce their water usage during summer months. The City estimates that savings with curtailment measures will result in a reduction in peak water demand of 0.5 to 1.0 mgd. This action will reduce the City's peak water demand to a maximum of 4.4 to 4.9 mgd versus the maximum available 5.2 mgd.

New Well Field

One of the four alternatives is to conduct the feasibility of a new well in Yamhill County. This would most likely result in a 1 mgd increase, therefore increasing the City's supply to 6.2 mgd.

Redevelopment of Otis Spring

Otis Spring is a large spring that was closed approximately ten years ago due to water quality concerns. This feasibility study will look at the impacts and costs associated with the redevelopment and use of the Otis Spring.

Additional Reservoirs

The feasibility of developing to new reservoirs. The current storage is 8 million gallons. There is a short-term plan to add 4 million gallons. This would result in 222% (12/5.4) over the current peak demand.

Conservation Program
In addition to the curtailment program, another short-term solution to reducing peak water demand is a conservation program. This is a public education and (sometimes) a public enforcement program where businesses and residents reduce their water usage. The City has identified that this could result in a 5% water savings.

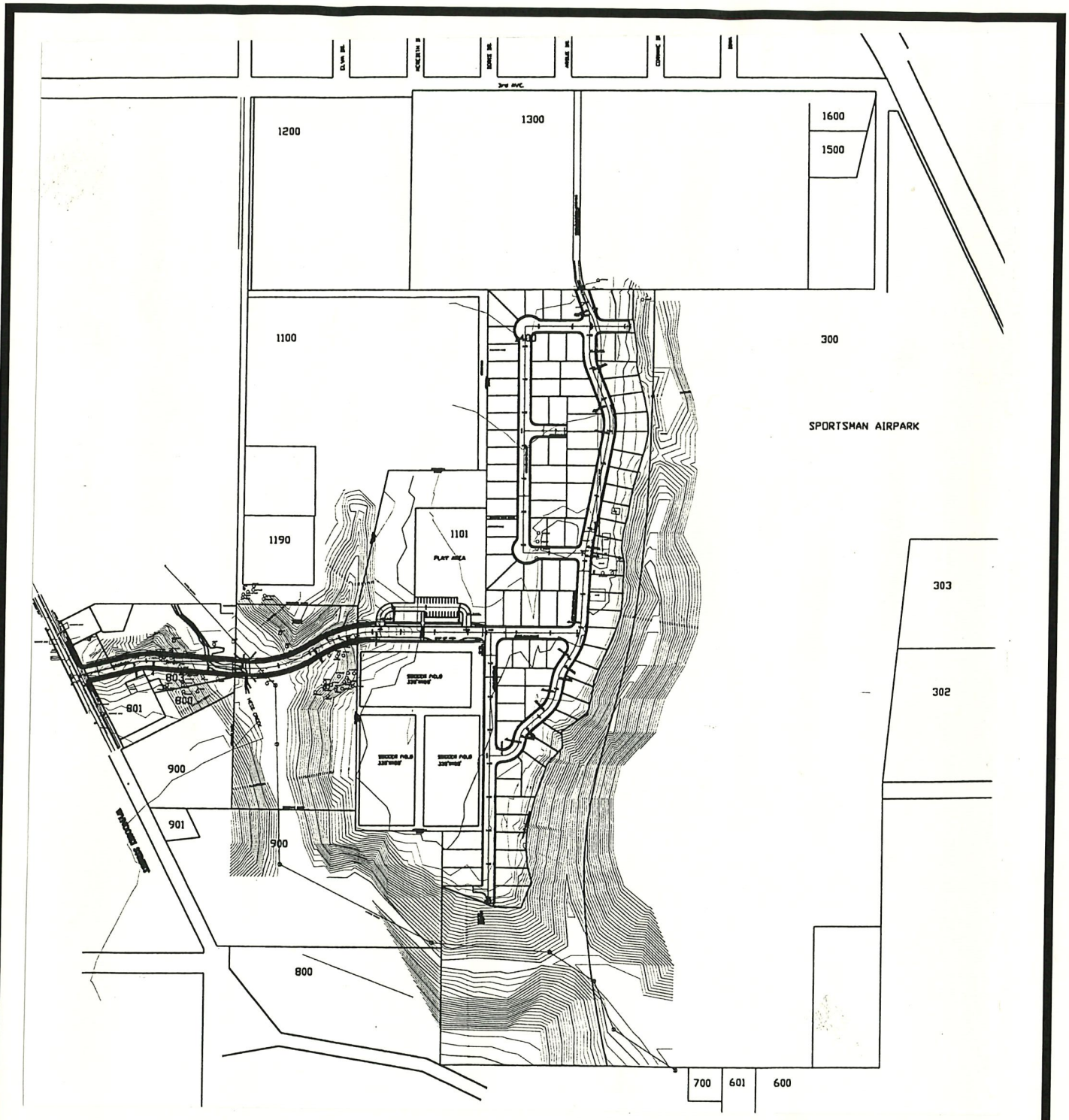
Everest Pointe Development
The Everest Pointe site is within Newberg's Urban Growth Boundary (UGB). Development of the site does require annexation into the City. The Everest Pointe development will have a very minimal impact on water demand. Single family residents have one of the lower average water usages compared to commercial and industrial uses. Manufactured home parks have an even lower water usage than single family uses. This is due to the smaller dwelling unit size and smaller lot size. There are no expansive lawns that require watering in the summer. The dwellings will also have fire sprinkler systems. It is well-documented that, in the case of a fire, automatic sprinkler systems typically help extinguish fires quickly, therefore, not using an abundant supply of water.

In addition, the Everest Pointe development is surrounded on three sides by natural open space and stream corridors. This will provide an abundance of open space that does not require any city water.

The development also includes the 9-acre park site. The park will include informal play fields for soccer practice and a playground. The informal nature of the fields and "practice only" will not require irrigation in the short-term. As water supply improvements occur, the Chehalem Park & Recreation District may consider irrigating the park but there are no short-term plans.

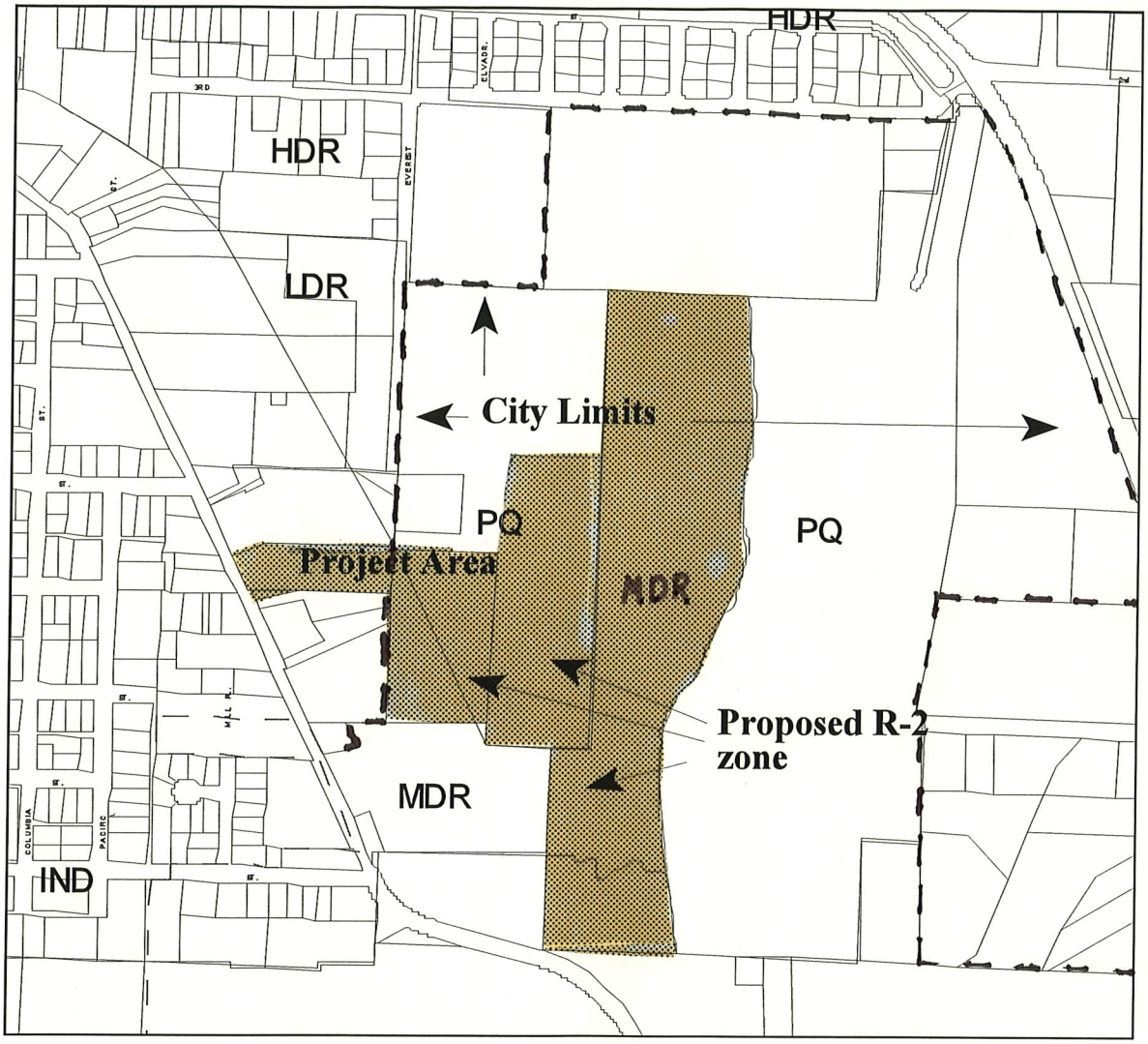
In summary, the following identifies the approximate water demand that will be generated by Everest Pointe, and the very minimal impact that it will have on the overall water system.

- One Everest Pointe dwelling will require a range of 188 to 320 gallons per day during summer months.
- 100 dwelling units will result in an approximate water usage of 18,800 to 32,000 gallons per day.
- In the short-term, the curtailment program will save 0.5 to 1.0 million gallons per day in the summer. This will reduce the peak water demand to 4.4 to 4.9 mgd.
- The City has an existing availability of 5.2 mgd. The curtailment program will result in an excess water capacity of 0.3 to 0.8 mgd (300,000 – 800,000).
- Of the excess supply of 300,000 – 800,000 gallons per day during peak summer usage, Everest Pointe could use a range of 18,800 to 32,000 gallons, or 2.4% to 10.7% of the excess available water.
- As future water improvements are made in the City of Newberg, the Everest Pointe development will not have a measurable impact on the overall water supply.
- The City has an existing storage capacity of 8 million gallons, and a current peak demand of 5.4 mgd. Therefore, there is currently an excess of 2.6 mgd assuming the reservoirs are full at the start of the peak demand.
- The Everest Pointe 18,800 to 32,000 gallons per day in the summer, is 0.7% to 1.2% of the excess 2.6 mgd storage.



Description: Annexation of approx. 39.5 acres **File:** ANX-18-97/DR-106-97	**ATTACHMENT D** **SITE MAP**	**Tax Lot**: 3220CA-700, -802, -803, 3220-1000, -1101, -1400 **Location:** W. of Sportsman Airpark, E. of Wynooski Street **Application By:** Renaissance Development Corporation

V2-30



Description: Annexation of approx. 39.5 acres **File:** ANX-18-97/DR-106-97	**ATTACHMENT E** **COMPREHENSIVE PLAN MAP**	**Tax Lot**: 3220CA-700, -802, -803, 3220-1000, -1101, -1400 **Location:** W. of Sportsman Airpark, E. of Wynooski Street **Application By:** Renaissance Development Corporation

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Attachment F

FILE #: Anx-18-97/DR-106-9
Planning Commission

AFFIDAVIT OF NOTICING

REFERENCE ATTACHED LIST(S)/NOTICE(S)

I, Paula Baldwin, for the City of Newberg, Oregon, do hereby certify that the attached Notice of Public Hearing was:

a. mailed to the following list of property owners, by United States mail, postage prepaid on N/A - Customer to do

b. noticed in the Newberg Graphic on Wed. - 11/26/97 faxed 11-19-97 11-19-97 4:20 p.m. Judy RCVD - OK

c. posted on the site on N/A - Customer to do

d. and posted in four public locations (City Hall, the Library, the Fire Station, and the Community Development Office) on 11-26-97.

Paula Baldwin
Signature

Office Manager
Title

11-19-97
Date

DATE NOTICE OF DECISION MAILED (AFTER PUBLIC HEARING) _____

F:\planning\WPSfiles\forms\affnot.frm 9/21/95

City of Newberg

City Manager
(503) 538-9421

City Attorney
(503) 537-1208

414 E. First St.
Newberg, Oregon 97132

City FAX
(503) 538-5393

Community Development

414 E. First Street ● Newberg, OR 97132 ● 503-537-1210 ● Fax: 503-537-1272

November 19, 1997

Newberg Graphic
P.O. Box 700
109 N. School Street
Newberg, OR 97132

FOR IMMEDIATE RELEASE Sent Via Fax: 538-1632

Attached are three (3) Public Notices to be published in the Newberg Graphic on November 26, 1997 (Wednesday), as noted at the bottom of the page.

The notice(s) are for the following applicants:

1.	Renaissance Development Corp.	ANX-18-97/DR-106-97
2.	Ron Manning	PUD-3-97
3.	Dr. David Abbott	G-32-97

[illegible] receipt of this fax. Thank You.

TRANSMISSION REPORT

:CITY OF NEWBERG (NOV 19 '97 15:41)

DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	MODE	TIME	RESULTS	TOTAL PAGES	DEPT. CODE
NOV 19	15:39	503 538 1632	G3EST	01'09"	OK	02	

V2-33

corrected

PUBLIC NOTICE

NOTICE IS HEREBY GIVEN that public hearings will be held by the Planning Commission of the City of Newberg, on December 11, 1997 at 7:00 PM at the Newberg Public Library, 503 E. Hancock, Newberg, OR, to consider the land use issues in connection with the following matters:

Public Hearing:

APPLICANT:	Renaissance Development Corporation
REQUEST:	Annexation of approx. 39.5 acres and design review approval for development of a manufactured home park and City park
LOCATION:	W. of Sportsman Airpark, E. of Wynooski Street
TAX LOT:	3220CA-700, -802, -803, 3220-1000, -1101, -1400
FILE NO:	ANX-18-97/DR-106-97
CRITERIA:	Newberg Development Code Sections 10.36.030, 10.36.080, and 10.28.050

changes made to ad confirmed by Jayce 12:09 11/26/97

Public Hearing:

APPLICANT:	Ron Manning
REQUEST:	Amendment to Creekside Planned Unit Development to allow 40% lot coverage
LOCATION:	W. of Main, S. of Pinehurst Ct.
TAX LOT:	3218AC-1700, -1800, -1900, - 2000
FILE NO:	PUD-3-97
CRITERIA:	Newberg Development Code Section 10.20.030

Public Hearing:

APPLICANT:	Dr. David Abbott
REQUEST:	Review of sign program for new development
LOCATION:	Highway 99W and Brutscher Street
TAX LOT:	3216CA-2190
FILE NO:	G-32-97
CRITERIA:	Newberg Development Code - Section 10.50.183

Testimony Procedure

Persons wishing to speak for or against the above proposal may do so in person or by attorney at the time and place stated above. Also, written testimony will be received at 414 E. First Street, Newberg, Oregon prior to the hearing.

Failure to raise an issue at the local level may preclude the ability to appeal to the Oregon State Land Use Board of Appeals.

A staff report relating to the proposal will be available seven (7) days prior to the public hearing. For further information, or if you wish to review the files, contact the City of Newberg Planning Division at 537-1210.

Publish: November 26, 1997 Barb Mingay, Planning Technician

V2-34

PLANNING DIVISION FILE #: ANX-18-97/DR-106-97

CITY OF NEWBERG
AFFIDAVIT OF NOTICING

REFERENCE ATTACHED LIST(S)/NOTICE(S)

I, LARRY B. LEWIS, do hereby certify that the attached Notice of Public Hearing was:

a. mailed to the following list of property owners, by United States mail, postage prepaid on 11/24/97 (date); (Amended Public Notice)

b. posted on the site according to standards established in 10.14.060 of the Newberg Development Code on 11/20/97 (date).

Larry B. Lewis
Signature

11/24/97
Date

LARRY B. LEWIS
Print name

AMENDED
PUBLIC NOTICE

NOTICE IS HEREBY GIVEN that a public hearing will be held by the Newberg ***Planning Commission*** on December 11, 1997 at 7:00 p.m. at the Newberg Pubic Library, 503 E. Hancock, Newberg, OR, to consider the land use issues in connection with the following matter:

Public Hearing

APPLICANT:	Renaissance Development Corporation
REQUEST:	Annexation and Design Review for approximately 40-acres for development of a City Park and 100-space Manufactured Home Park.
LOCATION:	West of Sportsman Airpark and east of Wynooski Street
TAX LOTS:	Tax Map 3 2 20 CA, Lots 700, 802, 803; and Tax Map 3 2 20, Lots 1000, 1101, 1400
FILE NO:	ANX-18-97 & DR-106-97
CRITERIA:	Newberg Development Code Sections 10.36.030, 10.36.080, and 10.28.050

Annexation Criteria

(1) The proposed use for the site complies with the Newberg Comprehensive Plan and with the designation on the Newberg Comprehensive Plan Map. If a redesignation of the plan map is requested concurrent with annexation, the uses allowed under the proposed designation must comply with the Newberg Comprehensive Plan.

(2) An adequate level of urban services must be available, or made available, within three years time of annexation. An adequate level of urban services shall be defined as:
   (A) Municipal sanitary sewer and water service meeting the requirements enumerated in the Newberg Comprehensive Plan for provision of these services.
   (B) Roads with an adequate design capacity for the proposed use and projected future-uses. Where construction of the road is not deemed necessary within the three-year period, the City shall note requirements such as dedication of right-of-way, waiver of remonstrance against assessment for road improvement costs, or participation in other traffic improvement costs, for application at the appropriate level of the planning process. The City shall also consider public costs for improvement and the ability of the City to provide for those costs.

(3) Findings documenting the availability of police, fire, parks, and school facilities and services shall be made to allow for conclusionary findings either for or against the proposed annexation. The adequacy of these services shall be considered in relation to annexation proposals.

(4) The burden for providing the findings for 10.36.030 (1), (2), and (3) is placed upon the applicant.

Upon annexation the annexed area shall be automatically zoned to the corresponding land use zoning classification which implements the Newberg Comprehensive Plan Map designation.

Design Review Criteria

(1) Design Compatibility. The proposed design review request incorporates an architectural design which is compatible with and/or superior to existing or proposed uses and structures in the surrounding area. This shall include, but not be limited to, building architecture, materials, colors, roof design, landscape design, and signage.

(2) Parking and On-site Circulation. Parking area shall meet the requirements of 10.50.200. Parking studies may be required to determine if adequate parking and circulation are provided for uses not specifically identified in 10.50.200. Provisions shall be made to provide efficient and adequate on-site circulation without using the

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public streets as part of the parking lot circulation pattern. Parking areas shall be designed so that vehicles can efficiently enter and exit the public streets with a minimum impact on the functioning of the public street.

(3) Setbacks and General Requirements. The proposal shall comply with 10.50.102 through 10.50.110 dealing with height restrictions and public access; and 10.50.120 through 10.50.147 dealing with setbacks, coverage, vision clearance, and yard requirements.

(4) Landscaping Requirements. The proposal shall comply with 10.50.160 dealing with landscape requirements and landscape screening.

(5) Signs. Signs shall comply with 10.50.180 dealing with signs.

(6) Manufactured Home, Mobile Home and RV Parks. Manufactured home, mobile home, and recreational vehicle parks shall also comply with the standards listed in 10.52..300, in addition to the other criteria listed in this section.

(7) Zoning District Compliance. The proposed use shall be listed as a permitted or conditionally permitted use in the zoning district in which it is located as found in Chapter 10.40. Through this Site Review process, the Director may make a determination that a use is determined to be similar to those listed in the applicable zoning district, if it is not already specifically listed. In this case, the Director shall make a finding that the use shall not have may different or more detrimental effects upon the adjoining neighborhood area than those specifically listed.

(8) Sub-District Compliance. Properties located within sub-districts shall comply with the provisions of those sub-districts located in Chapter 10.44.

(9) Alternative Circulation, Roadway Frontage Improvements and Utility Improvements. Where applicable, new developments shall provide for access for vehicles and pedestrians to adjacent properties which are currently developed or will be developed in the future. This may be accomplished through the provision of local public streets or private access and utility easements. At the time of development of a parcel, provisions shall be made to develop the adjacent street frontage in accordance with City street standards and the standards contained in the Transportation Plan. At the discretion of the City, these improvements may be deferred through use of a deferred improvement agreement or other form of security.

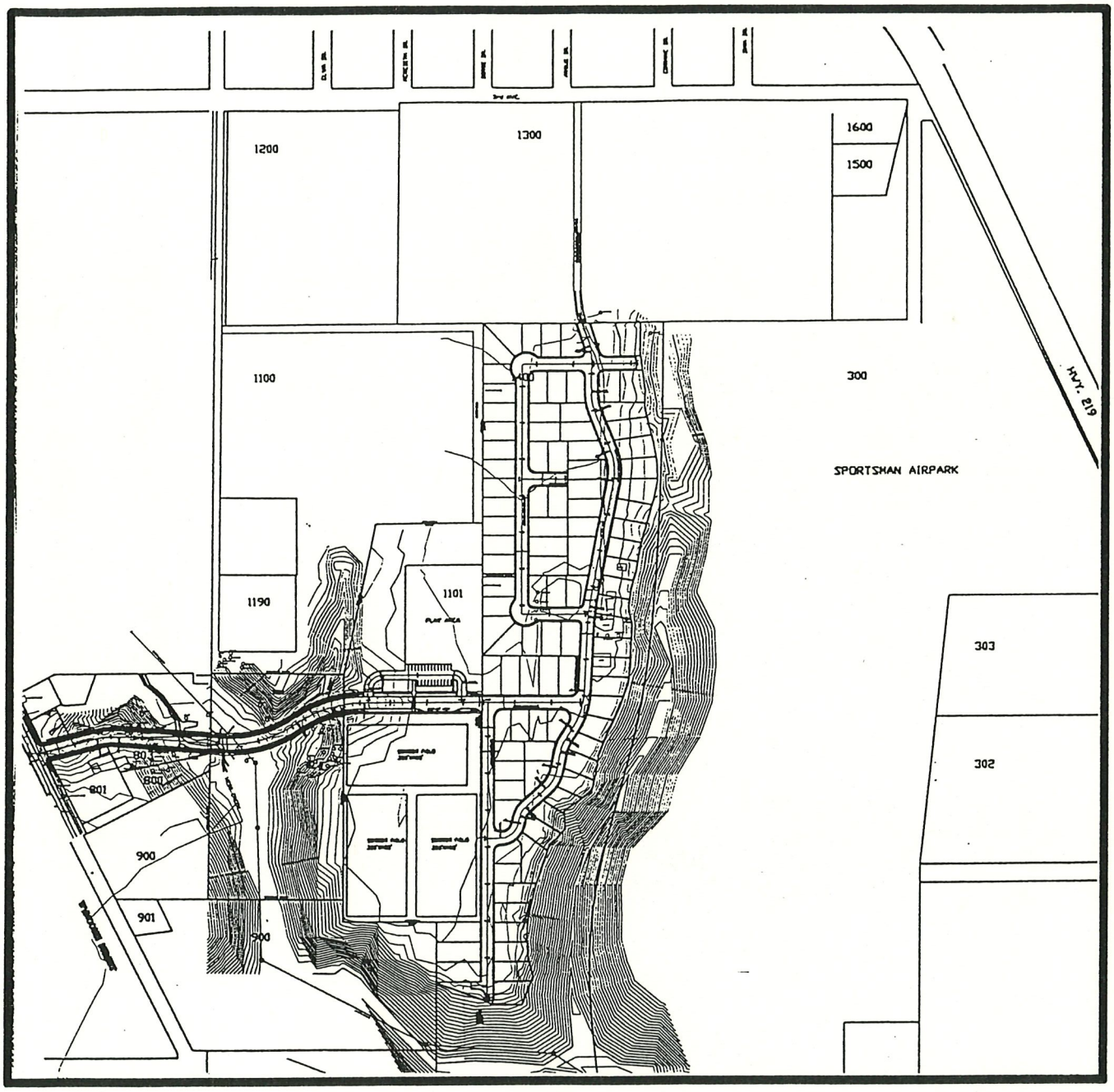
(10) Traffic Study Improvements. If a traffic study is required, improvements identified in the traffic study shall be implemented as required by the Director.

Testimony Procedure

Persons wishing to speak for or against the above proposal may do so in person or by attorney at the time and place stated above. Also, written testimony will be received at City of Newberg, Community Development Department, 719 E. First Street, Newberg, Oregon prior to the hearing.

Failure to raise an issue at the local level may preclude the ability to appeal to the Oregon State Land Use Board of Appeals.

A staff report relating to the proposal will be available seven (7) days prior to the public hearing. For further information, or if you wish to review the files, contact the City of Newberg Planning Division at (503) 537-1215.



Description: Request for annexation and design review. **File:** **Date:** December 11, 1997	**SITE MAP**	**Tax Lots:** Map 3 2 20CA, Lots 700, 802, 803, Map 3 2 20, Lots 1000, 1101, 1400 **Location:** West of Sportsman Airpark, east of Wynooski Street **Application By:** Renaissance Development Corp.

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R3220 01000
James & Ann Darby
900 Wynooski St
Newberg OR 97132

R3220 01100
NEWBERG FRIENDS CEMETERY
PO Box 487
Newberg OR 97132

R3220CA 00300
Michael & Debra Fingerut
712 Wynooski St
Newberg OR 97132

R3220CA 00400
David & Laurie Lilly
616 Wynooski St
Newberg OR 97132

R3220CA 00500
Renata Elan
700 Wynooski St
Newberg OR 97132

✓ R3220CA 00600
Michael & Debra Fingerut
712 Wynooski St
Newberg OR 97132

R3220CA 00601
Ruth Musolino
28915 NE Wilsonville Rd
Newberg OR 97132

R3220CA 00690
MEETING OF FRIENDS CHURC
350 S College St
Newberg OR 97132

R3220CA 00700
Troy Longstroth
1610 Crestview Cir
Newberg OR 97132

R3220CA 00800
Scott & Karin Majdecki
810 Wynooski St
Newberg OR 97132

✓ R3220CA 00801
Scott & Karin Majdecki
810 Wynooski St
Newberg OR 97132

✓ R3220CA 00802
Troy Longstroth
1610 Crestview Cir
Newberg OR 97132

R3220CA 00803
Loren & Barbara Dirksen
615 W 1st St
Newberg OR 97132

✓ R3220CA 00900
James & Ann Darby
900 Wynooski St
Newberg OR 97132

✓ R3220CA 01000
Ronald Karstensen
Cheri Karstensen
22195 NE Sunnycrest Rd
Newberg OR 97132

R3220CA 01101
Ronald Karstensen
Cheri Karstensen
22195 NE Sunnycrest Rd
Newberg OR 97132

R3220CA 01200
Stephen Townsend
Vivian Townsend
1633 Johnson Dr
Newberg OR 97132

R3220CA 01202
FAR WEST DEVELOPMENT INC
PO Box 490
Newberg OR 97132

R3220CA 01300
FAR WEST DEVELOPMENT INC
PO Box 490
Newberg OR 97132

✓ R3220CA 01400
FAR WEST DEVELOPMENT INC
PO Box 490
Newberg OR 97132

✓ R3220CA 01401
FAR WEST DEVELOPMENT INC
PO Box 490
Newberg OR 97132

R3220CA 01500
Edward & Alice Allen
1633 Johnson Dr
Newberg OR 97132

R3220CA 01600
Terry & Linda Holdahl
721 Wynooski St
Newberg OR 97132

R3220CA 01601
Ernest & Barbara Meyer
4000 N Aspen Way
Newberg OR 97132

R3220CA 01602
John & Twila Reid
720 S Pacific St
Newberg OR 97132

R3220CA 01700
Aubra & Sarah Mahaney
709 Wynooski St
Newberg OR 97132

R3220CA 01800
Frederick Labonte
703 Wynooski St
Newberg OR 97132

R3220CA 01900
C Milford & Esther House
1616 Aldersgate Ln
Newberg OR 97132

R3220CA 02000
Charles Colling
13835 SW Hall Blvd
Tigard OR 97223

R3220CA 02200
Rick Bishop
716 S Pacific St
Newberg OR 97132

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Sam & Claire Whitney
PO Box 248
Newberg OR 97132

CITY HALL
414 E 1st St
Newberg OR 97132

SMURFIT NEWSPRINT CORP
PO Box 70
Newberg OR 97132

James & Ina Leard
2709 Walnut Ave
Newberg OR 97132

Kenneth & Theresa Leard
910 Wynooski St
Newberg OR 97132

James & Ann Darby
900 Wynooski St
Newberg OR 97132

NEWBERG FRIENDS CEMETERY
PO Box 487
Newberg OR 97132

CHEHALEM PARK & RECREATI
1802 Haworth Ave
Newberg OR 97132

Kenneth Coe
7340 SW Hunziker Rd #205
Tigard OR 97223

D H & L E Thompson
PO Box 536
Long Beach WA 98631

David & June Gander
PO Box 918
Newberg OR 97132

John & Twila Reid
720 S Pacific St
Newberg OR 97132

FAR WEST DEVELOPMENT INC
PO Box 490
Newberg OR 97132

James & April Craig III
619 Wynooski St
Newberg OR 97132

V2-41

Attachment G

Oregon
John A. Kitzhaber, M.D., Governor

Division of State Lands
775 Summer Street NE
Salem, OR 97310-1337
(503) 378-3805
FAX (503) 378-4844
TTY (503) 378-4615

MEMORANDUM

November 17, 1997

TO: Planning Director, City of Newberg

FROM: Mary Pakenham-Walsh, Wetland Technician

SUBJECT: *Everest Pointe Project and Wetland Land Use Notification Process*

Please find enclosed the Division's response to the public notice for the above-mentioned project. I would like to take this opportunity to request Newberg's participation in the Wetland Land Use Notification process, the purpose of which is to increase the efficiency of project reviews in regard to potential Removal-Fill permit requirements. Our records indicate that the City submitted Wetland Notices from 1991 to 1994, however none have been submitted since that time.

As per ORS 227.350, once cities have been provided with applicable National Wetland Inventory (NWI) maps, they are required to implement the wetland land use notification process for mapped wetlands. This program, initiated in the early 1990's, improves local-state coordination and benefits both the local jurisdiction and applicants by ensuring that land use proposals receive a timely and sufficient review regarding potential applicability of wetland/waterway permits.

A Wetland Land Use Notification Form should be completed and submitted to the Division for any local application that involves ground alteration in or near wetlands/waterways shown on the National Wetlands Inventory. The enclosed statute provides a complete list of application types for which notice should be submitted to the Division. If an approved Local Wetland Inventory (LWI) exists that covers the site, this more accurate mapping should replace the NWI for local level wetlands mapping review.

I have enclosed a blank wetland notification form, instructions, statutory background, and a completed example. There are some instances when wetlands are not mapped on a parcel when it would still be beneficial to submit wetland notification. For instance, if a septic/soil engineer has been on site and noted boggy conditions with a failed perc test, it would be wise to submit a wetland notice even if the area isn't mapped as wetland. The bottom line is that wetlands are subject to permit requirements as they exist in the landscape, not on mapping tools.

Please let me know if you have any questions about the process, including need for NWI maps and/or map interpretation. I can be reached at (503) 378-3805, ext. 246. I look forward to working with you.

V2-42

Oregon
John A. Kitzhaber, M.D., Governor

Division of State Lands
775 Summer Street NE
Salem, OR 97310-1337
(503) 378-3805
FAX (503) 378-4844
TTY (503) 378-4615

State Land Board
John A. Kitzhaber
Governor
Phil Keisling
Secretary of State
Jim Hill
State Treasurer

November 17, 1997

Planning Director
City of Newberg
719 E. First St.
Newberg, OR 97132

Re: **Renaissance Development Corporation/Everest Pointe Project**
Local File #ANX-18-97

Dear Sir or Ms.:

Based on review of the application for the above-mentioned project, it is possible though unlikely that a Removal-Fill permit would be required.

National Wetlands Inventory (NWI) and soil mapping for the project indicates that the only aquatic/wetlands features in the project area are Hess Creek and the Hess Creek tributary near Sportsman Airpark. An onsite investigation by a qualified professional is the only way to be certain there are no additional wetlands.

The application indicates that the tributary will be left in a natural state. A bridge is proposed over Hess Creek for access to the City Park. These waterways are jurisdictional and subject to the permit requirements of the state Removal-Fill Law. A state Removal-Fill permit is required for fill or removal of 50 cubic yards or more of material in these areas, which is a cumulative total for the project. Tami Hubert (ext. 272) is the permit coordinator for Yamhill County.

Thank you for the opportunity to comment on this project. If you have any questions, please feel free to call me at extension 246.

Sincerely,

Mary Pakenham-Walsh

Mary Pakenham-Walsh
Wetlands Technician

cc: Tami Hubert, DSL

V2-43

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PLANNING COMMISSION STAFF REPORT
December 11, 1997

PREPARED BY: City of Newberg Planning Staff

APPLICANT: Ron Manning

CONTACT: Ron Manning

OWNER: Robb & Marsha Renne, Hans Utke, Kenneth Bains, Ron Manning

REQUEST: Amendment to Creekside Planned Unit Development to allow 40% lot coverage

ZONING: R-1 and R-1/SC

LOCATION: W. of Main, S. of Pinehurst Ct.

TAX LOT: 3218AC-1700, -1800, -1900, - 2000

FILE NO: PUD-3-97

PLAN DESIGNATION: LDR, LDR/SC

ATTACHMENTS:

A. Reso. 97-86 w/map & findings
B. PUD-3-97 Application - attached
C. Reso. 97-62, approving Creekside PUD - attached
D. Affadavit of Noticing - attached
E. Newberg Comprehensive Plan - by reference
F. Newberg Development Code - by reference

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V3-1

The Planning staff has determined that the following criteria apply to the subject proposal. The Planning Commission or other interested parties should direct their comments to the criteria listed or state why they feel other criteria may apply.

Criteria for Planned Unit Development Approval, Section 10.32.030

(A) The proposed development is consistent with standards, plans, policies and ordinances adopted by the City; and

(B) The proposed development's general design and character, including but not limited to anticipated building locations, bulk and height, location and distribution of recreation space, parking, roads, access and other uses, will be reasonably compatible with appropriate development of abutting properties and the surrounding neighborhood; and

(C) Public services and facilities are available to at least the same degree as they were in other similar locations in the City when developments were approved. If such public services and facilities are not at present available, an affirmative finding may be made under this criterion if the evidence indicates that the public services and facilities will be available prior to need by reason of:

  (a) Prior commitment of public funds and/or planning by the appropriate public agencies, or

  (b) A commitment by the applicant to provide private services and facilities acceptable to the appropriate public agencies, or

  (c) Commitment by the applicant to provide for offsetting all added public costs or early commitment of public funds made necessary by the development.

(D) The provisions and conditions of this Code have been met; and

(E) Proposed buildings, roads, and other uses are designed and sited to ensure preservation of features, and other unique or worthwhile natural features and to prevent soil erosion or flood hazard; and

(F) There will be adequate on-site provisions for utility services, emergency vehicular access, and, where appropriate, public transportation facilities; and

(G) Sufficient usable recreation facilities, outdoor living area, open space, and parking areas will be conveniently and safely accessible for use by residents of the proposed development; and

(H) Proposed buildings, structures, and uses will be arranged, designed, and constructed so as to take into consideration the surrounding area in terms of access, building scale, bulk, design, setbacks, heights, coverage, landscaping and screening, and to assure reasonable privacy for residents of the development and surrounding properties.

Request:

Amendment to Creekside Planned Unit Development to allow 40% lot coverage

Project Description:

The site is located west of Main Street and south of Pinehurst Ct. Approval of a PUD was previously granted by the Planning Commission for this site. The applicant is requesting amendment of the PUD to allow 40% lot coverage.

Planned Development Process:

The Newberg Development Code (NDC), Section 10.32.020 requires that planned unit development applications be processed as a Type III land use procedure. The Type III Planned Unit Development application is a quasi-judicial hearing process which is heard and decided by the Planning Commission. The NDC states (refer to Section 10.08.040) that the decision of the Planning Commission is final unless the "decision is appealed or the decision is a recommendation to the City Council".

Because this request is for a modification to the previously approved PUD, it must also be processed as a Type III land use procedure.

Preliminary Staff Recommendation:

The preliminary staff recommendation is made in the absence of public hearing testimony, and may be modified subsequent to the close of the public hearing. At this writing, the staff recommends the following motion:

- Move to adopt Planning Commission Resolution 97-86

PLANNING COMMISSION RESOLUTION NO. 97-86

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWBERG RECOMMENDING THAT THE CITY COUNCIL APPROVE FILE PUD-3-97, AMENDMENT TO CREEKSIDE PLANNED UNIT DEVELOPMENT TO ALLOW 40% LOT COVERAGE FOR PROPERTY LOCATED WEST OF MAIN, SOUTH OF PINEHURST COURT, YAMHILL COUNTY TAX LOT 3218AC-1700, -1800, -1900, - 2000.

WHEREAS, On November 5, 1997, an application was submitted by Ron Manning requesting an amendment to the Creekside Planned Unit Development to allow 40% lot coverage on courtyard cluster and detached single family residential homes.

WHEREAS, On November 19, 1997, notice of this request was mailed to the owner of record as identified in Yamhill County Assessor's Office, and all adjoining property owners within a distance of 300 feet.

WHEREAS, Notice was published in the Graphic Newspaper on November 26, 1997, which is at least ten days prior to the public hearing before the Planning Commission scheduled for December 11, 1997; and on November 21, 1997 notice of the Planning Commission meeting was posted on the site; and on November 26, 1997 notice was posted at four public places.

WHEREAS, On December 11, 1997, a hearing was held by the Newberg Planning Commission.

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Newberg that it approves a request to amend the Creekside Planned Unit Development to allow 40% lot coverage for courtyard cluster and detached single family homes. This approval is based on the staff report, findings and testimony.

All other standards already specifically approved through the original Creekside Planned Unit Development (PUD-3-97) shall remain in effect.

DATED this ___ day of _____, 1998.

AYES: NAYS: ABSTAIN: ABSENT:

ATTEST:

_____ _____

Planning Commission Secretary

Richard Waldren
Planning Commission Chair

Exhibits to be forwarded to Council as part of adoption ordinance:
Findings, Legal Description and Area Map

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V3-4

EXHIBIT A - FINDINGS

Criteria (A) The proposed development is consistent with standards, plans, policies and ordinances adopted by the City.

Finding: The Creekside PUD has already undergone rigorous review by the City planning staff, the Planning Commission, the developer's architect, engineers and consultants and the Oregon Department of Transportation (ODOT). The resulting plan was approved by the Planning Commission.

This request to modify the PUD is consistent with City ordinances. The lot size in the PUD is generally around 5000 s.f., equivalent to the lot size in an R-2 zone. The requested lot coverage is the same as is required in the R-2 zone.

Criteria (B) The proposed development's general design and character, including but not limited to anticipated building locations, bulk and height, location and distribution of recreation space, parking, roads, access and other uses, will be reasonably compatible with appropriate development of abutting properties and the surrounding neighborhood.

Finding: The development plan, based on a thorough knowledge of the City's standards, codes and ordinances, is generated from basic unit types which reflect a more traditional character of Newberg. The requested amendment allows for a building footprint that is typical and that is desired by many families. The requested lot coverage is typically found throughout Newberg.

Criteria (C) Public services and facilities are available to serve the proposed development. If such public services and facilities are not at present available, an affirmative finding may be made under this criterion if the evidence indicates that the public services and facilities will be available prior to need by reason of:

(a) Public facility planning by the appropriate agencies, or

(b) A commitment by the applicant to provide private services and facilities adequate to accommodate the projected demands of the project, or

(c) Commitment by the applicant to provide for offsetting all added public costs or early commitment of public funds made necessary by the development.

Finding: Services and facilities are already available to the site. The requested amendment will have no effect on services, facilities, or transportation.

Criteria (D) The provisions and conditions of this Code have been met.

Finding: This request is in compliance with the provisions and conditions of the Newberg Development Code (NDC). All future development of the site must conform to the provisions and conditions of the NDC in order to obtain a valid development or building permit. The request will not alter the City's ability to enforce the provisions and conditions of the NDC on the subject property.

Criteria (E) Proposed buildings, roads, and other uses are designed and sited to ensure preservation of features, and other unique or worthwhile natural features and to prevent soil erosion or flood hazard.

Finding: The stream corridor subdistrict abuts portions of the property. No development has been proposed for the areas within the stream corridor. One of the reasons for the requested lot coverage amendment is to allow standard residential homes on lots that are laid out to retain the integrity of the stream corridor.

Criteria (F) There will be adequate on-site provisions for utility services, emergency vehicular access, and, where appropriate, public transportation facilities.

Finding: Not applicable -- this request does not affect the provisions previously established for utility services, emergency vehicular access, or public transportation facilities.

Criteria (G) Sufficient usable recreation facilities, outdoor living area, open space, and parking areas will be conveniently and safely accessible for use by residents of the proposed development.

Finding: Each dwelling unit is designed with front yard and back yard space. These yards serve as open space and private recreation space as well as dwelling access to light and air. The increase in lot coverage is small, and is typical for the city; and therefore will not affect outdoor living space or access to light and air.

The common open space will be used for recreation. It is designed to be in a linear network throughout the development and the recreation will be from jogging and walking. The development will be also connected to the emerging pedestrian network on N. College Street via sidewalks in the new public right-of-way. An exercise area will be provided in the space designated for the future street extension to the north. The amended lot coverage does not affect any of the common open space in the PUD.

Criteria (H) Proposed buildings, structures, and uses will be arranged, designed, and constructed so as to take into consideration the surrounding area in terms of access, building scale, bulk, design, setbacks, heights, coverage, landscaping and screening, and to assure reasonable privacy for residents

of the development and surrounding properties.

Finding: The requested lot coverage amendment does not significantly affect the character of the PUD. All other standards and conditions will be met by the PUD.

PLANNED UNIT DEVELOPMENT
CONDITIONS OF APPROVAL
PUD-3-97

1. **Development Standards:** The following development standard will be added to the PUD standards, replacing the previous standard.

Building Coverage:	40% maximum lot coverage for courtyard cluster and detached single family structures.

V3-8

File: PUD-3-97 **Date:** P.C. - December 11, 1997	EXHIBIT B **SITE MAP**	Tax Lot: 3218AC-1700, -1800, -1900, - 2000 Location: W. of Main, S. of Pinehurst Ct. Application By: Ron Manning

PUD-3-97
Attachment B

City of Newberg

TYPE III APPLICATION
(QUASI-JUDICIAL REVIEW)

FILE #: PUD-3-97 APPLICATION FEE: 400.00
DATE: 10/15/97 RECEIPT#: 17230

OFFICE USE ONLY

RECEIVED
OCT 15 1997
By

TYPES - PLEASE CHECK ONE:

___ Annexation
___ Comprehensive Plan Amendment (site specific)
___ Conditional Use Permit
___ Historic LandmarkDesignation
___ Historic Landmark Modification/alteration
X Planned Unit Development
___ Sign Program
___ Zoning Amendment (site specific)
___ Other: (Explain)

APPLICANT INFORMATION:

APPLICANT: RON MANNING
ADDRESS: 2310 CHEHALEM DR NEWBERG OR
PHONE: 538-1627 MOBILE: 833-7899 FAX: 538-0893
OWNER (if different from above): SAME PHONE:
ADDRESS: ENGINEER/SURVEYOR: L.D.C
PHONE: 648-4061
ADDRESS: 233 SE WASHINGTON ST HILLSBORO

GENERAL INFORMATION:

PROJECT NAME: eReekside PROJECT LOCATION: N. MAIN SOUTH OF PINE 1ST PROJECT
DESCRIPTION/USE: RESIDENTAL
MAP/TAX LOT NO.(i.e. 3200AB-400): ZONE: R-1 SITE SIZE: 8 SQ. FT. ☐ ACRE: ☒
COMP PLAN DESIGNATION: R-1 TOPOGRAPHY: westerly sloped CURRENT USE:
VACANT RESIDENTAL
SURROUNDING USES:
NORTH: RESIDENTAL SOUTH: RESIDENTAL
EAST: PARK WEST: RESIDENTAL

SPECIFIC PROJECT CRITERIA AND REQUIREMENTS ARE ATTACHED

General Checklist: ☐ Fees ☐ Noticing Information ☐ Title Report ☐ Criteria Response ☐ Owner Signature/Letter of Consent
Annexation/Comprehensive Plan Amendment/Zoning Amendment Checklist: ☐ Site Plan ☐ Map & Legal Description ☐ Dedications ☐ Easements ☐ Annexation Consent Form
Conditional Use Checklist: ☐ Site Plan ☐ Landscape Plan ☐ Drives/Parking/Circulation ☐ Buffering/Screening ☐ Signs/Graphics ☐ Exterior Lighting ☐ Trash/Refuse Storage ☐ Roadways/Utilities ☐ Traffic Study
Historic Landmark Establishment/Modification Checklist: ☐ Historical Information ☐ Site Plan ☐ Architectural Drawings ☐ Existing Features/Natural Landscape
Planned Unit Development Checklist: ☐ Site Plan ☐ Landscape Plan ☐ Existing Features/Natural Landscape ☐ Drives/Parking/Circulation ☐ Buffering/Screening ☐ Signs/Graphics ☐ Roadways/Utilities ☐ Traffic Study
Sign Program Checklist: ☐ Copy of sign regulations

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

Ronald Manning 10/13/97
Applicant Signature Date

RON MANNING
Print Name

SAME
Owner Signature Date

Print Name

Attachments: General Information, Criteria, Noticing Procedures, Fee Schedule, Checklist

V3-10

MANNING CONSTRUCTION CO.

2310 Chehalem Drive
Newberg, OR 97132

Bus: 503-538-1627
Fax: 503-538-0893

November 5, 1997

City of Newberg
Planning Department
414 E. 1st Street
Newberg, OR 97132

RE: Request for amendment to Creekside Planned Unit Development implementing a 10% increase in lot coverages on specified lots

I am making a formal request for a modification to **PUD-3-97** to allow an increase from the existing 30% lot coverage to 40% lot coverage on courtyard cluster homes and detached single family residential. Due to the fact that these lots are 47% smaller than the standard lot in the R-1 Zone we are unable to fit a 1200 square foot house accompanied by a 240 square foot single car garage on these lots. With this modification I am asking that the lot coverage from the R-2 Zone be applied (See Exhibit A). The lots in question are as follows: 11-31, 34, and 36-42 (See Exhibit B).

The benefit of this amendment remains consistent with the desire to allow entry level housing while providing a quality lifestyle for future residents. It is also consistent with maintaining concern for our communities livability and development requirements. Your consideration of this matter is greatly appreciated.

Sincerely,

Ron Manning,
Owner

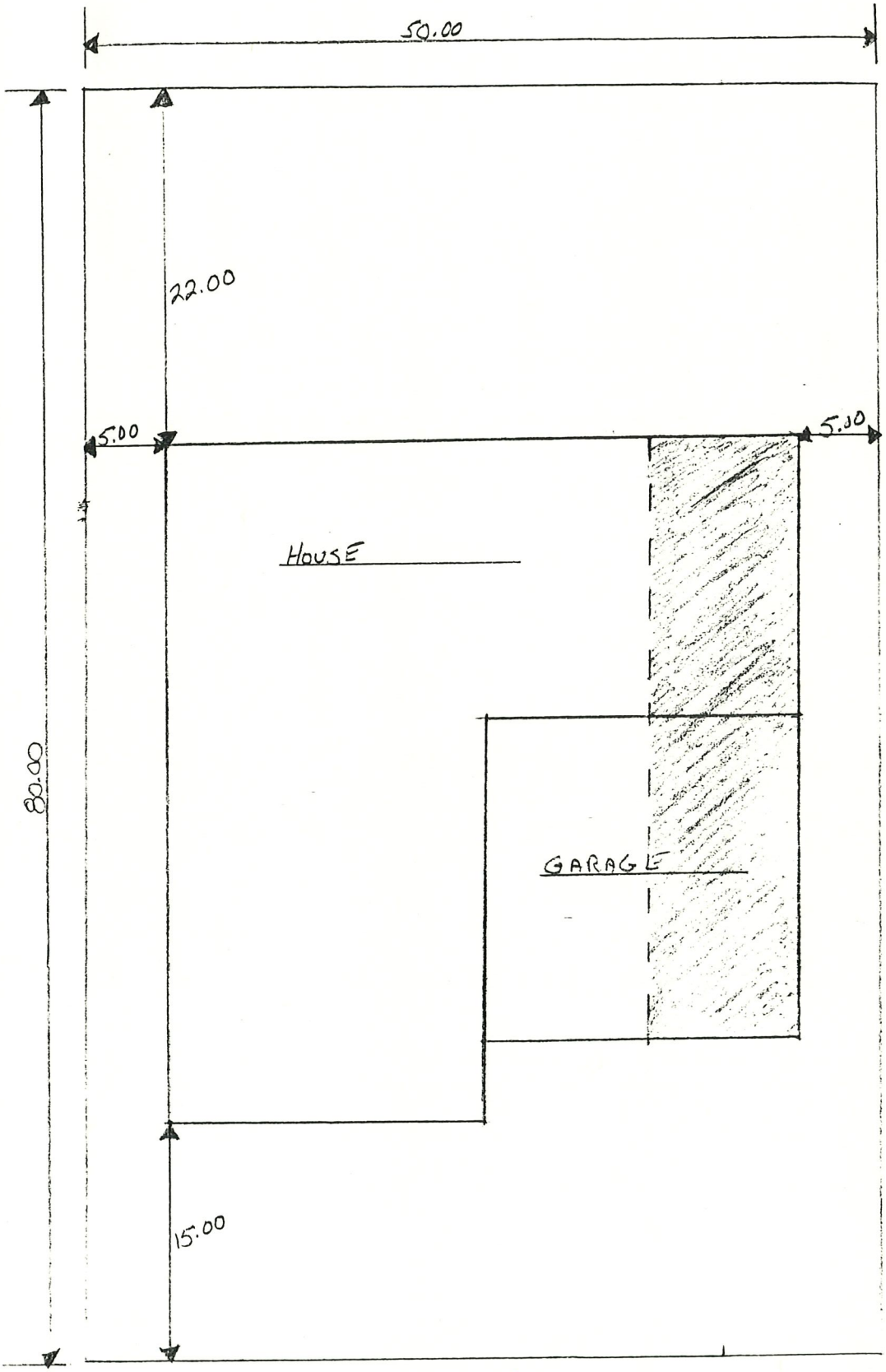
V3-11

Filename: PLANDEPT.WPS

1" = 10'

TYPICAL PLAT

SHADED AREA 10% ADJUSTMENT



V3-12

EXHIBIT A

NEWBERG DEVELOPMENT CODE MATRIX
UPDATED MARCH 18, 1997

	R-1	R-2	R-3	R-P	C-1	C-2	C-3	M-1	M-2	M-3
Maximum Dwelling Units Per Acre (Number)	4.4	8.8	21.8	---	---	---	---	---	---	---
Minimum Lot Size (Square Feet)	7,500	5,000	5,000	5,000	5,000	5,000	5,000	20,000	20,000	20000
Minimum Lot Area Per Unit (Square Feet)	7,500	3,750	1,500	3,750	---	---	---	---	---	---
Maximum Height (Feet)	30	30	45*	30	30	①	①	①	①	①
Minimum Front Yard (Feet)	15	15	12	12	10	20	---	20	20	20
Minimum Front Yard To Garage (Feet)	20	20	20	20	---	20	---	---	---	---
Minimum Interior Side Yard (Feet)	5	5	5	8	②	②	---	②	②	②
Minimum Corner Side Yard (Feet)	15	15	12	12	10	20	---	20	20	20
Minimum Rear Yard (Feet)	5	5	5	8	②	②	---	②	②	②
Coverage: Max. Lot Coverage	30%	40%	50%	40%	---	---	---	---	---	---
Max. Parking Coverage	30%	30%	30%	30%						
Max. Combined Coverage	60%	60%	70%	60%						

* See Development Code for exceptions

① None when abutting COMM/IND zone; same as residential zone for a distance of 50 ft. from the abutting boundary

② None when abutting COMM/IND zone; 10 feet when abutting residential zone

Acre = 43,560 square feet

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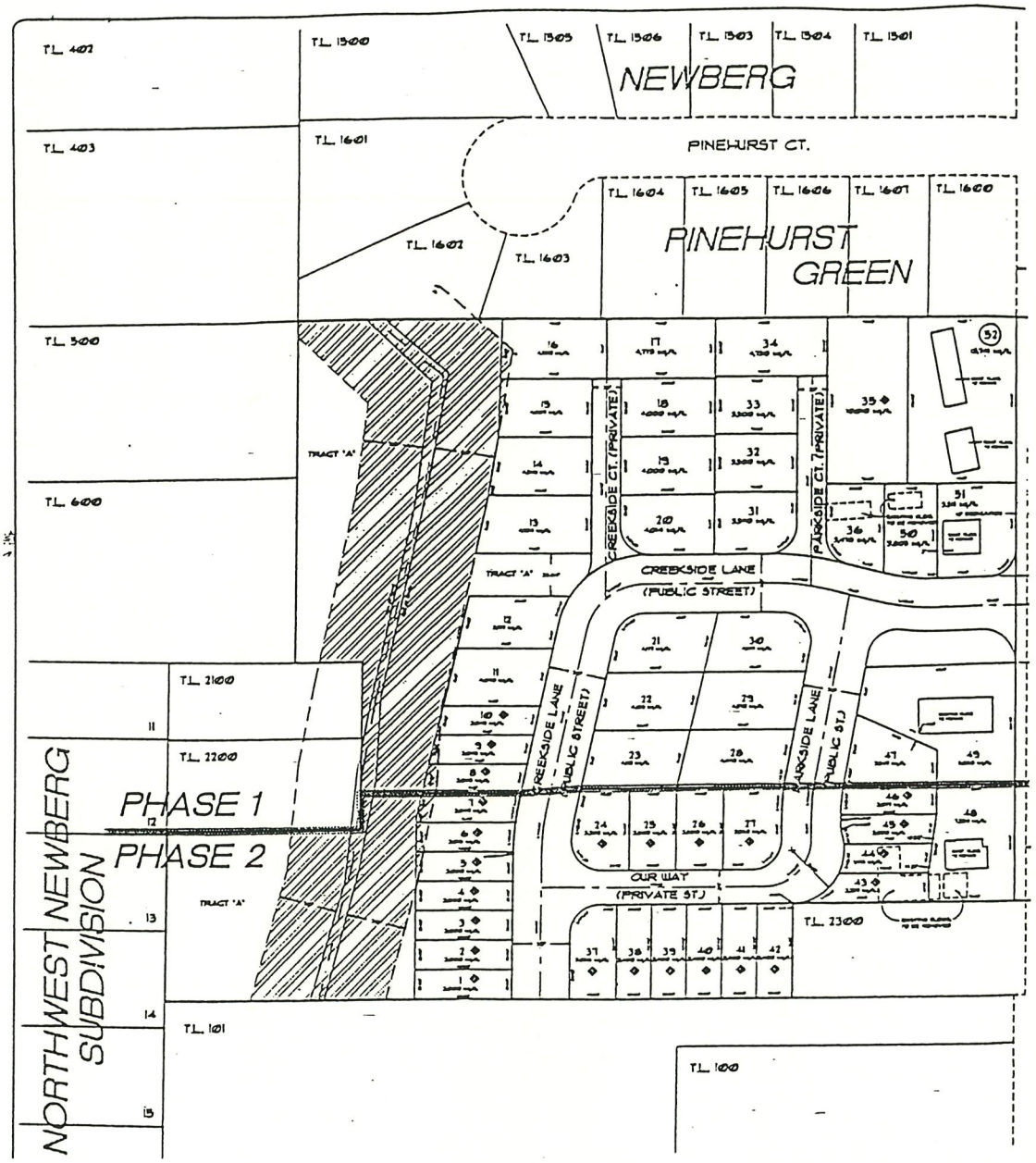
EXHIBIT B

B



File: PUD-3-97 **Date:** March 13, 1997	EXHIBIT B **CREEKSIDE PD** **SITE MAP**	Tax Lot: 3218AC-1700, -1800, -1900, - 2000 Location: W. of Main, S. of Pinehurst Ct. Application By: Ron Manning

K:\WP\PLANNING\MISC\WP5FILES\FILES.PUD\PUD-3-97.WPD

V3-14

Attachment C

PLANNING COMMISSION RESOLUTION NO. 97-62

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWBERG APPROVING FILE PUD-3-97, A PLANNED UNIT DEVELOPMENT TO CREATE 52 LOTS AND A SEPARATE TRACT CONTAINING THE STREAM CORRIDOR FOR PROPERTY LOCATED WEST OF NORTH MAIN STREET, SOUTH OF PINEHURST COURT, YAMHILL COUNTY TAX LOTS 3218AC-1700, -1800, -1900, - 2000.

WHEREAS, On February 13, 1997, an application was submitted by Ron Manning requesting approval for a Planned Unit Development to create 49 units and a separate tract containing the stream corridor for property located west of Main, south of Pinehurst Court.

WHEREAS, On March 3, 1997, the applicant provided a revised plan which creates 52 units and a separate tract containing the stream corridor.

WHEREAS, On February 22, 1997, notice of this request was mailed to the owner of record as identified in Yamhill County Assessor's Office, and all adjoining property owners within a distance of 100 feet.

WHEREAS, Notice was published in the Graphic Newspaper on February 28, 1997, which is at least ten days prior to the public hearing before the Planning Commission scheduled for March 13, 1997; and on March 1, 1997, notice of the Planning Commission meeting was posted on the site and at four public places.

WHEREAS, On March 13, 1997, a hearing was held by the Newberg Planning Commission.

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Newberg that it approves a Planned Unit Development to create 52 lots and a separate tract containing the stream corridor as shown in Exhibit B. This approval is based on the staff report, findings and testimony.

BE IT FURTHER RESOLVED that the Planning Commission requests that the City Council approve a variation to City policy as follows: (1) approve a reduction in the public street width for "Our Way" from a 32 ft. curb to curb to a 24 ft. curb to curb within a 30 ft. right-of-way, curbs on both sides, a 4 ft. sidewalk on one side, and appropriate "no parking" signage; and (2) approve an increase in the number of units served by "Creekside Court" from six to seven.

BE IT FURTHER RESOLVED that the Planning Commission adopts the following development standards for PUD-3-97 to be known as Creekside Planned Development.

Lot Sizes:	Average lot size - 6,300 sq. ft. Courtyard cluster homes - 3,255 sq. ft. Single family detached - 4,000 - 13,000 sq. ft. Single family attached - 2,000 sq. ft.
Lot Frontage:	25 ft. min.
Lot Depth:	Courtyard cluster and detached single family - average lot depth 2.5:1 Single family attached - 2:1 (lots 24-27), 2.6:1 (lots 37-42), 3.2:1 (lots 1-10)
Front Setback:	15 ft. min. - 20 ft. max.
Side yard Setback:	Courtyard cluster homes - 3 ft. min. with a 10 ft. min separation maintained between structures on abutting properties; Single-family attached - 5 ft. minimum except at zero lot line; Single family detached - 5 ft. min.
Rear yard Setback	15 ft. min.
Height:	2 1/2 story max.
Lot Coverage:	30% for courtyard cluster homes and detached single-family residential; 50% for attached single-family residential
Parking:	2 spaces per lot min.
Public Street:	Creekside and Parkside - 50 ft. ROW Our Way - Subject to Council approval - 30 ft. ROW, with a 24 ft. curb to curb width, curbs on both sides, a 4 ft. public sidewalk on one side, and appropriate "No parking" signage and/or striping.
Private Drive:	25 ft. easement with 20 ft. paved surface

All standards not specifically listed shall be according to the R-1 and R-1/SC zoning standards in the Newberg Development Code.

DATED this 13th day of March, 1997.

AYES: 5 NAYS: 1 (Wall) ABSTAIN: 0 ABSENT: 1 (Haug)

ATTEST:

John Knight
Planning Manager, City of Newberg

Myrna Miller
Planning Commission Vice-Chair

Exhibits: A: Findings & Conditions
B: Site Map

V3-16

Attachment D

FILE #: PUD-3-97

Planning Commission

AFFIDAVIT OF NOTICING

REFERENCE ATTACHED LIST(S)/NOTICE(S)

I, Paula Balloni, for the City of Newberg, Oregon, do hereby certify that the attached Notice of Public Hearing was:

a. mailed to the following list of property owners, by United States mail, postage prepaid on N/a - Customer to do

b. noticed in the Newberg Graphic on Wed. - 11/26/97 faxed 11-19-97 11-19-97 4:20 p.m. Judy RCVD - OK

c. posted on the site on N/a - Customer to do

d. and posted in four public locations (City Hall, the Library, the Fire Station, and the Community Development Office) on 11-26-97.

Paula Balloni
Signature

Office Manager
Title

11-19-97
Date

DATE NOTICE OF DECISION MAILED (AFTER PUBLIC HEARING) _____

F:\planning\WP5files\forms\affnot.frm 9/21/95

V3-17

City Manager
(503) 538-9421

City Attorney
(503) 537-1208

414 E. First St.
Newberg, Oregon 97132

City FAX
(503) 538-5393

Community Development

414 E. First Street ● Newberg, OR 97132 ● 503-537-1210 ● Fax: 503-537-1272

November 19, 1997

Newberg Graphic
P.O. Box 700
109 N. School Street
Newberg, OR 97132

FOR IMMEDIATE RELEASE Sent Via Fax: 538-1632

Attached are three (3) Public Notices to be published in the Newberg Graphic on November 26, 1997 (Wednesday), as noted at the bottom of the page.

The notice(s) are for the following applicants:

1.	Renaissance Development Corp.	ANX-18-97/DR-106-97
2.	Ron Manning	PUD-3-97
3.	Dr. David Abbott	G-32-97

[illegible] receipt of this fax. Thank You.

TRANSMISSION REPORT

:CITY OF NEWBERG (NOV 19 '97 15:41)

DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	MODE	TIME	RESULTS	TOTAL PAGES	DEPT. CODE
NOV 19	15:39	503 538 1632	G3EST	01'09"	OK	02	

V3-18

PUBLIC NOTICE

NOTICE IS HEREBY GIVEN that public hearings will be held by the Planning Commission of the City of Newberg, on December 11, 1997 at 7:00 PM at the Newberg Public Library, 503 E. Hancock, Newberg, OR, to consider the land use issues in connection with the following matters:

Public Hearing:

APPLICANT:	Renaissance Development Corporation
REQUEST:	Annexation of approx. 39.5 acres and design review approval for development of a manufactured home park and City park
LOCATION:	W. of Sportsman Airpark, E. of Wynooski Street
TAX LOT:	3220CA-700, -802, -803, 3220-1000, -1101, -1400
FILE NO:	ANX-18-97/DR-106-97
CRITERIA:	Newberg Development Code Sections 10.36.050, 10.28.050, and 10.20.030

Public Hearing:

APPLICANT:	Ron Manning
REQUEST:	Amendment to Creekside Planned Unit Development to allow 40% lot coverage
LOCATION:	W. of Main, S. of Pinehurst Ct.
TAX LOT:	3218AC-1700, -1800, -1900, - 2000
FILE NO:	PUD-3-97
CRITERIA:	Newberg Development Code Section 10.20.030

Public Hearing:

APPLICANT:	Dr. David Abbott
REQUEST:	Review of sign program for new development
LOCATION:	Highway 99W and Brutscher Street
TAX LOT:	3216CA-2190
FILE NO:	G-32-97
CRITERIA:	Newberg Development Code - Section 10.50.183

Testimony Procedure

Persons wishing to speak for or against the above proposal may do so in person or by attorney at the time and place stated above. Also, written testimony will be received at 414 E. First Street, Newberg, Oregon prior to the hearing.

Failure to raise an issue at the local level may preclude the ability to appeal to the Oregon State Land Use Board of Appeals.

A staff report relating to the proposal will be available seven (7) days prior to the public hearing. For further information, or if you wish to review the files, contact the City of Newberg Planning Division at 537-1210.

Publish: November 26, 1997

Barb Mingay, Planning Technician

V3-19

PLANNING DIVISION FILE #: PUD 3-97

CITY OF NEWBERG
AFFIDAVIT OF NOTICING

REFERENCE ATTACHED LIST(S)/NOTICE(S)

I, Ron Manning, do hereby certify that the attached Notice of Public Hearing was:

a. mailed to the following list of property owners, by United States mail, postage prepaid on 11-19-97 (date);

b. posted on the site according to standards established in 10.14.060 of the Newberg Development Code on 11-21-97 (date).

Signature

11-19-97
Date

Ron Manning
Print name

V3-20

City of Newberg
Planned Unit Development
Notice

Public Notice

NOTICE IS HEREBY GIVEN that a public hearing will be held by the Newberg Planning Commission on December 11, 1997at 7 p.m. at the Newberg Public Library , 503 E. Hancock, Newberg, OR, to consider the land use issues in connection with the following matter:

Public Hearing:

APPLICANT:	Ron Manning
REQUEST:	Amend PUD-3-97 to allow 40% lot coverage on courtyard cluster homes and detached single family residential.
LOCATION:	N. Main St., South of Pinehurst Dr.
TAX LOT:	Tax Lot 3218AC 01700, 01800, 01900, 02000
FILE NO:	PUD-3-97
CRITERIA:	Newberg Development Code Section 10.20.030

Criteria

(A) The proposed development is consistent with standards, plans, policies and ordinances adopted by the City; and

(B) The proposed development's general design and character, including but not limited to anticipated building locations, bulk and height, location and distribution of recreation space, parking, roads, access and other uses, will be reasonably compatible with appropriate development of abutting properties and the surrounding neighborhood; and

(C) Public services and facilities are available to at least the same degree as they were in other similar locations in the City when developments were approved. If such public services and facilities are not at present available, an affirmative finding may be made under this criterion if the evidence indicates that the public services and facilities will be available prior to need by reason of:

  (a) Prior commitment of public funds and/or planning by the appropriate public agencies, or

  (b) A commitment by the applicant to provide private services and facilities acceptable to the appropriate public agencies, or

  (c) Commitment by the applicant to provide for offsetting all added public costs or early commitment of public funds made necessary by the development.

(D) The provisions and conditions of this Code have been met; and

(E) Proposed buildings, roads, and other uses are designed and sited to ensure preservation of features, and other unique or worthwhile natural features and to prevent soil erosion or flood hazard; and

(F) There will be adequate on-site provisions for utility services, emergency

vehicular access, and, where appropriate, public transportation facilities: and

(G) Sufficient usable recreation facilities, outdoor living area, open space, and parking areas will be conveniently and safely accessible for use by residents of the proposed development; and

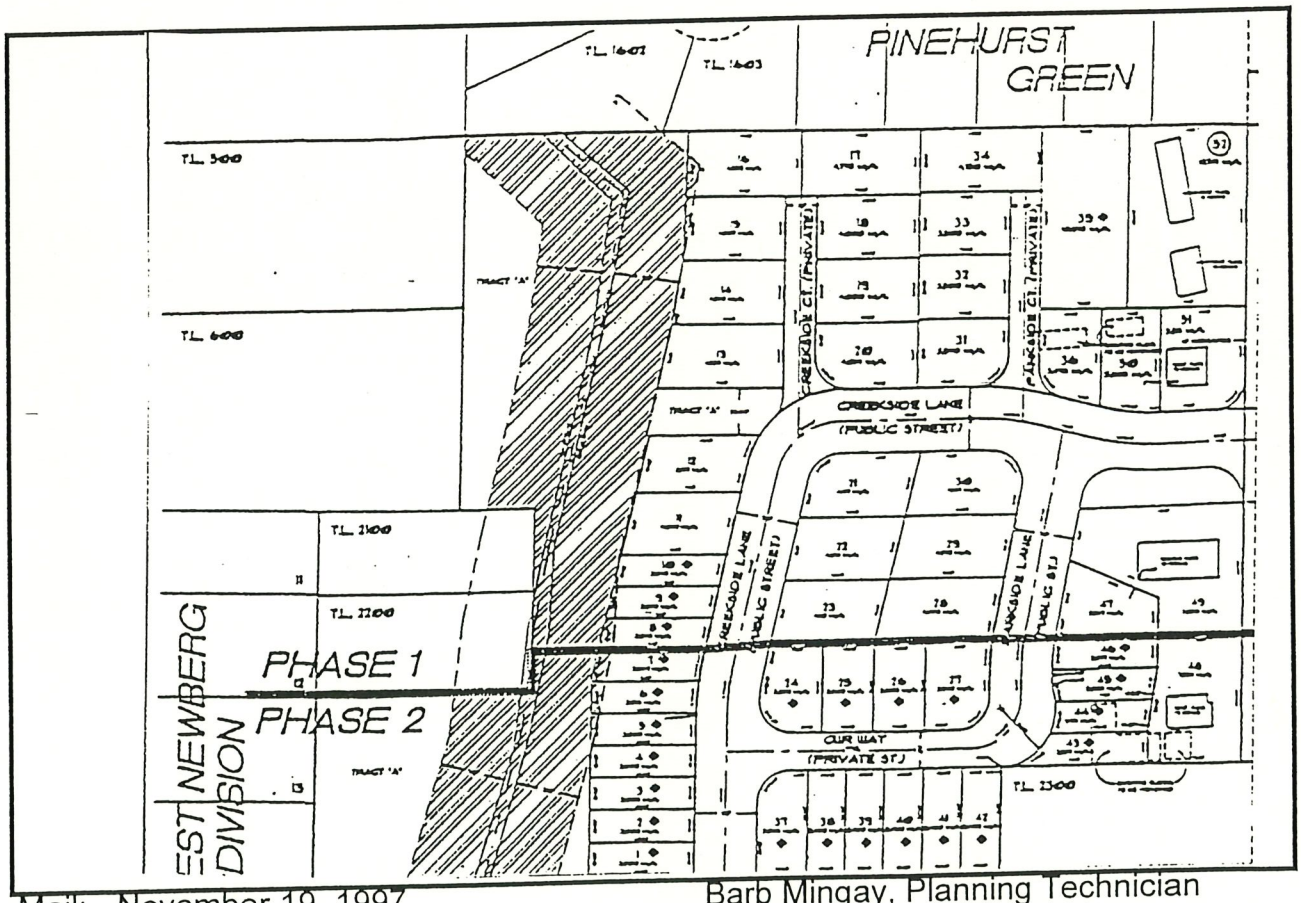
(H) Proposed buildings, structures, and uses will be arranged, designed, and constructed so as to take into consideration the surrounding area in terms of access, building scale, bulk, design, setbacks, heights, coverage, landscaping and screening, and to assure reasonable privacy for residents of the development and surrounding properties.

Testimony Procedure

Persons wishing to speak for or against the above proposal may do so in person or by attorney at the time and place stated above. Also, written testimony will be received at City of Newberg, Community Development Department, 719 E. First Street, Newberg, Oregon prior to the hearing.

Failure to raise an issue at the local level may preclude the ability to appeal to the Oregon State Land Use Board of Appeals.

A staff report relating to the proposal will be available seven (7) days prior to the public hearing. For further information, or if you wish to review the files, contact the City of Newberg Planning Division at (503)537-1215.



Mail: November 19, 1997

Barb Mingay, Planning Technician

V3-22

GR-2-95

Memo

To: Planning Commission
From: Duane Cole, City Manager
Subject: Population Forecasts
Date: November 26, 1997
CC: Mayor and City Council

The Manager met with Paul Warner, State Economist; Bob Rindy, DLCD; Rob Hallyburton, Marion County; and, the City Managers and interested parties from the tri-county area. The results of the meeting can be summarized as follows:

1. The population forecast will be revised in 2000.
2. Border cities and areas may be able to make a case for revising the estimates. The areas being considered for revisions are in Umatilla and Ontario. Newberg may be able to make a case for a revision due to the impact METRO has on Newberg's population. The Manager has called METRO to discuss their population forecast and whether they have done any modeling of the impacts their policies might have on the neighboring cities and counties. No answer has been received yet.
3. Yamhill County is meeting with DLCD on November 26, 1997 to discuss the County coordination efforts. Currently, DLCD staff has indicated that the County Transportation System Plan (TSP) can be used, but ultimately the population estimates should conform to the State's estimates.
4. DLCD evaded the question regarding what criteria a city could use to challenge the State estimates, but indicated that they might provide some policy guidance on that issue in the future.

The Manager has prepared some estimated population projections based on the available data. These should not be adopted at this time since they have not been through the coordination process. The City should wait until the results of the County's meeting with DLCD is known and further efforts have been made to coordinate the projection. The Planning Commission should continue on with the discussion of the policy issues until the outcome of the population discussion with the County is known. The Manager estimates that this may be resolved early in 1998.

Pj/urapln/memo597.wpd

LONG-TERM POPULATION AND EMPLOYMENT FORECASTS FOR OREGON

Office of Economic Analysis
Department of Administrative Services
State of Oregon

January, 1997

Office of Economic Analysis, Department of Administrative Services

Paul Warner, State Economist	378-3405
David Griffiths, Senior Economist	378-3127
Kanhaiya Vaidya, Senior Demographer	378-4967
Sarah Gates, Forecasting Analyst	378-3455
Sue Porter, Prison Forecast Analyst	378-5732
Becky Knudson, Research Analyst	Department of Employment

Compiled by:

David Griffiths, Senior Economist
Kanhaiya Vaidya, Senior Demographer

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APPENDICES

LIST OF FIGURES

LIST OF TABLES

I. INTRODUCTION

A. Background

This paper documents the completion of a 50 year statewide employment and population forecast coordinated by the Office of Economic Analysis, at the request of the Governor's community solutions team. It is intended to provide a consistent set of assumptions for state planning purposes. County forecasts have been developed in conjunction with local and regional experts. Such an effort is intended to utilize the best information and input available, and to provide a credible, coherent set of forecast assumptions.

Such an undertaking is ambitious, but the unprecedented growth experienced by the state in recent years dictates the need for a focused and coordinated approach to planning issues. House Bill 2709, enacted in the 1995 regular legislative session, recognized the need for local consistency. Section 7 states that 'The coordinating body under ORS 195.025 (1) shall establish and maintain a population forecast for the entire area within its boundary for use in maintaining and updating comprehensive plans, and shall coordinate the forecast with local governments within its boundary."

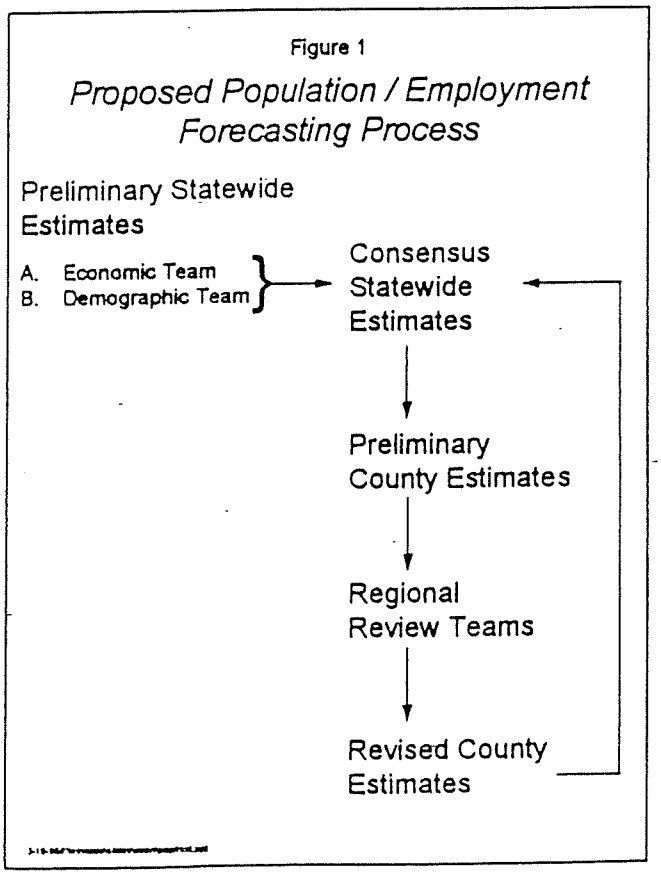
This effort provides a framework and a link between the county level forecasts called for in HB 2709 and a statewide total.

B. Process

The approach developed can neither be characterized as neither a pure "top down" or 'bottom up" methodology. However, since a starting point is needed as basis for review, preliminary statewide total forecasts for population and employment were developed by three teams (economic, demographic and consensus). The mechanism for review and feedback is shown in Figure 1 below. It is important to note that the initial statewide totals have been impacted by the regional review team county level forecasts.

Figure 1

Proposed Population / Employment Forecasting Process



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II. METHODOLOGY: STATEWIDE FORECASTS

The objective was to produce statewide projected totals for non-farm wage and salary employment and population in five year increments through 2040.

A. General Lessons Learned from Economic and Demographic Review Team Meetings

The expertise assembled in the economic and demographic review teams provided insights from practitioners who already have an established track record of producing state long-term forecasts totals. Based on the cumulative experience of these teams, some guidelines generally regarded as "good practice" in the art of long-term forecasting were developed. They include:

- Distinguish between short term trends (for example business cycle related activity) and longer term fundamental forces such as increasing globalization of trade and competitiveness.

- Provide an indication of the level of uncertainty associated with the forecast.

  Some planners have recommended the use of high, low, medium and other scenarios as an illustration of the level of uncertainty in the forecast. A range of forecasts rather than a single number does provide this message but is also subject to abuse. It was determined that for the initial statewide totals a single point forecast would be made. It should be recognized that a range of plausible alternatives exists around these point forecasts.

- Demographics are more important for the long term than the short term.

  One way of utilizing this guideline in a modeling context is to think of it as a natural dichotomy in the methods used. Hence, the forecast through 2003 is essentially employment driven through the econometric model. Thereafter, using the population share method described below, it is population driven. The derivation of the employment forecasts (2004 - 2040) are described in more detail in part IV. There is a subtle difference in assumption in these methods. For the long term forecast beyond 2003, the population forecast is more a forecast of long term capacity assuming the demand for output is forthcoming. In this sense, the forecasts have a very neoclassical bent.

- The statewide forecast should be linked to the national outlook. In addition, it is useful to evaluate the historical experience of growth in Oregon and neighboring states relative to the U.S..

Where possible, the uncertainties in the forecast should be explicitly articulated. Issues such as technology changes, including the impact of telecommuting on commuting patterns, and the impact of growth policies on outcomes were discussed by the review teams. Although the impacts of these issues are potentially profound, they are difficult at best to quantify. Much of the economic review team discussion focused on which trends could be regarded as temporary and which are permanent.

B. National Forecasts

As focus for the national outlook, the Data Resources Incorporated-McGraw-Hill (DRI) twenty five year simulation dated February 1996, was evaluated by the economic review team. This forecast assumes that the national economy will transition to a "natural" rate of unemployment of around 5.8 percent. This "trend" DRI forecast is considered to be the most likely outcome. It assumes that the economy has no major disturbances (such as oil price shocks, or major swings in macroeconomic policy) between now and 2020, the final year of the forecast, with actual output equal to potential output.

The key assumption in long-term forecasts is that demographic factors are primary in developing the long run outcome. The growth of population most directly effects the labor force, the unemployment rate, housing demand, and spending, notably on health services and state and local governments.

The Census 1993 middle series, based on recent fertility rate data and immigration legislation, was used in the DRI simulation. This assumes that the fertility rate (the average number of births per woman upon completion of child bearing) is expected to remain near the current level of 2.1 throughout the forecast period. The mortality rate is expected to improve, with life expectancies rising steadily from the current 75.8 years to 82.1 years by 2050. Net immigration (includes undocumented immigration) is expected to average 880,000 annually for the nation.

Total U.S. population growth is expected to average 0.8 percent growth per year through 2020, slightly lower than the 1 percent average of the past 25 years. Modest revisions to the 1993 Census forecasts were released in February 1996 by the Census Bureau. These data are shown in the table below and are used in later forecasts to be discussed.

Two key trends have been widely noted. These are the slowing of population growth and the "graying" of America.

Table 1
U.S. POPULATION FORECASTS BY SELECTED AGE GROUPS*

	1995	2000	2005	2010	2015	2020	2025	2030	2035	2040
Population (in millions)										
TOTAL	262.8	274.6	286.0	297.7	310.1	322.7	335.0	346.9	358.5	370.0
Under 5	19.6	19.0	19.1	20.0	21.2	22.0	22.5	23.1	23.9	25.0
5-15	41.9	43.9	44.5	43.9	44.9	47.1	49.4	51.0	52.3	53.9
16-24	32.2	34.1	36.6	38.7	38.9	38.4	39.3	41.2	43.2	44.5
25-64	135.6	142.9	149.6	155.7	159.5	162.0	161.9	162.3	165.7	171.4
65 & over	33.5	34.7	36.2	39.4	45.6	53.2	62.0	69.4	73.4	75.2
Annual Average Growth Rate (in percent)										
TOTAL	—	0.9	0.8	0.8	0.8	0.8	0.7	0.7	0.7	0.6
Under 5	—	-0.6	0.1	0.9	1.1	0.7	0.5	0.5	0.7	0.9
5-15	—	0.9	0.2	-0.3	0.5	0.9	0.9	0.6	0.5	0.6
16-24	—	1.2	1.4	1.1	0.1	-0.3	0.4	1.0	0.9	0.6
25-64	—	1.1	0.9	0.8	0.5	0.3	-0.0	0.0	0.4	0.7
65 & over	—	0.7	0.8	1.7	2.9	3.1	3.0	2.3	1.1	0.5

* Based on Census release, February 1996, middle series

C. Growth of Productivity and Output

Some history pertaining to the growth of national output and the contribution of the factors of production are inherent to the DRI simulation. The relative growth rates in the factors of production and their relative importance in production are shown below. Concurrent with the slowing of population growth, both capital stock and labor force growth are projected to slow after 2000.

Table 2
GROWTH OF THE FACTORS OF PRODUCTION
(Average annual percent changes)

Factors of Production (*)	1984-1994	1994-2000	2000-2020
Labor Force (0.619)	0.8	0.6	0.4
Capital Stock (0.333)	0.9	1.3	0.8
Energy (0.048)	0.1	0.1	0.1
Total (1.000)	1.7	2.0	1.2

(*) the figure in parenthesis denotes relative importance of contribution to output
Source: Review of the U.S. Economy: Long-Range Focus, DRI/McGraw-Hill, winter 1995-96

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D. Links Between National and Regional Growth

As stated in the introduction, review of the forecast process requires some comparison of state, regional and national growth trends over a significant period of history. Table 3 below provides an indication of historical trends for the 1970-93 interval and its sub periods. It is evident that of the states considered, only Montana has had population and employment growth significantly below the national average for a sustained period. It is also evident that the 1980-87 period showed significant divergence from this trend, with only the Idaho metro and Washington (all areas) exceeding the national growth rates. Clearly structural reasons such as resource based economies being more interest rate sensitive, can account for some of the volatility relative to the U.S..

One trend that dominates is employment growth rates in excess of population growth, a corollary of increasing labor force participation rates. What is evident from the table is that local cycles do not dominate long-term growth. Furthermore, even in the long term, divergence in growth rates can persist.

Table 3
NORTHWEST POPULATION AND EMPLOYMENT GROWTH
(Average annual percent cnange)

POPULATION	1970-1993	1970-1979	1980-1987	1988-1993
Oregon	**1.63**	**2.26**	**0.59**	**1.96**
Metro	**1.69**	**2.14**	**0.78**	**2.14**
Nonmetro	**1.49**	**2.52**	**0.16**	**1.54**
Idaho	1.87	2.81	0.69	1.87
Metro	2.54	3.99	1.40	2.84
Nonmetro	1.51	2.41	0.42	1.46
Montana	0.81	1.29	0.25	0.73
Metro	0.76	1.37	0.11	0.61
Nonmetro	0.82	1.27	0.30	0.78
Washington	1.91	1.85	1.54	2.51
Metro	1.98	1.82	1.69	2.63
Nonmetro	1.58	1.95	0.84	1.95
U.S.	1.04	1.10	0.96	1.04
Metro	1.11	1.07	1.12	1.16
Nonmetro	0.78	1.22	0.37	0.58

EMPLOYMENT	1970-1993	1970-1979	1980-1987	1988-1993
Oregon	**2.62**	**3.94**	**1.00**	**2.58**
Metro	**2.77**	**4.00**	**1.23**	**2.78**
Nonmetro	**2.23**	**3.80**	**0.42**	**2.03**
Idaho	2.86	4.08	0.52	3.95
Metro	4.09	5.64	1.25	5.28
Nonmetro	2.34	3.49	0.19	3.30
Montana	1.96	2.92	0.34	2.53
Metro	1.97	3.36	0.02	2.23
Nonmetro	1.96	2.76	0.46	2.63
Washington	2.82	3.01	2.40	3.04
Metro	2.97	3.04	2.77	3.12
Nonmetro	2.04	2.91	0.54	2.59
U.S.	1.85	2.22	1.78	1.32
Metro	1.93	2.25	2.02	1.27
Nonmetro	1.50	2.06	0.73	1.60

Source: Gary W. Smith, Washington State University, Bureau of Economic Analysis

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E. Other Issues

In linking Oregon growth to the national outlook, some more subtle issues regarding the industry mix of Oregon and the U.S. are considered.

If the proportion of total employment and output attributable to manufacturing is significantly different in Oregon than for the U.S., then it is less reasonable to assume that employment and population growth can be driven by a national population forecast. In an economy heavily weighted with a manufacturing sector, employment may grow slower relative to one in which non-manufacturing is predominant, because productivity gains in manufacturing have tended to outpace those in the non-manufacturing sector. In addition to some other structural problems, this is arguably the reason for the slow employment growth exhibited in certain eastern states.

These sectoral mix differences can be distinct from other reasons for population and employment growth, such as low costs of doing business, quality of life, etc., associated with the recent growth in employment in the northwest and mountain states.

In order to evaluate further, the following table examines trends in five year increments of the share of manufacturing in both Gross State Product (GSP) for Oregon and Gross Domestic Product for the nation. In addition, trends in shares of manufacturing employment of non-agricultural employment for Oregon and the nation are evaluated.

Table 4
COMPARISONS OF MANUFACTURING:
PROPORTIONS OF OUTPUT AND EMPLOYMENT

OUTPUT ($mil)	1977	1982	1987	1992
OREGON (Gross State Product)				
Manufacturing	5,561	6,281	9,920	11,196
All industries	22,006	31,092	45,105	62,724
% manufacturing to all industries	**25.3%**	**20.2%**	**22.0%**	**17.8%**
U.S. (Gross Domestic Product)				
Manufacturing	466,802	647,508	877,827	1,062,981
All Industries	1,955,748	3,144,550	4,548,182	5,994,063
% manufacturing to all industries	**23.9%**	**20.6%**	**19.3%**	**17.7%**

NON AGRICULTURAL EMPLOYMENT	1977	1982	1987	1992
OREGON ('000s)				
Manufacturing	206.1	219.0	188.8	214.2
Total Employment	936.9	1,009.2	966.5	1,155.8
% manufacturing to all Industries	**22.0%**	**21.7%**	**19.5%**	**18.5%**
U.S. (mil.)				
Manufacturing	19.7	20.5	18.4	19.3
Total Employment	82.5	86.7	90.2	105.2
% manufacturing to all Industries	**23.9%**	**23.7%**	**20.4%**	**18.4%**

Significant divergence in the share of manufacturing employment and output in Oregon relative to those in the U.S. would be a reason to be very cautious of using a national population forecast in order to "bootstrap" the state population share. Although there have been some modest historical differences in shares, if anything, these have been converging and in this sense, using admittedly broad criteria, Oregon now looks more like the nation than ever before, with the Oregon economy becoming more diversified over time.

III. LONG TERM POPULATION FORECAST

This section explains the methodology used to generate the state population forecasts. Recent population growth in Oregon has been much higher than that of the U.S.. However, historical experience suggests that sustaining such high growth rates relative to the nation over a very long time period is unlikely.

The short-term (1996 to 2003) forecast of Oregon's population (and employment) is based on the econometric model of the state. The long-term (2004 to 2040) population forecast is based on linking Oregon's population growth with projected U.S. population. Projected U.S. population is obtained from the U.S. Census Bureau's Population Forecasts of the United States by Age, Sex, Race, and Hispanic Origin: 1995 to 2050, middle series published in February 1996.

It is assumed that Oregon's population will continue to grow at a faster rate than the nation as a whole. However, the difference between the national and state growth rates is projected to decline over time. Thus, Oregon's share of the U.S. population will continue to increase, but at a decreasing rate. Historical analyses of national and state population growth from 1940 to 1995 show that the average state population growth rate was nearly 50 percent higher than the rate for the nation. Therefore, the long-term population forecast is based on the assumption that the state population growth rate will be 25 percent higher than the national rate by the year 2040. The U.S. Bureau of Census' 2039-40 projected national population growth rate is 0.63 percent, and the Oregon population growth rate for the same year is projected to be 0.79 percent. The state growth rates for the intervening years were determined by linear interpolation of the difference in the national and state growth rates. The Table 5 shows the U.S. and Oregon historical and projected populations and annual average growth rates.

For a consistency check, independent population forecasts were derived from the state econometric model driven by the DRI forecast. The DRI forecasts use the preferred series for the national population forecast from the 1993 census release. The state econometric model produced population forecasts that were within one percent by 2020 of the population forecasts using the demographic trending method. However, because the DRI forecasts extend no further than 2020 it is not possible to drive the state model beyond this point.

A single-year cycle cohort-component method was applied to determine the age-sex distribution of the projected population. The demographic projection model used requires projected age-specific fertility rates, 1990 age-sex-specific survival rates modified by projected life expectancies, and age-sex-direction-specific migration rates modified by net migration estimates. Projected net migration was derived as the residual of the projected population change less natural increase (number of births less number of deaths).

The age-specific fertility rate (ASFR) was projected based on the assumption that the average difference between the national and state ASFR will be reduced by 50 percent by the year 2040. The total fertility rate (TFR) will remain close to 2.1 children per woman for the majority of the projection period. The Table 6 below shows the projected ASFR for Oregon for selected years.

Table 5
POPULATIONS AND ANNUAL AVERAGE GROWTH RATES
UNITED STATES AND OREGON

Year	United States	Annual Avg. Growth Rate(%)	Oregon	Annual Avg. Growth Rate(%)
1940	132,164,569	—	1,089,684	—
1950	151,325,798	1.35	1,521,341	3.34
1960	179,323,175	1.70	1,768,687	1.51
1970	203,302,031	1.26	2,091,533	1.68
1980	226,545,805	1.08	2,633,105	2.30
1990	248,709,873	0.93	2,842,321	0.76
1995	262,755,270	1.05	3,132,000	1.85
2000	274,634,000	0.88	3,406,000	1.68
2005	285,981,000	0.81	3,631,000	1.28
2010	297,716,000	0.80	3,857,000	1.21
2015	310,134,000	0.82	4,091,000	1.18
2020	322,742,000	0.80	4,326,000	1.12
2025	335,050,000	0.75	4,556,000	1.04
2030	346,899,000	0.70	4,776,000	0.94
2035	358,457,000	0.66	4,988,000	0.87
2040	369,980,000	0.63	5,193,000	0.81

Sources: United States - U.S. Bureau of Census.
Oregon - 1940-990 numbers are from the Census.
1995 estimate from the CPRC, PSU.
2000-2040 from the Oregon Office of Economic Analysis.

Note: 1940 through 1990 numbers are for April 1, and others are for July 1.

Table 6
OREGON: PROJECTED AGE-SPECIFIC FERTILITY RATES
(per 1,000 women)

Year	Age Groups 15-19	20-24	25-29	30-34	35-39	40-44	TFR
1990-1991	56	120	122	74	29	5	2,027
1995-1996	54	110	115	76	30	6	1,955
2000-2001	55	112	116	76	30	6	1,980
2005-2006	56	114	117	77	31	6	2,005
2010-2011	58	116	118	77	31	7	2,030
2015-2016	59	118	119	78	31	7	2,056
2020-2021	61	120	120	78	32	7	2,081
2025-2026	62	122	121	79	32	7	2,106
2030-2031	63	123	122	79	32	7	2,131
2035-2036	65	125	123	79	33	7	2,157

Life expectancy at birth for Oregon is typically above the national level. However, the difference between the Oregon and U.S. life expectancies is projected to be reduced by 50 percent by the year 2040. Also, the difference between male and female life expectancies for Oregonians has been shrinking and this trend will continue. Table 7 shows the projected life expectancies for selected years.

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Table 7

OREGON: PROJECTED LIFE EXPECTANCY AT BIRTH

Year	Male	Female	Total
1970	68.4	76.2	72.1
1980	71.3	78.8	75.0
1990	73.4	79.8	76.6
1995	74.0	80.2	—
2000	74.6	80.6	—
2005	75.1	81.0	—
2010	75.7	81.4	—
2015	76.3	81.8	—
2020	76.8	82.2	—
2025	77.4	82.6	—
2030	78.0	83.0	—
2035	78.5	83.4	—
2040	79.1	83.8	—

Sources: 1970 & 1980: U.S. Department of Health and Human Services, National Center for Health Statistics.
1990 to 2040: Oregon Office of Economic Analysis

The cohort-component model requires the 1990 mid-year population by sex and by single year of age (0 through 84 and 85 and over). The 1990 mid-year population by age and sex was estimated by the Office of Economic Analysis based on the 1990 Census (April 1 population). The 1991 population as well as assumed age-specific fertility, mortality, and migration rates, is estimated by the Center for Population Research and Census, PSU. In the model, population defined by an age-sex group, or "cohort", is moved from one time period to the next by adding or subtracting the "components" of change. The components of population change are births, deaths, in-migrants, and out-migrants. The model for the infants under age 1, and for the rest of the age cohorts, for either sex, can be summarized as:

$$P_{(0,\,t+1)} = B - ID$$

where $P_{(0,\,t+1)}$ is the number of infants (0 age) at time t+1),
B is the number of births between time t and t+1, and
ID is the number of infant deaths between time t and t+1,

and

$$P_{(x+1,\,t+1)} = P_{(x,\,t)} - D_{(x)} + M_{(x)}$$

where $P_{(x+1,\,t+1)}$ is the population aged x+1 at time t+1,
$P_{(x,\,t)}$ is the population aged x at time t,
$D_{(x)}$ is the number of deaths to x-age cohort between time t and t+1, and
$M_{(x)}$ is the number of net migrants specific to the x-age cohort between time t and t+1.

A summary of the population forecast and components of change are shown in Table 8 below. As the proportion of elderly people will increase in the Oregon population, the birth rate will decline and the death rate will increase. Consequently, we will see a reduction in the natural increase. The natural increase for the period 1935-40 is expected to be nearly half of 1995-2000 level. Although, the net migration rate will continue to decline, net migrants as a number and as a percent of total population change will increase steadily after the year 2005.

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Table 8
OREGON'S POPULATION FORECASTS
COMPONENTS OF CHANGE 1990-2040

Period	Population at the End of Period	Population Change Number	Population Change Annual Rate(%)	Births Number	Births Rate (/1000)	Deaths Number	Deaths Rate (/1000)	Natural Increase	Net Migration Number	Net Migration Rate (/1000)
1990-1995	3,132,000	271,604	1.81	210,464	14.0	131,674	8.8	78,790	192,814	12.9
1995-2000	3,406,000	274,000	1.68	217,040	13.3	146,116	8.9	70,924	203,076	12.4
2000-2005	3,631,000	225,000	1.28	230,964	13.1	159,647	9.1	71,317	153,683	8.7
2005-2010	3,857,000	226,000	1.21	245,839	13.1	171,571	9.2	74,268	151,732	8.1
2010-2015	4,091,000	234,000	1.18	259,117	13.0	183,254	9.2	75,863	158,137	8.0
2015-2020	4,326,000	235,000	1.12	269,318	12.8	196,669	9.3	72,649	162,351	7.7
2020-2025	4,556,000	230,000	1.04	279,385	12.6	215,394	9.7	63,991	166,009	7.5
2025-2030	4,776,000	220,000	0.94	292,296	12.5	240,115	10.3	52,181	167,819	7.2
2030-2035	4,988,000	212,000	0.87	308,450	12.6	267,476	11.0	40,974	171,026	7.0
2035-2040	5,193,000	205,000	0.81	325,805	12.8	291,046	11.4	34,759	170,241	6.7

Table 9 shows the projected population by age groups and annual average rate of change. We can clearly see the effect of baby-boom generation entering the 65 and over age category. In about fifteen years, the elderly population is expected to increase by as much as 4 percent annually for the next twenty years.

Table 9
OREGON'S POPULATION FORECASTS BY SELECTED AGE GROUPS

	1995	2000	2005	2010	2015	2020	2025	2030	2035	2040
Population										
TOTAL	3,132,000	3,406,000	3,631,000	3,857,000	4,091,000	4,326,000	4,556,000	4,776,000	4,988,000	5,193,000
Under 5	212,491	219,274	232,180	247,125	260,479	270,717	280,796	293,731	309,950	327,295
5-15	488,821	507,070	514,739	527,976	557,649	590,017	617,337	640,313	665,639	697,261
16-24	372,102	415,151	437,160	448,100	450,263	462,291	488,632	516,343	539,156	557,422
25-64	1,624,933	1,806,032	1,962,799	2,091,378	2,160,937	2,197,431	2,232,847	2,296,383	2,383,300	2,475,789
65 & over	433,653	458,473	484,122	542,421	661,672	805,544	936,388	1,029,230	1,089,955	1,135,233
Annual Average Growth Rate (in percent)										
TOTAL	—	1.7	1.3	1.2	1.2	1.1	1.0	0.9	0.9	0.8
Under 5	—	0.6	1.1	1.2	1.1	0.8	0.7	0.9	1.1	1.1
5-15	—	0.7	0.3	0.5	1.1	1.1	0.9	0.7	0.8	0.9
16-24	—	2.2	1.0	0.5	0.1	0.5	1.1	1.1	0.9	0.7
25-64	—	2.1	1.7	1.3	0.7	0.3	0.3	0.6	0.7	0.8
65 & over	—	1.1	1.1	2.3	4.0	3.9	3.0	1.9	1.1	0.8

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IV. LONG TERM EMPLOYMENT FORECAST

A. Background

The employment forecasts from 2005 to 2040 are based upon the underlying population forecasts. Since the Oregon population is projected by age and sex using standard fertility and mortality methods, with some adjustment it is possible to apply labor force participation rates for Oregon by age and sex, derived from national forecasts released by the Bureau of Labor Statistics (BLS).

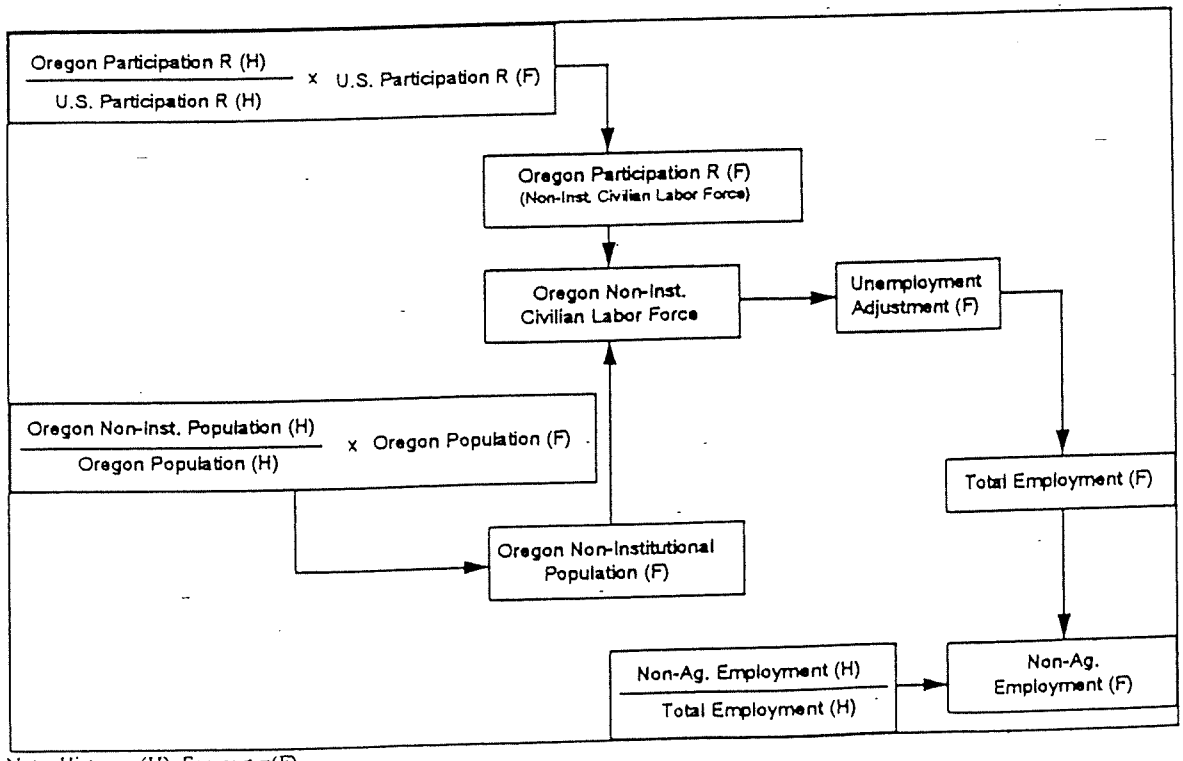
B. Method

The BLS has released national labor force participation rates by age and sex for 1993, and has made forecasts for 2005. (See Monthly Labor review, U.S. Department of Labor, November 1995. p 39, Table 10). Because the ideal data set on which to base forecasts does not exist, some compromises in the use of the data must be made.

- Using the ratio between historical Oregon participation rates to U.S. participation rates for the non-institutional labor force, Oregon participation rates by age and sex are projected.
- Using the ratio between the historical age/sex distribution based on the Current Population Survey (CPS) of the non-institutional population and the Portland State University (PSU) population estimate (the age/sex distribution of this total is derived by the Office of Economic Analysis), the non-institutional population (CPS) is projected.
- Projected non-institutional population multiplied by the relevant participation rate by age and sex gives projected non-institutional civilian labor force by age and sex.
- An unemployment adjustment (1-the projected unemployment rate) is applied to derive total employment. The unemployment rate forecast is based on the national rate forecast released by DRI in their long term forecast

An adjustment based on the historical and projected relationship between total employment and non agricultural employment is made to derive non-agricultural employment. Details are shown in Figure 2.

Figure 2
LONG TERM EMPLOYMENT FORECASTS



Note: History =(H), Forecast =(F)

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C. Projected Participation Rates

This section describes the methods used to project the participation rates by age and sex.

The national labor force participation rate is interpolated for intervening years and extrapolated for forecasts. For 2010 and beyond, the national forecasts of national labor force participation rates by age and sex for 2005 have been used as a base to adjust the Oregon participation rate forecasts. Some issues which arise as a result of this analysis include the following:

- Oregon's ethnic mix differs from the nation which means that national participation rates will differ. Taking the ratio of Oregon to U.S. historical participation rates as an adjustment factor for the projected rates mitigates some of this concern.

- The labor force participation rate among older adults has increased for many years. Although there has recently been a modest reduction in the rate applicable to males, this is more than offset by increases for women. The reasons for the increasing rates are varied.

- The restructuring of U.S. economy over past two decades has reduced the number of blue collar workers, whose productivity is most likely to decline with advancing age. The expected increase in the retirement age from 65 to 67 will increase the 55+ age group participation rate. Desktop computers are expected to decrease the physical effort associated with work and mitigate the impacts of poor health. A low savings rate, projected Social Security and Medicare shortfalls, combined with higher education levels and life expectancy will tend to keep older individuals in the labor force. In addition, social security will replace a smaller portion of those with high income and these people are usually more highly educated. The BLS forecasts through 2004 encompass these changes. Some additional modest adjustments to the out years not covered by BLS have also been made.

Table 10, below, shows the distribution of participation rates projected for the Oregon population. They are projected by age cohort and sex by the following age segments: age 16-19, 20-24, 25-34, 35-44, 45-54, and 65+

Thus, the overall participation rates for the population are a weighted average of these components. The overall participation rate declines slightly because the effect of a rising participation rate for the older segment is offset by the effect of movement of younger groups (higher participation rates) to older cohorts. The historical and projected participation rates are shown in Table 10.

Table 10
ACTUAL AND PROJECTED LABOR FORCE PARTICIPATION RATES

	1993	1994	2005	2020	2040
OREGON	68.8	68.3	68.6 (OEA)	65.6 (OEA)	63.9 (OEA)
U.S.	66.2	66.6	67.1 (BLS)	63.9 (DRI)	63.0 (OEA)

Note: () Parenthesis denotes projecting agency

Table 11 builds on the summary of projected population shown in Table 9 and the methodology in Figure 3 to give initial forecasts of population and employment. The forecasts for total population, population aged 16 +, total non institutional civilian labor force, total employment, and total non agricultural employment are shown below.

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Table 11
OREGON'S POPULATION AND EMPLOYMENT FORECASTS

Year	Total Population	Population aged 16+	Total non institutional iv. Lab. force	Total Employment	Total Non ag Employment
1990	2,860,396	2,202,637	1,492,252	1,410,178	1,244,600
1991	2,930,000	2,256,691	1,507,125	1,416,698	1,244,700
1992	2,979,000	2,295,878	1,543,890	1,428,098	1,267,500
1993	3,038,000	2,344,691	1,587,175	1,472,898	1,308,300
1994	3,082,000	2,382,861	1,642,006	1,553,338	1,362,900
1995	3,132,000	2,430,688	1,671,890	1,589,968	1,416,900
2000	3,406,000	2,679,656	1,910,375	1,797,663	1,601,718
2005	3,631,000	2,884,081	2,040,923	1,924,591	1,718,659
2010	3,857,000	3,081,899	2,149,654	2,027,124	1,814,276
2015	4,091,000	3,272,872	2,225,698	2,098,833	1,882,653
2020	4,326,000	3,465,266	2,292,614	2,166,520	1,947,702
2025	4,556,000	3,657,867	2,365,802	2,235,683	2,014,350
2030	4,776,000	3,841,956	2,454,201	2,319,220	2,094,256
2035	4,988,000	4,012,411	2,548,721	2,408,542	2,179,730
2040	5,193,000	4,168,444	2,629,444	2,484,825	2,253,736
	(Average annual growth rate in percent)				
1990-1995	1.81	1.97	2.27	2.40	2.59
1995-2000	1.68	1.95	2.67	2.46	2.45
2000-2005	1.28	1.47	1.32	1.36	1.41
2005-2010	1.21	1.33	1.04	1.04	1.08
2010-2015	1.18	1.20	0.70	0.70	0.74
2015-2020	1.12	1.14	0.59	0.63	0.68
2020-2025	1.04	1.08	0.63	0.63	0.67
2025-2030	0.94	0.98	0.73	0.73	0.78
2030-2035	0.87	0.87	0.76	0.76	0.80
2035-2040	0.81	0.76	0.62	0.62	0.67

D. Comparison to other Forecasts for the State

Tables 12 and 13 compare the Office of Economic Analysis long-term population and employment forecast for Oregon with other published long-term forecasts. As can be seen in the tables, only minor differences exist between the Office of Economic Analysis projections and projections developed by other agencies.

Table 12
COMPARISON OF POPULATION FORECASTS
(in millions)

Year	BPA	PSU	BofC	OEA
1995	3.132	3.127	3.141	3.132
2000	3.423	3.358	3.397	3.406
2005	3.713	3.566	3.613	3.631
2010	3.909	3.774	3.803	3.857
2015	4,082	–	3.992	4.091
2020	–	–	4.177	4.326
2025	–	–	4.349	4.556
2030	–	–	–	4.776
2035	–	–	–	4.988
2040	–	–	–	5.193

Notes: BPA - Bonneville Power Administration/Pacific Northwest Power Planning Council (January 1996)
PSU - Portland State University (July, 1993)
BofC - Bureau of Census, Population Projections for States, by Age, Sex, Race, and Hispanic Origin: 1995 to 2025 (October 1996)
OEA - Office of Economic Analysis

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Table 13
COMPARISON OF EMPLOYMENT FORECASTS
(in millions)

Year	BPA	OEA
1995	1.471	1.590
2000	1.633	1.798
2005	1.767	1.925
2010	1.880	2.027
2015	1.984	2.099
2020	–	2.167
2025	–	2.236
2030	–	2.319
2035	–	2.409
2040	–	2.485

NOTE: Forecasts include agricultural employment

V. SUMMARY AND CONCLUSIONS

There is very little question that this statewide forecast will have a magnitude of error. The key issue is the underlying reasonableness of the assumptions, absence or minimization of known errors, and consensus building, so that the forecasts can it be used as a building block to derive county level forecasts that are consistent to the totals. Clearly, even the known forces at work are complex and difficult, if not impossible, to model. Over the long term, some of the transitory shocks to the system will be offset by shocks in the opposite direction. For this reason we have made no attempt to model business cycle or other kinds of transitory phenomena.

Perhaps more interesting is the question of policy feedback on growth. Clearly, growth and its distribution, will be impacted by policy solutions to land use, growth boundaries, and natural resource utilization. Thus, forecasting Oregon's share of national population and employment in a policy vacuum raises some interesting questions concerning how the state of Oregon chooses to accommodate, slow, or discourage growth.

It is at the county level that the answers to some of these questions can be answered. Does the state have sufficient land designated to appropriate uses to accommodate the implied statewide growth numbers, once they are shared out by county? If not, the statewide numbers may require revision under current law, or the changes in law pertaining to land use and density need to be articulated.

We should also be explicit about our key assumption that, in aggregate, the economic barriers and incentives to growth cause the system to behave so that changes in Oregon's population growth partially converge to the national rate by mid next century. Absent a general equilibrium model with land use and cost factors, it is necessary to simplify by building artificial recursiveness. As indicated, the next round is to share out growth with checks on land availability according to current law, and to catalog those changes that would need to occur if the hypothesized growth does materialize. This will provide a new iteration for a statewide total with some foundation based as a starting point on the current inventory of land, and will force further systematic thought regarding density and alternate uses.

Finally, the need to establish an ongoing process of review and forecast updates is evident. This will allow for further development of expertise in coordinating county and statewide forecasts, accommodating new information as it becomes available, and will assist in the development of optimal policy solutions.

VI. COUNTY POPULATION AND EMPLOYMENT FORECASTS

Having derived the statewide forecasts, the purpose of this section is to describe in some detail the methods used to derive the county projections.

County Population Projections

A. Method

The county population forecasts were based upon a two step procedure. First, an initial forecast using a mechanical formula which shared out state population growth was derived. Average annual growth rates for each county for the five year periods shown below were calculated. Next, weights were assigned to the average annual growth rates giving most recent historical growth rates the most emphasis. The weights assigned were based on the calculation - current year minus 1940. For example, the weight for 1995 is 55 and the weight for 1945 is 5. A weighted average growth rate for each county (1940-1995) was calculated, using the weights for the five year intervals in the data and all of the historic growth rates.

The county growth rate projection was done by assuming that **half** of the gap between the calculated county **weighted average** growth rate and the state **weighted average** growth rate was closed by the end of the projection period, i.e. 2035-40. For example, if the statewide weighted average growth rate had been 2% (and remained so) and the county weighted average growth rate had been 3%, the projected county growth rate would be 2.5% by 2035-40 period. Next, the projected 2035-40 county growth rates were calibrated to correspond with the state growth rate, because the projected growth rate is different from the weighted average growth rate for the state. For the each of the five year periods between 1995 and 2040, a linear trend was assumed. At each step of the projection cycle, county total population was adjusted to add up to the already projected state total population.

B. Convergence

There are some legitimate reasons to assume that the difference between county and state-wide growth will narrow over the forecast horizon. As a first approximation, the assumption that half the difference in growth will disappear is an arbitrary but necessary quantification of this hypothesis. Factors such as land and housing costs, congestion and infrastructure limitations will limit the ability of any given area's relative growth rate to exceed the state average over the long term. This meant that the preliminary county forecasts derived were mathematically consistent across counties, but they were not structured to take account of individual variation resulting from factors on the ground. For this reason, the Office of Economic Analysis held meetings in each county to further refine these preliminary projections.

C. County and City Input

In the next phase, the preliminary county estimates were used as a basis for discussion with county and city representatives in meetings for every county in the state. Senior staff from the Office of Economic Analysis attended all of these meetings. From this discussion, the projections were revised based on county and city input pertaining to many issues concerning respective local economies. It is important to state the disclaimer that while information from these discussions was used to refine the preliminary county forecasts, the Office of Economic Analysis has been the final arbiter in judgments concerning the revised county forecasts. It should not be assumed therefore, that a given county or city is in agreement with the revised county forecasts, solely because they attended the county meetings.

D. Discussion Format

In order to standardize discussions across jurisdictions, in addition to the preliminary county estimates, the following questions were used as a basis for discussion. Participants were asked to consider three factors in outlining any variance or agreement they had with the preliminary county estimates.

- Fundamental Driving Forces

  What were the engines of growth in the local area likely to have a long term impact on the region? Were there any significant structural changes occurring? What was the local area of trade which made the region dependent on another region? How was growth in these regions correlated?

- Constraints to Growth

  Were there any constraints to growth stemming from a number of causes such as topography, infrastructure limitations and/or land availability ?

- Intensity of Agreement/ Variance with Preliminary Forecast

  At the end of the meetings, all participants were asked to evaluate the preliminary forecast based on a scale of very high, high, about right, low, very low. These results and related arguments were compiled.

County Employment Projections

County employment projections are based on the data from the Oregon Department of Employment's payroll survey. In this section employment refers to non-agricultural employment. The method of projecting the employment numbers is based on assuming the future employment to population ratios for each county and applying the ratios to the projected county populations. In most cases, the employment-population ratio was held constant. In a few instances, the ratios were modified by add factors based on the past trend and future potential. The projected county employment numbers were calibrated based on the independently projected state employment numbers.

The county population and employment forecasts are presented in the Tables 14 through 18 on the following pages.

Table 14
COUNTY POPULATION FORECASTS

State/County	1970	1975	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030	2035	2040
State Total	2,091,385	2,324,100	2,633,105	2,672,648	2,860,396	3,132,000	3,406,000	3,631,000	3,857,000	4,091,000	4,326,000	4,556,000	4,776,000	4,988,000	5,193,000
Baker	14,919	15,700	16,134	15,731	15,392	16,500	17,349	18,001	18,635	19,267	19,893	20,507	21,094	21,663	22,271
Benton	53,776	61,600	68,211	67,275	71,237	75,500	79,291	82,116	85,080	88,167	91,345	94,668	98,024	101,481	104,998
Clackamas	166,088	205,100	241,919	250,118	280,935	308,600	338,247	369,683	403,915	441,193	480,392	520,594	562,154	605,300	649,939
Clatsop	28,473	29,700	32,489	32,452	33,231	34,300	35,622	36,919	38,376	40,018	41,788	43,727	45,771	47,898	50,089
Columbia	28,790	32,400	35,646	35,707	37,567	39,700	41,780	43,722	45,777	47,954	50,250	52,638	55,025	57,377	59,660
Coos	56,515	59,700	64,047	59,941	60,424	62,100	63,612	64,950	66,338	67,870	69,513	71,284	73,183	75,204	77,360
Crook	9,985	11,500	13,091	13,137	14,214	15,700	17,168	18,662	20,215	21,892	23,678	25,582	27,567	29,634	31,752
Curry	13,006	14,300	16,992	16,664	19,594	22,200	24,699	26,643	28,576	30,541	32,465	34,296	35,940	37,384	38,599
Deschutes	30,442	42,400	62,142	64,959	76,066	94,100	112,846	132,829	151,230	167,231	181,448	190,697	197,004	201,495	204,889
Douglas	71,743	83,700	93,748	91,956	94,884	97,700	102,344	106,652	111,068	115,713	120,671	125,893	131,180	136,634	142,285
Gilliam	2,342	2,100	2,057	1,840	1,710	1,750	1,992	2,032	2,071	2,116	2,161	2,207	2,250	2,291	2,330
Grant	6,996	7,300	8,210	8,137	7,842	7,950	8,292	8,517	8,742	8,989	9,245	9,508	9,761	10,014	10,268
Harney	7,215	7,300	8,314	7,209	7,048	7,050	7,531	7,606	7,651	7,694	7,744	7,802	7,860	7,918	7,979
Hood River	13,187	14,900	15,835	16,245	16,929	18,700	20,152	21,477	22,804	24,174	25,559	26,930	28,224	29,527	30,780
Jackson	94,533	114,900	132,456	136,444	147,444	164,400	177,982	188,746	199,415	210,373	221,665	233,081	244,102	254,759	264,933
Jefferson	8,548	10,200	11,599	12,748	13,838	16,100	18,763	21,468	24,376	27,530	30,824	34,435	38,434	42,882	47,825
Josephine	35,746	48,000	58,855	60,666	62,802	71,100	76,608	81,040	85,319	89,596	93,669	97,709	101,485	105,000	108,190
Klamath	50,021	53,900	59,117	57,476	57,949	61,600	64,996	68,099	71,376	74,868	78,369	81,871	85,217	88,445	91,547
Lake	6,343	6,600	7,532	7,608	7,180	7,550	7,779	7,982	8,171	8,354	8,530	8,707	8,885	9,061	9,235
Lane	213,358	240,300	275,226	267,051	284,527	301,900	331,464	352,944	374,499	397,350	419,842	442,338	464,002	485,072	505,236
Lincoln	25,755	28,400	35,264	35,979	38,939	41,800	44,689	47,190	49,794	52,539	55,424	58,374	61,319	64,293	67,291
Linn	71,914	80,900	89,495	88,019	91,597	98,100	104,894	110,573	116,053	121,593	127,158	132,909	138,812	144,834	150,551
Malheur	23,169	24,700	26,896	27,878	26,068	28,200	31,762	32,799	33,793	34,819	35,810	36,736	37,521	38,183	38,717
Marion	151,309	171,700	204,692	213,019	230,028	258,000	285,975	308,364	331,025	354,561	378,208	401,787	424,594	446,737	468,210
Morrow	4,465	5,200	7,519	8,090	7,658	8,700	9,828	10,723	11,594	12,463	13,322	14,170	14,990	15,799	16,624
Multnomah	556,667	547,400	562,640	564,249	587,128	626,500	659,087	676,975	694,597	713,532	732,500	750,949	767,436	782,369	795,698
Polk	35,349	39,700	45,203	45,231	50,088	55,400	60,719	65,040	69,402	73,940	78,502	82,996	87,307	91,467	95,479
Sherman	2,139	2,000	2,172	2,141	1,898	1,900	1,925	1,974	2,020	2,068	2,116	2,163	2,210	2,258	2,305
Tillamook	17,930	18,500	21,164	21,022	21,648	23,300	24,761	26,143	27,538	29,030	30,604	32,114	33,663	35,218	36,762
Umatilla	44,923	48,900	58,861	60,024	59,382	65,200	69,854	72,870	75,869	78,936	81,964	84,873	87,501	89,851	91,932
Union	19,377	22,000	23,921	24,131	23,667	24,400	24,927	25,422	25,927	26,439	26,971	27,512	28,084	28,641	29,188
Wallowa	6,247	6,600	7,273	7,323	6,924	7,250	7,458	7,632	7,815	8,025	8,248	8,479	8,704	8,928	9,152
Wasco	20,133	20,300	21,732	22,627	21,733	22,600	23,198	23,713	24,258	24,867	25,498	26,201	26,945	27,714	28,512
Washington	157,920	197,400	245,808	269,244	315,368	370,000	422,886	467,233	510,564	554,945	598,800	640,911	679,160	712,966	743,854
Wheeler	1,849	1,900	1,513	1,470	1,408	1,550	1,697	1,833	1,966	2,100	2,230	2,362	2,496	2,636	2,782
Yamhill	40,213	46,900	55,332	58,837	66,049	74,600	83,826	92,429	101,152	110,253	119,589	128,990	138,095	147,066	155,779

Note: 1970 and 1980 numbers are for April 1, and other numbers are for July 1.

Table 15
ANNUAL AVERAGE POPULATION GROWTH RATES FOR COUNTIES
(in percent)

State/County	1970-75	1975-80	1980-85	1985-90	1990-95	1995-2000	2000-05	2005-10	2010-15	2015-20	2020-25	2025-30	2030-35	2035-40
State Total	2.01	2.63	0.28	1.36	1.81	1.68	1.28	1.21	1.18	1.12	1.04	0.94	0.87	0.81
Baker	0.97	0.57	-0.48	-0.44	1.39	1.00	0.74	0.69	0.67	0.64	0.61	0.56	0.53	0.55
Benton	2.59	2.15	-0.26	1.14	1.16	0.98	0.70	0.71	0.71	0.71	0.71	0.70	0.69	0.68
Clackamas	4.02	3.48	0.63	2.32	1.88	1.83	1.78	1.77	1.77	1.70	1.61	1.54	1.48	1.42
Clatsop	0.80	1.89	-0.02	0.47	0.63	0.76	0.72	0.77	0.84	0.87	0.91	0.91	0.91	0.89
Columbia	2.25	2.01	0.03	1.02	1.10	1.02	0.91	0.92	0.93	0.94	0.93	0.89	0.84	0.78
Coos	1.04	1.48	-1.26	0.16	0.55	0.48	0.42	0.42	0.46	0.48	0.50	0.53	0.54	0.57
Crook	2.69	2.73	0.07	1.58	1.99	1.79	1.67	1.60	1.59	1.57	1.55	1.49	1.45	1.38
Curry	1.81	3.63	-0.37	3.24	2.50	2.13	1.52	1.40	1.33	1.22	1.10	0.94	0.79	0.64
Deschutes	6.31	8.05	0.84	3.16	4.26	3.63	3.26	2.59	2.01	1.63	0.99	0.65	0.45	0.33
Douglas	2.94	2.39	-0.37	0.63	0.58	0.93	0.82	0.81	0.82	0.84	0.85	0.82	0.81	0.81
Gilliam	-2.08	-0.44	-2.12	-1.47	0.46	2.59	0.40	0.39	0.42	0.43	0.42	0.38	0.36	0.34
Grant	0.81	2.47	-0.17	-0.74	0.27	0.84	0.54	0.52	0.56	0.56	0.56	0.53	0.51	0.50
Harney	0.22	2.74	-2.72	-0.45	0.01	1.32	0.20	0.12	0.11	0.13	0.15	0.15	0.15	0.15
Hood River	2.33	1.28	0.49	0.82	1.99	1.50	1.27	1.20	1.17	1.11	1.05	0.94	0.90	0.83
Jackson	3.72	2.99	0.57	1.55	2.18	1.59	1.17	1.10	1.07	1.05	1.00	0.92	0.85	0.78
Jefferson	3.37	2.71	1.80	1.64	3.03	3.06	2.69	2.54	2.43	2.26	2.22	2.20	2.19	2.18
Josephine	5.61	4.29	0.58	0.69	2.48	1.49	1.12	1.03	0.98	0.89	0.84	0.76	0.68	0.60
Klamath	1.42	1.95	-0.54	0.16	1.22	1.07	0.93	0.94	0.96	0.91	0.87	0.80	0.74	0.69
Lake	0.76	2.78	0.19	-1.16	1.00	0.60	0.51	0.47	0.44	0.42	0.41	0.40	0.39	0.38
Lane	2.27	2.86	-0.57	1.27	1.19	1.87	1.26	1.19	1.18	1.10	1.04	0.96	0.89	0.81
Lincoln	1.86	4.56	0.38	1.58	1.42	1.34	1.09	1.07	1.07	1.07	1.04	0.98	0.95	0.91
Linn	2.24	2.13	-0.32	0.80	1.37	1.34	1.05	0.97	0.93	0.90	0.88	0.87	0.85	0.77
Malheur	1.22	1.79	0.68	-1.34	1.57	2.38	0.64	0.60	0.60	0.56	0.51	0.42	0.35	0.28
Marion	2.41	3.70	0.76	1.54	2.30	2.06	1.51	1.42	1.37	1.29	1.21	1.10	1.02	0.94
Morrow	2.90	7.76	1.39	-1.10	2.55	2.44	1.74	1.56	1.45	1.33	1.23	1.13	1.05	1.02
Multnomah	-0.32	0.58	0.05	0.79	1.30	1.01	0.54	0.51	0.54	0.52	0.50	0.43	0.39	0.34
Polk	2.21	2.73	0.01	2.04	2.02	1.83	1.38	1.30	1.27	1.20	1.11	1.01	0.93	0.86
Sherman	-1.28	1.74	-0.27	-2.41	0.02	0.26	0.50	0.46	0.47	0.46	0.44	0.43	0.43	0.41
Tillamook	0.60	2.83	-0.13	0.59	1.47	1.22	1.09	1.04	1.06	1.06	0.96	0.94	0.90	0.86
Umatilla	1.62	3.90	0.37	-0.22	1.87	1.38	0.85	0.81	0.79	0.75	0.70	0.61	0.53	0.46
Union	2.42	1.76	0.17	-0.39	0.61	0.43	0.39	0.39	0.39	0.40	0.40	0.41	0.39	0.38
Wallowa	1.05	2.04	0.13	-1.12	0.92	0.57	0.46	0.47	0.53	0.55	0.55	0.52	0.51	0.49
Wasco	0.16	1.44	0.77	-0.81	0.78	0.52	0.44	0.45	0.50	0.50	0.54	0.56	0.56	0.57
Washington	4.25	4.62	1.73	3.16	3.20	2.67	1.99	1.77	1.67	1.52	1.36	1.16	0.97	0.85
Wheeler	0.52	-4.79	-0.55	-0.86	1.92	1.81	1.54	1.41	1.32	1.19	1.15	1.11	1.09	1.08
Yamhill	2.93	3.48	1.17	2.31	2.43	2.33	1.95	1.80	1.72	1.63	1.51	1.36	1.26	1.15

Table 16
NON-AGRICULTURAL EMPLOYMENT FORECASTS FOR COUNTIES

State/County	1990	1995	2000	2005	2010	2015	2020	2025	2030	2035	2040
State Total	1,244,600	1,416,900	1,601,718	1,718,659	1,814,276	1,882,653	1,947,702	2,014,350	2,094,256	2,179,730	2,253,736
Baker	4,737	5,088	5,568	5,828	6,007	6,085	6,155	6,238	6,371	6,529	6,673
Benton	28,201	33,164	36,332	38,051	39,355	40,055	40,759	41,636	42,906	44,431	45,819
Clackamas	92,781	111,987	128,722	142,949	156,642	168,866	181,474	194,724	210,261	227,471	244,518
Clatsop	14,069	15,014	16,227	16,964	17,557	17,939	18,352	18,880	19,623	20,488	21,300
Columbia	9,662	9,145	9,989	10,516	10,933	11,192	11,453	11,763	12,176	12,633	13,017
Coos	20,087	21,266	22,671	23,349	23,744	23,803	23,884	24,080	24,547	25,167	25,738
Crook	5,267	5,974	6,834	7,530	8,160	8,703	9,266	9,889	10,634	11,459	12,264
Curry	5,651	5,879	6,807	7,407	7,910	8,284	8,626	8,959	9,323	9,675	9,931
Deschutes	32,793	40,936	51,090	60,659	68,763	74,507	79,198	81,832	83,941	85,659	86,595
Douglas	34,680	34,819	37,959	39,900	41,372	42,234	43,148	44,257	45,789	47,585	49,264
Gilliam	509	715	852	881	899	905	910	919	935	954	970
Grant	2,771	2,811	3,051	3,161	3,231	3,255	3,280	3,316	3,381	3,460	3,527
Harney	2,454	2,317	2,576	2,624	2,654	2,667	2,681	2,693	2,704	2,715	2,726
Hood River	7,709	8,496	9,528	10,243	10,829	11,248	11,651	12,069	12,559	13,109	13,586
Jackson	54,880	63,985	72,091	77,115	81,121	83,856	86,560	89,484	93,053	96,894	100,177
Jefferson	4,819	6,068	7,360	8,494	9,603	10,627	11,657	12,803	14,189	15,795	17,513
Josephine	18,619	19,997	22,423	23,926	25,080	25,807	26,432	27,107	27,956	28,858	29,562
Klamath	20,384	21,883	24,030	25,395	26,502	27,239	27,933	28,689	29,651	30,704	31,596
Lake	2,346	2,475	2,654	2,746	2,799	2,805	2,806	2,815	2,853	2,902	2,941
Lane	116,695	128,656	147,004	157,890	166,808	173,421	179,512	185,943	193,672	202,005	209,178
Lincoln	14,437	16,428	18,279	19,469	20,455	21,148	21,856	22,631	23,605	24,693	25,694
Linn	33,469	38,900	43,287	46,027	48,099	49,380	50,590	51,987	53,912	56,123	57,999
Malheur	10,503	12,125	14,213	14,804	15,187	15,333	15,449	15,581	15,802	16,044	16,173
Marion	99,453	114,102	131,622	143,159	153,015	160,593	167,821	175,278	183,919	193,070	201,172
Morrow	2,322	2,793	3,283	3,613	3,890	4,097	4,290	4,487	4,713	4,956	5,184
Multnomah	387,019	427,151	467,661	484,525	494,985	498,237	501,083	505,044	512,487	521,269	527,063
Polk	10,802	12,877	14,687	15,869	16,860	17,601	18,307	19,029	19,876	20,775	21,560
Sherman	542	553	583	603	615	617	618	621	630	642	652
Tillamook	6,246	7,400	8,184	8,715	9,141	9,442	9,751	10,060	10,471	10,930	11,342
Umatilla	21,060	23,600	26,313	27,688	28,703	29,262	29,766	30,303	31,021	31,781	32,328
Union	8,469	9,066	9,639	9,916	10,069	10,111	10,130	10,174	10,220	10,264	10,309
Wallowa	2,247	2,151	2,302	2,377	2,423	2,438	2,455	2,481	2,529	2,588	2,637
Wasco	7,604	8,372	8,943	9,221	9,392	9,433	9,476	9,574	9,776	10,032	10,261
Washington	140,587	176,007	210,080	234,936	256,494	274,113	290,692	306,934	324,054	340,559	354,437
Wheeler	279	277	315	343	367	384	399	416	436	460	482
Yamhill	20,448	24,423	28,560	31,765	34,612	36,966	39,282	41,655	44,281	47,050	49,547

Table 17
ANNUAL AVERAGE NON-AGRICULTURAL EMPLOYMENT GROWTH RATES FOR COUNTIES
(in percent)

State/County	1990-95	1995-00	2000-05	2005-10	2010-15	2015-20	2020-25	2025-30	2030-35	2035-40
State Total	2.59	2.45	1.41	1.08	0.74	0.68	0.67	0.78	0.80	0.67
Baker	1.43	1.80	0.91	0.61	0.26	0.23	0.27	0.42	0.49	0.44
Benton	3.24	1.82	0.92	0.67	0.35	0.35	0.43	0.60	0.70	0.62
Clackamas	3.76	2.79	2.10	1.83	1.50	1.44	1.41	1.54	1.57	1.45
Clatsop	1.30	1.55	0.89	0.69	0.43	0.45	0.57	0.77	0.86	0.78
Columbia	-1.10	1.77	1.03	0.78	0.47	0.46	0.53	0.69	0.74	0.60
Coos	1.14	1.28	0.59	0.34	0.05	0.07	0.16	0.38	0.50	0.45
Crook	2.52	2.69	1.94	1.61	1.29	1.25	1.30	1.45	1.49	1.36
Curry	0.79	2.93	1.69	1.31	0.92	0.81	0.76	0.79	0.74	0.52
Deschutes	4.44	4.43	3.43	2.51	1.60	1.22	0.65	0.51	0.41	0.22
Douglas	0.08	1.73	1.00	0.72	0.41	0.43	0.51	0.68	0.77	0.69
Gilliam	6.79	3.49	0.68	0.40	0.12	0.13	0.18	0.34	0.42	0.33
Grant	0.29	1.64	0.71	0.43	0.15	0.15	0.22	0.38	0.47	0.39
Harney	-1.15	2.12	0.37	0.23	0.10	0.10	0.09	0.08	0.08	0.07
Hood River	1.94	2.29	1.45	1.11	0.76	0.70	0.71	0.80	0.86	0.71
Jackson	3.07	2.39	1.35	1.01	0.66	0.63	0.66	0.78	0.81	0.67
Jefferson	4.61	3.86	2.87	2.45	2.03	1.85	1.88	2.06	2.14	2.07
Josephine	1.43	2.29	1.30	0.94	0.57	0.48	0.50	0.62	0.64	0.48
Klamath	1.42	1.87	1.11	0.85	0.55	0.50	0.53	0.66	0.70	0.57
Lake	1.07	1.40	0.69	0.38	0.04	0.01	0.07	0.26	0.35	0.26
Lane	1.95	2.67	1.43	1.10	0.78	0.69	0.70	0.81	0.84	0.70
Lincoln	2.58	2.13	1.26	0.99	0.67	0.66	0.70	0.84	0.90	0.79
Linn	3.01	2.14	1.23	0.88	0.53	0.48	0.54	0.73	0.80	0.66
Malheur	2.87	3.18	0.82	0.51	0.19	0.15	0.17	0.28	0.30	0.16
Marion	2.75	2.86	1.68	1.33	0.97	0.88	0.87	0.96	0.97	0.82
Morrow	3.69	3.24	1.92	1.47	1.04	0.92	0.89	0.98	1.01	0.90
Multnomah	1.97	1.81	0.71	0.43	0.13	0.11	0.16	0.29	0.34	0.22
Polk	3.51	2.63	1.55	1.21	0.86	0.79	0.77	0.87	0.89	0.74
Sherman	0.43	1.06	0.67	0.38	0.06	0.05	0.10	0.29	0.38	0.29
Tillamook	3.39	2.01	1.26	0.95	0.65	0.64	0.62	0.80	0.86	0.74
Umatilla	2.28	2.18	1.02	0.72	0.39	0.34	0.36	0.47	0.48	0.34
Union	1.36	1.23	0.57	0.31	0.08	0.04	0.09	0.09	0.09	0.09
Wallowa	-0.88	1.36	0.64	0.39	0.12	0.14	0.21	0.38	0.46	0.38
Wasco	1.92	1.32	0.61	0.37	0.09	0.09	0.20	0.42	0.52	0.45
Washington	4.49	3.54	2.24	1.76	1.33	1.17	1.09	1.09	0.99	0.80
Wheeler	-0.18	2.61	1.71	1.32	0.91	0.78	0.81	0.96	1.05	0.96
Yamhill	3.55	3.13	2.13	1.72	1.32	1.21	1.17	1.22	1.21	1.03

Table 18
EMPLOYMENT-POPULATION RATIOS FOR COUNTIES
(in percent)

State/County	1990	1995	2000	2005	2010	2015	2020	2025	2030	2035	2040
State Total	43.5	45.2	47.0	47.3	47.0	46.0	45.0	44.2	43.8	43.7	43.4
Baker	30.8	30.8	32.1	32.4	32.2	31.6	30.9	30.4	30.2	30.1	30.0
Benton	39.6	43.9	45.8	46.3	46.3	45.4	44.6	44.0	43.8	43.8	43.6
Clackamas	33.0	36.3	38.1	38.7	38.8	38.3	37.8	37.4	37.4	37.6	37.6
Clatsop	42.3	43.8	45.6	45.9	45.7	44.8	43.9	43.2	42.9	42.8	42.5
Columbia	25.7	23.0	23.9	24.1	23.9	23.3	22.8	22.3	22.1	22.0	21.8
Coos	33.2	34.2	35.6	35.9	35.8	35.1	34.4	33.8	33.5	33.5	33.3
Crook	37.1	38.1	39.8	40.3	40.4	39.8	39.1	38.7	38.6	38.7	38.6
Curry	28.8	26.5	27.6	27.8	27.7	27.1	26.6	26.1	25.9	25.9	25.7
Deschutes	43.1	43.5	45.3	45.7	45.5	44.6	43.6	42.9	42.6	42.5	42.3
Douglas	36.5	35.6	37.1	37.4	37.2	36.5	35.8	35.2	34.9	34.8	34.6
Gilliam	29.8	40.9	42.8	43.4	43.4	42.8	42.1	41.6	41.5	41.7	41.6
Grant	35.3	35.4	36.8	37.1	37.0	36.2	35.5	34.9	34.6	34.6	34.4
Harney	34.8	32.9	34.2	34.5	34.7	34.7	34.6	34.5	34.4	34.3	34.2
Hood River	45.5	45.4	47.3	47.7	47.5	46.5	45.6	44.8	44.5	44.4	44.1
Jackson	37.2	38.9	40.5	40.9	40.7	39.9	39.0	38.4	38.1	38.0	37.8
Jefferson	34.8	37.7	39.2	39.6	39.4	38.6	37.8	37.2	36.9	36.8	36.6
Josephine	29.6	28.1	29.3	29.5	29.4	28.8	28.2	27.7	27.5	27.5	27.3
Klamath	35.2	35.5	37.0	37.3	37.1	36.4	35.6	35.0	34.8	34.7	34.5
Lake	32.7	32.8	34.1	34.4	34.3	33.6	32.9	32.3	32.1	32.0	31.8
Lane	41.0	42.6	44.4	44.7	44.5	43.6	42.8	42.0	41.7	41.6	41.4
Lincoln	37.1	39.3	40.9	41.3	41.1	40.3	39.4	38.8	38.5	38.4	38.2
Linn	36.5	39.7	41.3	41.6	41.4	40.6	39.8	39.1	38.8	38.7	38.5
Malheur	40.3	43.0	44.7	45.1	44.9	44.0	43.1	42.4	42.1	42.0	41.8
Marion	43.2	44.2	46.0	46.4	46.2	45.3	44.4	43.6	43.3	43.2	43.0
Morrow	30.3	32.1	33.4	33.7	33.5	32.9	32.2	31.7	31.4	31.4	31.2
Multnomah	65.9	68.2	71.0	71.6	71.3	69.8	68.4	67.3	66.8	66.6	66.2
Polk	21.6	23.2	24.2	24.4	24.3	23.8	23.3	22.9	22.8	22.7	22.6
Sherman	28.5	29.1	30.3	30.6	30.4	29.8	29.2	28.7	28.5	28.5	28.3
Tillamook	28.9	31.8	33.1	33.3	33.2	32.5	31.9	31.3	31.1	31.0	30.9
Umatilla	35.5	36.2	37.7	38.0	37.8	37.1	36.3	35.7	35.5	35.4	35.2
Union	35.8	37.2	38.7	39.0	38.8	38.2	37.6	37.0	36.4	35.8	35.3
Wallowa	32.5	29.7	30.9	31.1	31.0	30.4	29.8	29.3	29.1	29.0	28.8
Wasco	35.0	37.0	38.5	38.9	38.7	37.9	37.2	36.5	36.3	36.2	36.0
Washington	44.6	47.6	49.7	50.3	50.2	49.4	48.5	47.9	47.7	47.8	47.6
Wheeler	19.8	17.8	18.6	18.7	18.7	18.3	17.9	[illegible]	17.5	17.4	17.3
Yamhill	31.0	32.7	34.1	34.4	34.2	33.5	32.8	32.3	32.1	32.0	31.8

APPENDIX A
POPULATION PROJECTION DETAIL

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OREGON'S POPULATION FORECASTS BY AGE AND SEX, 1990-2040

(July 1 Populations)

Age	1990 Male	1990 Female	1990 Total	1995 Male	1995 Female	1995 Total	2000 Male	2000 Female	2000 Total	2005 Male	2005 Female	2005 Total	2010 Male	2010 Female	2010 Total	2015 Male	2015 Female	2015 Total
0- 4	105,864	101,215	207,079	108,676	103,815	212,491	111,676	107,598	219,274	118,768	113,412	232,180	126,422	120,703	247,125	133,262	127,217	260,479
5- 9	107,568	102,148	209,716	112,727	108,041	220,768	115,643	110,761	226,404	116,631	112,592	229,223	123,667	118,310	241,977	131,545	125,810	257,355
10-14	104,078	98,845	202,923	114,001	108,501	222,502	119,289	114,560	233,849	120,326	115,418	235,744	120,990	116,952	237,942	128,208	122,811	251,019
15-19	97,985	92,741	190,726	109,297	104,040	213,337	119,608	114,100	233,708	123,315	118,669	241,984	124,080	119,258	243,338	124,703	120,763	245,466
20-24	97,264	94,053	191,317	104,795	99,521	204,316	116,773	111,487	228,260	125,160	119,788	244,948	128,641	124,178	252,819	129,375	124,697	254,072
25-29	106,739	104,759	211,498	108,182	103,668	211,850	116,471	109,576	226,047	125,578	119,240	244,818	133,940	127,538	261,478	137,493	132,051	269,544
30-34	119,673	121,059	240,732	117,772	115,042	232,814	119,131	113,641	232,772	124,432	116,825	241,257	133,493	126,535	260,028	142,217	135,180	277,397
35-39	125,082	126,378	251,460	128,668	130,095	258,763	126,363	123,340	249,703	124,980	119,334	244,314	129,980	122,142	252,122	139,397	132,244	271,641
40-44	114,300	113,463	227,763	131,519	132,988	264,507	135,114	136,684	271,798	130,445	127,542	257,987	128,686	123,092	251,778	133,763	125,894	259,657
45-49	84,157	83,406	167,563	118,784	117,870	236,654	136,595	138,051	274,646	138,270	140,037	278,307	133,213	130,393	263,606	131,411	125,809	257,220
50-54	65,032	65,587	130,619	86,492	86,268	172,760	122,053	121,843	243,896	138,431	140,788	279,219	139,868	142,506	282,374	134,778	132,657	267,435
55-59	55,951	59,654	115,605	65,418	66,948	132,366	87,070	88,035	175,105	121,441	122,864	244,305	137,599	141,733	279,332	139,130	143,472	282,602
60-64	57,040	63,588	120,628	55,088	60,131	115,219	64,560	67,505	132,065	84,897	87,695	172,592	118,414	122,246	240,660	134,370	141,071	275,441
65-69	56,304	66,326	122,630	54,593	63,372	117,965	52,934	59,984	112,918	61,243	66,383	127,626	80,624	86,158	166,782	112,791	120,224	233,015
70-74	45,765	56,596	102,361	51,142	64,002	115,144	49,829	61,208	111,037	47,806	57,176	104,982	55,531	63,300	118,831	73,475	82,325	155,800
75-79	33,162	45,720	78,882	37,735	51,532	89,267	42,540	58,422	100,962	41,213	55,277	96,490	39,849	51,734	91,583	46,750	57,539	104,289
80-84	18,795	31,248	50,043	23,867	38,085	61,952	27,574	43,171	70,745	31,070	48,529	79,599	30,435	46,074	76,509	29,870	43,404	73,274
85+	11,444	27,407	38,851	15,111	34,214	49,325	20,036	42,775	62,811	24,693	50,732	75,425	29,532	59,184	88,716	32,290	63,004	95,294
Total	1,406,203	1,454,193	2,860,396	1,543,867	1,588,133	3,132,000	1,683,259	1,722,741	3,406,000	1,798,699	1,832,301	3,631,000	1,914,964	1,942,036	3,857,000	2,034,828	2,056,172	4,091,000

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Age	2020 Male	2020 Female	2020 Total	2025 Male	2025 Female	2025 Total	2030 Male	2030 Female	2030 Total	2035 Male	2035 Female	2035 Total	2040 Male	2040 Female	2040 Total
0- 4	138,512	132,205	270,717	143,678	137,118	280,796	150,303	143,428	293,731	158,610	151,340	309,950	167,496	159,799	327,295
5- 9	138,505	132,439	270,944	143,824	137,486	281,310	149,002	142,410	291,412	155,742	148,835	304,577	164,081	156,778	320,859
10-14	136,230	130,454	266,684	143,316	137,191	280,507	148,648	142,253	290,901	153,883	147,230	301,113	160,607	153,644	314,251
15-19	132,024	126,696	258,720	140,194	134,476	274,670	147,346	141,278	288,624	152,736	146,394	299,130	157,918	151,312	309,230
20-24	129,863	126,097	255,960	137,341	132,141	269,482	145,659	140,060	285,719	152,970	147,005	299,975	158,290	152,053	310,343
25-29	138,040	132,381	270,421	138,337	133,657	271,994	145,999	139,793	285,792	154,633	147,970	302,603	161,955	154,921	316,876
30-34	145,761	139,728	285,489	146,117	139,872	285,989	146,169	140,967	287,136	154,089	147,260	301,349	162,801	155,500	318,301
35-39	148,310	141,068	289,378	151,874	145,666	297,540	152,025	145,591	297,616	151,963	146,609	298,572	159,918	152,882	312,800
40-44	143,381	136,220	279,601	152,441	145,181	297,622	155,975	149,771	305,746	156,042	149,589	305,631	155,794	150,447	306,241
45-49	136,524	128,583	265,107	146,303	139,072	285,375	155,449	148,105	303,554	159,007	152,727	311,734	158,926	152,385	311,311
50-54	132,974	127,967	260,941	138,114	130,707	268,821	148,002	141,313	289,315	157,236	150,426	307,662	160,743	154,987	315,730
55-59	134,133	133,522	267,655	132,461	128,808	261,269	137,589	131,512	269,101	147,567	142,200	289,767	156,739	151,265	308,004
60-64	136,026	142,813	278,839	131,314	132,923	264,237	129,850	128,273	258,123	135,012	130,970	265,982	144,929	141,597	286,526
65-69	128,256	138,785	267,041	130,128	140,562	270,690	125,856	130,856	256,712	124,789	126,399	251,188	129,874	129,003	258,877
70-74	103,230	115,048	218,278	117,782	132,940	250,722	119,887	134,742	254,629	116,360	125,564	241,924	115,818	121,481	237,299
75-79	62,322	75,059	137,381	88,201	105,213	193,414	101,195	121,790	222,985	103,615	123,707	227,322	101,089	115,444	216,533
80-84	35,575	48,619	84,194	47,985	63,768	111,753	68,649	89,818	158,467	79,470	104,345	183,815	82,057	106,324	188,381
85+	34,264	64,386	98,650	39,835	69,974	109,809	51,615	84,822	136,437	72,569	113,137	185,706	92,721	141,422	234,143
Total	2,153,930	2,172,070	4,326,000	2,269,245	2,286,755	4,556,000	2,379,218	2,396,782	4,776,000	2,486,293	2,501,707	4,988,000	2,591,756	2,601,244	5,193,000

OREGON'S POPULATION FORECASTS BY AGE GROUPS: 1980-2040

Year (July 1)	Total Population			Young-age Population					
	All Ages	Change		Ages 0-4	Change		Ages 5-17	Change	
		Number	Percent		Number	Percent		Number	Percent
1980	2,641,218	—	—	199,525	—	—	524,446	—	—
1981	2,667,984	26,766	1.0	205,752	6,227	3.1	519,772	-4,674	-0.9
1982	2,664,922	-3,062	-0.1	206,063	311	0.2	511,597	-8,175	-1.6
1983	2,653,058	-11,864	-0.4	204,977	-1,086	-0.5	504,256	-7,341	-1.4
1984	2,666,592	13,534	0.5	202,914	-2,063	-1.0	504,254	-2	-0.0
1985	2,672,648	6,056	0.2	199,673	-3,241	-1.6	504,320	66	0.0
1986	2,683,531	10,883	0.4	196,339	-3,334	-1.7	503,868	-452	-0.1
1987	2,700,999	17,468	0.7	194,186	-2,153	-1.1	502,762	-1,106	-0.2
1988	2,741,307	40,308	1.5	195,028	842	0.4	503,175	413	0.1
1989	2,790,568	49,261	1.8	200,410	5,382	2.8	510,229	7,054	1.4
1990	2,860,396	69,828	2.5	207,079	6,669	3.3	524,963	14,734	2.9
1991	2,930,000	69,604	2.4	210,212	3,133	1.5	537,814	12,851	2.4
1992	2,979,000	49,000	1.7	212,418	2,206	1.0	546,983	9,169	1.7
1993	3,038,000	59,000	2.0	213,790	1,372	0.6	557,218	10,235	1.9
1994	3,082,000	44,000	1.4	213,316	-474	-0.2	565,341	8,123	1.5
1995	3,132,000	50,000	1.6	212,491	-825	-0.4	574,497	9,156	1.6
1996	3,188,000	56,000	1.8	212,878	387	0.2	583,044	8,547	1.5
1997	3,247,000	59,000	1.9	213,418	540	0.3	590,404	7,360	1.3
1998	3,302,000	55,000	1.7	215,299	1,881	0.9	593,425	3,021	0.5
1999	3,355,000	53,000	1.6	217,531	2,232	1.0	595,886	2,461	0.4
2000	3,406,000	51,000	1.5	219,274	1,743	0.8	600,456	4,570	0.8
2001	3,455,000	49,000	1.4	221,130	1,856	0.8	603,442	2,986	0.5
2002	3,499,000	44,000	1.3	223,708	2,578	1.2	605,147	1,705	0.3
2003	3,543,000	44,000	1.3	226,420	2,712	1.2	606,649	1,502	0.2
2004	3,587,000	44,000	1.2	229,264	2,844	1.3	608,114	1,465	0.2
2005	3,631,000	44,000	1.2	232,180	2,916	1.3	610,777	2,663	0.4
2006	3,675,000	44,000	1.2	235,111	2,931	1.3	613,508	2,731	0.4
2007	3,720,000	45,000	1.2	238,115	3,004	1.3	615,836	2,328	0.4
2008	3,765,000	45,000	1.2	241,130	3,015	1.3	617,033	1,197	0.2
2009	3,811,000	46,000	1.2	244,157	3,027	1.3	619,638	2,605	0.4
2010	3,857,000	46,000	1.2	247,125	2,968	1.2	623,296	3,658	0.6
2011	3,903,000	46,000	1.2	250,009	2,884	1.2	628,873	5,577	0.9
2012	3,950,000	47,000	1.2	252,841	2,832	1.1	635,289	6,416	1.0
2013	3,997,000	47,000	1.2	255,531	2,690	1.1	641,453	6,164	1.0
2014	4,044,000	47,000	1.2	258,080	2,549	1.0	647,950	6,497	1.0
2015	4,091,000	47,000	1.2	260,479	2,399	0.9	655,537	7,587	1.2
2016	4,138,000	47,000	1.1	262,722	2,243	0.9	663,194	7,657	1.2
2017	4,185,000	47,000	1.1	264,827	2,105	0.8	670,918	7,724	1.2
2018	4,232,000	47,000	1.1	266,832	2,005	0.8	678,657	7,739	1.2
2019	4,279,000	47,000	1.1	268,786	1,954	0.7	686,305	7,648	1.1
2020	4,326,000	47,000	1.1	270,717	1,931	0.7	693,790	7,485	1.1
2021	4,373,000	47,000	1.1	272,651	1,934	0.7	701,050	7,260	1.0
2022	4,419,000	46,000	1.1	274,568	1,917	0.7	707,960	6,910	1.0
2023	4,465,000	46,000	1.0	276,549	1,981	0.7	714,707	6,747	1.0
2024	4,511,000	46,000	1.0	278,634	2,085	0.8	721,300	6,593	0.9
2025	4,556,000	45,000	1.0	280,796	2,162	0.8	727,527	6,227	0.9
2026	4,601,000	45,000	1.0	283,115	2,319	0.8	733,503	5,976	0.8
2027	4,645,000	44,000	1.0	285,537	2,422	0.9	739,184	5,681	0.8
2028	4,689,000	44,000	0.9	288,127	2,590	0.9	744,798	5,614	0.8
2029	4,733,000	44,000	0.9	290,870	2,743	1.0	750,451	5,653	0.8
2030	4,776,000	43,000	0.9	293,731	2,861	1.0	755,956	5,505	0.7
2031	4,819,000	43,000	0.9	296,763	3,032	1.0	761,472	5,516	0.7
2032	4,862,000	43,000	0.9	299,940	3,177	1.1	767,109	5,637	0.7
2033	4,904,000	42,000	0.9	303,189	3,249	1.1	772,863	5,754	0.8
2034	4,946,000	42,000	0.9	306,531	3,342	1.1	778,946	6,083	0.8
2035	4,988,000	42,000	0.8	309,950	3,419	1.1	785,326	6,380	0.8
2036	5,029,000	41,000	0.8	313,399	3,449	1.1	791,809	6,483	0.8
2037	5,070,000	41,000	0.8	316,885	3,486	1.1	798,583	6,774	0.9
2038	5,111,000	41,000	0.8	320,367	3,482	1.1	805,706	7,123	0.9
2039	5,152,000	41,000	0.8	323,841	3,474	1.1	813,203	7,497	0.9
2040	5,193,000	41,000	0.8	327,295	3,454	1.1	821,005	7,802	1.0

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OREGON'S POPULATION FORECASTS BY AGE GROUPS: 1980-2040

Adult Population

Year (July 1)	Ages 18-24	Change Number	Change Percent	Ages 25-44	Change Number	Change Percent	Ages 45-64	Change Number	Change Percent
1980	329,407	—	—	790,750	—	—	491,249	—	—
1981	322,868	-6,539	-2.0	813,638	22,888	2.9	491,618	369	0.1
1982	311,293	-11,575	-3.6	826,883	13,245	1.6	486,392	-5,226	-1.1
1983	298,474	-12,819	-4.1	833,274	6,391	0.8	480,343	-6,049	-1.2
1984	289,873	-8,601	-2.9	847,257	13,983	1.7	481,654	1,311	0.3
1985	280,898	-8,975	-3.1	857,810	10,553	1.2	481,686	32	0.0
1986	272,221	-8,677	-3.1	870,743	12,933	1.5	483,195	1,509	0.3
1987	266,471	-5,750	-2.1	883,134	12,391	1.4	488,220	5,025	1.0
1988	266,616	145	0.1	898,525	15,391	1.7	503,723	15,503	3.2
1989	267,303	687	0.3	911,231	12,706	1.4	518,106	14,383	2.9
1990	269,719	2,416	0.9	931,453	20,222	2.2	534,415	16,309	3.1
1991	275,100	5,381	2.0	950,424	18,971	2.0	551,905	17,490	3.3
1992	278,362	3,262	1.2	952,101	1,677	0.2	575,940	24,035	4.4
1993	283,810	5,448	2.0	958,661	6,560	0.7	602,740	26,800	4.7
1994	285,583	1,773	0.6	962,244	3,583	0.4	628,175	25,435	4.2
1995	286,426	843	0.3	967,934	5,690	0.6	656,999	28,824	4.6
1996	288,747	2,321	0.8	975,072	7,138	0.7	688,192	31,193	4.7
1997	296,335	7,588	2.6	980,676	5,604	0.6	720,952	32,760	4.8
1998	305,729	9,394	3.2	981,567	891	0.1	756,182	35,230	4.9
1999	315,439	9,710	3.2	980,974	-593	-0.1	791,258	35,076	4.6
2000	321,765	6,326	2.0	980,320	-654	-0.1	825,712	34,454	4.4
2001	328,583	6,818	2.1	980,055	-265	-0.0	859,075	33,363	4.0
2002	333,412	4,829	1.5	980,079	24	0.0	890,170	31,095	3.6
2003	337,784	4,372	1.3	981,052	973	0.1	919,991	29,821	3.4
2004	341,145	3,361	1.0	984,145	3,093	0.3	947,498	27,507	3.0
2005	341,122	-23	-0.0	988,376	4,231	0.4	974,423	26,925	2.8
2006	341,421	299	0.1	992,609	4,233	0.4	999,760	25,337	2.6
2007	344,752	3,331	1.0	998,930	6,321	0.6	1,020,502	20,742	2.1
2008	348,172	3,420	1.0	1,005,991	7,061	0.7	1,037,415	16,913	1.7
2009	351,049	2,877	0.8	1,015,017	9,026	0.9	1,052,472	15,057	1.5
2010	352,780	1,731	0.5	1,025,406	10,389	1.0	1,065,972	13,500	1.3
2011	352,654	-126	-0.0	1,037,005	11,599	1.1	1,075,535	9,563	0.9
2012	353,356	702	0.2	1,049,117	12,112	1.2	1,075,358	-177	-0.0
2013	354,430	1,074	0.3	1,060,785	11,668	1.1	1,075,482	124	0.0
2014	354,575	145	0.0	1,070,356	9,571	0.9	1,078,670	3,188	0.3
2015	352,375	-2,200	-0.6	1,078,239	7,883	0.7	1,082,698	4,028	0.4
2016	351,363	-1,012	-0.3	1,085,232	6,993	0.6	1,085,856	3,158	0.3
2017	351,379	16	0.0	1,096,161	10,929	1.0	1,085,139	-717	-0.1
2018	353,374	1,995	0.6	1,105,602	9,441	0.9	1,081,144	-3,995	-0.4
2019	356,082	2,708	0.8	1,115,597	9,995	0.9	1,076,327	-4,817	-0.4
2020	358,518	2,436	0.7	1,124,889	9,292	0.8	1,072,542	-3,785	-0.4
2021	361,375	2,857	0.8	1,133,766	8,877	0.8	1,070,094	-2,448	-0.2
2022	365,388	4,013	1.1	1,140,326	6,560	0.6	1,069,859	-235	-0.0
2023	369,603	4,215	1.2	1,146,241	5,915	0.5	1,070,925	1,066	0.1
2024	373,986	4,383	1.2	1,151,062	4,821	0.4	1,074,518	3,593	0.3
2025	378,442	4,456	1.2	1,153,145	2,083	0.2	1,079,702	5,184	0.5
2026	383,025	4,583	1.2	1,155,920	2,775	0.2	1,085,028	5,326	0.5
2027	387,541	4,516	1.2	1,161,382	5,462	0.5	1,091,710	6,682	0.6
2028	392,032	4,491	1.2	1,165,801	4,419	0.4	1,099,550	7,840	0.7
2029	396,444	4,412	1.1	1,171,149	5,348	0.5	1,109,140	9,590	0.9
2030	400,700	4,256	1.1	1,176,290	5,141	0.4	1,120,093	10,953	1.0
2031	404,902	4,202	1.0	1,181,665	5,375	0.5	1,132,391	12,298	1.1
2032	408,958	4,056	1.0	1,188,875	7,210	0.6	1,144,744	12,353	1.1
2033	412,682	3,724	0.9	1,196,131	7,256	0.6	1,156,586	11,842	1.0
2034	416,163	3,481	0.8	1,202,827	6,696	0.6	1,166,555	9,969	0.9
2035	419,469	3,306	0.8	1,208,155	5,328	0.4	1,175,145	8,590	0.7
2036	422,567	3,098	0.7	1,214,731	6,576	0.5	1,182,482	7,337	0.6
2037	425,531	2,964	0.7	1,222,647	7,916	0.7	1,193,601	11,119	0.9
2038	428,338	2,807	0.7	1,232,914	10,267	0.8	1,202,881	9,280	0.8
2039	431,015	2,677	0.6	1,243,869	10,955	0.9	1,212,572	9,691	0.8
2040	433,678	2,663	0.6	1,254,218	10,349	0.8	1,221,571	8,999	0.7

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OREGON'S POPULATION FORECASTS BY AGE GROUPS: 1980-2040

Elderly Population

Year (July 1)	Ages 65 & over	Change Number	Change Percent	Ages 65-74	% Change	Ages 75-84	% Change	Ages 85+	% Change
1980	305,841	—	—	185,863	—	91,137	—	28,841	—
1981	314,336	8,495	2.8	190,598	2.5	93,872	3.0	29,866	3.6
1982	322,694	8,358	2.7	194,810	2.2	96,816	3.1	31,068	4.0
1983	331,734	9,040	2.8	199,323	2.3	100,280	3.6	32,131	3.4
1984	340,640	8,906	2.7	203,361	2.0	104,034	3.7	33,245	3.5
1985	348,261	7,621	2.2	206,590	1.6	107,576	3.4	34,095	2.6
1986	357,165	8,904	2.6	210,542	1.9	111,410	3.6	35,213	3.3
1987	366,226	9,061	2.5	213,997	1.6	116,182	4.3	36,047	2.4
1988	374,240	8,014	2.2	217,006	1.4	120,369	3.6	36,865	2.3
1989	383,289	9,049	2.4	220,945	1.8	124,615	3.5	37,729	2.3
1990	392,767	9,478	2.5	224,991	1.8	128,925	3.5	38,851	3.0
1991	404,545	11,778	3.0	229,424	2.0	134,229	4.1	40,892	5.3
1992	413,196	8,651	2.1	231,700	1.0	138,564	3.2	42,932	5.0
1993	421,781	8,585	2.1	233,564	0.8	143,265	3.4	44,952	4.7
1994	427,341	5,560	1.3	233,261	-0.1	147,136	2.7	46,944	4.4
1995	433,653	6,312	1.5	233,109	-0.1	151,219	2.8	49,325	5.1
1996	440,067	6,414	1.5	232,029	-0.5	156,139	3.3	51,899	5.2
1997	445,215	5,148	1.2	229,608	-1.0	160,936	3.1	54,671	5.3
1998	449,798	4,583	1.0	227,494	-0.9	164,921	2.5	57,383	5.0
1999	453,912	4,114	0.9	225,338	-0.9	168,531	2.2	60,043	4.6
2000	458,473	4,561	1.0	223,955	-0.6	171,707	1.9	62,811	4.6
2001	462,715	4,242	0.9	223,088	-0.4	174,215	1.5	65,412	4.1
2002	466,484	3,769	0.8	222,943	-0.1	175,779	0.9	67,762	3.6
2003	471,104	4,620	1.0	224,317	0.6	176,507	0.4	70,280	3.7
2004	476,834	5,730	1.2	227,611	1.5	176,386	-0.1	72,837	3.6
2005	484,122	7,288	1.5	232,608	2.2	176,089	-0.2	75,425	3.6
2006	492,591	8,469	1.7	239,198	2.8	174,932	-0.7	78,461	4.0
2007	501,865	9,274	1.9	247,903	3.6	172,555	-1.4	81,407	3.8
2008	515,259	13,394	2.7	260,636	5.1	170,649	-1.1	83,974	3.2
2009	528,667	13,408	2.6	273,336	4.9	168,933	-1.0	86,398	2.9
2010	542,421	13,754	2.6	285,613	4.5	168,092	-0.5	88,716	2.7
2011	558,924	16,503	3.0	300,516	5.2	167,745	-0.2	90,663	2.2
2012	584,039	25,115	4.5	323,695	7.7	168,186	0.3	92,158	1.6
2013	609,319	25,280	4.3	346,078	6.9	169,848	1.0	93,393	1.3
2014	634,369	25,050	4.1	367,069	6.1	172,990	1.8	94,310	1.0
2015	661,672	27,303	4.3	388,815	5.9	177,563	2.6	95,294	1.0
2016	689,633	27,961	4.2	410,044	5.5	183,410	3.3	96,179	0.9
2017	716,576	26,943	3.9	429,541	4.8	190,641	3.9	96,394	0.2
2018	746,391	29,815	4.2	448,283	4.4	201,256	5.6	96,852	0.5
2019	775,903	29,512	4.0	466,848	4.1	211,596	5.1	97,459	0.6
2020	805,544	29,641	3.8	485,319	4.0	221,575	4.7	98,650	1.2
2021	834,064	28,520	3.5	500,414	3.1	233,683	5.5	99,967	1.3
2022	860,899	26,835	3.2	506,761	1.3	252,676	8.1	101,462	1.5
2023	886,975	26,076	3.0	512,608	1.2	270,813	7.2	103,554	2.1
2024	911,500	24,525	2.8	517,537	1.0	287,678	6.2	106,285	2.6
2025	936,388	24,888	2.7	521,412	0.7	305,167	6.1	109,809	3.3
2026	960,409	24,021	2.6	524,368	0.6	322,127	5.6	113,914	3.7
2027	979,646	19,237	2.0	524,039	-0.1	337,351	4.7	118,256	3.8
2028	998,692	19,046	1.9	521,552	-0.5	352,480	4.5	124,660	5.4
2029	1,014,946	16,254	1.6	517,163	-0.8	367,157	4.2	130,626	4.8
2030	1,029,230	14,284	1.4	511,341	-1.1	381,452	3.9	136,437	4.4
2031	1,041,807	12,577	1.2	505,272	-1.2	393,045	3.0	143,490	5.2
2032	1,052,374	10,567	1.0	498,978	-1.2	398,527	1.4	154,869	7.9
2033	1,062,549	10,175	1.0	493,589	-1.1	403,484	1.2	165,476	6.8
2034	1,074,978	12,429	1.2	492,367	-0.2	408,046	1.1	175,774	6.2
2035	1,089,955	14,977	1.4	493,271	0.2	411,606	0.9	186,229	5.9
2036	1,104,012	14,057	1.3	494,316	0.2	414,374	0.7	196,417	5.5
2037	1,112,753	8,741	0.8	494,179	-0.0	414,150	-0.1	205,468	4.6
2038	1,120,794	8,041	0.7	493,443	-0.1	412,605	-0.4	215,738	5.0
2039	1,127,500	6,706	0.6	493,674	0.0	409,418	-0.8	225,348	4.5
2040	1,135,233	7,733	0.7	496,282	0.5	405,211	-1.0	234,626	4.1

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OREGON: MEDIAN AGE OF THE POPULATIO

Year	Male	Female	Total
1980	29.5	31.0	30.3
1985	31.6	33.4	32.5
1990	33.5	35.5	34.5
1995	34.9	37.0	35.9
2000	35.9	38.3	37.1
2005	36.7	39.2	37.9
2010	37.6	39.8	38.7
2015	38.2	40.3	39.2
2020	39.0	40.9	39.9
2025	39.7	41.6	40.6
2030	40.1	42.1	41.1
2035	40.3	42.3	41.3
2040	40.1	42.1	41.1

LIFE TABLES FOR OREGON MALES AND FEMALES, 1990

	Males				Females			
Age	l(x)	d(x)	L(x)	e(x)	l(x)	d(x)	L(x)	e(x)
0	100,000	881	99,207	73.42	100,000	688	99,381	79.84
1	99,119	83	99,072	73.07	99,312	59	99,278	79.39
2	99,036	53	99,007	72.13	99,253	28	99,238	78.44
3	98,983	27	98,969	71.17	99,225	26	99,211	77.46
4	98,956	40	98,936	70.19	99,199	26	99,186	76.48
5	98,916	30	98,901	69.21	99,173	18	99,164	75.50
6	98,886	23	98,875	68.24	99,155	16	99,147	74.52
7	98,863	17	98,855	67.25	99,139	16	99,131	73.53
8	98,846	23	98,835	66.26	99,123	16	99,115	72.54
9	98,823	15	98,815	65.28	99,107	20	99,097	71.55
10	98,808	9	98,804	64.29	99,087	11	99,082	70.57
11	98,799	26	98,786	63.29	99,076	16	99,068	69.57
12	98,773	18	98,764	62.31	99,060	25	99,048	68.58
13	98,755	32	98,739	61.32	99,035	20	99,025	67.60
14	98,723	59	98,693	60.34	99,015	28	99,001	66.61
15	98,664	57	98,636	59.38	98,987	32	98,971	65.63
16	98,607	96	98,559	58.41	98,955	61	98,924	64.65
17	98,511	133	98,445	57.47	98,894	49	98,870	63.69
18	98,378	165	98,296	56.54	98,845	45	98,823	62.73
19	98,213	163	98,132	55.64	98,800	50	98,775	61.75
20	98,050	156	97,972	54.73	98,750	40	98,730	60.78
21	97,894	149	97,820	53.82	98,710	57	98,682	59.81
22	97,745	162	97,664	52.90	98,653	30	98,638	58.84
23	97,583	165	97,500	51.98	98,623	40	98,603	57.86
24	97,418	156	97,340	51.07	98,583	75	98,545	56.88
25	97,262	144	97,190	50.15	98,508	47	98,485	55.93
26	97,118	142	97,047	49.23	98,461	66	98,428	54.95
27	96,976	147	96,902	48.30	98,395	53	98,368	53.99
28	96,829	146	96,756	47.37	98,342	55	98,315	53.02
29	96,683	151	96,608	46.44	98,287	36	98,269	52.05
30	96,532	136	96,464	45.51	98,251	57	98,222	51.07
31	96,396	174	96,309	44.58	98,194	64	98,162	50.10
32	96,222	175	96,135	43.66	98,130	56	98,102	49.13
33	96,047	179	95,958	42.74	98,074	65	98,042	48.16
34	95,868	199	95,769	41.81	98,009	78	97,970	47.19
35	95,669	173	95,583	40.90	97,931	89	97,887	46.23
36	95,496	191	95,401	39.97	97,842	78	97,803	45.27
37	95,305	185	95,213	39.05	97,764	79	97,725	44.30
38	95,120	219	95,011	38.13	97,685	86	97,642	43.34
39	94,901	218	94,792	37.21	97,599	87	97,556	42.38
40	94,683	219	94,574	36.30	97,512	95	97,465	41.41
41	94,464	235	94,347	35.38	97,417	125	97,355	40.45
42	94,229	262	94,098	34.47	97,292	145	97,219	39.50
43	93,967	252	93,841	33.56	97,147	127	97,084	38.56
44	93,715	285	93,572	32.65	97,020	166	96,937	37.61
45	93,430	300	93,280	31.75	96,854	188	96,760	36.68
46	93,130	312	92,974	30.85	96,666	199	96,567	35.75
47	92,818	317	92,660	29.95	96,467	187	96,374	34.82
48	92,501	418	92,292	29.05	96,280	245	96,157	33.89
49	92,083	410	91,878	28.18	96,035	265	95,903	32.97
50	91,673	427	91,460	27.31	95,770	276	95,632	32.06
51	91,246	537	90,978	26.43	95,494	297	95,346	31.15
52	90,709	538	90,440	25.59	95,197	379	95,008	30.25
53	90,171	621	89,861	24.74	94,818	444	94,596	29.37
54	89,550	699	89,200	23.90	94,374	444	94,152	28.50
55	88,851	744	88,479	23.09	93,930	411	93,724	27.64
56	88,107	901	87,657	22.28	93,519	545	93,247	26.75
57	87,206	903	86,755	21.50	92,974	496	92,726	25.91
58	86,303	1,091	85,758	20.72	92,478	714	92,121	25.04
59	85,212	1,008	84,708	19.98	91,764	641	91,443	24.24
60	84,204	1,245	83,582	19.22	91,123	769	90,739	23.40
61	82,959	1,262	82,328	18.50	90,354	822	89,943	22.60
62	81,697	1,365	81,014	17.77	89,532	856	89,104	21.80
63	80,332	1,456	79,604	17.07	88,676	900	88,226	21.01
64	78,876	1,613	78,070	16.37	87,776	1,009	87,272	20.22
65	77,263	1,698	76,414	15.71	86,767	1,160	86,187	19.45
66	75,565	1,808	74,661	15.05	85,607	1,149	85,033	18.70
67	73,757	1,906	72,804	14.40	84,458	1,178	83,869	17.95
68	71,851	1,929	70,886	13.77	83,280	1,378	82,591	17.20
69	69,922	2,123	68,860	13.14	81,902	1,463	81,170	16.48
70	67,799	2,304	66,647	12.53	80,439	1,598	79,640	15.77
71	65,495	2,207	64,392	11.96	78,841	1,612	78,035	15.08
72	63,288	2,428	62,074	11.36	77,229	1,748	76,355	14.38
73	60,860	2,719	59,500	10.79	75,481	1,923	74,519	13.70
74	58,141	2,718	56,782	10.27	73,558	1,983	72,567	13.05
75	55,423	2,825	54,011	9.75	71,575	2,152	70,499	12.40
76	52,598	2,947	51,125	9.25	69,423	2,396	68,225	11.77
77	49,651	2,939	48,181	8.77	67,027	2,394	65,830	11.17
78	46,712	2,972	45,226	8.29	64,633	2,491	63,388	10.56
79	43,740	3,206	42,137	7.82	62,142	2,862	60,711	9.97
80	40,534	3,104	38,982	7.39	59,280	2,905	57,828	9.42
81	37,430	3,251	35,805	6.97	56,375	2,825	54,963	8.88
82	34,179	3,349	32,505	6.58	53,550	3,222	51,939	8.33
83	30,830	3,051	29,305	6.24	50,328	3,399	48,629	7.83
84	27,779	3,093	26,233	5.87	46,929	3,324	45,267	7.36
85	24,686	2,913	23,230	5.55	43,605	3,674	41,768	6.88
86+	21,773	21,773	113,674	5.22	39,931	39,931	258,223	6.47

VI 1-31

APPENDIX B - County Meetings

We thank those individuals outside of the Office of Economic Analysis for their participation at the meetings. The following pages are a record of the dates and the names of the principals who participated in discussion of the preliminary projections. Those individuals who are not Office of Economic Analysis staff should in no way be held accountable for the final projections.

Meetings Held and Groups Contacted
Association of Oregon County Planning Directors, Bend, June 1996

County Meetings held from September 16 through October 7, 1996

County:	Clackamas
Meeting Date:	October 7, 1996
Persons Attending:	
Becky Knudson	OEA
Kanhaiya Vaidya	OEA
Jim Wheeler	Planning Director of Canby
Jim Crumbly	Community Development Director, City of Happy Valley

County:	Lincoln
Meeting Date:	October 7, 1996
Persons Attending:	
Becky Knudson	OEA
Kanhaiya Vaidya	OEA
Matt Spangler	Lincoln County Planner
Jeremy Graves	Planning Director, Lincoln City
Ron Thorpe	City of Yachats
Dale Jordan	DLCD

County:	Hood River, Wasco
Meeting Date:	October 4, 1996
Persons Attending:	
Becky Knudson	OEA
David Griffiths	OEA
Dallas Fridley	Oregon Employment Department
Eric Walker	Wasco County Planning
Margaret Renard	City of the Dalles
Scott C. Hege	Port of the Dalles

VL 1-32

County:	Sherman, Gilliam, Wheeler
Meeting Date:	October 4, 1996
Persons Attending:	
Becky Knudson	OEA
David Griffiths	OEA
JoAnne Kook	Area Extension Chair
B.G. Carin	Gilliam County Community Development
Georgia Maenab	Sherman County Economic Development
I.C. Yarde	Sherman County Planning and Economic Development

County:	Jackson, Josephine
Meeting Date:	October 3, 1996
Persons Attending:	
Becky Knudson	OEA
Paul Warner	OEA
Rob Pochert	Southern Oregon Regional Economic Development, Inc.
John Luttey	Eagle Point
Kevin Wallace	Rouge Valley COG
Mark Ashby	ODOT, Region 3
Gary Muusterman	DLCD
Shirley Roberts	Jackson County Planning Department
Laurel Prarie-Kuntz	Jackson County Planning Dept
John Eads	Rouge Valley COG
John Anderson	Oregon Emp Dept
Paul Wyntergreen	City of Jacksonville
Mike Burrill	Chamber of Commerce President and Burrill Lumber and Burrill Real-estate

County:	Curry
Meeting Date:	October 2, 1996
Persons Attending:	
Becky Knudson	OEA
Paul Warner	OEA

County:	Coos
Meeting Date:	October 2, 1996
Persons Attending:	
Becky Knudson	OEA
Paul Warner	OEA
Carol Parker	Coos County Planning
Patty (illegible)	Coos County Planning
Tom Schauer	City of North Bend Planning
Kevin Cupples	City of Coos Bay
Dave Perry	DLCD
Crystal Shoji	Consultant
John Anderson	Or Emp Dept
Rob Scaab	Coos Bay-North Bend Water
Joseph Wolf	City of Coquille
Valerie Smart	Reedsport (city, Douglas Cnty)

VL 1-33

County: Klamath
Meeting Date: October 1, 1996
Persons Attending:

Becky Knudson	OEA
Kanhaiya Vaidya	OEA

County: Lake
Meeting Date: September 30, 1996
Persons Attending:

Becky Knudson	OEA
Kanhaiya Vaidya	OEA
K. Gollina	Lake County Commissioner
Ray Simmons	Lake County Planning

County: Deschutes, Crook, Jefferson
Meeting Date: September 30, 1996
Persons Attending:

Becky Knudson	OEA
Kanhaiya Vaidya	OEA
Catherine Morrow	Deschutes County
Mike Byers	City of Bend
John Hossick	City of Bend
Damian Syrnyk	Deschutes County
Bob Quitmeier	City of Redmond
George Read	Deschutes County
Brent Lake	DLCD

County: Tillamook
Meeting Date: September 27, 1996
Persons Attending:

Becky Knudson	OEA
David Griffiths	OEA

County: Clatsop
Meeting Date: September 27, 1996
Persons Attending:

Becky Knudson	OEA
David Griffiths	OEA
Janet Wright	City of Warrenton Planning Dept.
Margaret Forbes	Clasop Economic Development Council
Dave Carpenter	City of Seaside
Barbara Robinson	City of Astoria
Peter Fritsch	Northwest Research
Curt Schneider	Clatsop County Planning Director

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County:	Multnomah
Meeting Date:	September 26, 1996
Persons Attending:	
Becky Knudson	OEA
Paul Warner	OEA
Jim Sitzman	DLCD
Eric Moore	Emp Dept
Al Stoebig	Emp Dept
Dennis Yee	Metro

County:	Columbia, Washington
Meeting Date:	September 25, 1996
Persons Attending:	
Becky Knudson	OEA
Paul Warner	OEA
Jim Sitzman	DLCD
Dennis Yee	Metro
Steve Kelly	Washington County
Skip Baker	City of St Helens
Peter Watson	Columbia County
Cathy Taylor	City of St Helens

County:	Umatilla, Morrow
Meeting Date:	September 24, 1996
Persons Attending:	
Becky Knudson	OEA
David Griffiths	OEA
Tamra Mabbott	Morrow County Planning
Jack Palmer	City of Boardman
Dennis Olson	Umatilla County
Aaron Henson	Hermiston City Planner
Ann Beier	Umatilla County
Dallas Fridley	Emp Dept

County:	Union, Wallowa
Meeting Date:	September 23, 1996
Persons Attending:	
Becky Knudson	OEA
David Griffiths	OEA
Dan Moore	City of LaGrande Planning Director
Ben Boswell	Wallowa County
Jason Yohannan	Emp Dept

County: Lane
Meeting Date: September 20, 1996
Persons Attending:

Becky Knudson	OEA
Kanhaiya Vaidya	OEA
Barbara Bull	Lane COG
Brad Angle	Or Emp Dept
Clair VanBloem	LCOG
John Cole	Lane Cnty Land Management
Jim Carlson	LCOG
Lee Beyer	City of Eugene

County: Douglas
Meeting Date: September 20, 1996
Persons Attending:

Becky Knudson	OEA
Kanhaiya Vaidya	OEA
Mel Lucas	DLCD
Ernie Luna	City of Roseburg
Brad Angle	Or Emp Dept
Dave Kammerman	Douglas Planning Dept
John Boyd	Douglas County
Mark Metzger	Umpqua COG

County: Marion, Polk
Meeting Date: September 19, 1996
Persons Attending:

Becky Knudson	OEA
David Griffiths	OEA
Rob Hallyburton	Marion County Planner
Dan Roidan	City of Salem Planning Division
Sam Healy	City of Jefferson, Development Coordinator
Mark Rodabaugh	DLCD

County: Yamhill
Meeting Date: September 19, 1996
Persons Attending:

Becky Knudson	OEA
David Griffiths	OEA
Rob Pomeroy	City of McMinnville Assoc Planner
Eric Moore	Or Emp Dept
Mark Rodabaugh	DLCD
Martin Chroust-Masin	Assoc. Planner Yamhill County

County: Baker, Malheur
Meeting Date: September 18, 1996
Persons Attending:

Becky Knudson	OEA
Paul Warner	OEA
Gordon Zimmerman	City of Nissa
Michael Franell	City of Ontario
Larry Meyer	The Argus Observer
Kit Kamo	Malheur County Economic Development
Dick Kline	Malheur County Economic Development
Brian Cole	OEDD
Jon Beal	Malheur County Planning

County: Grant, Harney
Meeting Date: September 17, 1996
Persons Attending:

Becky Knudson	OEA
Paul Warner	OEA
Dennis Reynolds	Grant County Judge
Blair Carpenter	Grant County Planning Director
Jean Cain	Community and Resource Development
Dale White	Harney County Judge
Carol Sweta	Harney County Planning Director
Linda Johnson	Harney County Chamber
Steve Grasty	Harney County Commissioner
Jim Aho	City of Burns city manager

County: Benton
Meeting Date: September 16, 1996
Persons Attending:

Becky Knudson	OEA
Paul Warner	OEA
Linda Sarnoff	City of Corvallis Planner

County: Linn
Meeting Date: September 16, 1996
Persons Attending:

Becky Knudson	OEA
Paul Warner	OEA
Diane Stone	Linn County Senior Land Use Planner
Bill Shirley	OSU Extension
Doug Parker	Lebanon City Planner & Cascades West COG

IV-1 1-37

County: Marion
(Growth Management Forum of Marion County)

Meeting Date: August 21, 1996

Persons Attending:

City planner of Jefferson
Linn County planner
City of Salem Planning Administrator
Marion County planner: Rob Hallyburton
City of Keizer planner
COG rep
Silverton city planner
David Griffiths OEA
Beccy Knudson OEA

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APPENDIX C - Statewide Review Teams

Economic Advisory Team
Gary Lettman, Department of Forestry
Dave Lutz, Department of Transportation
Jeff Hannum, Employment Division
Anne Eike, Port of Portland
Bruce Gates, Willamette University
Dennis Yee, Portland Metro
Tom Potikowski, Portland State University
David Griffiths, Office of Economic Analysis

Demographic Advisory Team
Kanhaiya Vaidya, Office of Economic Analysis
George Hough, Portland State University
Barnie Jones, Department of Transportation

Regional Review Team
Dennis Yee, Portland Metro
Bruce Weber, Oregon State University
Becky Johnson, Oregon State University
Dave Lutz, Oregon Department of transportation

Consensus Team
Kanhaiya Vaidya, Office of Economic Analysis
Paul Warner, Office of Economic Analysis
Debbie Kitchen, Pacific Power Planning Council
Graham Slater, Employment Division
David Griffiths, Office of Economic Analysis

GR-2-95

Memo

To: Planning Commission
From: Duane Cole, City Manager
Subject: Population Forecasts
Date: December 2, 1997
CC: Mayor and City Council

The Manager has prepared three sets of alternatives for the Planning Commission to review. Note that the assumptions interms of density provides for an increase on the remaining vacant land in the city. These assumptions are consistent with the Residential Needs Analysis document. The alternatives are as follows:

RESIDENTIAL NEEDS ANALYSIS Department of Administrative Services

The analysis resulted in an excess of residential land through 2015 of 274 acres; 374 acres excess for all land use types; and, excess land of 689 acres in the Urban Reserve Areas. Plenty of room to grow without any need in the forseeable future to add land.

RESIDENTIAL NEEDS ANALYSIS Adopted Urban Reserve Study Population

The analysis resulted in a shortfall of residential land through 2015 of 570 acres and an overall shortfall for all land uses of 497 acres. With 689 acres in the urban reserve area population, there would be a need to add acreage to the city.

RESIDENTIAL NEEDS ANALYSIS County TSP

The analysis resulted in a shortfall of only 10 acres and an overall excess of only 67 acres. With 689 acres in the urban reserve area, this projection suggests no need for adding land through 2015 and minimal additions out to 2040.

These projections are preliminary in nature since the County has not yet coordinated the population number for Yamhill County with the cities. The intent is to provide the Planning Commission with some indication of how this impacts the city in terms of units and acreage.

Pj/urapln/memo697.wpd

VII-1 Sec 2-1

RESIDENTIAL NEEDS ANALYSIS
December 1997 Dept. of Administrative Service

Population Estimates

Year	Population	Increase
1990	13086	
1991	13495	409
1992	13735	240
1993	14064	329
1994	14700	636
1995	15285	585
1996	16160	875
1997	16765	605
2000	17479	714
2005	19273	1794
2010	21092	1819
2015	22990	1898
2020	24936	1946
2025	26896	1960
2030	28795	1899
2035	30666	1871
2040	32482	1816

VII-4 Sec 2-2

Year	Housing Units: Pop/House	Housing Units: Projected Hse Units	Housing Needs by Type of Unit: Single Family 52%	Single F. Attached 8%	Multi-Family 31%	Multi-Other 9%	Land Needs by Type of Unit: Single Family 4.9	Single F. Attached 13.3	Multi-Family 16.5	Multi-Other 8.8	Total Acres Over time
2000	2.60	275	143	22	85	25	29	11	9	16	65
2005	2.56	701	364	56	217	63	74	27	22	41	165
2010	2.54	716	372	57	222	64	76	28	23	42	169
2015	2.52	753	392	60	233	68	80	29	24	45	178
2020	2.52	772	402	62	239	69	82	30	24	46	182
2025	2.52	778	404	62	241	70	83	30	25	46	183
2030	2.52	754	392	60	234	68	80	29	24	45	178
2035	2.52	742	386	59	230	67	79	29	23	44	175
2040	2.52	721	375	58	223	65	76	28	23	43	170
		6,211	3,230	497	1,926	559	659	243	196	367	1,465

III-1

Sec 2-3

house197.wb3

2015 Vacant Land Requirements

Land Use	Vacant Land	2015 Projected	Excess/ (Shortfall)
Residential	851	577	274
Commercial	84	106	-22
Industrial	418	338	80
Public/Quasi-Public	6	---	6
Other	9	---	9
TOTAL	1,368	1,021	347
IN URBAN RESERVE			689

RESIDENTIAL NEEDS ANALYSIS
December 1997 Adopted Population Urban Reserve Area

Population Estimates

Year	Population	Increase
1990	13086	
1991	13495	409
1992	13735	240
1993	14064	329
1994	14700	636
1995	15285	585
1996	16160	875
1997	16765	605
2000	18886	2121
2005	22539	3653
2010	26899	4360
2015	32102	5203
2020	38312	6210
2025	42507	4195
2030	47162	4655
2035	51310	4148
2040	55822	4512

Housing Units			Housing Needs by Type of Unit				Land Needs by Type of Unit				
Year	Pop/Hous	Projected Hse Units	Single Family 52%	Single F. Attached 8%	Multi-Family 31%	Multi-Other 9%	Single Family 4.9	Single F. Attached 13.3	Multi-Family 16.5	Multi-Other 8.8	Total Acres Over time
2000	2.60	816	424	65	253	73	87	32	26	48	192
2005	2.56	1,427	742	114	442	128	151	56	45	84	337
2010	2.54	1,717	893	137	532	154	182	67	54	101	405
2015	2.52	2,065	1,074	165	640	186	219	81	65	122	487
2020	2.52	2,464	1,281	197	764	222	262	96	78	146	581
2025	2.52	1,665	866	133	516	150	177	65	52	98	393
2030	2.52	1,847	961	148	573	166	196	72	58	109	436
2035	2.52	1,646	856	132	510	148	175	64	52	97	388
2040	2.52	1,790	931	143	555	161	190	70	56	106	422
		15,437	8,027	1,235	4,785	1,389	1,638	604	486	912	3,640

house197.wb3

2015 Vacant Land Requirements

Land Use	Vacant Land	2015 Projecte	Excess/ (Shortfall)
Residential	851	1,421	(570)
Commercial	84	106	-22
Industrial	418	338	80
Public/Quasi-Public	6	---	6
Other	9	---	9
TOTAL	1,368	1,865	(497)
IN URBAN RESERVE			689

RESIDENTIAL NEEDS ANALYSIS
December 1997 County TSP

Population Estimates

Year	Population	Increase
1990	13086	
1991	13495	409
1992	13735	240
1993	14064	329
1994	14700	636
1995	15285	585
1996	16160	875
1997	16765	605
2000	18317	1552
2005	20832	2515
2010	23382	2550
2015	26077	2695
2020	28771	2694
2025	31519	2748
2030	34180	2661
2035	36802	2622
2040	39349	2547

Year	Housing Units: Pop/Hous	Housing Units: Projected Hse Units	Housing Needs by Type of Unit: Single Family 52%	Housing Needs by Type of Unit: Single F. Attached 8%	Housing Needs by Type of Unit: Multi-Family 31%	Housing Needs by Type of Unit: Multi-Other 9%	Land Needs by Type of Unit: Single Family 4.9	Land Needs by Type of Unit: Single F. Attached 13.3	Land Needs by Type of Unit: Multi-Family 16.5	Land Needs by Type of Unit: Multi-Other 8.8	Land Needs by Type of Unit: Total Acres Over time
2000	2.60	597	310	48	185	54	63	23	19	35	141
2005	2.56	982	511	79	305	88	104	38	31	58	232
2010	2.54	1,004	522	80	311	90	107	39	32	59	237
2015	2.52	1,069	556	86	332	96	113	42	34	63	252
2020	2.52	1,069	556	86	331	96	113	42	34	63	252
2025	2.52	1,090	567	87	338	98	116	43	34	64	257
2030	2.52	1,056	549	84	327	95	112	41	33	62	249
2035	2.52	1,040	541	83	323	94	110	41	33	61	245
2040	2.52	1,011	526	81	313	91	107	40	32	60	238
		8,919	4,638	714	2,765	803	947	349	281	527	2,103

1-11

4-2 see

2015 Vacant Land Requirements

Land Use	Vacant Land	2015 Projecte	Excess/ (Shortfall)
Residential	851	861	(10)
Commercial	84	106	-22
Industrial	418	338	80
Public/Quasi-Public	6	---	6
Other	9	---	9
TOTAL	1,368	1,305	63
IN URBAN RESERVE			689

GR-4-95

Memorandum

To:	Planning Commission
CC:	
From:	Larry Anderson, Engineering Manager
Date:	December 2, 1997
Subject:	Transportation Planning Rule, Revisions to TSP

Attached is a color copy of the proposed street classifications to replace the black and white version in your packet. Final revisions to this map and the report will be made following Planning Commission and Council review.

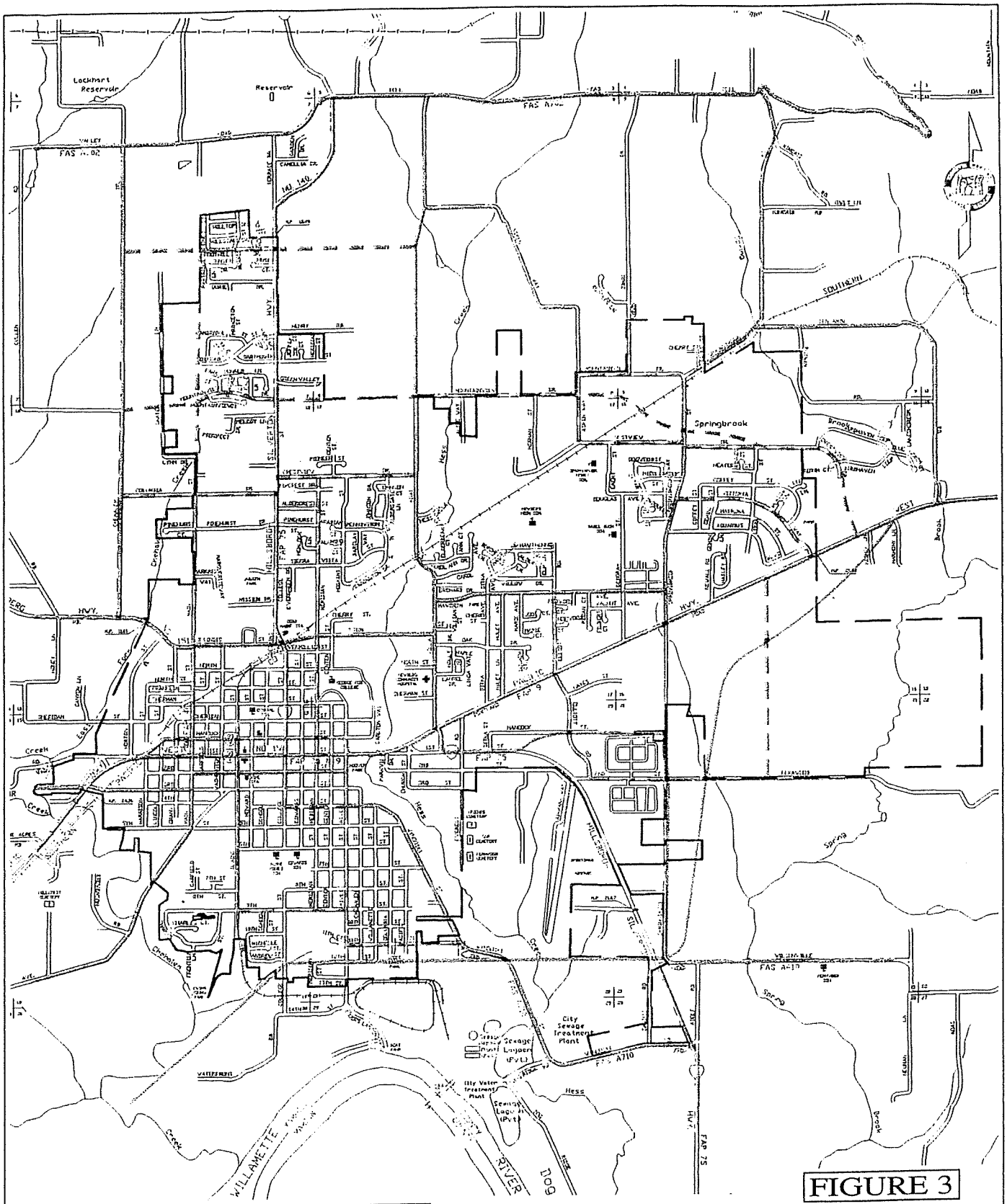

FIGURE 3

LEGEND

- MINOR (NEIGHBORHOOD) COLLECTOR
- MAJOR COLLECTOR
- COUNTY ARTERIAL
- MINOR ARTERIAL
- MAJOR ARTERIAL
- LIMITED ACCESS HIGHWAY

POTENTIAL REFINED STREET CLASSIFICATION (IDENTIFYING MAJOR VS. MINOR COLLECTORS)

CITY OF NEWBERG
TPR IMPLEMENTATION
NEWBERG, OREGON

5171FU1C

PLANNING COMMISSION STAFF REPORT

December 11, 1997

PREPARED BY: City of Newberg Planning Staff

APPLICANT: Genesis Healthcare

CONTACT: Pamela Vann, Westlake Consulting

OWNER: NSP Development, Inc

REQUEST: Planning Commission approval of the final Planned Unit Development plan for the Genesis Assisted Living Facility

ZONING: C-1/SP

LOCATION: North of Quail Dr., South of Foothills Drive on N College Street

TAX LOT: 3207DA-105

FILE NO: PUD-4-97/DR-95-97

PLAN DESIGNATION: Commercial/Specific Plan

Background: The Planning Commission granted preliminary approval of the proposed Genesis PUD on September 11, 1997. On November 4, 1997 Westlake Consultants submitted the final site and landscape plan for approval by the Planning Commission, as conditioned in the approval of the PUD. Staff reviewed the submittal for compliance with the Oak Knoll Subdivision and N.W. Newberg Specific street tree requirements. This staff report is based on that initial review.

On November 24, 1997, staff contacted the applicant by phone to discuss some discrepancies in the types of street trees proposed. As of the writing of this report, the applicant has indicated that a revised landscape plan with the correct trees will be submitted to the Planning Commission.

Recommendation: Approve the attached findings and condition.

PUD-4-97/DR-95-97
FINDINGS AND CONDITION OF
FINAL PLANNING COMMISSION APPROVAL
DECEMBER 11, 1997

1. PUD Requirements

Landscape Plan and Improvements: *The Final Landscape Plan shall be submitted to the Planning Commission as a new business item for review and approval prior to final plan application. The Planning Commission approved plan shall be filed with the Planning Manager prior to issuance of grading permits.*

- ***Irrigation:*** *Underground irrigation systems are required throughout the development in both public and private areas.*

Finding: The general notes on sheet L1 include provisions for underground irrigation throughout the site.

- ***Landscape Plan:*** *The final landscape plan shall be submitted for the entire site, including street trees and recreation areas for review and approval by the Planning Manager. The plan shall indicate plant species, tree caliper (2" minimum), and spacing. Street trees shall be located between the curb and the walk, except for cul-de-sac bulbs where the trees shall be located five (5) to ten (10) feet behind the walk. Street trees along College Street shall be located approximately twenty-five (25) to forty (40) feet on center; street trees along internal streets shall be located approximately 30 feet on center (excluding driveways).*

Finding: The submitted plan includes a plant list indicating species and size. As part of the Oak Knoll subdivision, a street tree plan was developed and coordinated with the Fenway Park street tree plan to the south. This plan indicates that Zelkova serrata 'Village Green' were to be planted 40' on center along both sides of Foothills and Quail, that Pyrus calleryana 'Cleveland Select' were to be planted 30' o.c. along College Street, and that Fraxinus oxycarpa 'Raywood' were to be planted 50' o.c. along Burlington. The earlier Newberg Specific Plan, written by Otak, had given several choices for trees in the Specific Plan area. The applicant has submitted a plan using trees selected from that 1992 report. However, the subdivision street tree plan dates from 1995. The 1996 street tree plan for the Fenway Park subdivision south of the Genesis site was specifically intended to match the Oak Knoll plan.

In order to maintain consistency in the Specific Plan area street tree layout,

staff recommends that Genesis be required to match the street tree plan submitted by NSP development.

- ***Fencing, Entryway, and Open Space Area:*** *The Final Landscape Plan shall include detailed drawings showing the entryway treatment, fencing, all common open space area landscaping and underground irrigation systems.*

Finding: The submitted final plan includes details on all open space landscaping, entryway treatments, and underground irrigation systems. There is no fencing proposed for the site.

2. Design Review Requirements

Final Landscaping and Site Plan: *Prior to submittal of a building permit, provide a revised site and landscape plan, subject to review and approval by the Planning Manager, with the following additions:*

- *Strengthening the emphasis of the pedestrian connection from the commercial development to the intersection of Foothills Drive and N. College Street by straightening and possibly widening the sidewalk.*
- *Around the perimeter of the commercial building: selecting a different type of plant material or a shrub with a lower growth habit. The Photinia x fraseri proposed on the landscape plan will form a hedge, and is not compatible with requirements of the Northwest Newberg Specific Plan.*
- *All trees along N. College Street and Foothills Drive must have a minimum 2" caliper.*

Finding: The applicant has improved the connection between the Commercial Development and the Foothills/College St. intersection by providing two five foot wide sidewalks with a more direct route than was previously proposed. The Photinia x fraseri has been replaced with a rhododendron species, and the trees proposed for along N. College Street are specified as having a minimum 2" caliper. The design review conditions have been met by these revisions.

3. Landscape plan final condition of approval

The street tree plan must be revised to match the plan submitted by NSP Development for this area of the N.W. Newberg Specific Plan, as follows:

Foothills Drive:	Zelkova serrata 'Village Green', 40' o.c.
N. College Street:	Pyrus calleryana 'Cleveland Select', 30' o.c.
Quail Drive:	Zelkova serrata 'Village Green', 40' o.c.
Burlington Drive:	Fraxinus oxycarpa 'Raywood', 50' o.c.

DECEMBER 11, 1997
PLANNING COMMISSION
MEETING

INFORMATION
DISTRIBUTED TO
PLANNING
COMMISSIONERS

OREGON MANUFACTURED HOUSING ASSOCIATION
2255 State Street • Salem, OR 97301
(503) 364-2470 • FAX (503) 371-7374 • http://www.omha.com

September 3, 1997

Dear Planning Director:

The 1997 Legislature passed HB 2641 which may affect your local planning ordinances. The measure requires that within any residential zone inside an urban growth boundary, where a manufactured dwelling park is allowed, the *minimum lot size for the park cannot be larger than one acre*. I have attached a copy of the legislation for your review.

This measure, which is effective October 4, 1997, was adopted by the Legislature in recognition of a developing shortage of large parcels within urban growth boundaries. While this problem does not exist in every city, there are a growing number of communities where large parcels simply do not exist or are at a cost beyond that which would allow the development of a manufactured housing park.

Many communities have current ordinances which may be in conflict with this new law. It may be impossible for a jurisdiction to immediately change its ordinances. Under ORS 197.646, land use changes adopted by the Legislature take effect whether or not local ordinances have been amended to conform with the new law.

If you have questions concerning the new law or wish assistance in developing an implementing ordinance, please contact me.

Sincerely,

Don Miner
Executive Director

A-Engrossed
House Bill 2641

Ordered by the House April 4
Including House Amendments dated April 4

Sponsored by COMMITTEE ON ENVIRONMENT AND ENERGY (at the request of Manufactured Housing Communities of Oregon, Oregon Manufactured Housing Association)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure.

Prohibits local governments within urban growth boundary, where a manufactured dwelling park is otherwise allowed, from adopting minimum lot size for manufactured dwelling park larger than specified area. Allows adoption by local governments of roof pitch and siding standards for approval of manufactured homes in certain parks.

A BILL FOR AN ACT

Relating to zoning for manufactured dwelling parks; amending ORS 197.314.

Be It Enacted by the People of the State of Oregon:

SECTION 1. ORS 197.314 is amended to read:

197.314. (1) Notwithstanding ORS 197.295 to 197.313, within urban growth boundaries each city and county shall amend its comprehensive plan and land use regulations for all land zoned for single-family residential uses to allow for siting of manufactured homes as defined in ORS 446.003 (26)(a)(C). A local government may only subject the siting of a manufactured home allowed under this section to regulation as set forth in ORS 197.307 (5).

(2) Cities and counties shall adopt and amend comprehensive plans and land use regulations under subsection (1) of this section according to the provisions of ORS 197.610 to 197.650.

(3) Subsection (1) of this section does not apply to any area designated in an acknowledged comprehensive plan or land use regulation as a historic district or residential land immediately adjacent to a historic landmark.

(4) Manufactured homes on individual lots zoned for single-family residential use in subsection (1) of this section shall be in addition to manufactured homes on lots within designated manufactured dwelling subdivisions.

(5) Within any residential zone inside an urban growth boundary where a manufactured dwelling park is otherwise allowed, a city or county shall not adopt, by charter or ordinance, a minimum lot size for a manufactured dwelling park that is larger than one acre.

(6) A city or county may adopt the following standards for the approval of manufactured homes located in manufactured dwelling parks that are smaller than three acres:

(a) The manufactured home shall have a pitched roof, except that no standard shall require a slope of greater than a nominal three feet in height for each 12 feet in width.

(b) The manufactured home shall have exterior siding and roofing that, in color, material and appearance, is similar to the exterior siding and roofing material commonly used on

NOTE: Matter in boldfaced type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted. **New sections are in boldfaced type.**

residential dwellings within the community or that is comparable to the predominant materials used on surrounding dwellings as determined by the local permit approval authority.

[*(5)*] (7) This section shall not be construed as abrogating a recorded restrictive covenant.

CITY OF NEWBERG

STREET TREE

PLANTING PLAN

September 1992

Arboreal Enterprises

STREET TREE PLANTING PLAN

Prepared for:

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503/439-5485

September 1992

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CHAPTER ONE -- INTRODUCTION

Trees, street trees in particular, enhance the character of a community.

In November of 1991, Newberg obtained an American the Beautiful, Urban and Community Forestry Assistance Grant through the Oregon Department of Forestry and the USDA Forest Service, State and Private Forestry to develop a Street Tree Plan.

The City of Newberg contracted with Arboreal Enterprises, an urban and community forestry consultant, to develop the Street Tree Plan. Phase one of the project included a sample inventory of Newberg's street trees. This information was used to identify planting needs as well as species composition and condition. Phase two involved a review of the Comprehensive Plan, Sub-division Ordinance, and Zoning Ordinance.

The goal of the Street Tree Plan is to guide the development of an attractive and unified streetscape. The report recommends changes to the Comprehensive Plan, to the Sub-division Ordinance, and to the Design Review Process of the Zoning Ordinance. These changes will guide the integration of street tree planting efforts into the development process. The report presents design guidelines and standards for street tree planting on arterial, collector and local streets. These standards include spacing requirements, a preferred species list and a list of trees not recommended for planting. Strategies to encourage the planting of trees by residents are also presented.

The Street Tree Plan provides a basis for the development and coordination of tree planting projects. It will be used by homeowners, businesses, developers, and the City to guide the planting of trees throughout Newberg.

CHAPTER TWO -- SAMPLE INVENTORY

2.1 OVERVIEW

To develop a street tree planting strategy for the City of Newberg it was necessary to determine the number, kind and quality of Newberg's existing street trees. A sample street tree survey was used to obtain information vital to making informed decisions about species to recommend for planting.

Sample surveys are useful in determining the estimated numbers of trees and planting spaces that might be found within a community. They may also be used to determine tree health and major maintenance needs.

2.2 METHODOLOGY

On Saturday, March 21, 1992 a sample survey of trees and planting spaces was taken for the City of Newberg by Mike Reichenbach of Arboreal Enterprises and Kerry KenCairn, an independent landscape design consultant.

2.2.1 SURVEY DESIGN

Since obvious differences in planting densities existed between newer residential areas and older residential areas the city was sampled using a stratified sampling technique.

Survey areas were selected randomly. Areas that had unpaved streets or which did not have a clear definition between private property and the street right-of-way were dropped from the sample.

Older neighborhoods were characterized by streets arranged in a rectangular grid pattern and large planting space between the curb and sidewalk, while newer neighborhoods were characterized by irregular street patterns and narrow planting spaces or no sidewalks at all.

Section one, an older "more traditional" area, is defined by an area south of Illinois St. and West of Hess Creek. This area contains approximately 22 miles of street measured along the center line of the right-of-way. In section one, 1.6 miles of streets were surveyed, including 2nd St. between River St. and Blaine St., Blaine St. between 2nd St.

and 9th St., 9th St. between Blaine St. and River St. and River St. between 9th St. and 2nd St.

Section two is a newer "more modern" area within the City boundaries but outside of section one. It generally consists of residential housing less than 40 years old. This area has approximately 19 miles streets measured along the center line of the right-of-way. In section two, 1.1 miles of street were surveyed, including Foothills Dr., Jones St., Hillsdale Dr., Hilltop Dr., Morris St., Holveck Ct., Aldercrest St., Fircrest Dr., Crestview Dr. between College St. and Meridian St., Meridian St. between Aldercrest St. and Crestview Dr., and Hawthorne Dr.

See the APPENDIX for a map of the City of Newberg showing the area defined by sections one and two.

2.2.2 PURPOSE

The purpose of the survey was to:

1. Identify the approximate number of trees located within the 41 miles of city right-of-way;

2. Identify the species composition;

3. Identify trees that should not be used in Newberg because of the existing number planted or insect and disease problems;

4. Identify opportunities for planting projects;

5. Identify opportunities to correct potential conflicts through targeted maintenance or removal replacement;

6. Identify current planting practices; and

7. Estimate the number of planting spaces for small, medium and large trees.

2.2.3 INFORMATION COLLECTED

The information collected included 1) species; 2) the number of trees by three diameter classes: less than 8", 8 to 24" and greater than 24" as measured at 4.5 feet from the ground; 3) condition of the tree: dead, poor, fair, good; 4) the number of planting spaces by size of mature tree which they could accommodate: small, medium and large; 5) the presence of overhead utilities; and 6) the presence of tree-related broken sidewalks or curbs.

2.3 KEY FINDINGS

In addition to the type of road surface, the presence of curbs and sidewalks, trees have a major influence on the character of a communities streets. As the survey was conducted we had the opportunity to talk with several residents. Each expressed their enthusiasm for trees and was supportive of the effort to develop a planting plan for the city. The following are the key findings of the survey:

2.3.1 NUMBER AND SPECIES OF TREES

The City of Newberg has approximately 41 miles of city streets that are lined with an estimated 4050 trees of over 40 different kinds (species). Together, maples (25%) and flowering cherry (31%) represent over one-half of the entire tree population of Newberg. See FIGURE 2-1.

2.3.2 SHRUBS

Shrubs and groundcovers other than grass also significantly influence the character of Newberg's neighborhoods. It is estimated that more than 2500 shrubs of over 20 varieties may be found on public rights-of-way throughout the city. Low growing juniper accounted for over one-half of the occurrences of shrubs.

In the newer parts of town, shrubs were used as an extension of the front yard and as a barrier between the front yard and the street. In many cases, rock and organic mulch has been used instead of grass.

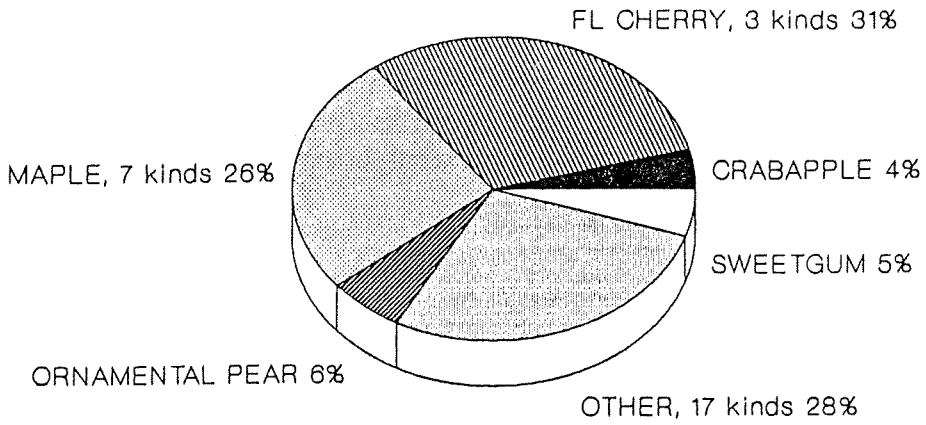

FIGURE 2-1 PERCENTAGE OF TOTAL NUMBER OF TREES BY SPECIES

Source: Arboreal Enterprises

2.3.3 TREES PER MILE

Using an average spacing of 50 feet, a well planted street has approximately 200 trees per mile of small, medium and large trees. A spacing of 50 feet accounts for driveways, sidewalks, cross-streets and other areas not suited for planting trees. Newberg has an average of 91 trees per mile. Thirty-eight trees per mile are found in the older parts of town, and 169 trees per mile are found in the newer parts of the community.

2.3.4 TREE SIZE

An estimated forty-eight percent of Newberg's trees are trees that do not attain heights of over 35 feet at maturity. Medium and large trees, trees that attain heights between 35 and 50 feet and attain heights of greater than 50 feet respectively, account for an estimated 26% of the total tree population.

As might be expected, the older part of town defined by the area south of Illinois St and West of Hess Creek, has larger and older trees than other parts of town.

Newberg's newer developments have generally been planted with trees that have mature heights of under 35 feet. Most of these trees are young, under 25 years.

While small trees are useful as accents, for use under utility lines, and for use in areas where space restricts selection to smaller trees, they do not create the landscape qualities associated with trees that attain a larger stature. Large trees, as opposed to small ones, can better help to define the street as a major landscape component.

2.3.5 CONDITION

With the exception of flowering cherry and big leaf maple the general condition of Newberg's trees is good. Sixty-two percent of all trees were rated in good condition, 27% in fair condition, 10% in poor condition and 1% were dead or dying.

Big leaf maple was only found in the older parts of town. Over one-half of the trees of this specie were observed to be in poor condition or dying. The remaining trees were only in fair condition. Many of the big leaf maple had been topped, often as the result of line clearance operations. The only tree-related damage to sidewalks was observed adjacent to 3 big leaf maples.

Except in areas where mulch was used around the tree, many of Newberg's existing trees had evidence of minor lawn mower damage.

2.3.6 MAINTENANCE PRACTICES

Topping and evidence of other improper pruning of trees was not prevalent. The survey of newer neighborhoods revealed 3 topped crab apples, 1 topped silver maple, and 14 topped cherry trees out of 186 trees. In these instances no overhead wires were present. In the older parts of town three big leaf maples, out of 61 trees, were observed to have been topped.

Pruning of the low growing junipers was improper in nearly one-half of the instances were this shrub was found. In many instances the low growing juniper shrubs had been sheared to keep them within the area between the curb and sidewalk.

2.3.7 PLANTING NEEDS

It is estimated that Newberg could plant over 4200 new trees along the city streets. This would bring Newberg's tree population to 200 trees per mile. Nearly 50%, or over 2100 of these spaces require trees that have a mature height of less than 35 feet (small trees). Only 5% of the spaces are adequate for trees that have mature heights of over 50 feet (large trees). The remaining 45% of the planting spaces could be planted with trees with

mature heights of between 35 and 50 feet (medium trees), or small trees. Table 2-1, PLANTING NEEDS shows the estimated number of spaces for small, medium and large trees. Space for planting is discussed in more detail in Chapter's Four and Five.

TABLE 2-1 ESTIMATED NUMBER OF SPACES FOR STREET TREES

MATURE TREE SIZE	ESTIMATED NUMBER OF SPACES	PERCENT OF TOTAL AVAILABLE SPACES
Less than 35 feet	2100	50%
Thirty-five to 50 feet	1900	45%
Greater than 50 feet	200	5%

SOURCE: ARBOREAL ENTERPRISES, 1992

2.4 MANAGEMENT IMPLICATIONS

Several management needs beyond tree planting were discovered through analysis of the survey results. The following describes each management need, offers a means to address the need, describes some of the benefits of each solution and describes the consequences of not taking action.

2.4.1 REGULAR TREE MAINTENANCE

If the City of Newberg does not implement a proactive maintenance program, the condition of the trees along the city streets can be expected to decline.

Although the current condition of Newberg's trees is, in general, very good, the pruning of trees along the rights-of-way is recommended on a 4 to 6 year cycle. This regular pruning will help correct potential structural problems, such as poor branch angles; reduce the number of potentially hazardous dead or dying limbs; keep walkways and streets clear of obstructing limbs; and improve the value of the trees and appearance of the community.

The benefits of a tree inspection, pruning and public information package can be demonstrated using flowering cherry as an example. It is estimated that nearly one-third of all the trees planted along city streets are a variety of flowering cherry, typically either

Prunus serrulata, or *Prunus yedoensis*. It is estimated that one-third, or 400, of these trees are between 15 and 25 years old and have reached their climax. The maintenance needs of these trees will increase until their death, usually at between age 25 and 35. A regular pruning and inspection program coupled with a program to increase homeowner awareness about tree care and the benefits of mulch could extend the beauty and value of these trees for 5 to 10 years. In areas where flowering cherry is the only type of street tree such a program will help spread tree losses over several years allowing time for new trees to be planted while older trees are still in place.

2.4.2 HAZARD TREE INSPECTION AND TREE MONITORING

While no obviously hazardous trees were encountered during the survey it is recommended that the City of Newberg implement action to inspect and monitor each of the trees on the public rights-of-way at least once per year. Priority should be on the identification and monitoring of large mature trees. A monitoring program will help identify potential hazards, such as dead, dying or weak limbs, and trees that lack structural integrity. Once identified, these trees can be treated either through pruning, cabling, or removal and replacement.

2.4.3 TREE REMOVAL AND REPLACEMENT

Implementing a policy to replace trees that have been removed and working with the local utility company to remove high maintenance trees will improve condition and quantity of Newberg's trees.

As an integral part of a tree care and planting program it should be a policy to plant or encourage the planting of at least one tree for every tree that is removed. This practice is common in communities with active tree management programs.

Many utility companies have implemented a tree removal and replacement program for trees growing directly beneath power lines. Trees that require regular and extensive trimming for clearance from utility wires are often unsightly. Removing these trees and replacing them with a tree suited for growth under the lines will improve the appearance of the community and reduce line clearance costs.

2.5 IMPLICATIONS FOR PLANTING

Planting new trees should be limited to species with low maintenance requirements and to trees suited to the particular site and space available.

Large trees have a greater impact on the landscape and perception of the urban forest than do trees that attain heights of less than 25 feet. They provide shade, define space, and add to the structural diversity of the streetscape. To create the biggest impact, trees of medium and large stature should be planted whenever possible.

Since most of the available planting spaces (over 50%) dictate the use of low growing or small trees, space for planting medium and large trees should be planned for in all new development, and road construction or reconstruction.

Street tree plantings should not be made up of more than 10% of any one species of tree and nor any more than 25% of one genera. For example, if Norway maples are already 10% of the estimated total tree population its use should not be recommended. The reason for limiting the percentage of any one specie is based on increased risks of disease outbreaks and the resulting control costs and loss of value. Planting additional flowering cherry, and norway maple is not recommended because of the high percentage of these trees that have already been planted.

The use of big leaf maple is not recommended because of its large mature size, and its large and invasive root system. Big leaf maple is a useful tree for large areas where it roots are not impeded by sidewalks and curbs.

2.6 CONCLUSION

The number of trees found along Newberg's rights-of-way is estimated at 4050 or an average of 91 per mile. Their distribution varies throughout the city, with fewer trees in the older sections of town. The older part of town is the only area with large mature trees.

A few species and groups of species make up over two-thirds of the number of tree species found in Newberg. Given the variety of trees available from Oregon nurseries and the number of species found within Newberg the diversity of species could be improved.

The overall condition of these trees is good, however it is expected that without a tree care and planting program both the condition and number of trees in Newberg will decline.

Tree planting in Newberg should focus on increasing species diversity and planting a greater number of trees that attain heights of more than 35 feet. Planting trees in every available planting space and maintaining all trees on public rights-of-way should established as a goal for Newberg's Street Tree Program.

CHAPTER THREE -- TREE PLANTING AND CURRENT POLICY

As part of the development of a Street Tree Plan for the City of Newberg a review of the Comprehensive Plan, Sub-division Ordinance, and Zoning Ordinance was conducted. The following summarizes the findings and lists recommendations for each area identified as pertaining to or guiding landscape improvements.

3.1 COMPREHENSIVE PLAN (adopted May 22, 1991)

The Comprehensive Plan is the basis for long term decision making and policy formation. Reference to landscape improvements and street tree planting is essential if programs to plant trees, shrubs, and ground covers are to be implemented on a City-wide consistent basis. Planting and caring for vegetation is directly and indirectly implied in the comprehensive plan. Several places in the document were identified where additions or modifications could be made to better direct landscape improvement efforts.

RECOMMENDATION: Add a section regarding the Urban Forest. The following is a list of suggested goal and policy statements.

- GOALS

  1. To create a consistent pattern of tree planting along all rights-of-ways within the City.

  2. To enhance air, water, and land resource qualities within the community.

  3. To improve the visual quality of the city.

  4. To fulfill peoples emotional needs for "peace" and "restfulness".

  5. To compensate for the heat released from road surfaces, cool the area adjacent to paved surfaces and to sequester carbon released from the use of fossil fuels.

- POLICIES

  1. Trees shall be planted along Newberg's rights-of-way in every available space.

2. The species of trees planted shall be suited to the climate, soils, and space available for planting.

3. Native species and species that do not easily spread will be selected for planting.

4. New development and road construction shall incorporate space for planting trees.

5. The City will encourage the planting of trees listed on a preferred species list.

6. To maintain flexibility in species selection the City will develop a process to allow the planting of trees not listed on the preferred species list.

7. To create a unified streetscape, oak species will be planted along arterial and collector streets. Maples, redbuds, dogwoods, and serviceberry trees may be used to complement these plantings and to fill in where space requires the use of other trees.

8. The City will encourage the use of tree species that attain heights of greater than 35 feet.

9. No tree attaining a mature height of more than 35 feet shall be planted beneath or within 25 feet of overhead electrical utility lines excepting electrical service lines.

10. The City shall develop standards for the maintenance of street trees.

11. The City shall discourage the use of any species that comprises more than ten percent of the total tree population and shall discourage the use of any species from a family that comprises more than 25 percent of the total tree population.

12. The City will encourage the replanting of at least one tree for every tree that is removed.

13. The City will work with existing landowners to plant trees in all available spaces.

3.1.1 SECTION II-E. AIR, WATER, AND LAND RESOURCE QUALITY

Trees directly enhance air, water and land resources by filtering air pollutants, sequestering carbon dioxide, intercepting rainfall and slowing runoff, and stabilizing the

soil. None of the policy statements address the preservation, maintenance or planting of trees.

RECOMMENDATION: Add a policy statement concerning trees. For example, "The City will promote the maintenance and establishment of trees."

3.1.2 SECTION II-G. OPEN SPACE, SCENIC, NATURAL HISTORIC AND RECREATIONAL RESOURCES

Policies listed under scenic resources do not include reference to the landscape, however, a significant portion of a community's visual quality comes from the topography and vegetation found within and surrounding the community.

People's views of the landscape and preferences for trees go beyond visual quality, trees fulfill many psychological needs as well. This emotional tie to trees is often the reason people wish to preserve or plant them. Trees can bring about feelings of "peace" and "restfulness" and views of trees and other vegetation can even speed the recovery of hospital patients.[1] The emotional tie is directly related to scenic quality.

RECOMMENDATION: Add a policy statement addressing the scenic and emotional qualities associated with landscapes. For example, "The City will encourage the development of landscapes that harmonize with the natural landscape and scenic qualities found within and surrounding Newberg."

3.1.3 SECTION II-J. URBAN DESIGN

This section has the greatest impact on a tree planting program of all sections in the Comprehensive Plan. It incorporates a process to review the design of proposed development and encourages the preservation and planting of trees. It does not, however, directly encourage the maintenance of existing or newly planted trees. The policies suggest that:

- The City impose a design overlay zone on areas adjacent to major and minor arterial streets, developments;
- Healthy, non-hazardous trees be maintained in developing areas;
- Planting street trees be required in conjunction with a list of approved trees;

- Community appearance be considered and enhanced in the urban design process;

- Landscaped areas be required in the rights-of-way along streets in front of commercial and industrial development;

- Tree planting be encouraged; and

- Landscaping be required in industrial, commercial, residential and downtown areas of the city.

RECOMMENDATION: Add a policy statement regarding the tree maintenance. For example, "The City will encourage the ongoing care of landscape improvements through direct action, incentives and regulation."

3.1.4 SECTION II-K. TRANSPORTATION

The comprehensive plan recognizes the potential impact of transportation facilities on natural and scenic qualities. It also suggests space be made for adequate planter strips on all arterial rights-of-way.

RECOMMENDATION: Emphasis should be placed on the planting of trees along rights-of-ways that attain mature heights of greater than 35 feet. Tree planting should serve to enhance the linear aspect of the roadway, aide in keeping drivers alert through variations in color, texture, size and shape of the landscape plantings, and serve to create a unified landscape theme that is compatible with the landscape design found on private property.

3.1.5 SECTION II-M. ENERGY

The goal of this item is to conserve energy, however, the policies set forth in the section on energy do not reference trees or landscaping as a method for either conserving energy.

In a 1992, a report published by the Environmental Protection Agency, entitled Cooling Our Communities, A Guidebook on Tree Planting and Light-Colored Surfacing describes how trees may be used to cool urban heat islands and reduce energy costs in residential, commercial, and industrial developments. Summer temperatures within urban areas can be as much as 8 degrees F higher than in surrounding rural areas. This effect is known as the heat-island effect. Planting trees in the right location, and reducing the use of

dark materials in parking lots and for other surfaces can lower temperatures. Lower temperatures will help reduce energy use and costs. Such measures can also beautify, reduce air pollution, provide wildlife habitat, and build community pride.[2]

RECOMMENDATION: Add a policy statement that will guide the development of landscape improvements so that they maximize energy conservation.

3.2 SUBDIVISION ORDINANCE

The Subdivision Ordinance could be used to enhance landscape improvements in Newberg by (1) including a requirement to preserve trees during the subdivision process, (2) requiring the planting of street trees during the subdivision process, (3) adding a means to assess fees to fund tree planting and maintenance, (4) adding a requirement to design roads to accommodate a minimum 8 to 12 foot planting strip on either side of the pavement, (5) amending Section 64 to allow pedestrian ways to meander around trees or landscaped areas, and (6) including a provision to plant trees along pedestrian ways.

3.3 THE ZONING ORDINANCE

The Zoning Ordinance includes three sections which reference landscaping, trees or vegetation. Each was reviewed and comments and recommendations are included under each section heading.

3.3.1 SECTION 10-3.420 HISTORIC LANDMARKS OVERLAY ZONE

The planting, maintenance and removal of trees within historic overlay zones should be monitored to ensure that the integrity and historic qualities of the area, including the landscape are maintained. Landmark properties may have been built with a plan for the landscape. These plans should be reviewed and followed where practical. If no landscape plans exist, new plans could be developed. A list of species commonly available and used in Newberg at the time of development could be developed and used as a guide to selecting species for new landscape projects within the overlay zone.

RECOMMENDATION: Landscaping, in particular trees, are a part of the historical nature of landmarks, and buildings. Criteria defining historic trees should be developed and an inventory of historic trees or groups of trees should be conducted.

3.3.2 SECTION 10-612 SITE REVIEW

The Site Review provisions specifically address tree preservation and planting for new construction or major remodeling, for parking areas and for planting trees along streets.

The design review criteria in the Newberg Zoning Ordinance, require that trees and shrubs be preserved when practical and that they be protected during construction. The success of such protection efforts is dependant on the amount of time and effort that has been expended to plan and implement a preservation plan. Poorly planned or poorly implemented efforts to preserve trees on construction sites cost new homeowners and businesses. A premium is often paid for landscaping that appears healthy, over a period of years the trees begin to decline, owners pay again for remedial measures to bring their trees back to health, and finally when the trees die the owners pay removal costs. Builders often do not know what measures are needed to protect trees during construction and homeowners do not often know how to recognized construction related damage.[3]

Recommendation: The Design Review Plan Requirements should include a provision for a description and plan of how trees, shrubs and other landscaping will be protected throughout the construction process and what assurance or recourse the new owners have if their landscaping declines and dies months or years after construction due to poor protection methods.

This recommendation also applies to utility and roadway construction done adjacent to existing street trees. Trenching for utilities, or cut and fill sections of new road construction can severely damage a tree's root system.[4]

3.3.3 SECTION 10-3.622.3 REQUIRED LANDSCAPED AREAS

Plantings in parking areas do more than provide for aesthetics. Such plantings can and should be strategically located to reduce the heat buildup commonly associated with parking areas. This heat contributes to the heat-island effect. Cooling the urban environment can reduce energy costs.

Recommendations: Plantings in parking lots should be located and plants selected to provide shade to the largest area of paved surface as practical. Generally taller deciduous plants should be used on the south and west sides of the parking lots.

Modifications to section 10-3.622 3,C,4 to allow for a distribution which shades the maximum area.

Modifications to section 10-3.622 3,C,7 to eliminate the exemption to long term parking since such an exemption is not consistent with the Newberg Comprehensive Plan goals and policies on the conservation of energy.

3.3.4 SECTION 10-3.622.D TREES, SHRUBS AND GROUND COVERS

This section contains the general design specifications and guidelines for street tree plantings. The standards presented in items D.1 to D.5 are inconsistent with the American Standard for Nursery Stock, ANSI Z60.1-1986, and National practices.

RECOMMENDATION: Amend this section to be consistent with the following guidelines and the design standards in Chapter five.

3.3.4.1 Tree Spacing

The spacing of trees is typically uniform for all streets, and is usually related to the mature size of the plant. A street that has all planting spaces filled will have approximately 200 trees per mile. This is an average spacing of just over 50 feet. It includes space for crosswalks, driveways, streets and other obstructions. Minimum spacing requirements for small, medium and large trees are listed in TABLE 5-1. The current ordinance specifies a wider distance between trees on arterial streets. As driving speed increases, trees need to be spaced more closely to create the same visual quality as trees planted along routes with slower speeds. Designing arterial rights-of-way for mass plantings or double rows spaced as closely as possible will provide for the visual effect to create a unified street tree planting pattern throughout Newberg.

3.3.4.2 Required sizes for plants

Many communities require that trees planted in the public rights-of-way meet size requirements. The Zoning Ordinance requires two inch caliper stock be used for arterial streets and one and one-half to one and three-quarter inch caliper for trees on collector and local streets. These requirements help reduce the effect of vandalism and help to ensure that landscaping projects have an immediate impact. These measurements should be based on the American Standards for Nursery Stock, rather than two feet from the base of the tree as is currently required. The standards specify that caliper measurements be made at a point six-inches from the ground line for trees less than four inches and at one foot from the ground line for trees larger than four inches. Most communities also require trees to

have straight trunks free of branches to a specified height, typically between six and eight feet.

Exemptions to these requirements should be allowed when;

- Projects require large numbers of trees for reforestation, riparian, or wildlife purposes.

- Projects involve volunteer or landowner efforts to plant trees in the public rights-of-way. Seedlings can and have been used to successfully establish street trees for less than one-tenth the cost of two-inch caliper stock. Many of the more successful projects utilize a tree shelter to protect the seedling tree from accidental bumping, increase visibility, and increase the growth of the seedling. Seedlings also have the advantage of being readily available in a wide range of species, easy to transport, easy to handle and easy to plant.

- The desired species is not available or can not be successfully planted using the size specified.

3.3.4.3 Type of planting stock

The Zoning Ordinance requires use of balled and burlapped or boxed or potted material. If the plant material meets the American Standard for Nursery Stock and if installation is done properly during the appropriate planting time for the species all types of nursery stock would be acceptable. This includes the use of bare root stock. Bare root plants can be established in the landscape as well as balled and burlapped stock.[5]

3.3.4.4 Shrubs

The section on shrubs, 10-3.622.D.4, is flexible and adheres to the National Standard for Nursery Stock.

3.3.4.5 Ground cover plant material

Spacing of ground covers should be based on the species not on the size of the plant during planting. Increasing the density of the planting to compensate for

decreasing size of plants may create the similar visual qualities but it will also lead to long term maintenance problems. Increased densities often lead to poor plant growth and often result in insect and disease outbreaks. Spacing of ground cover material should be typical for the variety at maturity.

3.3.4.6 Maintenance

The Zoning Ordinance should require that a maintenance plan be submitted stating how the planting will be continuously maintained.

3.3.4.7 Utility lines

This section could be made stronger by adding a statement that no tree attaining a mature height of over 35 feet shall be planted under or within 25 feet of overhead utility lines, except utility service lines.

3.4 CONCLUSION

To effectively guide the development of an urban and community forestry program, Newberg should implement the recommendations in this Chapter. Since the Comprehensive Plan, Zoning Ordinance, and Sub-division Ordinance were reviewed for consistency with the development of a street tree planting program additional changes may be necessary to guide the development of a street tree maintenance program. As Newberg's needs change and as the tree planting program develops, changes to the comprehensive plan and city ordinances may be needed, therefore a periodic review of the tree planting program should be conducted.

REFERENCES FOR CHAPTER THREE

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CHAPTER FOUR -- STREET TREE PLANTING, DESIGN GUIDELINES

The guidelines presented in this Chapter, will allow for the orderly development of a unified street tree plan. The changes and recommendations discussed in Chapter Three and the following design guidelines should be incorporated into Newberg's Comprehensive Plan and enabling ordinances.

4.1 STREET TREE PLANTING GOALS

The goal of Newberg's Street Tree Plan is to guide the development of an attractive and unified streetscape. Trees should be planted along street rights-of-way for all new development and road construction projects. In addition, the city should work with existing landowners to plant trees in all available planting spaces.

The design guidelines presented recommend that whenever possible trees that have mature heights exceeding 35 feet be planted along all rights-of-way in Newberg.

The use of oak trees is specified for arterial and collector streets. This will serve as a common theme tying the remnant groves of Oregon white oak found in the older portions of town, (and also found in some of the newer subdivisions), to the transportation system. Ultimately it will create an identity for Newberg.

Oaks were selected because:

- Oaks are long lived, stately, stable, grand, picturesque, and symbols of authority. "Large trees like the oaks, ... graphically demonstrate the potential for creating forest like conditions along street corridors."[1]

- Properly planted and given proper care many species of oaks can keep up with 'fast' growing trees and add two to four feet of height growth per year after becoming established. The establishment period will vary, usually between one and three years depending on the quality of the plant and root system prior to planting.

- Oaks are a large group of trees and shrubs including over 450 different kinds. Collectively they have few insect or disease enemies. Using a large group of species with related characteristics will provide the opportunity for aesthetic unity

and minimize the risk of a catastrophic losses associated with the planting of one species.[2]

The Street Tree Plan provides a basis for the development and coordination of street tree planting projects. It will be used by homeowners, businesses, developers, the city and others who want and are required to plant trees along public rights-of-way.

4.2 SPACE FOR STREET TREE PLANTING

Space for tree planting should be included in the design or improvement of arterial, collector, and local streets. The design of planting areas should include adequate space for the growth of the tree's roots and top. The minimum spacings listed in table 5.1 and the guidelines presented in Chapter Five should serve as a guide to the minimum amount of space to needed for trees.[3,4,5]

Existing planting areas in Newberg may be categorized into four groups, described below. The space available for trees will differ for each.

4.2.1 CURB AND SIDEWALK SEPARATE

This describes the majority of Newberg's streets. The space between the curb and sidewalk is often called the parkway or planting strip. To accommodate large trees it should be a minimum of eight feet wide, for medium sized trees it should be a minimum of six feet wide, and for small trees a minimum of three feet wide. Trees grown in spaces that are too small will have a reduced life span, develop insect and disease problems, and become stunted by the limited growing space. The roots of trees growing in confined areas may also damage sidewalks, curbs, and building foundations. Trees selected for planting between the curb and sidewalk should be selected to attain as large of a mature size as space for planting makes possible.

4.2.2 MONOLITHIC CURB AND SIDEWALK or NO SIDEWALK

Many of the newer subdivisions have this type of street design. The planting area is located between the property line and the sidewalk. This design has the advantage of allowing a much greater area for the tree roots to spread with reduced risk of damaging the curb and sidewalk. Trees should be located between one and four feet from the sidewalk depending on the species. With this design it is more difficult to develop a coherent street tree planting design, even if the design just specifies a row of trees on either side of the street. Typically the adjacent landowner utilizes the unpaved rights-of-

way as an extension of the front yard and the landscape design of the each individual landowner dominates the street. Street tree plantings in these areas should be encouraged to harmonize with the existing landscape.

4.2.3. HARD SURFACES EXTEND FROM THE STREET TO THE BUILDING

Downtown business districts, such as along First Street characterize this type of parkway design. In these areas sections of the sidewalk must be cut and removed prior to tree planting. Space limitations such as underground and overhead utilities, signs, store entrances, and parking spaces must be considered when locating a planting space. The sidewalk cutout should have a minimum of 16 square feet of area. Tree selection should be limited to small trees that can tolerate reduced soil volumes.

An alternative design to sidewalk cutouts may be used to create planting islands. A planting island is a large area typically 10 by 20 feet is size which has been designed for the planting of trees and shrubs. Planting islands have the advantage of being more visible and making a bigger impact on the streetscape. Larger plants can also be used and seating areas can incorporated into the landscape design. Space for the planting islands should be designed into street construction.

4.2.4 AREAS WITH UNPAVED STREETS

Areas with unpaved streets pose some of the same limitations of areas with monolithic curb and sidewalks. However, new trees should not be planted until the road alignment and position of the sidewalks have been determined. Planning space for trees should integrated into road improvement projects.

Road improvements may at times require removal of existing trees. Since tree removal can easily become a controversial issue work should begin to identify trees that might be affected and to develop a dialog with adjacent landowners. Such early landowner contact is essential to maintaining good public relations and maintaining support for road improvement projects.

4.3 STREET TREE DESIGN

It is the objective of this plan to facilitate the development of attractive residential, commercial, and industrial areas through the planting of trees in the public rights-of-way. The design of the tree plantings should 1) link the residential, commercial, and industrial areas with a common theme, 2) enhance existing landscapes and buildings, and 3) define and direct use. Some design

elements will be common to all streets. These include planting trees that have mature heights exceeding 35 feet; avoiding abrupt changes in the mature size, species composition and spacing of trees along streets unless the changes are to accent intersections or other areas where driver awareness might be enhanced through a change in scenery; and avoiding planting a single species of tree continuously for more than 1000 feet.[6,7]

As driving speed increases trees need to be spaced more closely to create the same visual quality as trees planted along streets with slower speeds. Designing arterial rights-of-way for mass plantings or double rows spaced as closely as possible will provide for the visual effect needed to create a unified street tree planting pattern throughout Newberg.

Discussion about the street tree design will focus on three areas 1) arterial streets, 2) minor arterial streets and collector streets, and 3) local streets. The Map of Newberg in the APPENDIX shows the location of all arterial and collector streets.

4.3.1 ARTERIAL STREETS

Street tree plantings will have a semi-formal appearance while utilizing several species of trees. Arterial streets will be planted primarily with species of oaks. Where space does not permit oak trees, trees from the dogwood family, redbud species, and species from the maple family that attain heights of less than 35 feet may be used.

Where space permits, arterial streets will be lined with a double row of trees. Each row shall be staggered. The outer row will be trees that attain heights of greater than 50 feet, and the inner row will be of trees that can mature under the canopy of the larger trees. If space doesn't permit the planting of two rows of trees one row of trees shall be planted which alternates between a larger tree and small tree. In addition to a double row of trees the design of new or rebuilt arterial streets shall consider the use of a center median planting strip. The minimum space required for a double staggered row of trees is 12 feet, and the minimum width for a median planting strip is four feet.

4.3.2 MINOR ARTERIAL AND COLLECTOR STREETS

Minor arterial and collector streets shall also utilize oaks; trees from the dogwood family; redbud species; and species from the maple family that attain heights of less than 35 feet. The planting of a row of trees on either side of the street shall be encouraged.

4.3.3 LOCAL STREETS

Local streets shall be planted in an informal design. Selection of trees should involve adjacent landowners and the landowners preference for species should be given consideration. Where possible the City should encourage the planting of trees that attain mature sizes of larger than 35 feet.

4.4 DESIGN GUIDELINES FOR SPECIFIC LOCATIONS

Several streets were selected for special emphasis due to their location and importance to Newberg. These streets included, (1) the North-side collector, and the Postmaster collector, (2) Highway 219; (3) Highway 99W By-Pass; (4) Second between River and Blaine and; (5) First Street through downtown.

4.4.1 THE NORTH SIDE COLLECTOR and THE POSTMASTER COLLECTOR

The City should encourage the development of a 12-foot wide planting strip on each side of these proposed collectors. This will allow for the planting of trees that attain heights of more than 50 feet and will allow the streetscape development to be consistent with the design criteria for collectors.

4.4.2 HIGHWAY 219

Highway 219 represents a major entryway into Newberg. As a major arterial and entryway the landscaping should be distinctive and serve to welcome visitors to the community. As development occurs along this route landowners should be encouraged to utilize designs that make a bold statement and that are compatible with the design criteria for arterial roadways. The City should encourage adjacent property owners to plant oaks and other large trees with similar appearance. Space for two rows of trees on each side of the roadway should be incorporated into design changes for this roadway.

4.4.3 HIGHWAY 99W BY-PASS

To maintain the tie to Newberg's street tree plan and to link the remnant oak groves that are found within and surrounding Newberg, the design of a highway by-pass should incorporate the planting of groups of oak trees. These groupings should harmonize with and accent the existing landscape. To avoid monotony, continuous rows of trees with similar characteristics should be avoided.

4.4.4. SECOND BETWEEN RIVER AND BLAINE

Second Street is a collector serving the residential area south of downtown. This street divides the Central Business District and the Community Commercial District as defined in the Zoning Ordinance. While the permitted uses in each zone are similar the appearances of the two areas differs significantly. The area south of Second Street is characterized by a residential appearance, while the area North of Second Street is characterized by parking lots and the backside of commercial buildings. To mitigate the harsh lines of the commercial area and to serve as a buffer between the two zones it is recommended that trees be planted along Second Street and in the adjacent parking areas. Overhead utilities and limited growing space for trees will dictate the use of small trees capable of surviving in sidewalk cutouts. The parking areas represent an opportunity to plant large islands to trees, shrubs and ground covers. These islands could be 20' by 20' or larger thus allowing for the planting of trees that attain heights of greater than 35 feet.

4.4.5. FIRST STREET

First Street is a major arterial moving traffic in an eastward direction through the central business district. While trees have been planted along First Street, the size of the street compared with the mature size of the trees, under 35 feet, will limit the impact and benefits of this planting. To augment the existing trees a streetscape design should be developed which uses islands of vegetation to direct traffic, soften the harsh lines of the buildings and mitigate the urban heat island effect. The islands could also serve as conversation areas for pedestrians. Park benches and tables could be incorporated into the design thus encouraging use of the planting area. Space for the planting would not necessarily require a reduction in parking area. A study of traffic volume and the need for the current width of the road surface could be conducted to determine if the width of the road surface could be reduced to incorporate tree planting.

4.5 STREETSCAPE CONCEPT EXAMPLES

Two locations were selected to serve as specific examples for streetscape improvement projects: (1) The east side of Blaine. between Sixth and Ninth; and (2) the median and park at North College, Deskins, and Illinois. These two design concepts could be used as the basis for a Small Business Administration tree planting project, or for a America the Beautiful, Urban and Community Forestry Assistance Grant. Both programs are administered by the Oregon Department of Forestry.

Opportunities for landscape improvements along Newberg's existing streets will vary in size, scope and complexity. Common to all projects will be a need to involve the adjacent property

owners. For any tree planting project, the adjacent property owner's agreement and participation are crucial to its success.

4.5.1 NORTH COLLEGE AT ILLINOIS

North College is a minor arterial. It serves as an entry into the community and links the Northwestern Newberg to the downtown area. Streetscape design for entry areas should complement the surrounding landscape while emphasizing Newberg's character.

The site at North College and Illinois has three components, an existing mini-park, a large triangular concrete and asphalt median island, and the large grassy side yard of the Oregon State Highway Department (OSHD) facility. The park area could include more plantings to create a better separation from traffic. A maintenance plan should be developed to preserve the large oak tree in this park. This tree is a critical landscape element and characterizes Newberg's older residential areas. The traffic island should be reconstructed allowing the planting of low growing shrubs. This vegetation will lower temperature, reducing the heat island effect. Planting oak trees on the east side of College, on OSHD property, would be consistent with the Street Tree Planting plan and would contribute to the aesthetic quality of the site. See FIGURE 4-1.

4.5.2 THE EAST SIDE OF BLAINE STREET BETWEEN SIXTH AND NINTH

Blaine Street is a collector street serving the residential area south of downtown Newberg. The Street Tree Plan emphasizes the need for large trees planted in every available planting space on rights-of-way throughout Newberg. Along the east side of the street between Sixth and Ninth is a gravel parking area. This area is adjacent to the Renne Middle School playing fields. An opportunity exists to link landscape elements on the school grounds with those in the adjacent residential neighborhood.

A combination of large and small trees, shrubs and ground covers should be planted to define the parking area and control traffic; serve as a transition between the residential neighborhood and the school; and to provide shade for spectators while mitigating the urban heat island effect. FIGURE 4-2 shows and describes a suggested streetscape for this area.

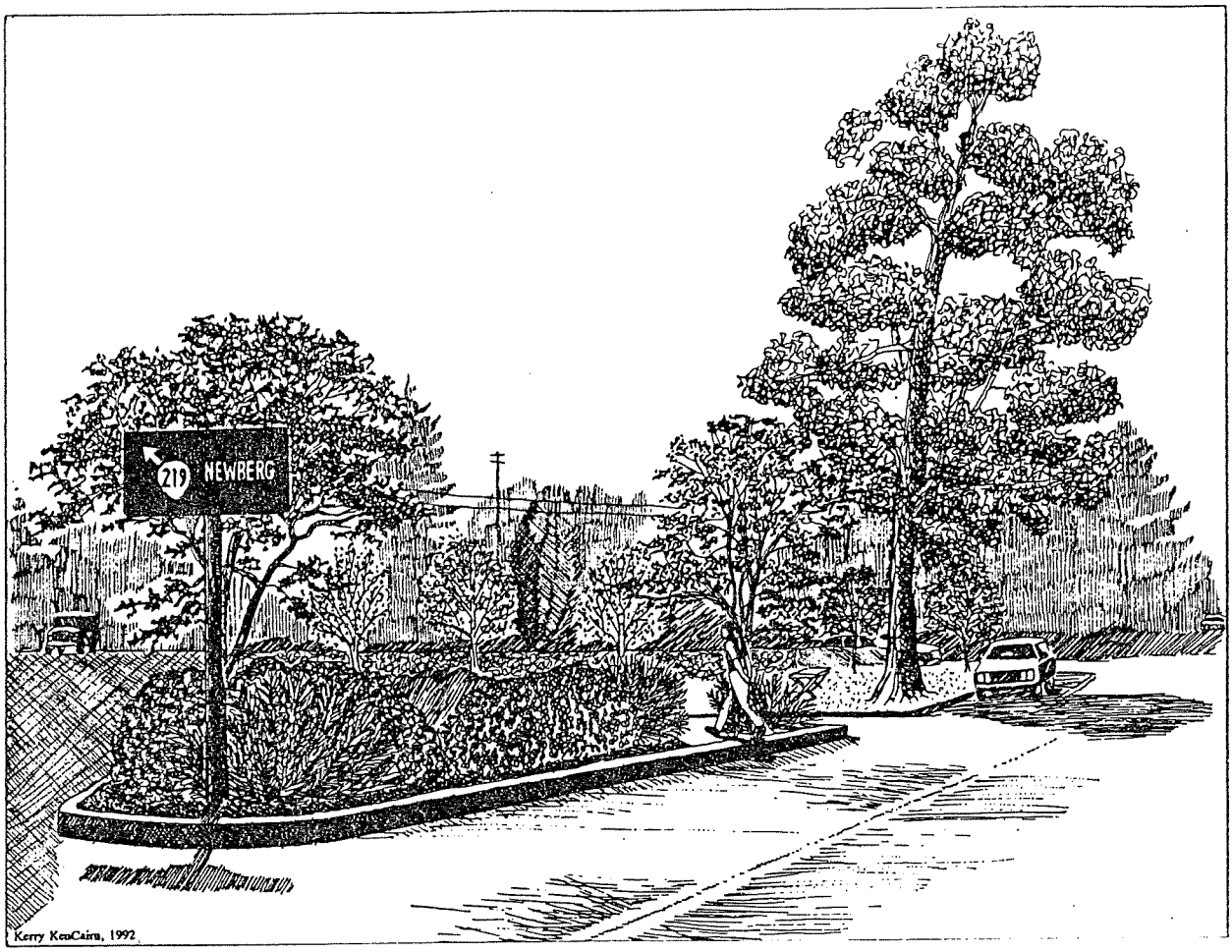
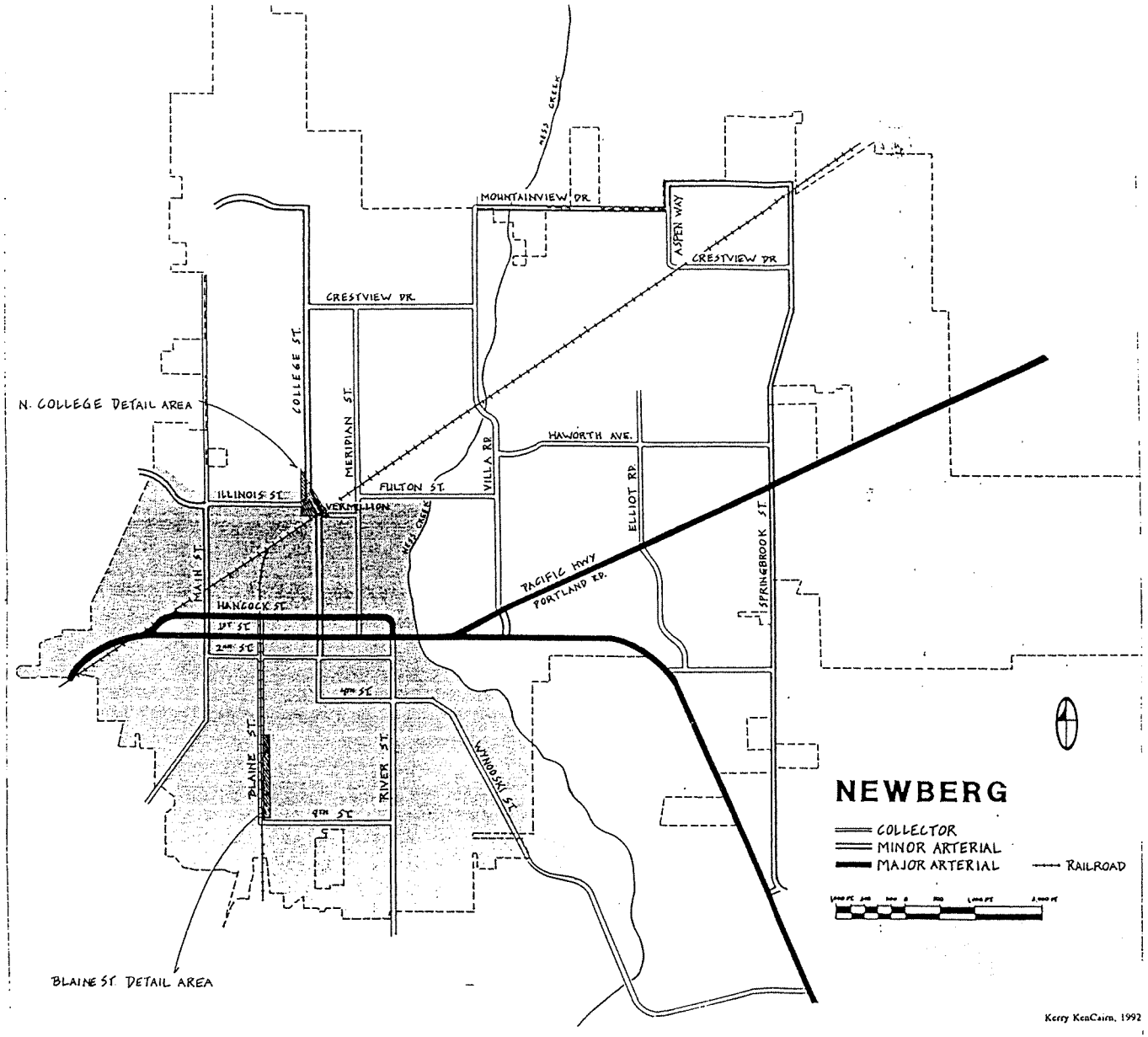


FIGURE 4-1 STREETSCAPE CONCEPT FOR NORTH COLLEGE AT ILLINOIS

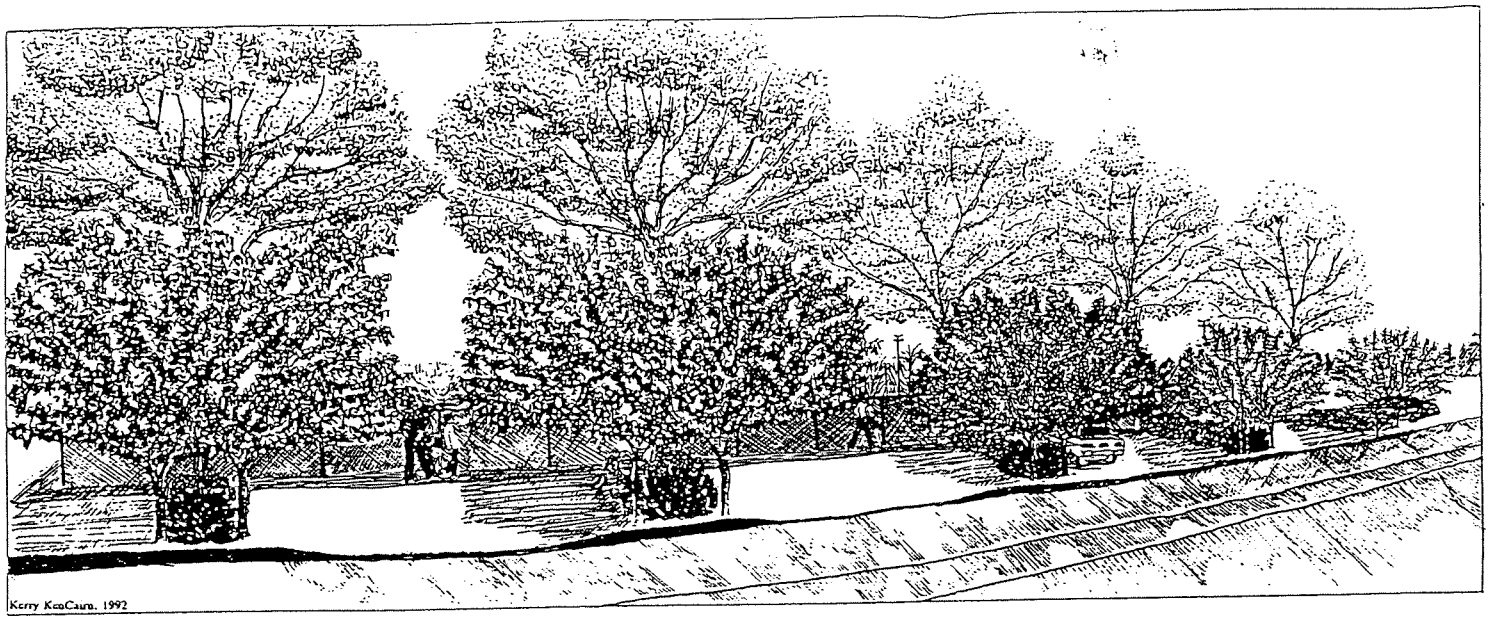
MAP OF NEWBERG



The shaded area is characterized by streets arranged in a rectangular grid pattern and large planting space between the curb and sidewalk.

The un-shaded area is characterized by irregular street patterns and narrow planting spaces.

The North College and Blaine Street Detail are FIGURES 4.1 and 4.2.



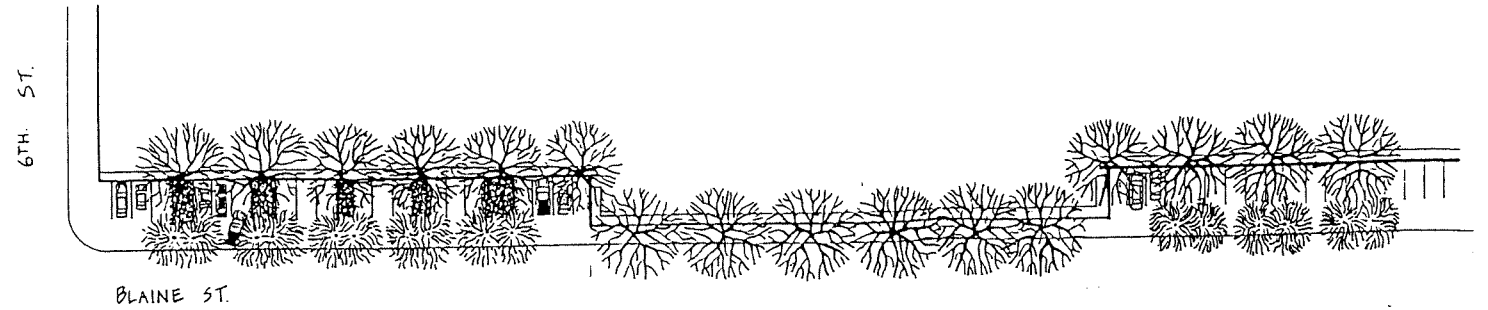


FIGURE 4.2

STREETSCAPE CONCEPT FOR THE EAST SIDE OF BLAINE ST. BETWEEN SIXTH AND NINTH

Along the east side of Blaine Street between Sixth and Ninth is a gravel parking area. This area is adjacent to the Renne Middle School playing fields. An opportunity exists to link landscape elements on the school grounds with those in the adjacent residential neighborhood.

A row of londonplane trees, a large shade tree, could be planted along the fence line. Shrub and landscape beds would define and shade parking spaces. Each shrub bed would terminate near the street with a small street tree, possibly a serviceberry, or a large shrub that attains tree form, such as blackhaw viburnum, *Viburnum prunifolium*. The planting plan also incorporates a path along the fence line, thus removing pedestrian traffic from the street.

The large shade trees would complement the existing sycamore on the school grounds while the smaller tree form shrubs would blend with the residential landscape.

4.6 CONCLUSION

A need for large trees was identified in the sample survey. A planting theme common to and unifying all parts of the City was desired for arterial, and collector streets. Oaks were selected as a species to use as a common planting element. They are a symbol of strength and endurance. It is not expected that every space be filled with an oak tree, other trees from a wide range of species will be used as well. As the City of Newberg implements the design guidelines for street tree planting trees will begin to fill the spaces along Newberg's streets.

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CHAPTER FIVE -- DESIGN STANDARDS

The street tree planting standards presented in this chapter address spacing, species diversity, size at planting, grade, type of planting stock, and species selection. The standards differ from information currently presented in Newberg's Zoning Ordinance Section 10-3.622.3.D. The reasons for these differences and recommended modifications to ensure consistency with these standards were described in Chapter Three, Section 3.3.4.

5.1 SPACING

The existence of treeless areas along city streets does not necessarily indicate a planting space is available. Planting spaces are defined by the type of roadway, the distance between the curb and sidewalk, adjacent trees and structures, crosswalks, driveways, existing use patterns and presence of overhead and underground utilities.

A street that has all planting spaces filled will have approximately 200 trees per mile. This is an average spacing of just over 50 feet. It includes space for crosswalks, driveways, streets and other obstructions. Minimum spacing requirements for small, medium and large trees are listed in TABLE 5-1, and shown in FIGURE 5-1.[1]

5.1.1 WIDTH OF PLANTING AREA

No tree planting is permitted where the distance between a curb and a detached sidewalk is less than three feet.

5.1.2 DISTANCE FROM WALK

Trees must be centered in the planting strip when the distance between the curb and the sidewalk is less than six feet. Where no sidewalks exist or the sidewalk and curb are attached the tree planting should be no closer than three feet and no farther than eight feet from the curb or sidewalk.

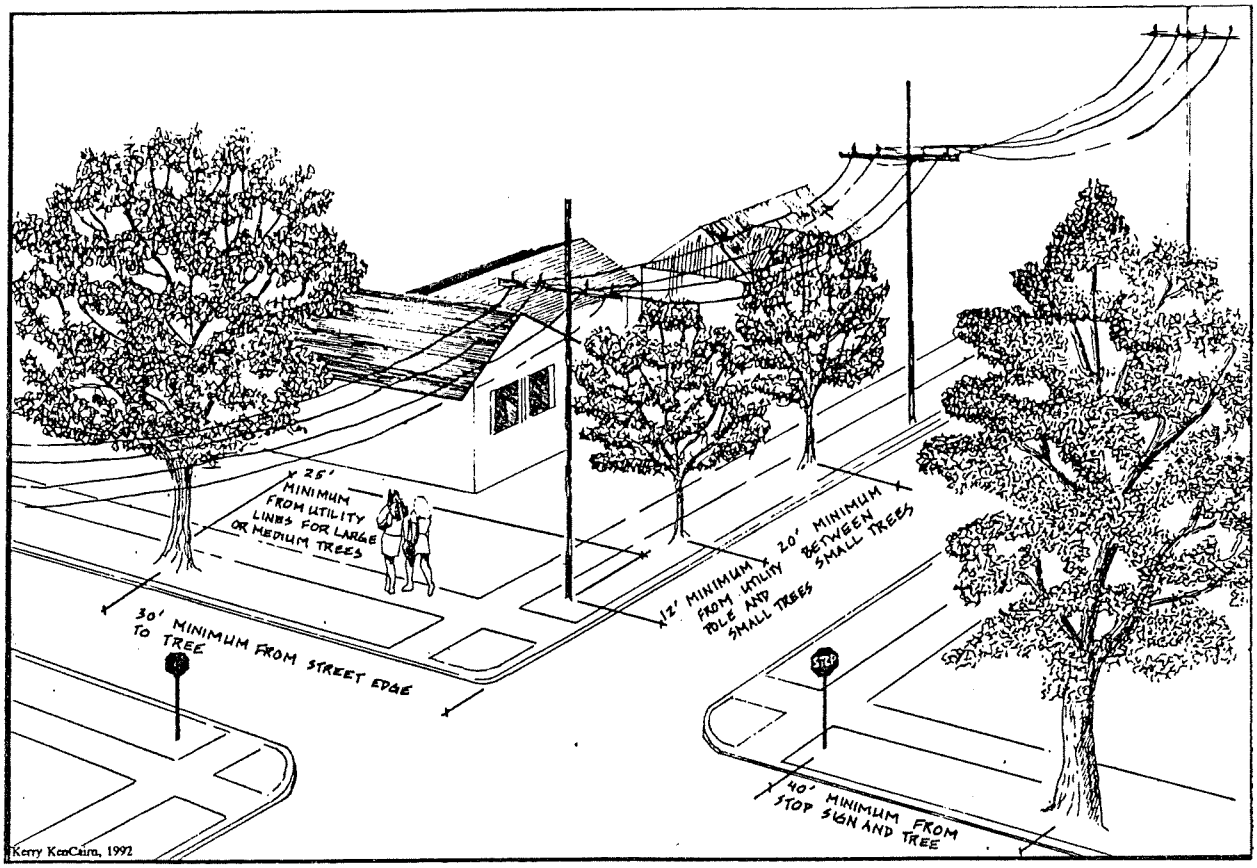

FIGURE 5-1 SPACE FOR STREET TREES

5.1.5 SIGHT TRIANGLE

At the intersection of roadways or vehicular access points, no plant material with a mature height greater than 30 inches shall be planted within a sight triangle measuring 30 feet along the boundary of each of the intersecting roadways, measured from the point of intersecting curb lines, except where engineering standards indicate otherwise.

5.1.6 DISTANCE TO STOP SIGNS AND TRAFFIC SIGNALS

Between 30 and 50 feet should be allotted to allow for a clear view of stop-signs and traffic signals.

5.1.7 SPACING BETWEEN TREES

Large trees should be spaced no farther than 60 feet apart. Small trees should be spaced no closer than 20 feet apart. Generally, spacing between trees should be no closer than their mature spread. Spacing between two trees with unequal spreads may be determined by summing the spreads and dividing by two. Spacing may be closer to achieve a specified design effect.

5.1.8 DISTANCE TO UNDERGROUND UTILITY

The location and type of underground utilities will be determined during the planning process. Tree selection will account for space needed for the root system of the tree. The minimum distance from a water meter or sewer service line shall be six feet unless the trees mature height is less than 35 feet, then the minimum distance shall be no less than four feet.

5.1.9 DISTANCE TO OVERHEAD ELECTRICAL UTILITY

No tree should be planted within 25 feet of any overhead electrical utility, except service lines, unless it is a species which attains a mature height of less than 35 feet.

5.1.10 DISTANCE TO BUILDING

Trees should not be planted within five feet of any building.

5.1.11 SIDEWALK CUTOUTS

Tree plantings made in a sidewalk must have a minimum of 16 square feet of area. The tree must be setback from the face of the curb at least two feet.

5.1.12 DISTANCE FROM FIRE HYDRANT

Trees should be planted to allow for a minimum of 15 feet between the trunk of the tree and any fire hydrant.

5.2 SPECIES DIVERSITY

Street tree plantings of any one cultivar, species, or group of species should not comprise more than five, ten and 25 percent of the total tree population respectively. On a single project, one species should not exceed 50 percent for plantings of less than 80 trees; 30 percent for plantings between 80 and 120 trees; and 25 percent for plantings of more than 160 trees. This will allow a planting design that uses a single species along both sides of a 1000 foot length of street.[5,6]

5.3 SIZE OF TREE TO BE PLANTED

Unless otherwise specified by the City of Newberg all trees and their cultivars shall conform to the American Standard for Nursery Stock.

Trees planted along arterial streets shall have a caliper of two or greater inches measured at a point six inches from the ground line.

Trees planted along collector and local streets shall have a minimum diameter of one and one-half inches at a point six inches above ground line.

Trees used for street tree plantings should be free of branches for no more or less than sixty percent of their height.

Exceptions should be allowed when 1) projects require large numbers of trees for reforestation, riparian, or wildlife purposes; 2) projects involve volunteer or landowner efforts to plant trees in the public rights-of-way; and 3) when the desired species is not available or can not be successfully planted using the size specified.

An exception to the use of large caliper stock that has proved to be successful in other communities involves the use of seedlings. Seedlings can be used to successfully establish street trees for less than one-tenth the cost of two-inch caliper stock. Successful projects utilize a solid walled extruded tree shelter to protect the seedling tree from accidental bumping, increase visibility, and increase the growth of the seedling. Seedlings also have the advantage of being readily available in a wide range of species; and are easy to transport, easy to handle and easy to plant.

5.4 GRADE

Unless otherwise specified by the City, all trees shall have straight trunks, well developed leaders and tops. The root system shall be characteristic of the species and it shall exhibit evidence of proper nursery practices.

At the time of planting, all trees shall be free of mechanical injuries.

5.5 TYPE OF PLANTING STOCK

Unless otherwise specified by the City balled and burlapped or boxed or potted trees will be used for street tree planting. The size of the container or root ball shall meet the American Standard for Nursery Stock.

Bare root trees may be used for special application after approval by the City. Quality bare root trees can be established in the landscape as well as balled and burlapped stock provided the trees are planted and cared for properly.[7]

5.6 PLANTING AND EARLY MAINTENANCE

Pits for the planting of bare-root plants shall be at least twelve inches larger in diameter than the diameter of the root system. A larger hole will more readily accommodate the root system without crowding. For container or balled and burlapped material the hole shall be a minimum of three times the size of the ball or container.

Plants shall be planted no deeper than previously grown. Allowance shall be made for settling.

Guys or supports should not be needed, however if they are used they shall be installed so that they will not girdle or injure the tree or endanger the public.

Newly planted trees, shrubs and other plants require special maintenance during their establishment period, usually the first one to three years.

A thorough watering once every five to ten days during dry periods may be needed to sustain tree growth. A soil probe or small hand shovel should be used to check soil moisture. The soil should form a ball in your hand when squeezed. If it crumbles it is too dry and water is needed. If the soil drips, it is too wet.

A ring of organic mulch should be installed and maintained around the newly planted trees. The mulch ring should be at least three feet in diameter. Mulch helps conserve soil moisture and makes the rooting area of the new tree favorable for new root development. Mulch has been shown to increase the health and growth of trees.

Frequent inspections of the trees should be made to determine the need for insect or disease control.

Pruning newly planted trees should be limited to removing dead, broken, or injured branches. Newly planted trees meeting the American Standard for Nursery Stock should not need pruning to correct structural defects. Lower limbs should only be removed to allow for clearance and visibility. Limbs should not be removed from more than two-thirds of the trees trunk.

5.7 TREE SELECTION

Trees shall be selected from Newberg's Preferred Species List. See APPENDIX ONE. This list is not a complete list of all trees that can grow and thrive in Newberg, rather it is a list of species that will help guide the development of a unified and consistent street tree plan. Trees were selected to include a wide variety of trees with emphasis on trees attaining heights of over 30 feet. The list includes a broad selection of oaks. Oaks were selected to be used as a theme specie for Newberg's streetscape. The list contains trees that are suited for use in public rights-of-way and that for the most part are available from local nurseries. Trees that may be difficult to find have been noted.[8,9,10,11]

A cultivar is a tree that has been selected for specific characteristics. In almost all cases each tree of a named cultivar is genetically identical. The list contains few named cultivars even though several may exist for each species. With few exceptions if a species is listed its cultivars would also be acceptable for planting. However, if a cultivar is listed it does not mean that other cultivars from that species, or the parent species would be suitable for planting. In some cases, cultivars may be more desirable. Often a cultivar will exhibit many of the outstanding

characteristics of the parent species without the disadvantages. For example the thornless cockspur hawthorn is a cultivar of cockspur hawthorn but lacks the dangerous thorns. Many cultivars have been selected that attain smaller stature than the parent specie and often can be planted in locations which require trees that attain a smaller mature size. The number of tree cultivars available from nursery's exceeds 2000 and continues to expand.[12] Information on cultivars can be obtained from the following sources.

Street Tree Factsheets, available from the School of Forest Resources, The Pennsylvania State University, University Park, PA 16802;

Handbook of Landscape Tree Cultivars, available from East Prairie Publishing Company, PO Box 174, Gladstone, IL 61437, and

Sunset, New Western Garden Book, available at local retail nursery stores.

5.8 TREES POORLY SUITED FOR USE AS STREET TREES

TABLE 5-2 lists trees or groups of trees that are poorly suited for planting along Newberg's streets. The limitations of these trees include, but are not limited to; undesirable growth habits; objectionable fruit; susceptibility to insects or disease; and propensity to storm damage. Although many of the species listed in TABLE 5-2 have desirable characteristics there are too many superior trees to warrant the widespread use of less desirable plants. See the Preferred Tree List in the APPENDIX. As undesirable species already growing in the rights-of-ways die or become hazardous they should be replaced with species on the preferred species list.

The following describes more specifically why selected species or groups of species are not suited for street tree use in Newberg and under what circumstances these trees may be used.

- Evergreen conifers attaining heights of more than 30 feet, including douglas-fir, firs, hemlock, junipers, pines, spruce. Evergreen conifers retain low limbs that can block the view of motorists and pedestrians. Removing these low limbs may reduce the aesthetic appeal of these trees and can predispose them to wind-throw.

- Bigleaf maple, *(Acer macrophyllum)* Bigleaf maple was found to be the only tree in Newberg which consistently damaged sidewalks. This tree is better suited for large yards or open parks.

- Elms, *(Ulmus)*. Many elm species are susceptible to Dutch-elm disease. Although this disease is not widespread in Oregon it has been reported in Portland. The use of elms should be limited to those resistant to Dutch-elm disease and free of other limitations.

TABLE 5-2 TREES POORLY SUITED FOR STREET TREE USE

COMMON NAME	SCIENTIFIC NAME	PROBLEM OR LIMITATIONS
APPLE, COMMON	*Malus sp.*	Large fruit
BLACK LOCUST	*Robinia sp.*	Weak wood, subject to storm damage
BOXELDER	*Acer negundo*	Weak wood, subject to storm damage
CEDAR, ARBOR-VITAE	*Thuja sp.*	Form - visibility hazard
CHERRY, PLUM	*Prunus sp.*	Messy fruit, Over-planted, this group represents 31% of Newberg's street trees.
DOUGLAS FIR	*Psuedotsuga sp.*	Form - visibility hazard
ELM, AMERICAN	*Ulmus americana*	Disease susceptibility
ELM, SIBERIAN (CHINESE)	*Ulmus pumila*	Weak wood - subject to storm damage
FIR	*Abies sp.*	Form - visibility hazard
HEMLOCK	*Thuja sp.*	Form - visibility hazard
HICKORY	*Carya sp.*	Large fruit
JUNIPER	*Juniperus sp.*	Form - visibility hazard
MAPLES	*Malus sp.*	Limit use, 25% of Newberg's trees are maple
MULBERRY	*Morus sp.*	Messy fruit, aggressive roots
OAK, PIN	*Quercus sp.*	Shallow roots, low branches, high maintenance
PEAR, COMMON	*Pyrus sp.*	Large fruit
PERSIMMON	*Diospyros sp.*	Large messy fruit
PINE	*Pinus sp.*	Form - visibility hazard
POPLAR, COTTONWOOD	*Populus sp.*	Weak wood
SPRUCE	*Picea sp.*	Form - visibility hazard
TREE OF HEAVEN	*Ailanthus altisima*	Weak wood, invasive
WALNUT	*Juglans sp.*	Large fruit
WILLOW	*Salix sp.*	Weak wood, Subject to Storm Damage

SOURCE: ARBOREAL ENTERPRISES, 1992

5.9 APPROVAL OF SPECIES

To allow for the planting of trees not included on the Preferred Species List it is recommended that the City of Newberg establish an approval process. As part of the approval process a complete description of the tree with a description of the planting site should be provided to the City. This description should include;

- The common name and scientific name, and cultivar name of the tree;
- The mature size of the tree;
- The mature spread of the tree;
- The range of USDA hardiness zones where the tree is adapted to growth or the climate zone listed in SUNSET New Western Garden Book. Newberg is in USDA hardiness zone eight and New Western Garden Book climate zone 6;
- Tree shape;
- Insect and disease pests; and
- Outstanding features.

5.10 CONCLUSION

The standards presented have been written to be incorporated into Newberg's Design Review Process. As Newberg's needs change, as new planting techniques and products are developed, and as researchers learn more about trees and their suitability in the urban environment design standards will change. To allow for these changes the design review standards adopted for Newberg should be reviewed every two years. This review can also serve as a means for monitoring the usefulness of the preferred species list as a tool to guide the implementation of the design guidelines presented in Chapter Four.

REFERENCES FOR CHAPTER FIVE

1. Urbana, City of. Unpublished Report. *Arboricultural Specifications Manual.*

2. Miller, Robert W. 1988. Urban Forestry: Planning and Managing Urban Greenspaces. Prentice-Hall, Englewood Cliffs, NJ. 404 pp.

3. Portland General Electric. 1992. A Guide To Selecting Street Trees: TREES. Portland General Electric Forestry Department, 503-671-1455.

4. Hoefer, Philip J., Dr. E. B. Himelick, and David F. DeVoto. 1990. Municipal Tree Manual. International Society of Arboriculture, PO Box 908, Urbana, IL 61801. 42 pp.

5. International Society of Arboriculture. 1989. Municipal Tree Manual. International Society of Arboriculture, PO Box 908, Urbana, Illinois 61801.

6. Miller, Robert W. 1988. Urban Forestry: Planning and Managing Urban Greenspaces. Prentice-Hall, Englewood Cliffs, NJ. 404 pp.

7. Vanstone, D.E., and W.G. Ronald. 1981. "Comparison of Bare-root versus Tree Spade Transplanting of Boulevard Trees" in Journal of Arboriculture. October 1981. Vol. 7, No. 10.

8. Dirr, Michael A. 1983. Manual of Woody Landscape Plants: Their Identification, Ornamental Characteristics, Culture, Propagation and Uses. Stipes Publishing Company.

9. Cornell University. 1976. Hortus Third. MacMillan Publishing Company.

10. Sunset, New Western Garden Book. 1979. Lane Publishing Co.

11. Personal Communication, Alex Wynstra, City Forester, Portland.

12. Wandell, Willet N. 1989. Handbook of Landscape Tree Cultivars. East Prairie Publishing Company, PO Box 174, Gladstone, IL 61437. 318 pp.

CHAPTER SIX -- IMPLEMENTATION STRATEGIES

To fill every planting space along all of Newberg's rights-of-ways will require the combined efforts of the City, adjacent property owners and developers. Chapters three, and four apply equally to all groups, however implementation strategies discussed in these chapters focus mainly on areas of new development and road construction. This Chapter will discuss strategies aimed at implementing a more comprehensive tree planting and care program. The ideas presented are not intended to be a complete list or the only means that should be used. They are provided to provoke the reader to think about options. They may also form the foundation for use in grant proposals for tree planting and care projects. The City should develop a combination of regulation, incentives and informational programs to encourage the planting and care of trees.

6.1 REGULATION

Landscaping and tree planting are currently required by Newberg's Zoning Ordinance, however no regulations regulate the planting, maintenance or removal of trees on the rights-of-way. One section of Newberg's Ordinances, 5-8.28 Section 30. Trees., requires that trees shall be trimmed to a height of not less than eight feet above the sidewalk and fourteen feet above the roadway. It also requires the removal of hazardous trees.

RECOMMENDATION: Implement a permit procedure for planting, trimming and removal of trees on the public rights-of-way. Without such a procedure the City of Newberg can not implement the Street Tree Plan, trees may be trimmed improperly, and healthy live trees may be removed without sufficient cause.

6.2 INCENTIVES

Many communities offer incentives for landowners to plant trees on the public rights-of-way. The most common is a 50/50 cost share program. In most of these programs the landowner is given a choice of five or six trees and the city arranges for the purchase and planting. The City of Colorado Springs Colorado has implemented a cost share program which, involves the landowner in the planting, creates partnerships with local nurseries, and broadens the selection of trees. The Colorado Springs issues certificates worth $110 toward the purchase of a balled and burlapped tree at participating nurseries. The homeowner must plant the tree within 10 feet

of the curb. For more information contact the City of Colorado Springs, Natural Resources Division, Park and Recreation Way, Colorado Springs, CO 80905, (719) 578-6698.

RECOMMENDATION: Develop a similar program for the City of Newberg.

6.3 INFORMATION AND EDUCATION

Providing information about tree selection, planting and care will encourage tree planting and the proper care of trees. Information about tree selection has been included in Chapter Five. The sample street tree inventory revealed several areas where information about proper tree care was needed.

6.3.1 SELECTING AND PLANTING TREES

Tree planting can be encouraged by providing landowners with information about selecting and planting trees.

RECOMMENDATION: The information presented in Chapter Five will begin to guide the development of plantings that are compatible with both the streetscape design and the private landscape design. However, a more concise guide, written specifically for the landowner should be developed.

6.3.2 PROPER PRUNING

Many of Newberg's trees have not been pruned. This is not necessarily bad. No pruning is often better than improper pruning, since improper pruning can cause trees to become potential safety hazards and ruin the appearance of the plant. However, without some care, including periodic pruning, trees can develop limbs that interfere with pedestrians and vehicles. Limbs can also develop that are weakly attached due to tight branch angles. Limbs with acute branch angles are often subject to splitting. If these limbs are large, damage to property and injury can result. Pruning is also needed to remove limbs that die. The death of limbs is a natural part of tree growth. Removal of these limbs improves the appearance of the tree and reduces potential hazards.

RECOMMENDATION: Develop a brochure discussing the homeowners responsibility for trees and proper tree care. Ideally, the care of trees growing on public rights-of-ways should be the responsibility of the City. This ensures that the trees are trimmed correctly and reduces the risks associated with tree trimming. These risks include injury from the pruning tools, falling from the tree, and injury from passing motorists. Tree

trimming beyond the reach of a person standing on the ground should be done by qualified tree care workers.

6.3.3 LAWN MOWER DAMAGE

The sample survey of Newberg's trees revealed that lawn mower damage was common, section 2.3.5. Lawn mower and string trimmer damage is often not easily visible. Repeated bumping can cause the death of portions or all of the cambium, the growing tissue beneath the bark, at the base of the tree. It can also predispose the tree to rot causing organisms which would weaken the root structure of the tree. In some cases this rot can progress through the trees root system unnoticed until the tree falls over.

RECOMMENDATION: While the number of seriously injured trees were low, the potential long term effect of continued lawn mower damage to the health and safety of Newberg's trees warrants the development of an informational package for the homeowner on the potential effects of lawn mower damage and how it can be reduced.

6.3.4 CARE OF JUNIPER SHRUBS AND GROUND COVERS

While conducting the sample street tree inventory it was observed that many of the low growing juniper shrubs were improperly pruned. Low growing juniper shrubs require periodic maintenance to keep them within the confines of the planting area. Although this can be accomplished by shearing, other methods are more appropriate. Shearing ruins the appearance of the plant and creates an unnaturally dense arrangement of branches, disease and pest insects can build up to potentially damaging populations.

RECOMMENDATION: Information on how to care for low growing juniper shrubs and other ground covers should be developed and made available to residents.

6.3.5 VOLUNTEER INVOLVEMENT

Organized efforts to plant trees using volunteers should be encouraged by the City of Newberg.

Volunteers have successfully implemented tree planting projects in cities throughout the Nation. Organized volunteer efforts to plant and care for trees on public rights-of-ways are likely to increase as public budgets are decreased. Volunteer tree planting efforts can inspire a communities residents and build community pride.

RECOMMENDATION: Foster the development citizen lead efforts to plant trees.

6.4 CONCLUSION

Implementation of the recommendations made in this Chapter will help guide the development of not only Newberg's Street Tree Plantings but also be a starting point for the development of programs to involve volunteers in tree planting projects.

CHAPTER SEVEN -- SUMMARY

The City of Newberg has nearly 4000 healthy street trees. The large majority of these trees are of species that do not attain mature heights of over 35 feet. It is estimated that over 4250 new trees could be planted along Newberg's existing streets and that one-half of these could be planted to trees that attain heights of over 35 feet.

Tree branches arching over and framing streets are often associated with street tree plantings. This effect will not develop in Newberg unless (1) trees that attain a larger stature are planted; (2) trees that attain a large stature are used to replace the existing trees after they mature, decline and die; and (3) unless space is created for planting large trees. Space for tree planting should be incorporated into the design process to allow for the planting of tree that attain heights of more than 50 feet.

To create a unified streetscape, trees from the oak group were selected for planting along arterial and collector streets. The oaks are a large, and diverse group of trees. Use of trees from this group, rather than selecting a single species, will allow streetscapes to have variety, yet be linked with a common theme that will blend with the existing natural and planted landscape. Oaks are generally large trees and their use will make Newberg's streets distinctive.

To ensure that a variety of species is used, a list of over eighty trees has been developed for preferred use along Newberg's streets. The Preferred Species List should be used as a guide to tree selection. Species on the list were selected for their ability to grow along streets in the Newberg area. Specific site conditions should be considered before making a final selection. The trees listed are, given a proper site and space for growth, low maintenance. Maintenance of existing and newly planted trees is vital to the success of Newberg's street tree planting program. A plan for maintenance should be established, otherwise tree planting efforts may be wasted.

Implementation of Newberg's Street Tree Planting Plan will require the combined efforts of the City, property owners, and developers. The City requires tree planting on developing sites and should encourage both individual and organized volunteer efforts to actively participate in tree planting and care projects. The Street Tree Plan will be the foundation for, and should serve to guide tree planting on all of Newberg's rights-of-ways. As the plan is implemented it may need monitoring and modification to fit the changing needs within the City of Newberg.

APPENDICES

CONTENTS

- PREFERRED TREE LIST
- MAP OF NEWBERG

CITY OF NEWBERG

PREFERRED TREE LIST

PREFERRED TREE LIST

The trees on this list are suited for use along street rights-of-way in Newberg, Oregon.

Space and spacing requirements for small, medium and large trees are listed Chapter Five of Newberg's Street Tree Plan. Small trees have mature heights of less than 35 feet. Medium trees have mature heights of 35 to 50 feet. Large tree have mature heights exceeding 50 feet.

Trees that may be difficult to find have been noted with an asterisk. Oregon is the Nation's largest producer of shade and flowering trees. The Oregon Association of Nurseryman, a trade group representing many nurseries,. lists growers and retail nurseries in a directory and buyers guide. The guide may be purchased through the OAN, 2780 SE Harrison St. Suite 102, Milwaukee, OR 97222, 1-800-342-6401.

COMMON NAME	SCIENTIFIC NAME	HEIGHT IN FEET	SPREAD IN FEET	NOTES
SMALL TREES -- TREES WITH MATURE HEIGHTS OF LESS THAN 35 FEET				
* ASH, GLOBE HEADED EUROPEAN	*Fraxinus excelsior globosum*	20	15	Formal appearance
* ASH, FLOWERING	*Fraxinus ornus*	30	30	Showy white flowers in May, June
* ASH, GOLDEN DESERT	*Fraxinus oxycarpa 'aureoplia'*	20	18	Golden bark
* BUCKEYE, RED	*Aesculus pavia*	30	25	Large showy red flowers
CALLERY PEAR	*Pyrus calleryana*	30	20	Avoid cultivar selections w/ poor branch habit

COMMON NAME	SCIENTIFIC NAME	HEIGHT IN FEET	SPREAD IN FEET	NOTES
CRABAPPLE, ADIRONDACK	*Malus 'Adirondack'*	18	10	Dense upright form, Disease resistant
CRABAPPLE, CENTURION	*Malus 'Centurion'*	20	15	Narrow-upright form
CRABAPPLE, DAVID	*Malus 'David'*	12	12	Compact rounded form
CRABAPPLE, ADAMS	*Malus 'Adams'*	20	20	Rounded form, Disease resistant
CRABAPPLE, BEVERLY	*Malus 'Beverly'*	20	20	Upright-spreading form
CRABAPPLE, RED BARON	*Malus 'Red Baron'*	18	8	Narrow columnar form
DOGWOOD, FLOWERING	*Cornus florida*	20	25	Upright horizontal branching, more disease prone than Japanese dogwood
DOGWOOD, JAPANESE	*Cornus kousa*	25	25	Vase shaped, White flowers in June
HAWTHORN, THORNLESS COCKSPUR	*Crataegus crus-galli 'inermis'*	25	25	Glossy foliage, Adaptable, Spring flowers may attract bees
* LILAC, JAPANESE TREE	*Syringa reticulata*	30	20	Good bark character
MAGNOLIA, STAR	*Magnolia stellata*	20	15	Heat tolerant, Many cultivars
MAPLE, AMUR	*Acer ginnala*	20	20	Red fall color and fruit
* MAPLE, ROCKY MOUNTAIN	*Acer glabrum*	30	20	Red fall color and fruit

	COMMON NAME	SCIENTIFIC NAME	HEIGHT IN FEET	SPREAD IN FEET	NOTES
	MAPLE, PAPERBARK	*Acer griseum*	25	20	All year interest, Brown/red flaky bark
	MAPLE, HEDGE	*Acer campestre*	30	30	Compact rounded form
	MAPLE, VINE	*Acer circinatum*	20	20	Native, Red fall color & fruit
*	MAPLE, ROCKY MTN SUGAR	*Acer grandidentatum*	25	15	Similar to sugar maple
*	MOUNTAINASH, OAK-LEAVED	*Sorbus hybrida*	30	20	Leaves similar to an oak, Upright form
*	MOUNTAINASH, SITKA	*Sorbus sitchensis*	25	---	Oregon native
	MOUNTAINASH, TURKESTAN	*Sorbus tianshanica*	16	8	Good for small places, All year interest
*	REDBUD, WESTERN	*Cercis occidentalis*	20	20	Oregon native, All year interest
	REDBUD, EASTERN	*Cercis canadensis*	25	30	Flowers before leaves, Good bark
	SERVICEBERRY, SHADBLOW	*Amelanchier canadensis*	30	20	Showy flowers, Dark blue fruit
	SERVICEBERRY, ALLEGHENY	*Amelanchier laevis*	25	15	Non-aggressive roots
	SERVICEBERRY	*Amelanchier x grandiflora*	20	15	White flowers

COMMON NAME	SCIENTIFIC NAME	HEIGHT IN FEET	SPREAD IN FEET	NOTES
SOURWOOD	*Oxydendrum arboreum*	30	20	Pyramidal form, Fragrant flowers
MEDIUM TREES -- TREES WITH MATURE HEIGHTS OF 35 TO 50 FEET				
ASH, RAYWOOD	*Fraxinus oxycarpa 'raywood'*	35	25	Purple red fall color
BIRCH, RIVER	*Betula nigra*	40	35	Pyramidal, Flaky cinnamon bark
BLACK GUM	*Nyssa sylvatica*	50	30	Pyramidal form, Good residential tree
CORK TREE	*Phellodendron amurense*	50	35	Broadly vase shaped, cultivars are available
* DOGWOOD, PACIFIC	*Cornus nuttalii*	50	30	Oregon native, Needs special care, more disease prone than Japanese dogwood
ELM, PIONEER	*Ulmus 'Pioneer'*	50	50	Dutch-elm disease resistant
HOPHORNBEAM, AMERICAN	*Ostrya virginiana*	35	25	Good for confined spaces, Adaptable
HORNBEAM, EUROPEAN	*Carpinus betulus*	35	25	Dense pyramidal form
* HORNBEAM, AMERICAN	*Carpinus caroliniana*	40	25	Shade tolerant, Good fall color

COMMON NAME	SCIENTIFIC NAME	HEIGHT IN FEET	SPREAD IN FEET	NOTES
HORSECHESTNUT, RED	*Aesculus carnea*	40	30	Large showy red flowers
KATSURA TREE	*Cercidiphyllum japonicum*	40	40	All year interest
LINDEN, LITTLE LEAF	*Tilia cordata*	50	30	Many cultivars
LINDEN, SILVER	*Tilia tomentosa*	50	30	Attractive leaves
MOUNTAINASH, KOREAN	*Sorbus alnifolia*	40	30	All year interest
MOUNTAINASH, EUROPEAN	*Sorbus aucuparia*	35	25	Bright fruit display, Many cultivars
OAK, SHINGLE	*Quercus imbricaria*	50	35	Adaptable to calcareous soil, Low hanging limbs
OAK, SAWTOOTH	*Quercus acutissima*	50	40	Fast growing, Heat tolerant
* OAK, ITALIAN	*Quercus frainetto*	50	30	Strong central leader, Drought resistant
SILVERBELL, CAROLINA	*Halesia carolina*	40	35	Showy flowers
SNOWBELL, JAPANESE	*Styrax japonica*	50	25	Beautiful flowers, Formal appearance
* YELLOWWOOD	*Cladrastis lutea*	50	55	Good flowers and foliage, Smooth bark
ZELKOVA	*Zelkova serrata*	50	40	Vase shaped, Many cultivars

COMMON NAME	SCIENTIFIC NAME	HEIGHT IN FEET	SPREAD IN FEET	NOTES
LARGE TREES -- TREES WITH MATURE HEIGHTS OF 55 FEET OR GREATER				
ASH, WHITE	*Fraxinus americana*	80	70	Good cultivar selection
ASH, GREEN	*Fraxinus pennsylvanica*	65	55	Good cultivar selection
* ASH, OREGON	*Fraxinus latifolia*	60	40	Oregon native, Tolerant of wet soil
BALD CYPRESS	*Taxodium distichum*	80	45	Deciduous conifer
BEECH, EUROPEAN	*Fagus sylvatica*	60	45	Many, many cultivars
* CUCUMBERTREE	*Magnolia acuminata*	80	50	Cultivars are available
DAWN REDWOOD	*Metasequoia glyptostroboides*	60	25	Deciduous conifer, Similar to redwood
ELM, HOMESTEAD	*Ulmus 'Homestead'*	55	35	Fast growing, Disease resistant
* ELM, LACEBARK	*Ulmus parvifolia*	75	75	Vase shaped, Many cultivars
GINGKO	*Gingko biloba*	80	40	Use male cultivars
HACKBERRY	*Celtis occidentalis*	60	45	Urban tolerant
HAZEL, TURKISH	*Corylus colurna*	60	35	Scorch resistant, Formal character

COMMON NAME	SCIENTIFIC NAME	HEIGHT IN FEET	SPREAD IN FEET	NOTES
KENTUCKY COFFEE TREE	*Gymnocladus dioicus*	75	50	Bold winter habit, Large fruit pods on female trees can be rather messy
LINDEN, AMERICAN	*Tilia americana*	60	40	Many cultivars
LONDON PLANETREE	*Platanus acerifolia*	60	50	Broadly pyramidal form
OAK, ENGLISH	*Quercus robur*	60	50	Adaptable, Cultivars available
OAK, SWAMP WHITE	*Quercus bicolor*	60	50	Adapted to wet, poor soil
* OAK, OREGON WHITE	*Quercus garryana*	80	60	Oregon native
OAK, BUR	*Quercus macrocarpa*	80	70	Moderate to fast growth, Stout branches
* OAK, WHITE	*Quercus alba*	80	50	Moderate growth rate
* OAK, LIVE	*Quercus virginiana*	80	100	Widely used in the Southeast
* OAK, CHESTNUT	*Quercus prinus*	70	60	Tolerates poor dry soils
* OAK, LAUREL	*Quercus laurifolia*	60	40	Semi-evergreen, Formal appearance
OAK, WILLOW	*Quercus phellos*	70	70	Delicate foliage pattern
* OAK, YELLOW CHESTNUT	*Quercus muehlenbergii*	60	50	Rounded form
OAK, NORTHERN RED	*Quercus rubra*	75	50	Moderate to fast growth, Many cultivars

	COMMON NAME	SCIENTIFIC NAME	HEIGHT IN FEET	SPREAD IN FEET	NOTES
	OAK, SHUMARD	*Quercus shumardii*	75	50	Tolerates poor drainage
*	OAK, SCARLET	*Quercus coccinea*	75	50	Deep and brilliant red fall color
*	SASSAFRAS	*Sassafras albidum*	60	40	Red fall color, Good bark patterns

The following books have more information about these and other trees:

Handbook of Landscape Tree Cultivars, Willet Wandell, 1989
East Prairie Publishing Company, PO Box 174, Gladstone, IL 61437, 309/867-3001

Manual of Woody Landscape Plants, Michael A. Dirr, 1983
Stipes Publishing Company, 10-12 Chester St, Champaign, IL 61820

Sunset, New Western Garden Book, 1979
Lane Publishing Co. Menlo Park, CA

Steet Tree Factsheets, Edited by Henry Gerhold and others, 1989
Municipal Tree Restoration Program, School of Forest Resources
The Pennsylvannia State University, University Park, PA 16802