



# Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us

## NOTICE OF ADOPTED AMENDMENT

May 9, 2008

TO: Subscribers to Notice of Adopted Plan  
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Newberg Plan Amendment  
DLCD File Number 002-07



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures\*

### **DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: May 22, 2008**

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

**\*NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist  
Steve Oulman, DLCD Regional Representative  
Matthew Crall, DLCD Transportation Planner  
Elaine Taylor, City of Newberg

<paa> ya/

# Notice of Adoption

THIS FORM MUST BE MAILED TO DLCD  
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION  
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

In person  electronic  mailed

DATE STAMP

**DEPT OF**

**MAY 02 2008**

**LAND CONSERVATION AND DEVELOPMENT**  
For DLCD Use Only

Jurisdiction: **City of Newberg**

Local file number: **UGB 05-015**

Date of Adoption: **11/19/2007**

Date Mailed: **5/1/08**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: **2/15/2007**

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other: **TSP**

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Plan identifies the location, phasing and funding of transportation improvements needed to serve the portion of the Newberg 2007 Urban Reserve that is located south of SR99W, west of Corral Creek and Renne Roads, and north of Wilsonville Road.

Does the Adoption differ from proposal? Yes, Please explain below:

Originally, it was a "land use and transportation plan"; now it is a "transportation plan". The types, locations, number, phasing, costs, and funding assignments for the facilities have changed.

Plan Map Changed from: **N/A**

to:

Zone Map Changed from: **N/A**

to:

Location:

Acres Involved:

Specify Density: Previous:

New:

Applicable statewide planning goals:

- |                                     |                                     |                          |                          |                          |                          |                          |                                     |                          |                          |                          |                                     |                          |                          |                          |                          |                          |                          |                          |
|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <b>1</b>                            | <b>2</b>                            | <b>3</b>                 | <b>4</b>                 | <b>5</b>                 | <b>6</b>                 | <b>7</b>                 | <b>8</b>                            | <b>9</b>                 | <b>10</b>                | <b>11</b>                | <b>12</b>                           | <b>13</b>                | <b>14</b>                | <b>15</b>                | <b>16</b>                | <b>17</b>                | <b>18</b>                | <b>19</b>                |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Was an Exception Adopted?  YES  NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes  No

If no, do the statewide planning goals apply?

Yes  No

If no, did Emergency Circumstances require immediate adoption?

Yes  No

DLCD file No. \_\_\_\_\_

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Federal Highway Admin., DLCD, ODOT, Yamhill County, Chehalem Park & Recreation District, Newberg ESD., and Newberg Fire District.

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Local Contact: **Elaine Taylor, AICP**

Phone: **(503) 554-7743** Extension:

Address: **City of Newberg, P.O. Box 970**

Fax Number: **503-537-1272**

City: **Newberg**

Zip: **97132-**

E-mail Address: **Elaine.Taylor@ci.newberg.or.us**

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## **ADOPTION SUBMITTAL REQUIREMENTS**

This form **must be mailed** to DLCD **within 5 working days after the final decision**  
per ORS 197.610, OAR Chapter 660 - Division 18.

1. **Send this Form and TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

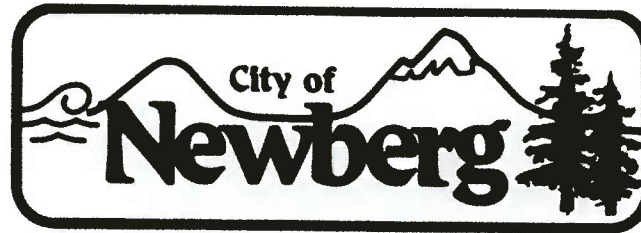
**ATTENTION: PLAN AMENDMENT SPECIALIST  
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT  
635 CAPITOL STREET NE, SUITE 150  
SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. **Please Note:** Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **<http://www.lcd.state.or.us/>**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION:

[p://www.lcd.state.or.us/LCD/forms.shtml](http://www.lcd.state.or.us/LCD/forms.shtml)

Updated November 27, 2006

City of Newberg  
414 E. First Street  
P.O. Box 970  
Newberg, OR 97132



City Manager  
(503) 538-9421  
(503) 538-5013 FAX

## Planning and Building Department

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132 • (503) 537-1240 • Fax (503) 537-1272

May 1, 2008

Department of Land Conservation and Development  
635 Capitol Street NE, Suite 150  
Salem, Oregon 97301-2540

DEPT OF

MAY 02 2008

LAND CONSERVATION  
AND DEVELOPMENT

Re: Final Adoption of Newberg Southeast Transportation Plan  
File No. UGB-05-015

Attention: Plan Amendment Specialist

The enclosed Form 2, DLCD Notice of Adoption, addresses the Newberg Southeast Transportation Plan (formerly, Newberg Southeast Land Use and Transportation Plan). On November 19, 2007, the Newberg City Council adopted Ordinance 2007-2682, approving the Newberg Southeast Transportation Plan. On April 24, 2008, the Yamhill County Board of Commissioners acknowledged receipt of the Newberg Southeast Transportation Plan. With this action by Yamhill County, the earlier decision by the Newberg City Council became the final decision.

Copies of the adopted amendment are enclosed. Please contact me if you have any questions or concerns.

Sincerely,

A handwritten signature in cursive script that reads "Elaine A. Taylor".

Elaine A. Taylor, AICP  
Associate Planner

et

c: Barton Brierley, AICP, Planning and Building Director  
Steve Oulman, Willamette Valley Regional Representative, DLCD



## ORDINANCE No. 2007-2682

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### AN ORDINANCE ADOPTING THE NEWBERG SOUTHEAST TRANSPORTATION PLAN

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#### RECITALS:

1. In its July 21, 2005, "Report to City Council," the Ad Hoc Committee on Newberg's Future recommended including a large area of rural and agricultural land southeast of the City within the Urban Growth Boundary (UGB) or the Urban Reserve Area (URA). In doing so, however, the Committee was concerned with the area's lack of adequate transportation facilities, noting that the area is currently served by a limited network of winding, rural roads. It stipulated that
  - a master plan would be needed for this area in conjunction with including it in the UGB;
  - the master plan should specify what street improvements and new streets should be constructed to serve this area; and
  - development should be allowed to occur only concurrently with the provision of the needed transportation facilities.
2. In August 2005, the Newberg City Council passed Resolution No. 2005-2590, which directed staff to undertake a number of actions, which included holding neighborhood meetings in each general area that the Committee recommended for addition to the Urban Growth Boundary (UGB) and Urban Reserve Area (URA) to define specific boundaries, and proceed with the hearings process to create a new UGB and a new URA. Accordingly, three neighborhood meetings were held for residents of the Southeast area to review and refine the Committee's land use proposals and consider transportation alternatives for that area. Input from those meetings was used to develop the January 18, 2007 draft of the Southeast Land Use and Transportation Plan, which was reviewed by the Newberg Urban Area Management Commission at a public workshop on January 31, 2007.
3. The Newberg Urban Area Management Commission (NUAMC) held public hearings on a revised February 14, 2007 draft of the plan on April 11, May 14, June 11, and July 11, 2007. Following extensive public comment, NUAMC recommended approval of the plan as modified through their deliberations.
4. On October 15, 2007, the Newberg City Council held a public hearing on the September 28, 2007 draft of the plan, and closed public comment. The Council identified needed corrections to the plan and continued the hearing to November 19, 2007 to obtain additional information from the Oregon Department of Transportation (ODOT).

5. On November 19, 2007, the Newberg City Council reviewed the information provided by ODOT and resumed deliberations on the plan.

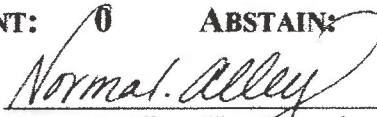
**THE NEWBERG CITY COUNCIL ORDAINS AS FOLLOWS:**

1. The Council finds that the applicable criteria have been met, and that approval of this amendment to the Newberg Comprehensive Plan is in the best interests of the community.
2. The Southeast Transportation Plan, as shown in Exhibit "A" and amended in Exhibit "C," is hereby adopted and made part of the Newberg Comprehensive Plan.
3. Upon adoption of the 2007 Urban Reserve, the City's Transportation System Plan is revised to show the functional classifications, cost estimates, and funding assignments specified in the Southeast Transportation Plan.
4. The findings which are attached hereto as Exhibit "B" are incorporated herein.
5. This ordinance is subject to adoption of the same by Yamhill County.

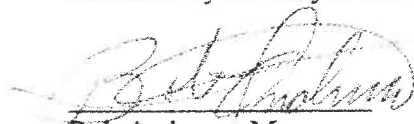
➤ **EFFECTIVE DATE** of this ordinance is 30 days after the adoption date, which is: December 21, 2007.

**ADOPTED** by the City Council of the City of Newberg, Oregon, this 19<sup>th</sup> day of November, 2007, by the following votes:

**AYE: 6    NAY: 1 (Carrier)    ABSENT: 0    ABSTAIN: 0**

  
\_\_\_\_\_  
Norma I. Alley, City Recorder

**ATTEST** by the Mayor this 21<sup>st</sup> day of November, 2007.

  
\_\_\_\_\_  
Bob Andrews, Mayor

**LEGISLATIVE HISTORY**

By and through the Newberg Urban Area Management Commission at 7/11/2007 meeting.

Exhibits

Exhibit "A": *Newberg Southeast Transportation Plan*, September 28, 2007 (by reference)

Exhibit "B": Findings

Exhibit "C": Modifications to Ordinance 2007-2682, Southeast Transportation Plan

# EXHIBIT "A"

Newberg Southeast Transportation Plan, September 28, 2007

Provided as bound document

# EXHIBIT "B"

## NEWBERG SOUTHEAST TRANSPORTATION PLAN FINDINGS UGB 05-015

**Statewide LCDC Goals:** Goal 1, Citizen Involvement; Goal 2, Land Use Planning; Goal 8, Recreation Needs; Goal 12, Transportation. Goal 4, Forest Land, does not apply because no forest land is included. Goals 15, 16, 17, 18 and 19 do not apply in this area. Other Goals will be addressed when the land is considered for inclusion within the Urban Reserve and/or Urban Growth Boundary.

**Statewide Goal 1: Citizen Participation.** *To develop a citizen involvement program that insures the opportunity to be involved in all phases of the planning process.*

**Finding:** The Newberg Southeast Transportation Plan was created in response to a recommendation from the Ad Hoc Committee on Newberg's Future, a citizen committee appointed by City Council to help the City plan for its future land needs. As part of an extensive and ongoing citizen involvement program, three meetings were held to let residents in and around the plan area help shape the future land uses and road system. These were followed by NUAMC workshops on the results of the neighborhood workshops and the first draft of the "Southeast Land Use and Transportation Plan." A public hearing was held on April 11, 2007, with notice to land owners in and immediately surrounding the plan area. Additional notice was mailed and the hearing was continued to May 14, 2007. Due notice was mailed or e-mailed to participating or affected property owners on April 30, 2007. Notices were also posted in four public places on April 30, 2007 and published in the Newberg Graphic on May 2, 2007. The event was also posted on the City's web site calendar. The April and May hearings were also noted in the April 6, 2007 edition of "News of Newberg's Future," a newsletter sent via e-mail or regular mail to parties who have expressed interest in staying informed about the City's growth plans. Finally, notice of the October 15, 2007 hearing before the Newberg City Council was sent to property owners in and around the Southeast area as per City and County regulations, posted in four public places, and published in the *Newberg Graphic*. For additional information regarding the City's public involvement efforts regarding the 2007 URA Expansion, see "Public Involvement and County Coordination Process for Newberg 2007 URA Expansion: December 2003 through August 2007," which appears in the *Justification and Findings Report* for the 2007 URA Expansion.

**Statewide Goal 2: Land Use Planning.** *To establish a land use planning process and framework as a basis for all decisions and actions related to the use of land and to assure an adequate factual base for such decisions and actions.*

**Finding:** With the appointment of the Ad Hoc Committee on Newberg's Future, Newberg City Council initiated a land use planning process that would create a sound, factual basis for making land use decisions and taking actions regarding the City's growth. The Newberg Southeast Transportation Plan is one component of this effort.

**Statewide Goal 8: Recreational Needs.** *To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities*



*including destination resorts.*

**Finding:** Plan maps identify sites for future schools, parks, golf courses and trails.

**Statewide Goal 12: Transportation.** *To provide and encourage a safe, convenient and economic transportation system.*

**Finding:** The plan includes cost-sharing requirements designed to assure that needed facilities will be available for development of the Southeast area concurrent with the onset of related impacts.

### **OAR Standards:**

#### **OAR-660-012**

**Transportation Planning Rule.** The Transportation Planning Rule implements Statewide LCDC Goal 12. It states the requirements for preparation, adoption, and amendment of Transportation System Plans (TSPs).

**Finding:** As an amendment to the Newberg Transportation System Plan (TSP), the Southeast Land Use and Transportation Plan is subject to the requirements of the Transportation Planning Rule.

*A city is required to determine its transportation needs and establish a system of transportation facilities and services to meet them. It must coordinate with other agencies and governments and be consistent with their TSPs. The city's TSP must be adopted as part of its comprehensive plan. A TSP must include plans for roads, public transportation, bicycles and pedestrians, air, rail, water and pipelines, and must have policies and land use regulations for its implementation. Finally, it must have a financing program that identifies the provider of each facility or service.*

**Finding:** The Southeast Land Use and Transportation Plan supplements the City's TSP by determining the transportation needs and transportation facilities and services needed to meet them for an area outside the existing TSP service area. Table 2 of the plan identifies the proposed provider of each facility or service.

*The following standards must be used to evaluate and select those system alternatives that can reasonably be expected to meet the identified needs at reasonable cost:*

- (a) Support urban and rural development by providing types and levels of facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;*
- (b) Be consistent with state and federal standards for the protection of air, land and water quality;*
- (c) Minimize adverse economic, social, environmental, and energy (ESEE) consequences;*
- (d) Minimize conflicts and facilitate connections between modes of transportation.*
- (e) Avoid principal reliance of any one mode of transportation and reduce principal reliance on the automobile.*

*When an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government must put in place measures to assure that the allowed land uses are consistent with the*

identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would: (a) change the functional classification of an existing or planned transportation facility; (b) change standards implementing a functional classification system; or (c) as measured at the end of the planning period identified in the adopted transportation system plan:

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

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

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

If there would be a significant effect, the local government must do one or more of the following:

(a) Adopt measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amend the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses, including a funding plan or mechanism so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Alter land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

(d) Amend the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(e) Provide other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. As part of the TSP or comprehensive plan amendment, local governments must specify when the measures or improvements will be provided.

**Finding:** The plan was written for adoption with the 2007 revision of the Newberg Urban Reserve Area (URA). The plan views the addition of land in the Southeast area as contingent upon having an adequate plan for the provision of transportation facilities, in recognition of the complexity and scope of the transportation improvements needed to urbanize this area. Table 2 of the plan lists the projects needed to serve the Southeast area. These projects would need to be added to those listed in the appropriate tables of the TSP, if the adoption of the southeast area as part of the 2007 URA is made contingent on adoption of the Southeast Transportation Plan. The plan includes the funding mechanisms that would support each type of proposed facility, and identifies the phasing for providing the specific projects.

**Newberg Comprehensive Plan Amendment - Newberg Development Code, Section § 151.122(3):**  
**Amendment Criteria:** *The applicant must demonstrate compliance with the following criteria:*

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

**Finding:** See specific goals and policies, below. The City has committed, in Ordinance No. 2004-

2602, to not approve expansion of the Newberg UGB or Urban Reserve Areas around the East Newberg or Oregon 219 interchanges until IAMPs for the two interchanges are prepared and adopted by ODOT, Yamhill County and the City of Newberg. Consequently, adoption of the 2007 Urban Reserve Expansion would need to be contingent upon adoption of the IAMPs.

The Newberg City Code deals with responsibilities for transportation improvements related to land development. Section III.E.1 of the Southeast Land Use and Transportation Plan discusses the requirements of Code Sections 151.620, -682, -683, -684, and -705, which address the responsibilities of development with regard to concurrency, funding and financing of transportation facilities. Table 3 summarizes tools available to the City for achieving concurrency. The concurrency requirements for specific types of improvements are summarized in Section III.E.3, and the responsibilities for funding and financing specific projects are listed in Table 2.

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

**Finding:** The plan addresses transportation facilities. Other facilities and services are addressed in the 2007 URA Expansion: Justification & Findings Report.

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

**Finding:** The Southeast Transportation Plan is subject to the requirements of the Transportation Planning Rule. Consistent with those requirements, the Plan identifies the area's transportation needs and establishes a system of transportation facilities and services to meet them. Through the NUAMC planning process, the City has received input from Yamhill County and ODOT on the Plan. The City intends to adopt the Southeast Transportation Plan as part of its comprehensive plan. A financing program is described, identifying the provider of each needed facility.

### **Newberg Comprehensive Plan Transportation Goals and Policies**

*GOAL 2: Establish consistent policies which require concurrent consideration of transportation/land use system impacts.*

**Finding:** The Southeast Transportation Plan was written to concurrently consider transportation and land use system impacts. Although the name was changed from "Land Use and Transportation Plan" to "Transportation Plan," it developed as a result of the City's larger land use planning process, and is based on those land use assumptions.

- 2a. *Transportation improvements shall be used to guide urban development and shall be designed to serve anticipated future needs.*

**Finding:** The plan uses the provision of major transportation improvements as a backbone for the long-term development of the whole southeast area.

- 2b. *The City shall adopt zoning and development overlay regulations to manage land uses and*

# EXHIBIT "C"

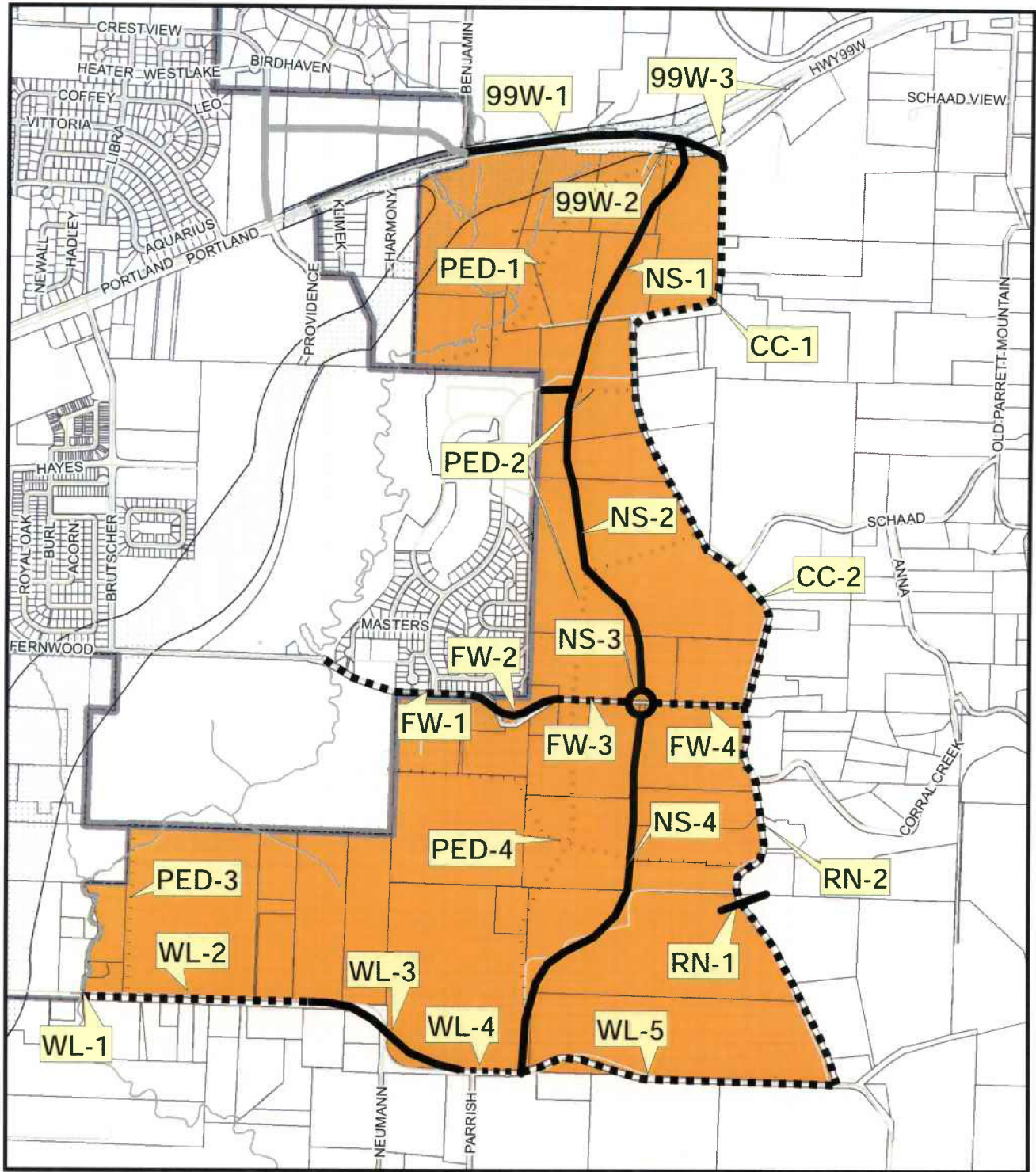
## MODIFICATIONS TO SOUTHEAST TRANSPORTATION PLAN

1. Correction of typographical errors.
  - a. Correct all instances where "rd" in a word had been changed to "Rd."
  - b. On page 63, correct "woud" to "would".
  
2. Table 2.
  - a. Delete Project "EW-1."
  - b. Add project "FW-5" as follows:
    - 1) Improvement Description: "Install signal and turn lanes at Springbrook Rd./Fernwood Rd. Intersection."
    - 2) Units: "1" per "LS" [lump sum]
    - 3) Unit cost: \$2,187,000
    - 4) SDC share: \$2,187,000
    - 5) Phasing: Phase 4
    - 6) Trigger: Signal warrants at intersection
  - c. Add project "FW-6" to Table 2 as follows:
    - 1) Improvement Description: "Install signal and turn lanes at Brutscher St./Fernwood Rd. intersection."
    - 2) Units: "1" per "LS" [lump sum]
    - 3) Unit cost: \$1,031,000
    - 4) SDC share: \$1,031,000
    - 5) Phasing: Phase 4
    - 6) Trigger: Signal warrants at intersection
  
3. Revise text to reflect revisions in Table 2.
  - a. Page 27  
~~**New E/W Collector (EW-1).** A new east/west road, depicted as "New E/W Roadway" in Figures 6 and 10, may be constructed to connect Providence Dr. with a new North-South Collector (NS-1 and NS-2). ODOT has indicated that this pre-bypass connecting road may make it less necessary for them to help build the 99W Crossing (99W-2) in conjunction with the bypass.~~
  - b. Page 39  
~~**Bypass Phase (99W-1 and 99W-2).** The phasing plan is designed so that construction of the bypass can occur at any stage of the development. Projects required in conjunction with the construction of the Newberg-Dundee bypass will include a new Corral Creek Rd./99W crossing and a new frontage road on the north side of 99W from Benjamin Rd. to Corral Creek Rd. Note that a crossing of the E-W collector connection to Providence Dr. also would be constructed.~~
  - c. Page 45. Change Funding Sources Table to show Funding Amount for SDC as \$7,653,000, not \$10,130,000, and Funding Amount Total as \$26,718,000, not \$31,500,000.

- d. Page 45  
With the current rate of \$250 per trip, development in the area is estimated to generate approximately \$6.8 million in SDCs. This is not sufficient for the ~~\$10.4~~ \$7.7 million needed for all the projects. Thus, either the base SDC rate will need to be increased, or a special SDC for the southeast area created. If a special SDC were to be created, it would need to be about at least \$122-\$31 per trip, ~~and possibly higher.~~
- e. Page 45  
ODOT funding is entirely related to the bypass. ODOT funding is shown for projects 99W-1; and 99W-2; ~~and EW-1.~~

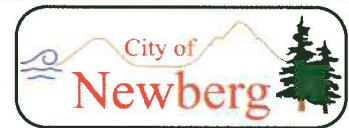
4. Amend maps, text, and totals as needed to reflect the above changes.

5. Page 32. Add the following language to the end of the first paragraph:  
"At their hearing on November 19, 2007, the Newberg City Council added a requirement that the North-South Collector Street (NS-1 and NS-2) be located entirely west of Corral Creek Road, exclusive of the northernmost terminus near 99W."

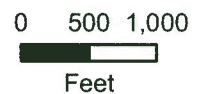


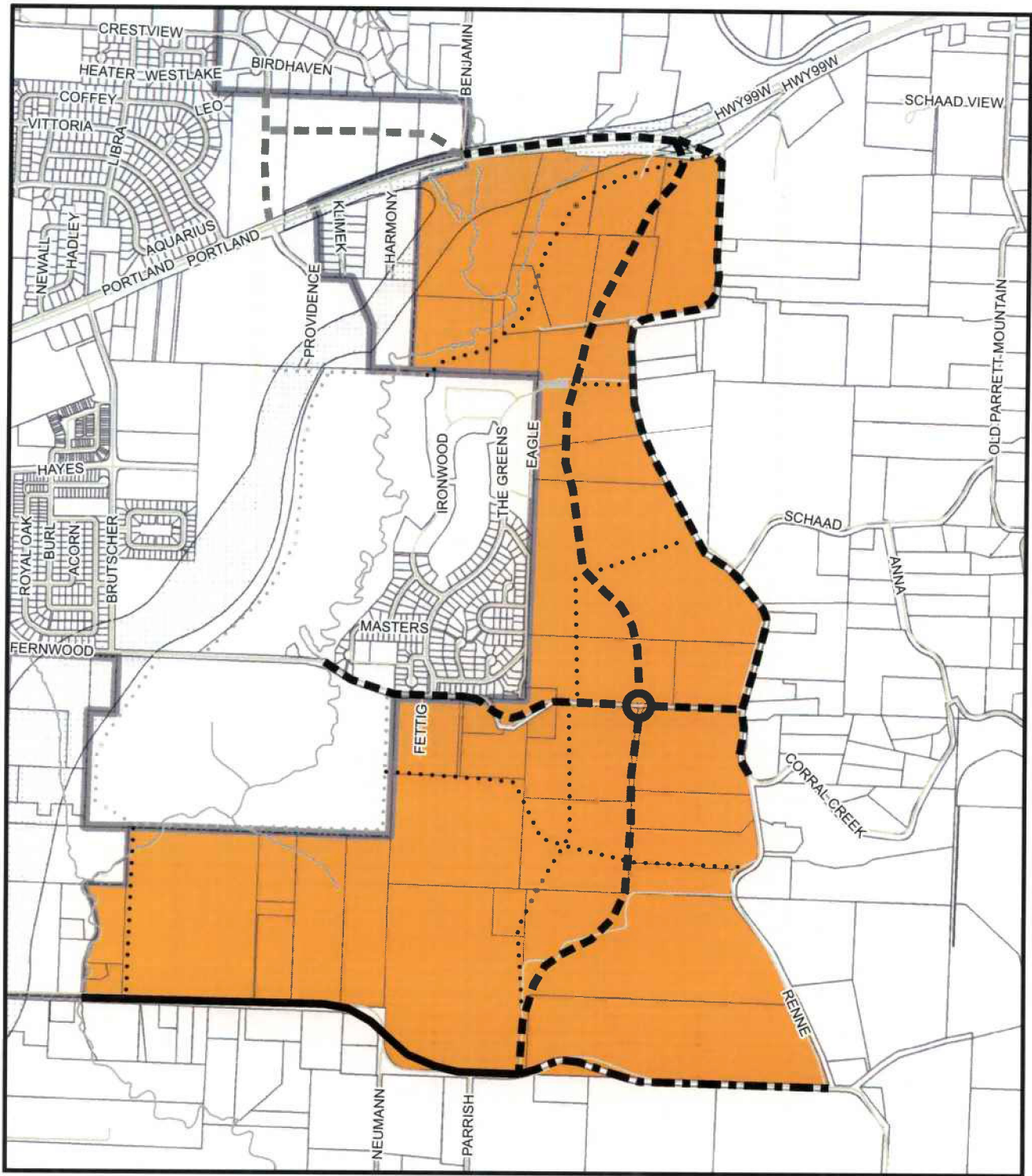
# Southeast Transportation Plan Transportation Improvements

Adopted Newberg City Council 11/19/2007



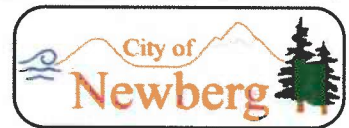
- |  |                  |  |                       |
|--|------------------|--|-----------------------|
|  | New Road         |  | Study Area            |
|  | Road Improvement |  | UGB                   |
|  | New Path         |  | Urban Reserve         |
|  | Improvement ID#  |  | Bypass Study Corridor |





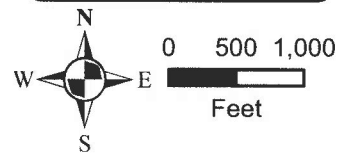
# Southeast Transportation Plan Functional Classification Plan

As adopted by Newberg  
City Council 11/17/07

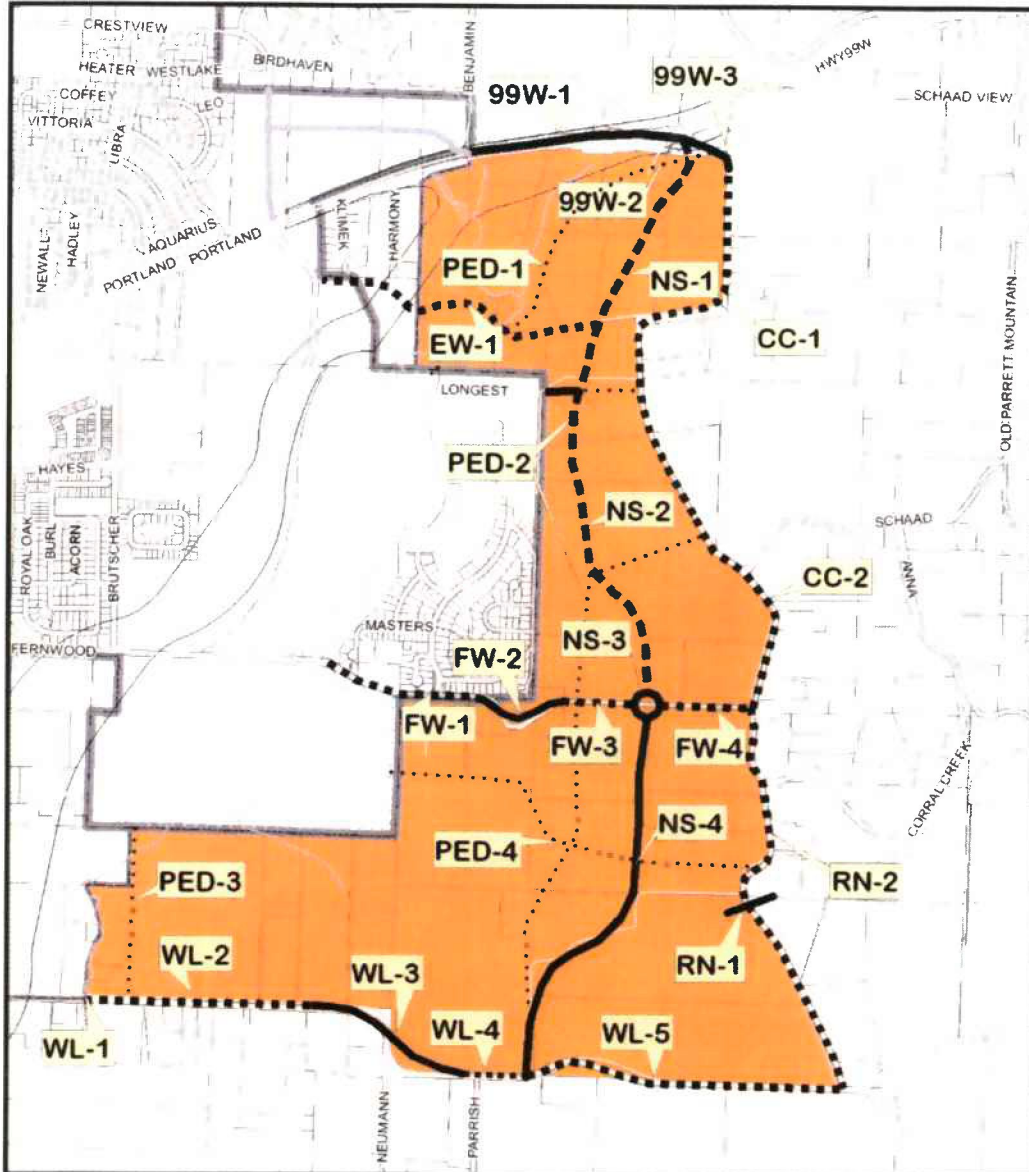


- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Path

- Study Area
- UGB
- Urban Reserve
- Bypass Study Corridor



# Newberg Southeast Transportation Plan



City of Newberg, Oregon  
September 28, 2007 DRAFT

Prepared by:

City of Newberg  
414 E. First Street  
Newberg, Oregon 97132

The Benkendorf Associates Corp.  
522 S.W. 5<sup>th</sup> Avenue, Suite 703  
Portland, Oregon 97204

Lancaster Engineering  
800 NW Sixth Avenue, Suite 206  
Portland, Oregon 97209



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## **I. INTRODUCTION**

In its July 21, 2005 "Report to City Council," the Ad Hoc Committee on Newberg's Future recommended including a large area of rural and agricultural land southeast of the City within the Urban Growth Boundary (UGB) or the Urban Reserve Area (URA). In doing so, however, they expressed concern about the area's lack of adequate roads, and felt that development should only be allowed concurrently with needed improvements, and that a master plan was needed in conjunction with including the area in the UGB. The Southeast Transportation Plan was developed in response to the Committee's recommendation.

### **A. Background**

By 2003, the land available for new development had become very limited, and the City was experiencing considerable growth pressure. In December 2003, the Newberg City Council established an Ad-Hoc Committee on Newberg's Future to provide citizen involvement in planning for Newberg's future land use patterns. The Committee was asked to recommend 1) how the City should provide for its future land needs; 2) whether the City should change its Urban Growth Boundary (UGB) and Urban Reserve Areas (URAs), and if so, which general areas should receive priority; and 3) whether any changes were needed to the comprehensive plan/zoning district designations in the existing UGB.

The Committee met from April 2004 to June 2005, and presented its Report to City Council in July 2005. The map they recommended for expanding the UGB and the URAs included areas to the east and southeast of Newberg, generally west of Corral Creek Rd., along Fernwood Rd., along part of Wilsonville Rd., and south along Highway 219. They felt that these areas provide the large, flat parcels needed for developing a complete community, and that utility services could be extended to this area much more readily than to some other areas considered.

In making this recommendation, however, the Committee was concerned with the area's lack of adequate transportation facilities, noting that the area is currently served by a limited network of winding, rural roads. It stipulated that

- a master plan would be needed for this area in conjunction with including it in the UGB;
- the master plan should specify what street improvements and new streets should be constructed to serve this area; and
- development should be allowed to occur only concurrently with the provision of the needed transportation facilities.

In August 2005, the Newberg City Council directed staff to undertake a number of actions, which included holding neighborhood meetings in each general area that the Committee recommended for addition to the Urban Growth Boundary (UGB) and Urban Reserve Area (URA) to define specific boundaries, and proceed with the hearings process to create a new UGB and a new URA.

This document incorporates the work of Benkendorf Associates, Lancaster Engineering, and Newberg City staff. Its purpose is to provide "preplanning" information to supplement the City's application to Yamhill County for expansion of the City's Urban Reserve Area. It should not be considered controlling until and unless it is officially adopted by an entity with jurisdiction over the affected areas.

## **B. Land Needs**

Land need is a function of population growth, employment growth, and policy choices about the character of a community. The policy choices represent the power of the City of Newberg to shape the future character of the community by designating the type of land uses, the density or intensity of development, and the location of future development. Newberg's policy choices are made within the context of Oregon's Statewide Planning System, which includes state statutes, goals, and administrative rules that govern how local communities plan for future growth.

Newberg bases its estimates of future land need on projected urban growth boundary populations of 38,352 in 2025 and 54,097 in 2040. Based on demographic analysis, these populations translate into a need for 5,720 additional housing units between 2005 and 2025, and another 6,420 by 2040. About half of these would be single-family detached homes.

In January 2006, the City of Newberg adopted a number of new and revised comprehensive plan policies, including revised target densities for residential development. Based on those densities, the City will need 1,752 buildable acres to meet its needs from 2007 to 2040. With an estimated 805 buildable residential acres in the City's existing urban growth boundary, this would require adding 947 buildable residential acres to meet housing needs from 2007 through 2040.

The City also adopted new urban design policies requiring complete communities that provide the physical context needed to support livability and the City's unique character. With regard to the southeast area, policies implementing this goal state:

Measures should be taken to prevent having areas east and southeast of the proposed bypass isolated from the rest of the City. Substantial development of complete neighborhoods should occur on both sides of the proposed bypass. (Policy J.2.e.)

Provide for a sense of small, local neighborhoods, while also providing for commerce and industry. (Policy J.2.b.)

Community commercial centers are preferred to a large, regional shopping center. (Policy J.2.d.)

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

Newberg's estimates of land needed for retail, locally oriented office, and other commercial uses are based on analysis of demographic trends that affect household growth and spending patterns. While Newberg currently has 111 acres of commercial buildable land, the Southeast area will need to have its own community commercial center to create and maintain a complete community. Likewise, neighborhoods will require neighborhood parks, and hiker/biker trails will demand high priority. Land will also be needed for institutional uses, such as schools and churches. Potential locations for a community center are suggested by the proposed zoning shown on Figures 4 and 5, as well as the area surrounding the proposed roundabout on Fernwood Rd..

## **II. LAND USE**

### **A. Existing Conditions**

The area is bounded on the north by Portland Rd. (99W), on the east by Corral Creek and Renne roads, on the South by Wilsonville Rd., and on the west by the City of Newberg and its Urban Reserve Area. Slopes and drainage are generally to the west and south. Water features include Springbrook Creek and its tributary wetlands (see Figure 1). Land to the west of Corral Creek Rd. has low ridges and small hills, with a mixture of pasture, orchards and trees, while land to the east rises steeply toward Parrett Mountain, and has trees.

The land in the vicinity of 99W is used for large lot residences, pasture, hay, and orchards, with some stream corridors, wetlands, and vacant land. Except for the Klimek/Harmony Lane area, most parcels contain a residence and are used for agriculture. County zoning in the Southeast area ranges from VLDR. 2.5 along Klimek Lane and Harmony Lane to EF 40 along Wilsonville Rd., as shown in Figure 2. Soils are mainly Class I through IV, with Class V and VI in a few pockets, steep slopes and draws (see Figure 3).

The Greens at Springbrook, under construction as of July 2006, is extending residential development eastward along the north side of Fernwood Rd. to the western edge of the Southeast planning area. A 24" water main from the city reservoir on Corral Creek Rd. crosses the area along the construction access road into the Greens at Springbrook, and passes along the northern boundary of that development. On the south side of The Greens at Springbrook, a 12" sewer line and a 12" water line follow Fernwood Rd. A sanitary sewer pump station is located within the Southeast area, south of Fernwood Rd. While the pump station could be upsized to accommodate additional flows by increasing pump size and adding wet well volume, its design service area does not include the southeast area.

The large, gently rolling to flat land type is appropriate for development of a complete community including housing at various densities, parks, schools, a community center, and employment uses. Utility services can also be extended to serve this area far more readily than many other areas considered. Newberg School District and Chehalem Park and Recreation District both own property north of Wilsonville Rd. While current use is agricultural, the School District purchased its property as a possible future high school site, and the Chehalem Park and Recreation District has plans for another nine holes for its golf course.

### **B. Property Owner Preferences**

As directed by City Council, staff held neighborhood meetings for each neighborhood that would be affected by the UGB and URA expansion recommended by the Ad Hoc Committee on Newberg's Future. Since land use and transportation are so closely

linked in the Southeast area, a series of three meetings was held to assess local land use and road network preferences for that area. This effort was assisted by Benkendorf Associates and Lancaster Engineering, with financial support from both the City and Pacific Lifestyle Homes, a developer with a major interest in property adjoining the City limits and west of Corral Creek Rd. Each meeting included a staff presentation regarding various land use and transportation alternatives, small and/or large group discussion, and opportunities for those attending to indicate their personal preferences on maps and survey forms. Discussion summaries and survey results were kept and posted on the City's web site.

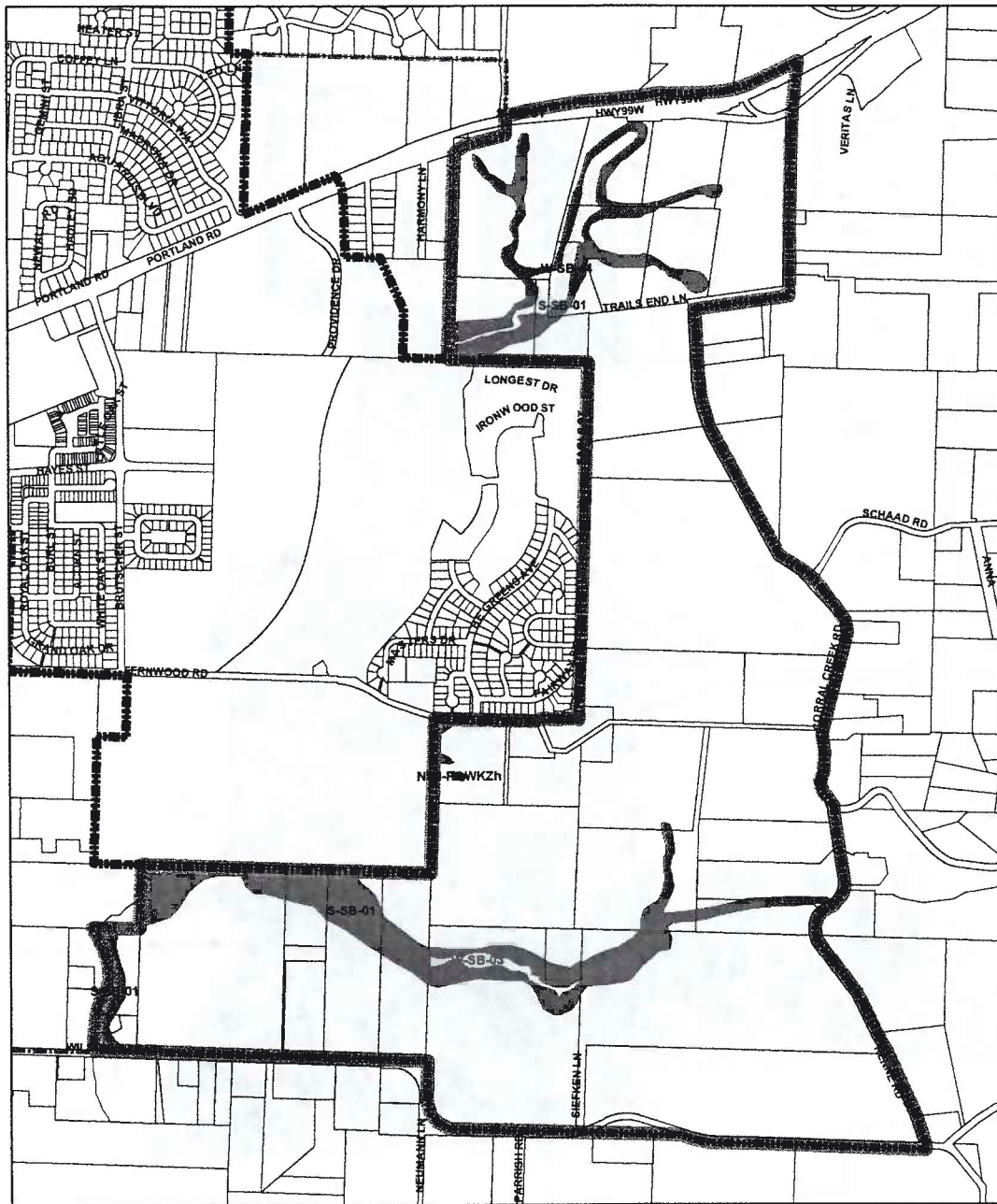
In general, property owners in both the northern and southern portions of the Southeast Area would like to be included within the Urban Growth Boundary. Adding both of these areas, however, would mean that a large quantity of agricultural land would be brought into the UGB.

The first two Southeast Area neighborhood meetings identified several land use issues. While total consensus was lacking, several preferences emerged:





- Where the Urban Growth Boundary should be located (see map).
- Bringing the UGB down to Wilsonville Rd. would include the school district and park district sites.
- Bringing the area immediately south of Hwy 99W into the UGB would be challenging until plans for the Bypass become more clear.
- The UGB shouldn't go up the hill east of Corral Creek Rd.
- Desired land use types and where they should be located (see map).
- Properties owned by the school district and park district should be in the UGB
- Family-oriented parks and open space, not just golf courses, should be included
- Larger areas of open space, not just city-park-sized parcels, are needed
- An elementary school is needed
- A fire station may be needed
- Higher density residential and commercial development should occur near the high school site, and around the Bypass corridors.
- Commercial development makes sense at the roundabout.
- Institutional uses make sense near but not right at the roundabout.

In the area immediately south of Hwy 99W, a group of residents has organized themselves to promote putting the Trails End area into the Urban Growth Boundary. This would be consistent with the recommendation of the Ad Hoc Committee on Newberg's Future.

Figure 1. Water Features

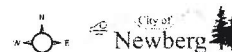


**Legend**

-  Urban Growth Boundary
-  Urban Reserve Area
-  Newberg City Limits
-  SE Study Area

**Type of Water Feature**

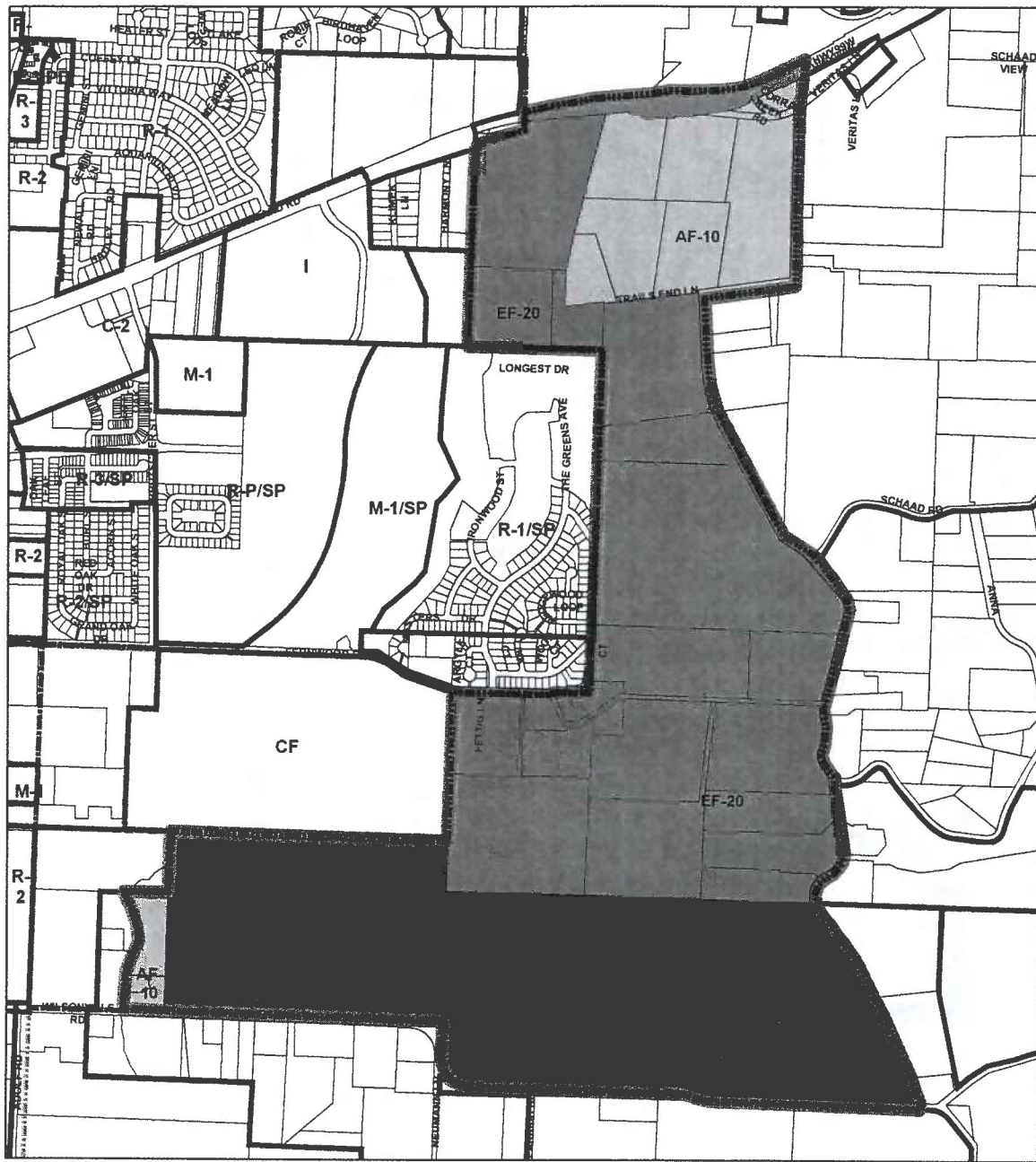
-  Stream Corridor
-  Potential Wetlands







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Figure 2. Southeast Area Zoning



**Legend**

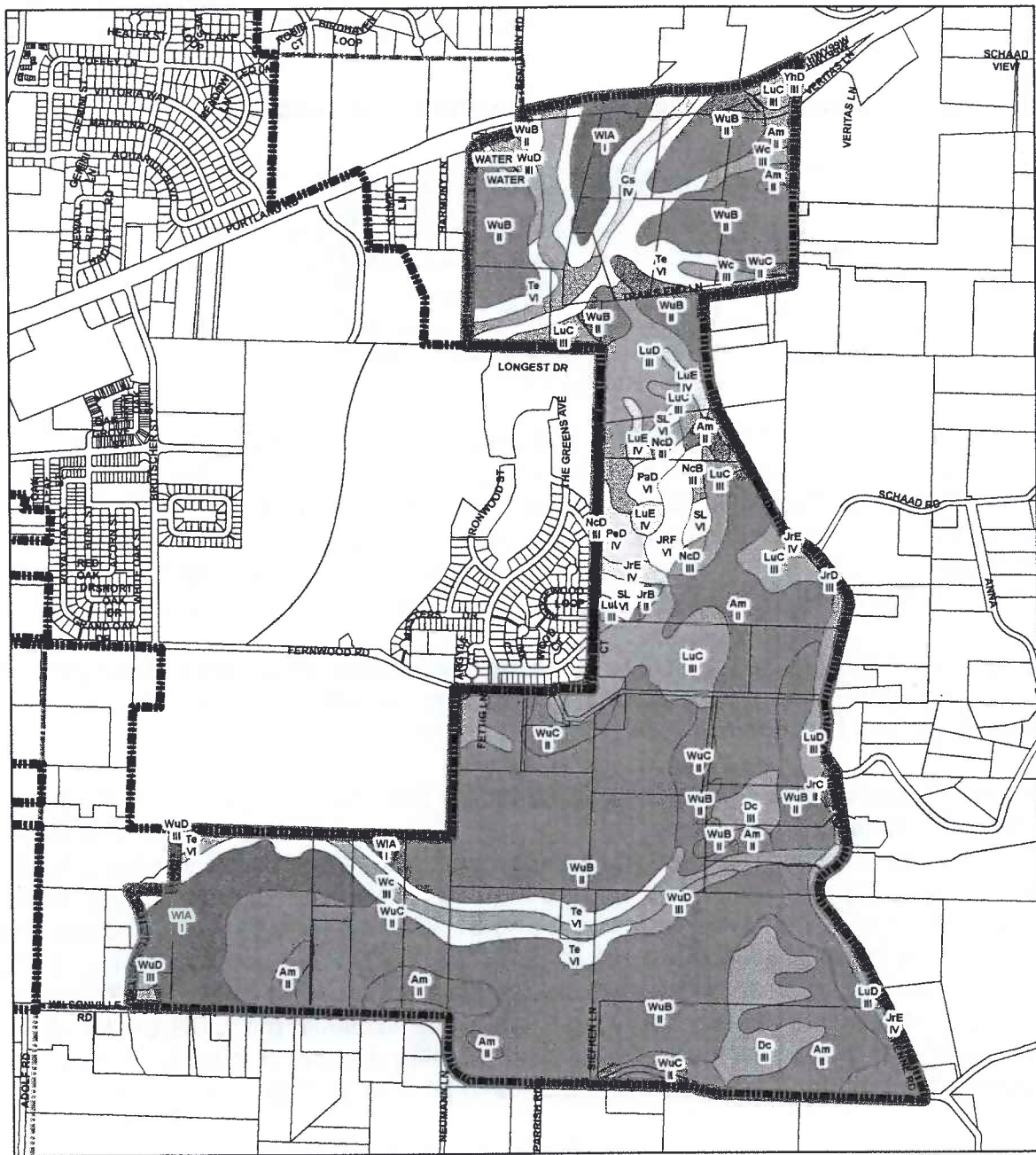
-  Urban Growth Boundary
-  Newberg City Limits
-  Urban Reserve Area
-  SE Study Area

**County Zoning Within SE Study Area**





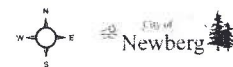
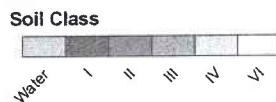
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Figure 3. Southeast Area Soils



**Legend**

-  Newberg City Limits
-  Urban Reserve Area
-  Urban Growth Boundary
-  SE Study Area



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### C. Proposed Land Uses

**Committee Recommendations.** The report of the Ad Hoc Committee on Newberg's Future, Tables 62 and 64, recommended adding land in the Southeast Study Area to the Urban Growth Boundary and Urban Reserve Areas for the following land uses:

**Table 1. Ad Hoc Committee Land Use Recommendations (Acres)**

|              | <b>2025 UGB</b> | <b>2040 URA</b> | <b>Total</b> |
|--------------|-----------------|-----------------|--------------|
| LDR.         | 226             | 42              | <b>268</b>   |
| MDR.         | 71              | 50              | <b>121</b>   |
| HDR.         | 11              | 20              | <b>31</b>    |
| Commercial   | 6               | 15              | <b>21</b>    |
| Public       | 30              | 44              | <b>74</b>    |
| <b>Total</b> | <b>344</b>      | <b>171</b>      | <b>515</b>   |

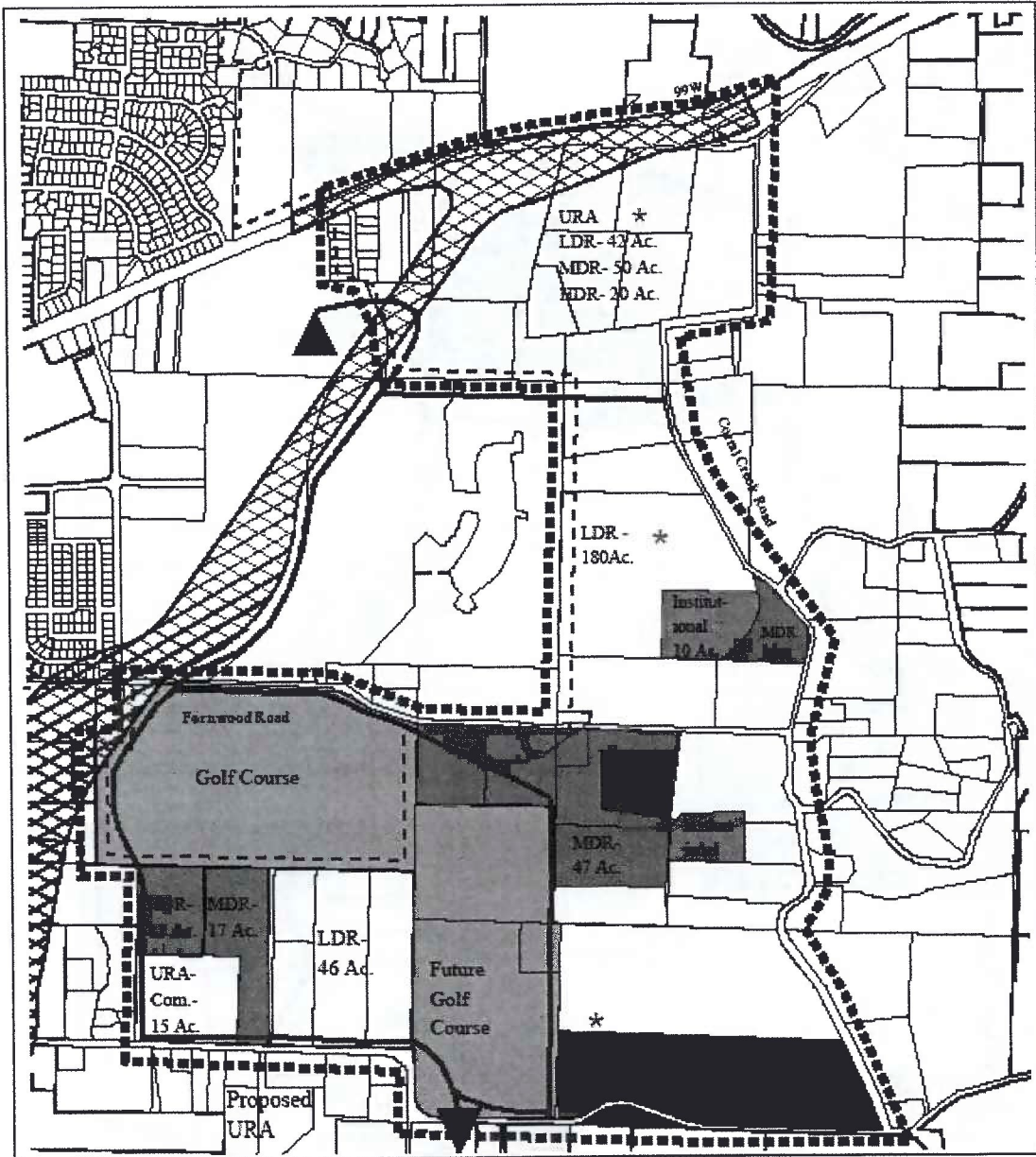
Long range plans by the Chehalem Park and Recreation District (CPRD.) include a 27-hole golf course, which would include the existing 9 holes north of Fernwood Rd., the 9 holes currently being developed, and 9 additional contiguous holes. The golf course on the south side of Fernwood Rd. (100.3 ac), under construction as of 7/06, is part of the Southeast Study Area, but since it was already in the UGB when the Committee made its recommendations, it was not included in their proposed new UGB or URA.

Publicly owned properties in the Southeast Study Area include three agricultural parcels owned by Chehalem Park and Recreation District and one agricultural parcel owned by the Newberg School District, for a total of 123.52 acres.

**Alternatives Considered.** The residents attending the three neighborhood meetings were asked to consider appropriate land uses for the proposed new UGB and URA, along with the road system needed to provide access to them. With this local input, staff developed Land Use Options #1 and #2 to reflect local land use and transportation preferences. These are shown in Figures 4 and 5. While Option #1 would include the area immediately north of Wilsonville Rd. in the UGB, Option #2, which is similar to the Committee's recommendation, would include the area immediately south of 99W in the UGB. In both options, all of the study area would be in either the UGB or the URA. Since a majority of those present at the second meeting appeared to prefer Option #2, the southern option, that is the option that was used for transportation modeling.

**Option #1.** This option organizes the land uses in a manner which will work to create a sense of community for the area east of the proposed Bypass. It builds on the institutional ownerships and uses planned for the next 20 years.

Figure 4. Land Use Option #1, Southern Emphasis



SE Newberg Land Use & Transportation Plan

Land Use Option #1  
City of Newberg

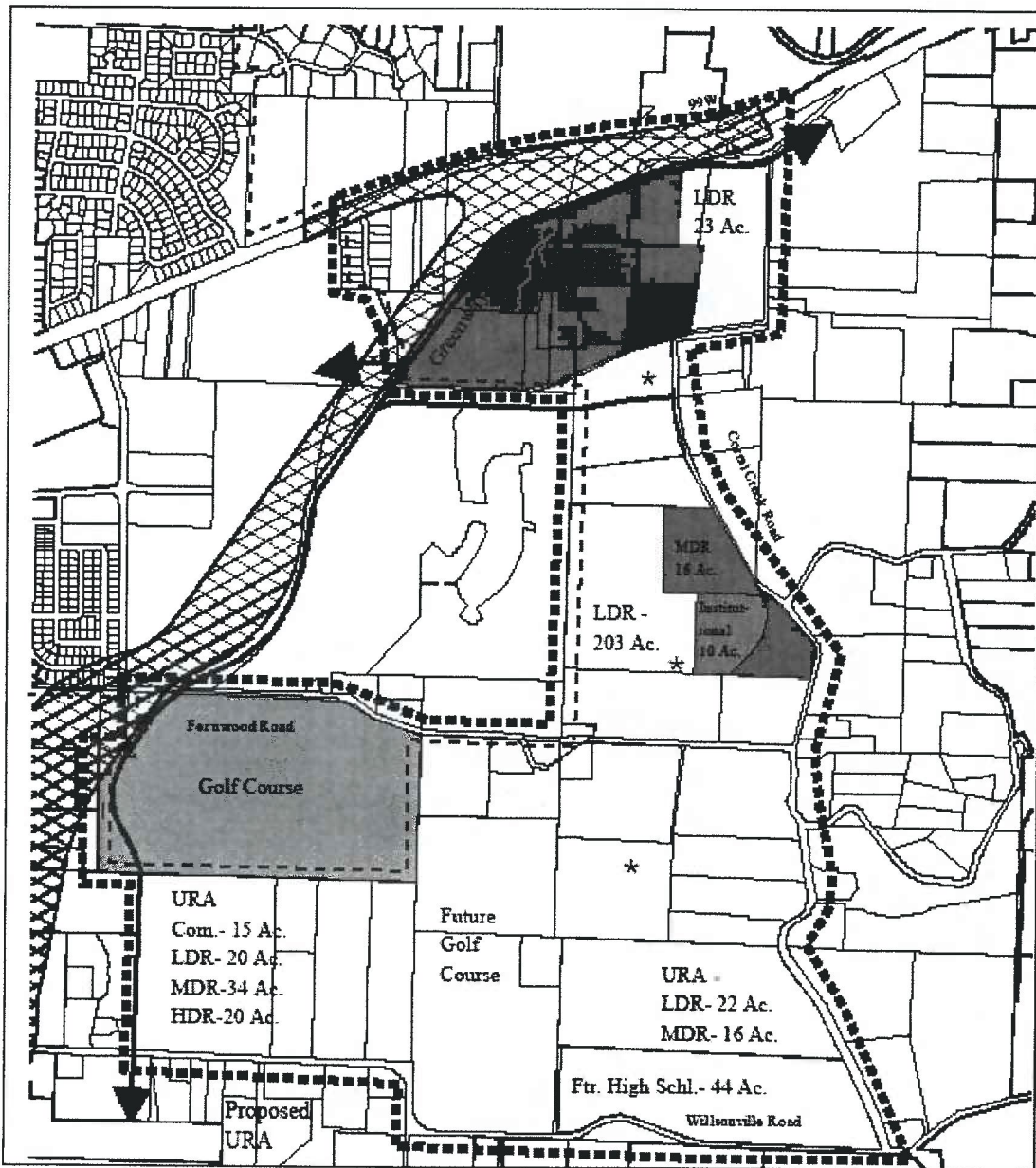
- Study Area Boundary
- Newberg Bypass
- Trail
- Golf Course
- Institutional



March 2006  
1" = 200'  
1,200 600 0 1,200 feet

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Public & Open Space

Figure 5. Land Use Option #2, Northern Emphasis



SE Newberg Land Use &

Transportation Plan

Land Use Option #2

City of Newberg



March 2006  
1"=1,200'  
1,200 600 0 1,200 feet

- |                         |                            |
|-------------------------|----------------------------|
| --- Study Area Boundary | Low Density Residential    |
| --- Newberg Bypass      | Medium Density Residential |
| --- Trail               | High Density Residential   |
| --- Golf Course         | Commercial                 |
| --- Institutional       | * Public & Open Space      |

*Preferred UGB.* The proposed high school site is in the southern portion of the planning area and a new elementary school is proposed in the middle of the area adjacent to the new North-South Collector. In this option, properties owned by the Newberg School District and the Chehalem Park and Recreation District would be within the UGB. This would allow the planned expansion of the Chehalem Park and Recreation District's golf course to 27 holes, and would facilitate development of the school district's high school site within the time frame when it will be needed.

A proposed roundabout at the intersection of the new North-South Collector and Fernwood Rd. would become the community focal point, with commercial, institutional and low to medium density residential uses clustered around it (not necessarily in the specific locations shown on the map). The remaining area to be included in the UGB is planned for primarily low density residential and two areas of medium and high density residential uses.

*Preferred URA.* Two areas have been identified as Urban Reserve Areas designed to accommodate the land use requirements for the year 2040. Approximately 105 acres are planned for the full range of residential uses at the northern end of the study area. This location was specifically selected to be developed in the future because there is a consensus that completion of the Bypass will enable this area to be developed in a manner compatible with the final right of way and the physical construction impacts.

The second area, in the southwest corner of the planning area, is proposed to be designated for 15 acres of commercial uses. The commercial area will be adjacent to medium and high density residential uses, a unique opportunity to provide an integrated mixed use development.

**Option #2.** This option would bring short-term development closer to the proposed bypass intersection, include some nonresource parcels, and offer a group of owners willing and able to work together to create a planned development for the northern area, including support for transportation and other needed improvements.

*Preferred UGB.* Institutional land in this option is limited to the 10-acre elementary school site and adjacent park north of Fernwood Rd., on the new North-South Collector, plus a trail system that connects to The Greens at Springbrook, Providence Hospital, and a greenway along the bypass route. It provides a 6-acre commercial node on Corral Creek Rd. to serve 226 acres of LDR., 71 acres of MDR., and 11 acres of HDR.

*Preferred URA.* This option keeps the large institutional parcels in the Urban Reserve Area. This is inconsistent with the plans of the Newberg School District and Chehalem Park and Recreation District. It would delay development of the land immediately south of the second nine holes, which are already under construction. With the construction of the golf course, this adjoining land would be prime residential property. Option 2, like Option 1, provides 15 acres of commercial land in the URA.

**Selection of Land Use Options.** At this time, both options are being considered, as well as some variations on these options. Major factors in selecting an option, or some variation on these options, include:

- Need for and supply of land that meets criteria for special uses
- State land priority system
- Timing issues:
  - Bypass plans and timing
  - Owner readiness to proceed and provide infrastructure support
  - Feasibility of providing workable transportation improvements and other infrastructure during the planning period.
- Urban design, aesthetic and livability considerations.

The purpose of this report is not to determine the final location of each type of land use and the type of development for this area, but rather to identify the traffic impacts of development and potential solutions, based on general land uses.

### **III. TRANSPORTATION**

The land use option selected will affect the details of the transportation plan required and vice-versa. In general, however, the road connections would be similar for the two proposed options, with the major differences being when the improvements would be needed and available.

Major components include:

- Corral Creek Rd./Veritas interim access improvements at 99W to regulate turning movements;
- New East-West Collector from Providence Dr. to Trails End Ln.;
- Future Corral Creek Rd./99W crossing and north side frontage road for access when Bypass is constructed, maintaining the East-West Collector from Providence Dr. to Trails End Ln.;
- Improvements to Corral Creek Rd.
- Improvements to Renne Rd. as abutting properties develop (county rural without curb, gutter or sidewalk)
- New North-South Collector street from 99W/Corral Creek Rd. intersection south to Wilsonville Rd., with access to The Greens Ave. and a roundabout at Fernwood Rd.
- Improvements to Fernwood Rd.
- Improvements to Wilsonville Rd.
- Pedestrian and multi-use paths

These improvements are intended to ease the impacts of increased use of existing roads. Safe and convenient access to 99W and the proposed bypass was a high priority for local area residents, and this concern is reflected in the proposed interim and long term access improvements. To increase connectivity and relieve traffic on Corral Creek and Renne roads, a new north-south road would connect Corral Creek Rd. north of Fernwood Rd. with Fernwood and Wilsonville roads. Another improvement would be straightening the curve in Fernwood Rd. east of the existing Greens housing development to improve sight distance and traffic safety. A section of Wilsonville Rd. would also be straightened, replacing two right angle turns with a gradual curve in order to enhance traffic efficiency. These improvements are intended to increase sight distance and improve traffic safety in the area.

#### **A. Existing Conditions**

Corral Creek Rd. is a two-lane roadway with a paved width of 20 feet. It is striped for no passing along its length due to hilly and winding terrain that limits sight distance. Corral Creek Rd. has no posted speed, although advisory speed signs indicate several 20 mph corners. The roadway shoulders are narrow, with no bike lanes or sidewalks on either side of the road.



The intersection of Corral Creek Rd. at Highway 99W is stop controlled on the northbound Corral Creek Rd. approach. There is adequate sight distance in both directions at the existing intersection. Highway 99W has a five-lane cross section at this location, which provides a center lane that can be used for two-stage left turns.

A short distance south of Highway 99W, Veritas Lane intersects to form a "Y" intersection with Corral Creek Rd. Veritas Lane also intersects Highway 99W and is stop controlled on the northbound Veritas Lane approach, with traffic flowing freely on Highway 99W. Again, two-stage left turns are possible at this intersection.

Fernwood Rd. is a two-lane roadway with a paved width of 20 to 24 feet extending between Corral Creek Rd. and Springbrook Rd. West of Springbrook Rd., Fernwood Rd. becomes 2<sup>nd</sup> Street. There is no posted speed on the eastern portion of Fernwood Rd. From Springbrook Rd. to just east of "The Greens" Fernwood Rd. has a posted speed of 25 mph. Traffic on Fernwood Rd. is stop controlled at Springbrook Rd. and at Corral Creek Rd. There are partial sidewalks and bike lanes in place on the north side of Fernwood Rd. where development has recently occurred.

Renne Rd. is a two-lane roadway similar to Corral Creek Rd., with a paved width of 20 feet traversing hilly and winding terrain. No passing is permitted along its length, and several corners are posted with 20 mph advisory speed plates. The roadway shoulders are narrow with no bike lanes or sidewalks in place on either side of the road.

Wilsonville Rd. is a two-lane roadway with a paved width of 21 feet. It extends from Highway 219 to Renne Rd., and continues east to Wilsonville. It has a posted speed of 45 mph in the project vicinity, although the corners have advisory speeds of 25 and 30 mph. Some sections of Wilsonville Rd. permit passing, but sight distance restrictions limit passing to a few short zones. Traffic traveling on Wilsonville Rd. is stop controlled at Springbrook Rd. and at Highway 219.

Schaad Rd. is a steep, winding, gravel road that is subject to rutting. It has no posted speed and carries limited traffic between Corral Creek Rd. and Old Parrett Mountain Rd.

## **B. Modeling/Engineering Study**

### **1. Process and Assumptions**

In order to develop accurate models depicting future traffic conditions in and surrounding the proposed southeast URA and UGB area, we built on the existing Newberg planning model, adding trips from the proposed land uses for this area. The anticipated site trips from the URA/UGB area were loaded onto several possible street systems, and the model provided output showing the total traffic volumes on the new and existing roads and intersections that would be expected upon build-out of the developable properties. The modeling assumes that the Newberg-Dundee Bypass will be constructed.

The planning model used was the Newberg emme/2 model, which is maintained by the Oregon Department of Transportation's Transportation Planning Analysis Unit (TPAU). This model depicts existing and future traffic volumes in the Newberg area by determining the expected number of vehicular trips associated with land uses throughout Newberg. The land uses are broken into Transportation Analysis Zones (TAZ's), each of which has associated information regarding employment, number of households, school enrollment, industrial areas, etc. coded to fully describe the existing and planned development within the zone. The emme/2 planning model takes this data and estimates the number of trips that travel between each of the analysis zones, assigning the trips to the most efficient paths on the street system. This allows the model to project future traffic volumes on the streets of Newberg through the planning horizon year (currently 2025).

The proposed new URA/UGB area was broken into three analysis zones. The first analysis zone includes the area north of Fernwood Rd., south of Highway 99W, west of Corral Creek Rd., and east of the existing Newberg City limits. This area was assumed to include 503 households, 450 enrolled students and 65 school employees. The school enrollment and employment are associated with a new elementary school that is planned for this area.

The second analysis zone is located south of Fernwood Rd. and west of Corral Creek Rd. and Renne Rd. It extends south approximately halfway to Wilsonville Rd., and west to the existing Newberg City limits. This zone was assumed to include 568 households, 90 retail employees, and 50 other miscellaneous employees. The employment is associated with the commercial portion of this area.

The third analysis zone is located north of Wilsonville Rd., west of Renne Rd., east of the existing Newberg City limits, and south of the second analysis zone. This zone was assumed to include 765 households, 1800 enrolled students, 250 school employees and 10 other miscellaneous employees. The school enrollment and employment are associated with a new high school that is planned for this area.

The land use data described for each of the analysis zones was provided by City of Newberg staff to TPAU along with new land use assumption data for other areas of Newberg in order to provide a complete description of all development in the Newberg planning model area through year 2025. This data was added to the year 2025 model, resulting in a complete planning horizon model including the proposed URA/UGB expansion areas.

## **2. *Alternatives Modeled***

In addition to the land use assumption information, City of Newberg staff provided four street system options to TPAU for modeling. These street systems included some common elements, such as the creation of a new north/south roadway through the URA/UGB property, the addition of Schaad Rd. and Old Parrett Mountain Rd. to the

planning model, and the extension of Providence Dr. south and west to intersect Brutscher St.

The differences between the street system alternatives focused on possible ways to connect the URA/UGB areas to Highway 99W. Alternative 1 depicted the closure of the Corral Creek Rd. access to Highway 99W, and re-routing the roadway to the west to intersect Providence Dr. Alternative 2 depicted the closure of the Corral Creek Rd. access to Highway 99W with no new alternative route provided. Alternative 3 depicted a modification of the Corral Creek Rd. access to Highway 99W to allow traffic to travel to and from the east only, providing a connection toward Portland for the new URA/UGB areas. Alternative 4 depicted moving the Corral Creek Rd. access to Highway 99W further west and converting it to allow right-in, right-out turns only.

Once the data for the land use assumptions and the alternative street systems was provided to ODOT's TPAU section, they incorporated the data into the Newberg planning model and provided traffic volume output data for each of the street connection scenarios.

The output data TPAU provided indicated a very low portion of trips traveling to and from the east on Highway 99W (approximately 4 percent.) Based on the Newberg Transportation System Plan (TSP), the actual portion of trips to and from the east on Highway 99W is 15 percent. Consequently, the data provided by TPAU was modified to reflect a corrected distribution of site trips for the proposed URA/UGB areas.

In addition, a hybrid street connection option (Alternative 5) was synthesized from the other analysis data. The fifth option included both a new street connection from the north end of Corral Creek Rd. to Providence Dr. as described for Alternative 1 and construction of a connection that would allow right turns from Corral Creek Rd. onto Highway 99W eastbound.

The street system alternatives and resulting model traffic volumes for the area are shown in the diagrams on the following pages.

### **3. *Results of Modeling and Engineering Study***

The modeling and engineering study developed future link volumes for the surrounding roadway network under year 2025 conditions with the addition of traffic from the proposed URA/UGB areas. Based on the calibrated traffic volumes, the local roads within and surrounding the proposed URA/UGB area can operate efficiently with a two-lane cross section. Traffic volumes at the intersections within and surrounding the area should be examined as development progresses in order to determine what intersection mitigations are required to support the additional trips.

In particular, the intersections of Providence Dr. at Highway 99W, Brutscher Street at Highway 99W and Corral Creek Rd. at Highway 99W may be subject to significant additional volumes depending on the final street connection system selected. It is

anticipated that the primary access intersection(s) serving the proposed URA/UGB area will require additional traffic lanes in order to support the projected traffic volumes. Since the future intersection configurations will depend greatly on the available street connections to Highway 99W, it is recommended that determination of the required lane configurations at these intersections be deferred until ODOT has finalized the Interchange Area Management Plan for the Newberg-Dundee Bypass. This document will specify where access to Highway 99W can be provided for the proposed UGB/URA areas.

Figure 6. Alternative #1

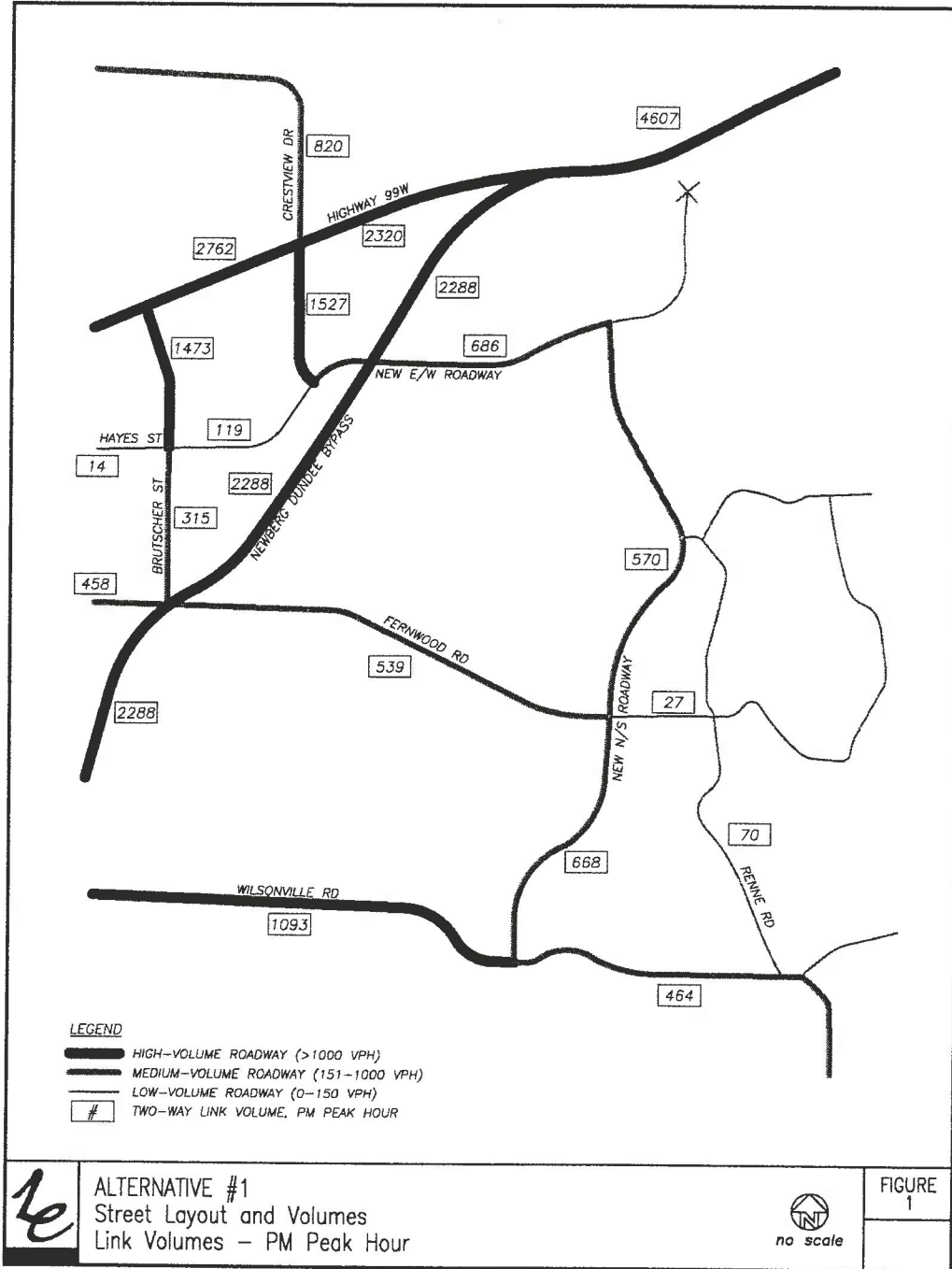


Figure 7. Alternative #2

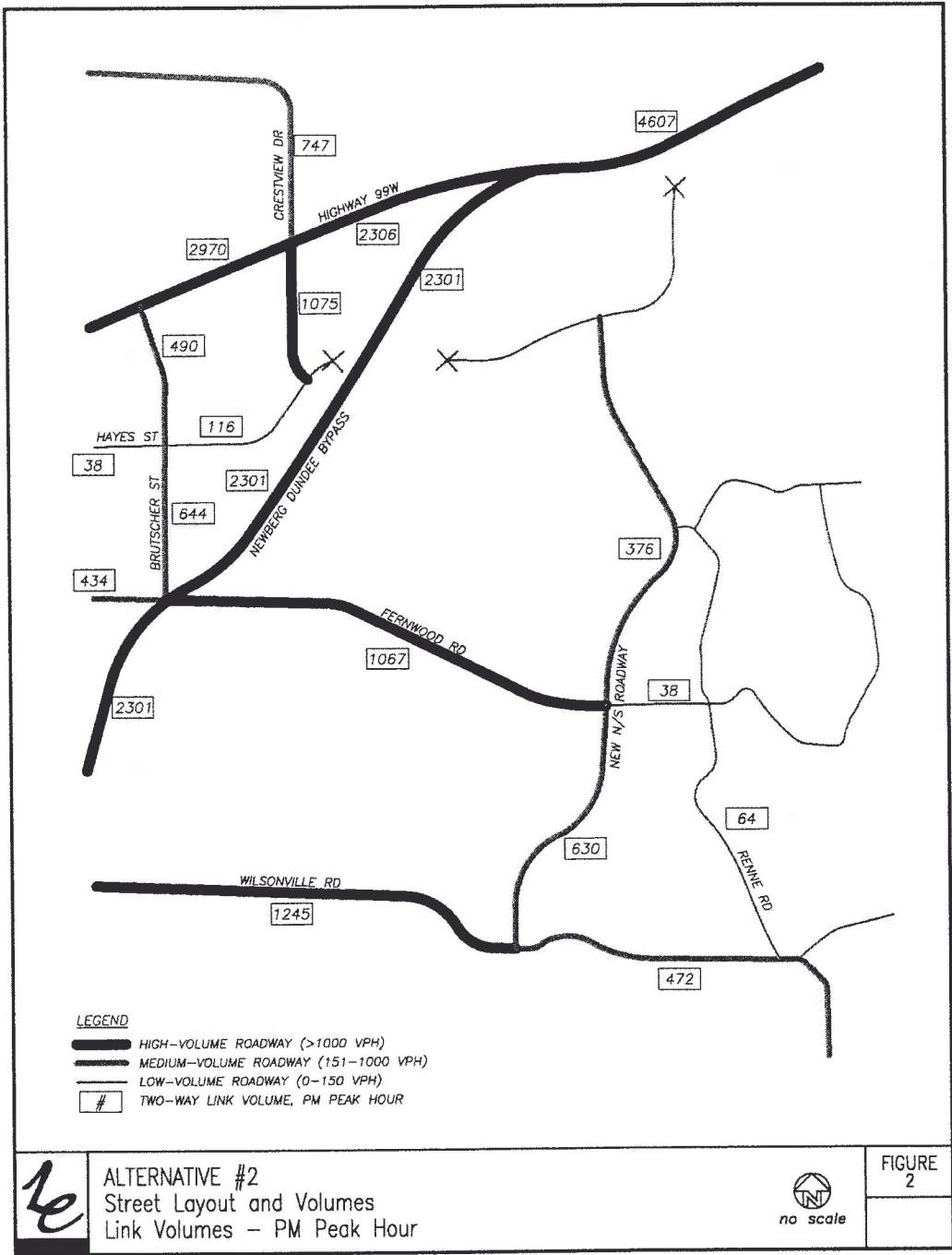


Figure 8. Alternative #3

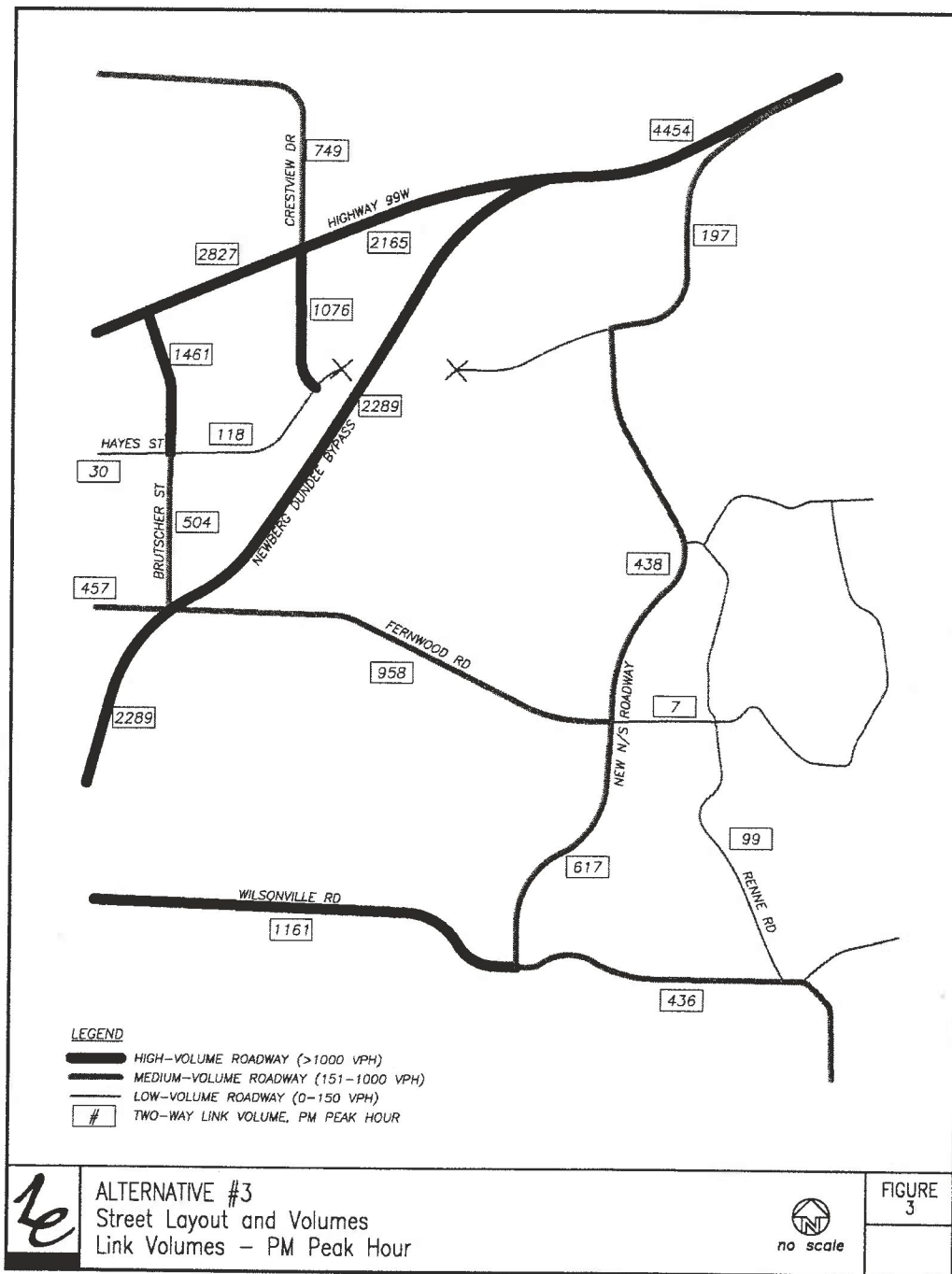


Figure 9. Alternative #4

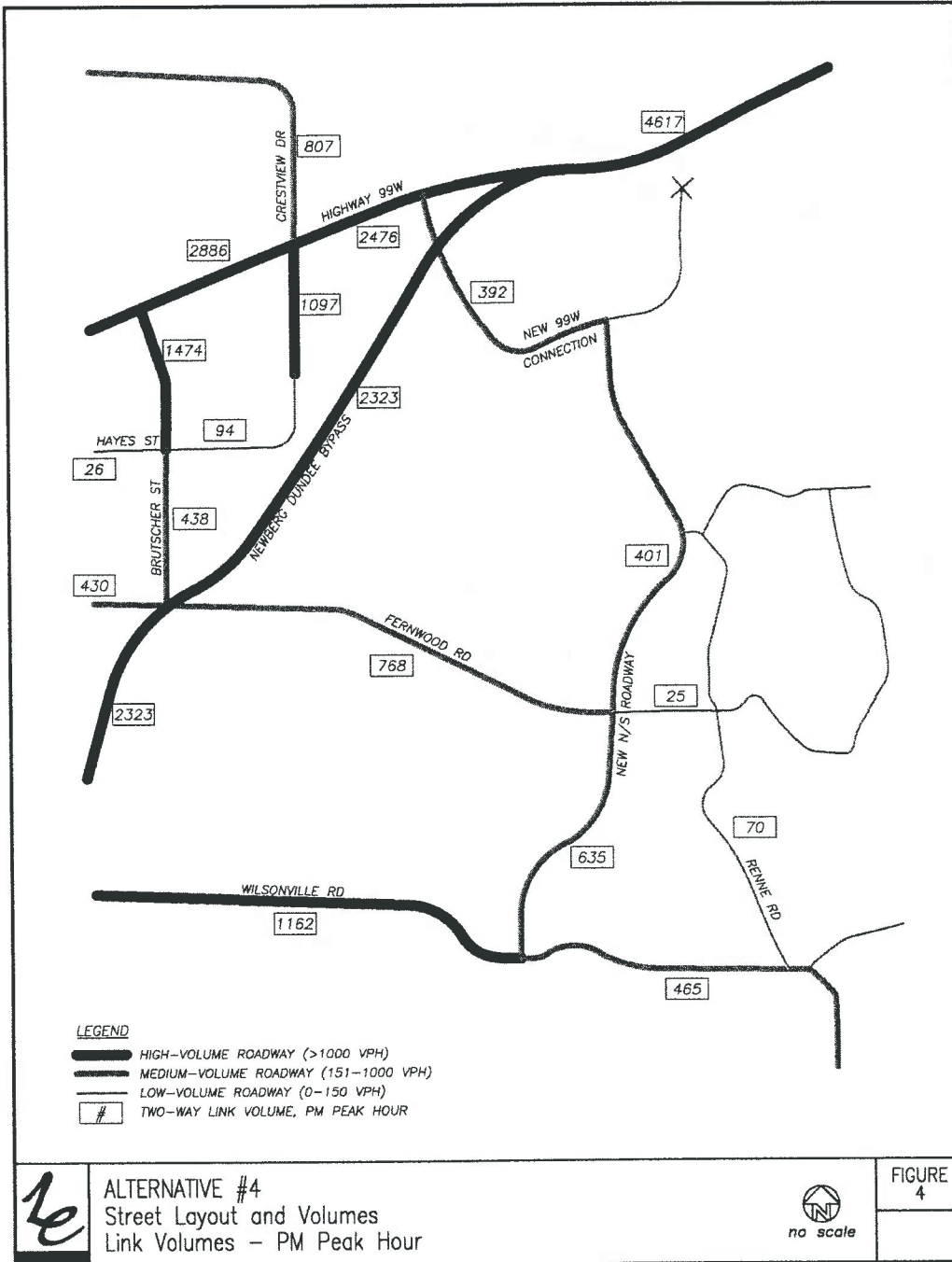
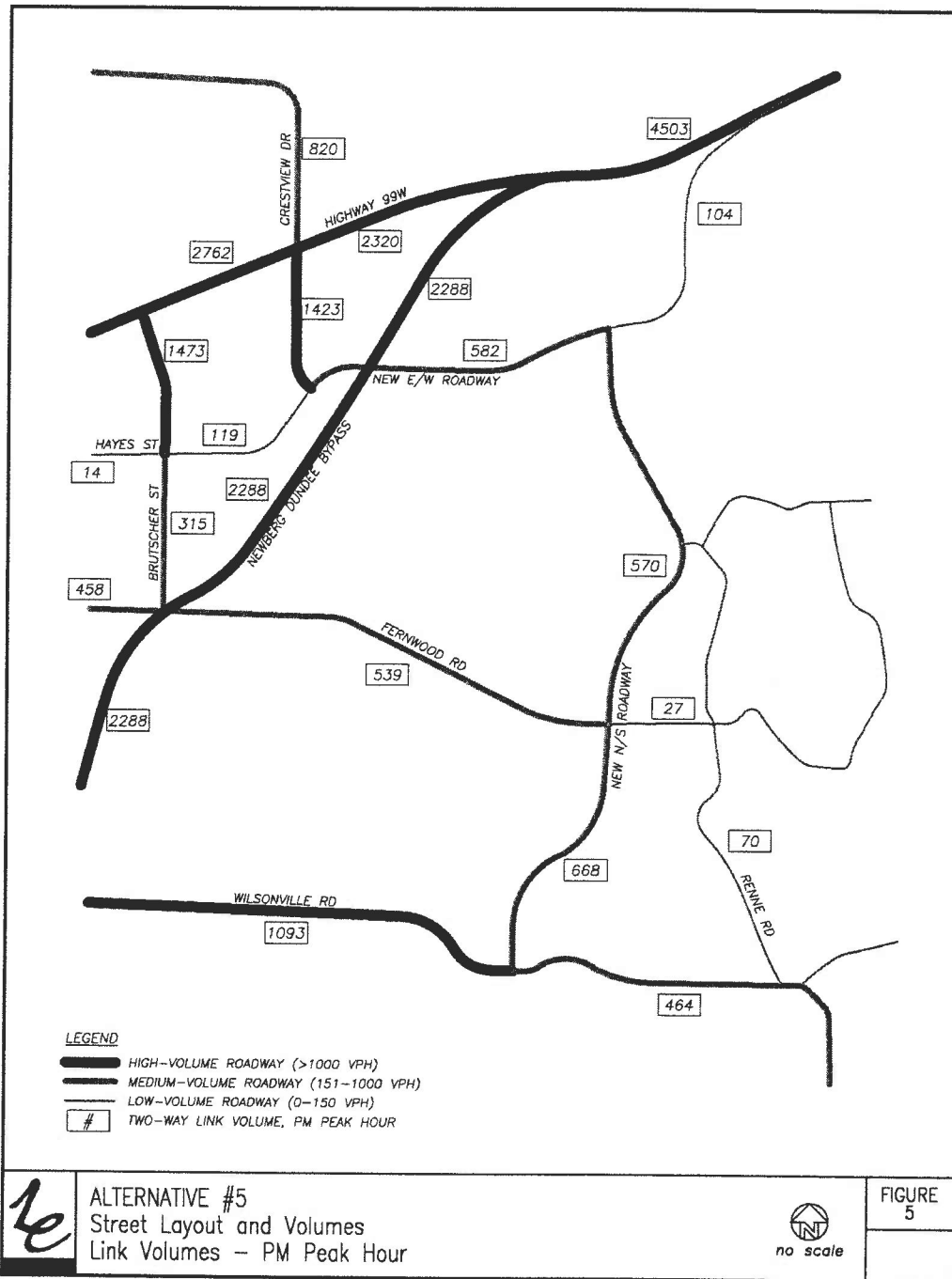




Figure 10. Alternative #5



## C. Project Components, Options and Issues

The project components described below are labeled on Figure 11 and listed in Table 2. Each is identified by a component number. For example, "NS-3" refers to the roundabout, a project component on the proposed north-south road.

### 1. *New Roadways and Connections*

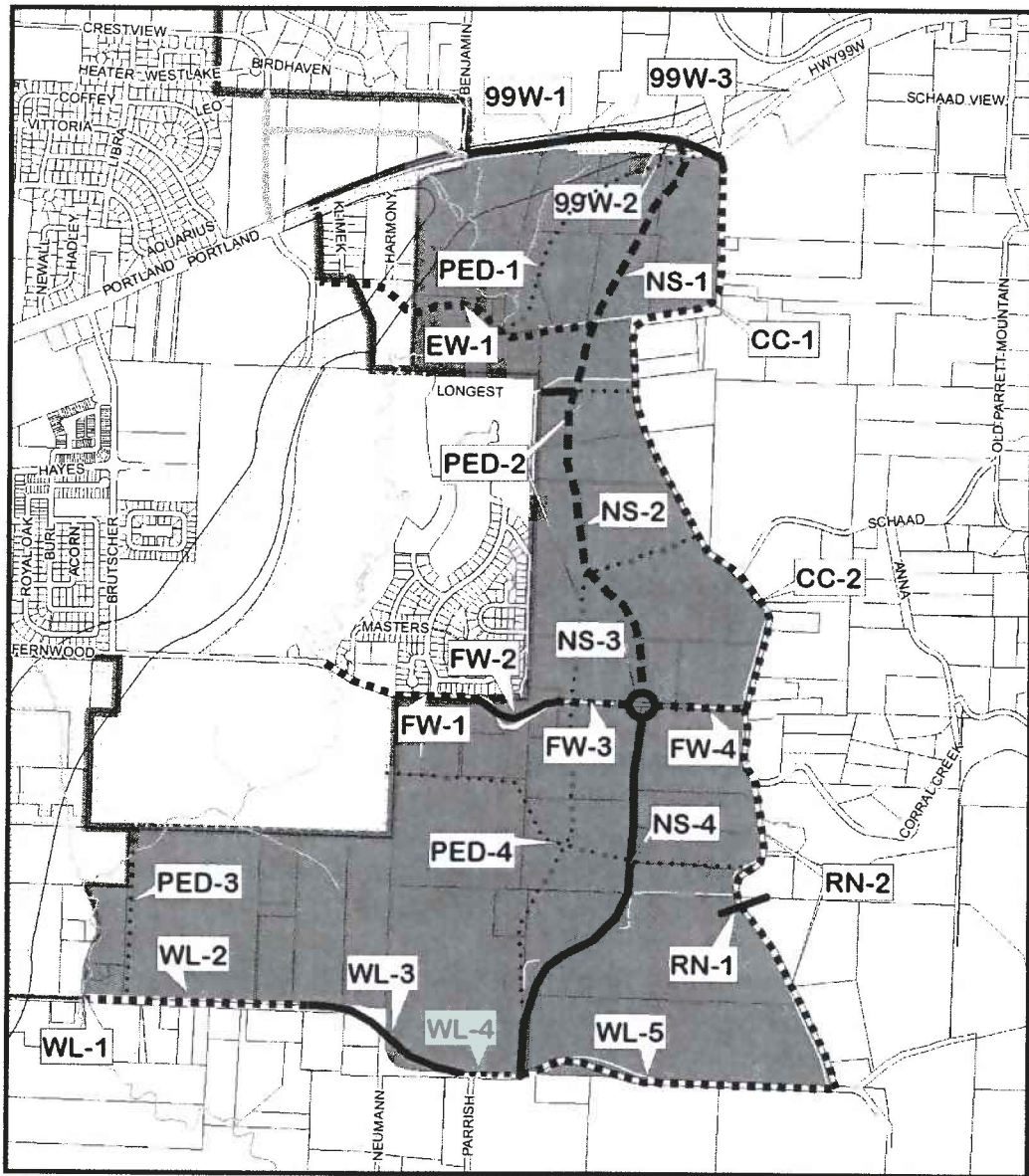
***New E/W North Side Frontage Road and 99W Crossing (99W-1, 99W-2).*** In conjunction with construction of the Newberg-Dundee Bypass, a new road may be designed to extend from the northern end of Corral Creek Rd. under the bypass and Highway 99W to connect to Crestview Dr. on the north side of Highway 99W. This alignment would allow access from the proposed URA/UGB areas to Highway 99W without adding significant traffic volumes to Providence Dr. Some of the street system alternatives for the bypass interchange area do not include such a roadway at all, so this road may or may not be constructed depending on the construction feasibility and ODOT's IAMP limitations.

***New E/W Collector (EW-1).*** A new east/west road, depicted as "New E/W Roadway" in Figures 6 and 10, may be constructed to connect Providence Dr. with a new North-South Collector (NS-1 and NS-2). ODOT has indicated that this pre-bypass connecting road may make it less necessary for them to help build the 99W Crossing (99W-2) in conjunction with the bypass.

***New N/S Collector (NS-1, NS-2, NS-3, NS-4).*** A new north/south road depicted as "New N/S Roadway" in Figures 6 through 10 has been proposed to extend from Wilsonville Rd. to Corral Creek Rd. This new roadway would facilitate north/south circulation through the proposed URA/UGB expansion area while helping to reduce traffic volumes on the less direct parallel route, Renne Rd.

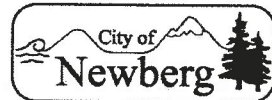
The location of the northern terminus of this roadway must be carefully selected in order to ensure that the new roadway provides the needed circulation improvements while minimizing adverse impacts of development on adjacent land east of Corral Creek Rd. At the neighborhood workshops, various people expressed different views as to where that connection should be. A connection south of Schaad Rd. would impact many of the residents living east of Corral Creek Rd., since this intersection provides a primary access to the City of Newberg. In addition, a connection at or south of Schaad Rd. would encourage traffic to travel that roadway, and have impacts on residents there. In response to suggestions at the public workshops, three alternatives were developed for consideration by NUAMC.

Figure 11. Transportation Improvements

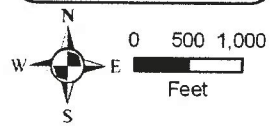


Southeast Transportation Plan  
Transportation Improvements

Draft 8/1/2007



- |  |                  |  |                       |
|--|------------------|--|-----------------------|
|  | New Road         |  | Study Area            |
|  | Road Improvement |  | UGB                   |
|  | New Path         |  | Urban Reserve         |
|  | Improvement ID#  |  | Bypass Study Corridor |



K:\ARCIBARTON\SE Trans Plan.mxd

**Table 2. Southeast Transportation Plan Estimates for Transportation Improvements**

| Project ID   | Improvement Description                                                                                                           | Units |    | Unit Cost                  |        | Total Cost           | Abutting Properties | New Development      | SDC                  | City*       | Yamhill County** | ODOT                | Phasing | Trigger                                                                                         |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------|-------|----|----------------------------|--------|----------------------|---------------------|----------------------|----------------------|-------------|------------------|---------------------|---------|-------------------------------------------------------------------------------------------------|
| 99W-1        | New frontage road on north side of 99W - Benjamin Rd. to Corral Creek Rd.                                                         | 2400  | If | \$452                      | per lf | \$ 1,085,000         | \$ -                | \$ -                 | \$ -                 | \$ -        | \$ -             | \$ 1,085,000        | Bypass  | Bypass                                                                                          |
| 99W-2        | New Corral Creek Road/99W Crossing                                                                                                | 1     | LS | \$2,000,000                | ea.    | \$ 2,000,000         | \$ -                | \$ -                 | \$ -                 | \$ -        | \$ -             | \$ 2,000,000        | Bypass  | Bypass                                                                                          |
| 99W-3        | Interim 99W/Corral Creek Rd./Veritas improvements                                                                                 | 1     | LS | \$250,000                  | ea.    | \$ 250,000           | \$ -                | \$ -                 | \$ 250,000           | \$ -        | \$ -             | \$ -                | Phase 1 | Any development in Corral Creek Rd. N                                                           |
| CC-1         | Improve Corral Creek Rd. from 99W south in Corral Creek Rd. North Area (major collector/sidewalk one side)                        | 3200  | If | \$410                      | per lf | \$ 1,312,000         | \$ -                | \$ 1,246,000         | \$ 66,000            | \$ -        | \$ -             | \$ -                | Phase 1 | Development of abutting properties                                                              |
| CC-2         | Improve Corral Creek Rd. from Fernwood Rd. north in Corral Creek Rd. South Area (major collector/sidewalk one side)               | 3000  | If | \$410                      | per lf | \$ 1,230,000         | \$ -                | \$ 1,168,000         | \$ 62,000            | \$ -        | \$ -             | \$ -                | Phase 2 | Development of abutting properties                                                              |
| EW-1         | Construct new East-West Collector from Providence Dr. to North-South Collector                                                    | 2900  | If | \$452 per lf + bridge cost |        | \$ 8,000,000         | \$ -                | \$ 305,000           | \$ 5,695,000         | \$ -        | \$ -             | \$ 2,000,000        | Phase 1 | Development in Corral Creek Rd. N                                                               |
| FW-1         | Improve Fernwood Rd. from east fork of Springbrook Creek to steep grade (FW-2) (major collector)                                  | 1400  | If | \$452                      | per lf | \$ 633,000           | \$ -                | \$ 570,000           | \$ 63,000            | \$ -        | \$ -             | \$ -                | Phase 3 | Development of abutting properties, connection of North-South Collector to Fernwood Rd.         |
| FW-2         | Reconstruct tight curve on grade on Fernwood Rd.                                                                                  | 1000  | If | \$1,000                    | per lf | \$ 1,000,000         | \$ -                | \$ 407,000           | \$ 593,000           | \$ -        | \$ -             | \$ -                | Phase 3 | Development of abutting properties, connection of North-South Collector to Fernwood Rd.         |
| FW-3         | Improve Fernwood Rd. (major collector) from steep grade (FW-2) to new North-South Collector                                       | 700   | If | \$452                      | per lf | \$ 316,000           | \$ -                | \$ 284,000           | \$ 32,000            | \$ -        | \$ -             | \$ -                | Phase 3 | Development of abutting properties, connection of North-South Collector to Fernwood Rd.         |
| FW-4         | Improve Fernwood Rd. from new North-South Collector to Corral Creek Rd. (major collector)                                         | 900   | If | \$452                      | per lf | \$ 407,000           | \$ -                | \$ 366,000           | \$ 41,000            | \$ -        | \$ -             | \$ -                | Phase 5 | Development of abutting properties                                                              |
| NS-1         | Construct new North-South Collector street from 99W/Corral Creek Rd. intersection to The Greens Ave. connection (major collector) | 2900  | If | \$543                      | per lf | \$ 1,573,000         | \$ -                | \$ 1,416,000         | \$ 157,000           | \$ -        | \$ -             | \$ -                | Phase 1 | Development in Corral Creek Rd. N                                                               |
| NS-2         | Construct new North-South Collector street from The Greens Ave. connection to Fernwood Road (major collector)                     | 3100  | If | \$678                      | per lf | \$ 2,102,000         | \$ -                | \$ 1,892,000         | \$ 210,000           | \$ -        | \$ -             | \$ -                | Phase 2 | Development in Corral Creek Rd. S                                                               |
| NS-3         | Construct roundabout at Fernwood Rd./North-South Collector intersection                                                           | 1     | LS | \$150,000                  | ea.    | \$ 150,000           | \$ -                | \$ -                 | \$ 150,000           | \$ -        | \$ -             | \$ -                | Phase 3 | Construction of North-South Collector                                                           |
| NS-4         | Construct new North-South Collector street from Fernwood Rd. to Wilsonville Rd. (major collector)                                 | 4100  | If | \$452                      | per lf | \$ 1,854,000         | \$ -                | \$ 1,669,000         | \$ 185,000           | \$ -        | \$ -             | \$ -                | Phase 4 | Development in Fernwood Road S., Wilsonville Rd. NE                                             |
| PED-1        | Multi-use path from Hayes St./Providence Drive to Corral Creek Rd./99W intersection                                               | 4000  | If | \$150                      | per lf | \$ 600,000           | \$ -                | \$ 600,000           | \$ -                 | \$ -        | \$ -             | \$ -                | Phase 1 | Development of properties containing path                                                       |
| PED-2        | Pedestrian paths in area north of Fernwood Rd.                                                                                    | 3800  | If | \$100                      | per lf | \$ 380,000           | \$ -                | \$ 380,000           | \$ -                 | \$ -        | \$ -             | \$ -                | Phase 2 | Development of properties containing path                                                       |
| PED-3        | Pedestrian path connecting Wilsonville Rd. and golf course                                                                        | 1600  | If | \$100                      | per lf | \$ 160,000           | \$ -                | \$ 160,000           | \$ -                 | \$ -        | \$ -             | \$ -                | Phase 6 | Development of properties containing path                                                       |
| PED-4        | Pedestrian paths in area between Fernwood Rd. and Wilsonville Rd.                                                                 | 6600  | If | \$100                      | per lf | \$ 660,000           | \$ -                | \$ 660,000           | \$ -                 | \$ -        | \$ -             | \$ -                | Phase 5 | Development of properties containing path                                                       |
| RN-1         | Eliminate through traffic on Renne Rd.                                                                                            | 1     | LS | \$20,000                   | ea.    | \$ 20,000            | \$ -                | \$ -                 | \$ 20,000            | \$ -        | \$ -             | \$ -                | Phase 3 | Connection of North-South Collector to Fernwood Road and prior to development in Fernwood Rd. N |
| RN-2         | Improve Renne Rd. from Fernwood Rd. to Wilsonville Rd. (county rural without curb, gutter or sidewalk)                            | 4000  | If | \$368                      | per lf | \$ 1,473,000         | \$ -                | \$ 1,473,000         | \$ -                 | \$ -        | \$ -             | \$ -                | Phase 5 | Development of abutting properties                                                              |
| WL-1         | Improve Wilsonville Rd./Springbrook Creek crossing                                                                                | 1     | LS | \$1,000,000                | ea.    | \$ 1,000,000         | \$ -                | \$ 50,000            | \$ 950,000           | \$ -        | \$ -             | \$ -                | Phase 5 | Construct before 10% of Wilsonville Rd. NW/Wilsonville Rd. NE is developed                      |
| WL-2         | Improve Wilsonville Rd. from Springbrook Creek to double curve (major arterial)                                                   | 2100  | If | \$710                      | per lf | \$ 1,492,000         | \$ -                | \$ 1,149,000         | \$ 343,000           | \$ -        | \$ -             | \$ -                | Phase 6 | Development in Wilsonville Rd. NW                                                               |
| WL-3         | Improve double curve on Wilsonville Road                                                                                          | 1600  | If | \$1,066                    | per lf | \$ 1,705,000         | \$ -                | \$ 875,000           | \$ 830,000           | \$ -        | \$ -             | \$ -                | Phase 6 | Development in Wilsonville Rd. NE                                                               |
| WL-4         | Improve Wilsonville Rd. from double curve to new North-South Collector (major arterial)                                           | 500   | If | \$710                      | per lf | \$ 355,000           | \$ -                | \$ 273,000           | \$ 82,000            | \$ -        | \$ -             | \$ -                | Phase 6 | Development of abutting property                                                                |
| WL-5         | Improve Wilsonville Rd. from new North-South Collector to Renne Road (minor arterial)                                             | 3000  | If | \$581                      | per lf | \$ 1,743,000         | \$ -                | \$ 1,342,000         | \$ 401,000           | \$ -        | \$ -             | \$ -                | Phase 7 | Development of abutting property                                                                |
| <b>TOTAL</b> |                                                                                                                                   |       |    |                            |        | <b>\$ 31,500,000</b> | <b>\$ -</b>         | <b>\$ 16,285,000</b> | <b>\$ 10,130,000</b> | <b>\$ -</b> | <b>\$ -</b>      | <b>\$ 5,085,000</b> |         |                                                                                                 |

\*Although no direct City funding is anticipated, City financing of improvements will be needed

\*\*No County funding is shown. However, several improvements would improve existing County roads. Newberg and Yamhill County may negotiate some County contribution where jurisdictional transfer of the road occurs.

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- **Alternative A** is the most eastern location. A relatively short new road would connect the roundabout on Fernwood Rd. with to a point on Corral Creek Rd. about 300 feet north of Schaad Rd., then follow Corral Creek Rd. all the way to 99W. North of the connection, Corral Creek Rd. would need to be widened, redesigned to smooth out curves, and generally improved to major collector standards prior to development in the area (CC-1). Curbs and sidewalks would be added as a second phase, as development occurs on abutting properties (CC-2). This alternative would require the shortest length of new roadway.
- **Alternative B** is the middle location. It would connect the roundabout to Corral Creek Rd. at a point around 1000 feet to 1500 feet north of Schaad Rd., follow Corral Creek Rd. north to Trails End Ln., then leave Corral Creek Rd. again to continue directly north to 99W, where it would join Corral Creek Rd. at the revised intersection. The intersection with Corral Creek Rd. would have to be designed with adequate site distances. This alternative would provide the straightest, most direct access from Fernwood Rd. to 99W.

Extending the N/S Roadway north from the intersection of Corral Creek Rd. and Trails End Ln. would make this road the main connection to 99W. This would eliminate most of the traffic on the section of Corral Creek Rd. north of Trails End Ln., and would eliminate the need to do full improvements to that section of Corral Creek Rd. and to soften the two existing 90 degree turns. However, interim improvements would still be needed to Corral Creek Rd. until the northern extension of the N/S Roadway is complete.

- **Alternative C** is the most western location. It completely avoids Corral Creek Rd., heading north and slightly west, then arcing back to the same connection point with 99W as in Alternative B. This is the hilliest of the three alternatives, and requires the longest length of new roadway. Alternative C would extend the N/S Roadway north, paralleling Corral Creek Rd., and connecting to 99W. This route would require a significant amount of new road construction and would have to negotiate some challenging topography, especially along the hills south of Trails End Ln.. This would eliminate all but local traffic on Corral Creek Rd. north of Schaad Rd., and thus eliminate the need to do all but basic road improvements on Corral Creek Rd. However, this project would be difficult to phase in, and could require an interim connection and interim improvements to Corral Creek Rd. until the full road is built.

These three alternatives were reviewed at the June 11, 2007 NUAMC hearing, with the Commissioners expressing a preference for Alternative C, noting that the other alternatives did not resolve the conflict of city traffic with rural and agricultural use on Corral Creek Rd., solve the sight and speed problems on Corral Creek Rd., or keep traffic off Schaad Rd. Also, while the cost of Alternative C may be higher, that cost would be borne by SDCs and the development of properties in the area, rather than the public. Alternatives A and B would both require substantial non-developer funding.

In making this choice, however, the commissioners were concerned with the challenges that the hills and curves of Alternative C might present, and stated that staff should pick the safest alignment for Alternative C.

***Fernwood Rd. Connection (NS-3).*** The intersection of Fernwood Rd. at the “New N/S Roadway” is proposed to be controlled with a roundabout. A roundabout can easily accommodate the projected traffic volumes at this intersection for all analysis scenarios with minimal vehicular delays while providing some traffic calming to ensuring appropriate travel speeds along the nearby roadways. Local residents have expressed support for this concept.

***Wilsonville Rd. Connection.*** The intersection of Wilsonville Rd. at the “New N/S Roadway” is proposed to be stop controlled on the “New N/S Roadway” approach. The alignment of the roadway between Wilsonville Rd. and Fernwood Rd. and the location of the intersection of Wilsonville Rd. at the “New N/S Roadway” have been debated.

Some local residents have expressed a desire to see this portion of the north/south road moved to the eastern property line of the Greens at Springbrook. The school district does not want the new road to go through their property, since it is the site of a future high school and they would not want the high school students to have to cross the roadway to use the athletic fields or other facilities on the opposite side of the campus. The Chehalem Park and Recreation District has also indicated that they do not want the roadway to go along their property line.

It is proposed that the “New N/S Roadway” be aligned to provide a continuous connection between the new roundabout and Wilsonville Rd. while maintaining a single contiguous property for the high school. The exact future alignment of the roadway will be determined in the future using these constraints as well as design factors including desired curve radii and sight distance on Wilsonville Rd. The final location of the roadway and the intersection with Wilsonville Rd. should thus be determined by an engineering study.

## ***2. URA/UGB Area Connection to Highway 99W (99W-3)***

Most of the trips generated within the proposed URA/UGB area will travel on Highway 99W en route to their destinations. A good connection from the area to Highway 99W is thus essential for development of this land. To minimize the need for out-of-direction travel and traffic impacts to adjacent areas, the connection provided should be as direct as possible and allow as many movements as possible.

The five model alternatives show the traffic impacts of several connection alternatives. Based on these model results, local residents have also expressed desire for a direct connection to Highway 99W. In particular, concerns were expressed about travel between Newberg and Portland, since the selected location for this travel connection will determine how much backtracking may be necessary to make these trips. The residents of the Schaad Rd. area also expressed concerns that if significant out-of-

direction travel is required in order to travel between the proposed URA/UGB area and Portland, Schaad Rd. may become an attractive alternative route. Schaad Rd.'s gravel surface is not designed to handle significant traffic volumes, and the winding hilly terrain combined with increasing traffic volumes could become a safety concern.

Several connection options have been discussed to date. These include the following:

- 1) Construct a new east/west road to connect the new North-South Collector to Providence Dr. This option would provide the connection to Highway 99W at an existing signalized intersection, assuring that the connection location is allowable and that all vehicular movements are permitted. This connection alternative would require some out-of-direction travel for vehicles coming from or going to the east on Highway 99W. The Providence Newberg Hospital has expressed concerns regarding this option since it could increase traffic volumes through the hospital campus.
- 2) Direct connection to Highway 99W as a part of the interchange. This option would add on-ramp and off-ramp lanes to the Highway 99W / Newberg Dundee Bypass interchange that would provide local access to the Newberg SE URA/UGB areas. This option has the advantage of providing a very direct and efficient connection street connection to Highway 99W, but may not be feasible, since it will complicate the interchange design and operation.
- 3) Corral Creek Rd. at Highway 99W. It is presumed that the Corral Creek Rd. connection to Highway 99W will be closed under the IAMP, but it may be possible to reconfigure this connection to limit access while maintaining some connection. This could be done by converting the intersection to right-in, right-out only operation or by providing an on ramp and an off ramp to the east leg of Highway 99W. Connecting the westbound to southbound off ramp would require an underpass or overpass to connect to Corral Creek Rd., so this option may have significant cost impacts.
- 4) The most recent connection option discussed arose from a conceptual plan provided by Parametrix for the Newberg-Dundee Bypass interchange. This option would construct a new road extending northwest from the northern end of Corral Creek Rd. toward the existing Benjamin Rd. alignment. The new road would cross under the bypass and Highway 99W and turn west following the existing 99W alignment to intersect Crestview Dr. This option would provide a signalized street connection at the same location contemplated in option 1, but would not increase traffic volumes on Providence Dr. In addition, this option would help to provide access for properties on the north side of Highway 99W. Based on the most recent conceptual interchange design, it is anticipated that most of the required roadway under crossings could be constructed without building additional bridge structures, since the roads will already be elevated as part of the interchange design. It may therefore be possible to construct this connection with a single new roadway bridge. Since the connection to Highway 99W will be subject to the limitations and restrictions of the Newberg-Dundee Bypass Interchange Area Management Plan (IAMP), City of Newberg staff should continue to



work with ODOT and Parametrix staff to select the most direct connections possible without impairing the function of the new interchange.

After hearing the testimony and considering the various options for a pre-bypass connection with Hwy 99W, NUAMC recommended redirecting traffic from Corral Creek Rd. to Providence Dr. via an extension of Trails End Ln., and also regulating turning movements from Corral Creek Rd. to 99W to allow only right-in, and right-out. While other options may be possible after the bypass has been constructed, NUAMC members concluded that the combination of these two options was the best choice for now. The recommendation for after the bypass is built was to both 1) continue to use the Trails End/Providence Dr. connection and 2) bring Corral Creek Rd. north to connect with the new frontage road on the north side of 99W (leading to Crestview Dr.).

### **3. Other Improvements Needed in the Area**

**Corral Creek Rd. (CC-1, CC-2).** As discussed earlier in this report, the improvements needed to Corral Creek Rd. could become less critical and less costly to the public if the North-South Collector completely avoids Corral Creek Rd. ("Alternative C") between 99W and Fernwood Rd., with the East-West Collector diverting traffic to the traffic light at Providence Dr. This would take considerable pressure off the existing Corral Creek Rd. alignment. Since Corral Creek Rd. is only 20 feet wide with no shoulders, bike lanes or sidewalks, it would be necessary to improve the existing portions of Corral Creek Rd. in order to utilize the existing alignment. The improvements required would include widening the paved surface to 34 feet curb-to-curb with bike lanes, and installing sidewalks along the roadway. With the selection of Alternative C and the East-West Collector to Providence Dr., it might be possible to cut back these projects significantly, with major reductions in cost.

**Fernwood Rd. (FW-1, FW-2, FW-3, FW-4).** Fernwood Rd. has an existing curve with limited sight distance located approximately 1,800 feet west of Corral Creek Rd. This curve is proposed to be straightened in order to improve safety on Fernwood Rd. In addition, the existing Fernwood Rd. cross section will need to be widened upon development of the SE Newberg URA/UGB areas. The existing roadway is 20 feet wide in the subject area, and will require widening to 34 feet curb to curb with bike lanes, as well as construction of sidewalks along the roadway.

**Wilsonville Rd. (WL-1 through WL-6).** Wilsonville Rd. is currently 21 feet wide, and will also require widening upon development of the adjacent land. It is currently classified as a minor arterial, which calls for a 60- to 80-foot right-of-way. The higher figure is recommended to accommodate anticipated long-term development in the surrounding area. Assuming a future cross-section of 46 feet wide from curb to curb with sidewalks and planter strips on both sides, the future roadway width will accommodate through travel lanes and a bike lane for each travel direction as well as a two-way left-turn lane. In reviewing the proposed Southeast Transportation Plan, the Yamhill County Public Roads Advisory Committee felt that Wilsonville Rd. should be planned as a major arterial between Springbrook Rd. and the North-South Collector

(WL-2, WL-4), and that a minor arterial classification should be adequate for the eastern portion of the road (WL-5). As development proceeds and traffic on Wilsonville Rd. increases, the Springbrook Creek crossing will also require improvement (WL-1).

**Wilsonville Rd. (WL-5).** Wilsonville Rd. also has existing curves in the vicinity that limit sight distance and should be straightened. The first curve is located approximately 1,600 feet west of Renne Rd. and is signed with a 30 mph advisory speed. Eliminating or modifying this curve will impact the adjacent property owner on the south side of Wilsonville Rd. and will eliminate significant trees in the vicinity.

**Wilsonville Rd. (WL-3).** The second curve is located approximately 4,000 feet west of Renne Rd. and consists of an S-curve posted with a 25 mph advisory speed. The two reversing curves that form this S-curve should each be modified to increase the turn radii. This modification will improve sight distance and safety on Wilsonville Rd.

Once the new roadway alignments have been determined for these curves, a final determination can be made regarding where the "New N/S Roadway" should intersect Wilsonville Rd. Intersection sight distance must be available at the selected intersection location in order to assure public safety and efficient operation at this intersection.

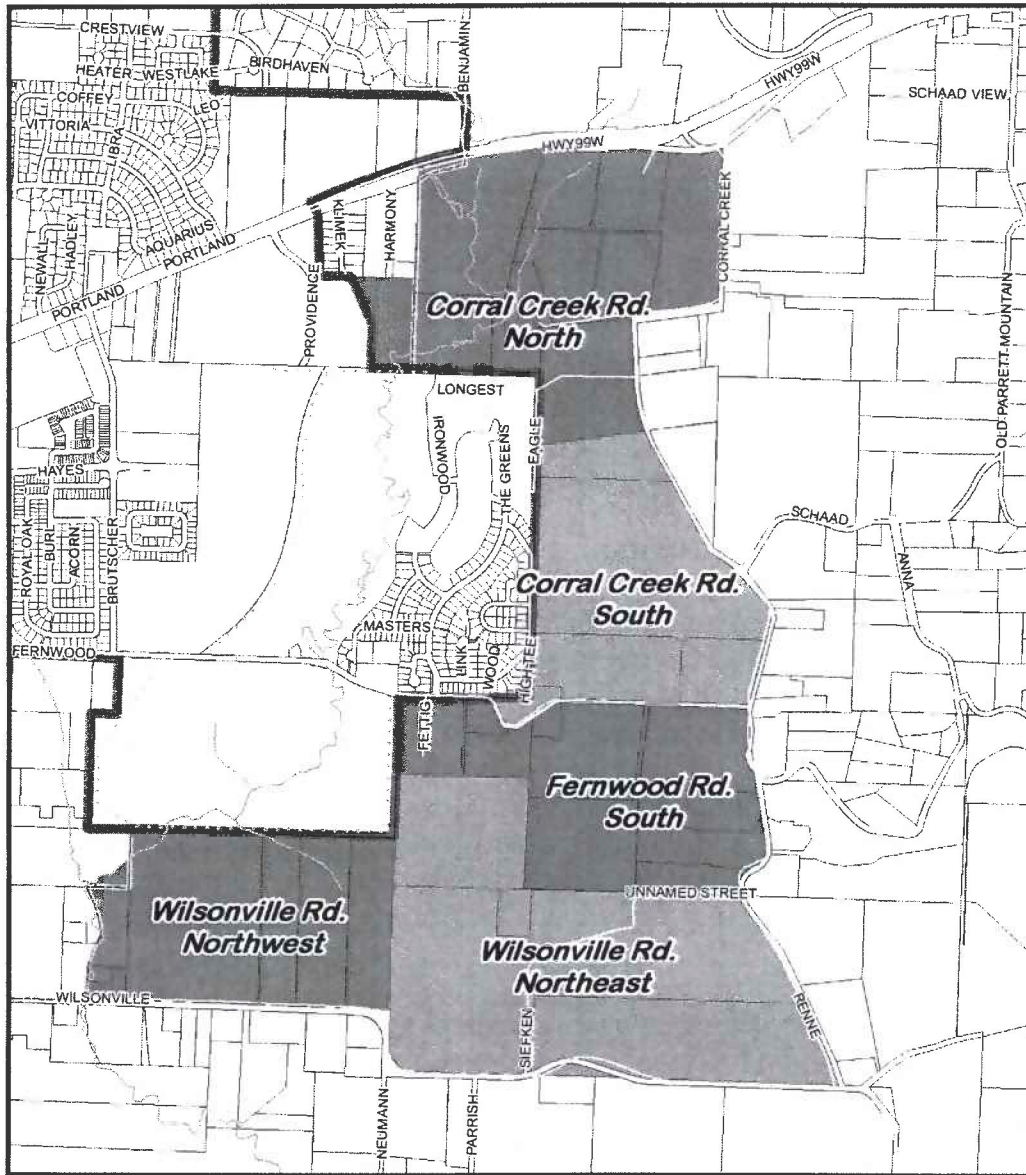
#### **D. Project Sequencing and Timing**

Many transportation improvements will be needed for development of the Southeast area. Obviously, they cannot all be completed at once, and it is not realistic to expect any one developer to complete all of them prior to construction of "the first house." Still, to avoid the adverse impacts of increasing traffic on inadequate rural roads, some of the improvements will need to be in place prior to any significant increase in traffic, and some may be needed even prior to construction. This section discusses how the various projects might be sequenced and timed. Table 2 summarizes the "triggers" that would make each of these projects necessary, and estimates the time frame when each would be needed. Figure 12 shows the five study areas that are referenced in the "Triggers" in Table 2.



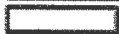
Overall, the strategy for phasing envisions developing the road network from north to south in the area. The first phase would provide safe and useful connections to Highway 99W. Next, the new North-South collector would be constructed from north to south so that new development would not be attracted to the existing deficient Corral Creek Rd. When the new collector reaches Fernwood Rd., Fernwood Rd. would be improved. Soon after, Renne Rd. through access would be terminated, and the North-south collector would be continued south to Wilsonville Rd. Finally, Wilsonville Rd. itself would be improved.

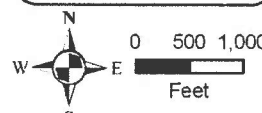
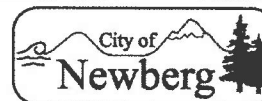
**Phase 1: Providence Dr. Connection (EW-1) and Corral Creek Rd./Highway 99W intersection (99W-3) improvements.** Any development in the Southeast area will increase traffic on Corral Creek Rd., and further degrade intersection operations at the Corral Creek Rd./Highway 99W intersection. To avoid further hazards, improvements

Figure 12. Study Areas



Southeast Transportation Plan  
Study Areas

-  Study Area
-  UGB
-  Urban Reserve



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must be done immediately with the first phase of development in the Southeast area. Two main improvements are planned: the Providence Dr./Trails End connection (EW-1), and improvements to the Corral Creek/99W intersection (99W-3).

The Providence Dr. Connection (EW-1) will provide an immediate alternative for travel in the southeast area. It will provide access to Highway 99W at a signalized intersection that will allow all turn movements. It will provide a safe alternative to the Corral Creek Rd./99W intersection for most development in the Southeast area.

The existing intersections of Highway 99W at Corral Creek Rd. and Highway 99W at Veritas Lane currently provide connection to Highway 99W. The existing intersections should be consolidated to a single intersection and converted to right-in/right-out operation. It is understood that the new intersection location may be closed or further modified upon construction of the Newberg-Dundee Bypass.

One suggestion has been to close both existing access locations and construct a new consolidated access between the existing intersections. The intersection location would be selected such that the northern end of Corral Creek Rd. would be straight, and the first 30 feet of Corral Creek Rd. south of the northbound stop bar would be level with Highway 99W. This would improve vehicle acceleration onto Highway 99W, since they would start from a level surface. Construction of this improvement may require significant grading changes in the vicinity to match the Highway 99W elevation at the intersection. These changes would also require regrading the driveway approaches that intersect Corral Creek Rd. at the existing Veritas Lane alignment.

Although straight road sections are generally preferable to curved ones, the two existing intersections both offer acceptable intersection sight distance and currently operate with very low volume to capacity ratios. If only one of the existing intersections were closed, the remaining intersection would still have adequate capacity to accommodate the existing traffic volumes. In addition, it is likely that the new roadway would be closed upon construction of the Newberg-Dundee Bypass. Therefore it may not be economically sensible to construct a new roadway segment and intersection as a short-term improvement.

If the traffic volumes currently using Corral Creek Rd. and Veritas Lane were combined at a single intersection, the intersection would operate well, with an average delay of 24.3 seconds per vehicle on the minor street approach, and with a volume to capacity (v/c) ratio of 0.13.

For safety reasons, it is recommended that the intersection be modified to restrict left turns from Corral Creek Rd. onto Highway 99W, and to restrict left turns from Highway 99W onto Corral Creek Rd. upon development of properties in the Newberg SE URA/UGB areas. Under year 2025 traffic conditions with full build-out of the proposed URA/UGB areas, the restricted intersection would still be expected to operate above capacity. Based on the projected traffic volumes for highway 99W, it is anticipated that any northbound right-turn volumes in excess of 120 vehicles during the evening peak hour will exceed ODOT's v/c ratio standards.

It is therefore recommended that prior to construction of the Newberg-Dundee Bypass and implementation of the IAMP, a single consolidated access should be provided to serve traffic that is currently using Corral Creek Rd. and Veritas Lane. The access road should restrict left turns from Corral Creek Rd. onto 99W when development begins in the proposed URA/UGB areas. When traffic volumes are projected to exceed 120 right turns from Corral Creek Rd. onto 99W or 110 left turns from 99W onto Corral Creek Rd. during the evening peak hour, the access will need to be closed or significant improvements constructed to maintain acceptable intersection operation. If the Newberg-Dundee Bypass is constructed prior to exceeding these volume thresholds, a connection in conformance with the IAMP should be constructed.

In addition, the northern section of the North-South Collector (NS-1) should be constructed as part of development of the nearby properties, as well as improvements to the northern end of Corral Creek Rd. (CC-1) and multi-use paths in the area (PED-1)

**Phase 2: Construct new North-South Collector to Fernwood Rd. (NS-2)** In this phase, the new North-South Collector will be constructed from The Greens Ave. connection to Fernwood Rd. This would allow all development in the Corral Creek Rd. S. area to use the collector without adding additional traffic to Corral Creek Rd. itself. It also would develop the street network so that development south of Fernwood Rd. also could use this collector and avoid Corral Creek Rd. Pedestrian paths in the area north of Fernwood Rd. (PED-2) also would be constructed, and Corral Creek Rd. would be improved (CC-2) along the frontage of development.

**Phase 3. Fernwood Rd. improvements (NS-3, FW-1, FW-2, FW-3)** Once the North-South Collector is constructed to Fernwood Rd., Fernwood Rd. will attract more traffic. Thus, Fernwood Rd. will need to be improved (FW-1, FW-2, FW-3). Through traffic on Renne Rd. (RN-1) also will need to be eliminated to avoid impacts on that hazardous road. This phase includes construction of a new roundabout at Fernwood Rd./North-South Collector intersection (NS-3)

**Phase 4. New North-South Collector street from Fernwood Rd. to Wilsonville Rd. (NS-4).** As development proceeds in the Fernwood Rd. South subarea, the new North-South Collector will be constructed from Fernwood Rd. to Wilsonville Rd. This would provide a safe alternative to Renne Rd. for area travel.

**Phase 5. Wilsonville Rd./Springbrook Creek crossing improvements (WL-1).** Once development reaches Wilsonville Rd., the existing narrow creek crossing at Springbrook Creek will need to be improved. Also included in this phase would be pedestrian paths (PED-4) to serve the Fernwood Rd. South and Wilsonville Rd. NE areas, and frontage improvements to Renne Rd. and Fernwood Rd.

**Phase 6. Wilsonville Rd. improvements (WL-2, WL-3, WL-4).** This phase would improve Wilsonville Rd. from Springbrook Creek to new North-South Collector street, including improvements to double curve. It also would provide a new pedestrian path connecting Wilsonville Rd. and golf course. (PED-3)

**Phase 7. Complete *Wilsonville Rd. improvements (WL-5)*.** This phase would complete improvements to Wilsonville Rd. from new North-South Collector to Renne Rd.

**Bypass Phase.** The phasing plan is designed so that construction of the bypass can occur at any stage of the development. Projects required in conjunction with the construction of the Newberg-Dundee bypass will include a new Corral Creek Rd./99W crossing and a new frontage road on the north side of 99W from Benjamin Rd. to Corral Creek Rd. Note that a crossing of the E-W collector connection to Providence Dr. also would be constructed.