



## Staff Report

**To:** Planning Commission

**Through:** Chris Kerr, Community Development Director *C.K.*

**From:** Dan Handel, AICP, Planner

**Meeting Date:** January 12, 2023 (Prepared January 5, 2023)

**Item:** ANX 22-03, PP 22-02, SUB 22-04, VAR 22-07, & ZMC 22-03 "Brighton Pointe Subdivision" at 8708 Parr Road NE

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### Issue before the Planning Commission

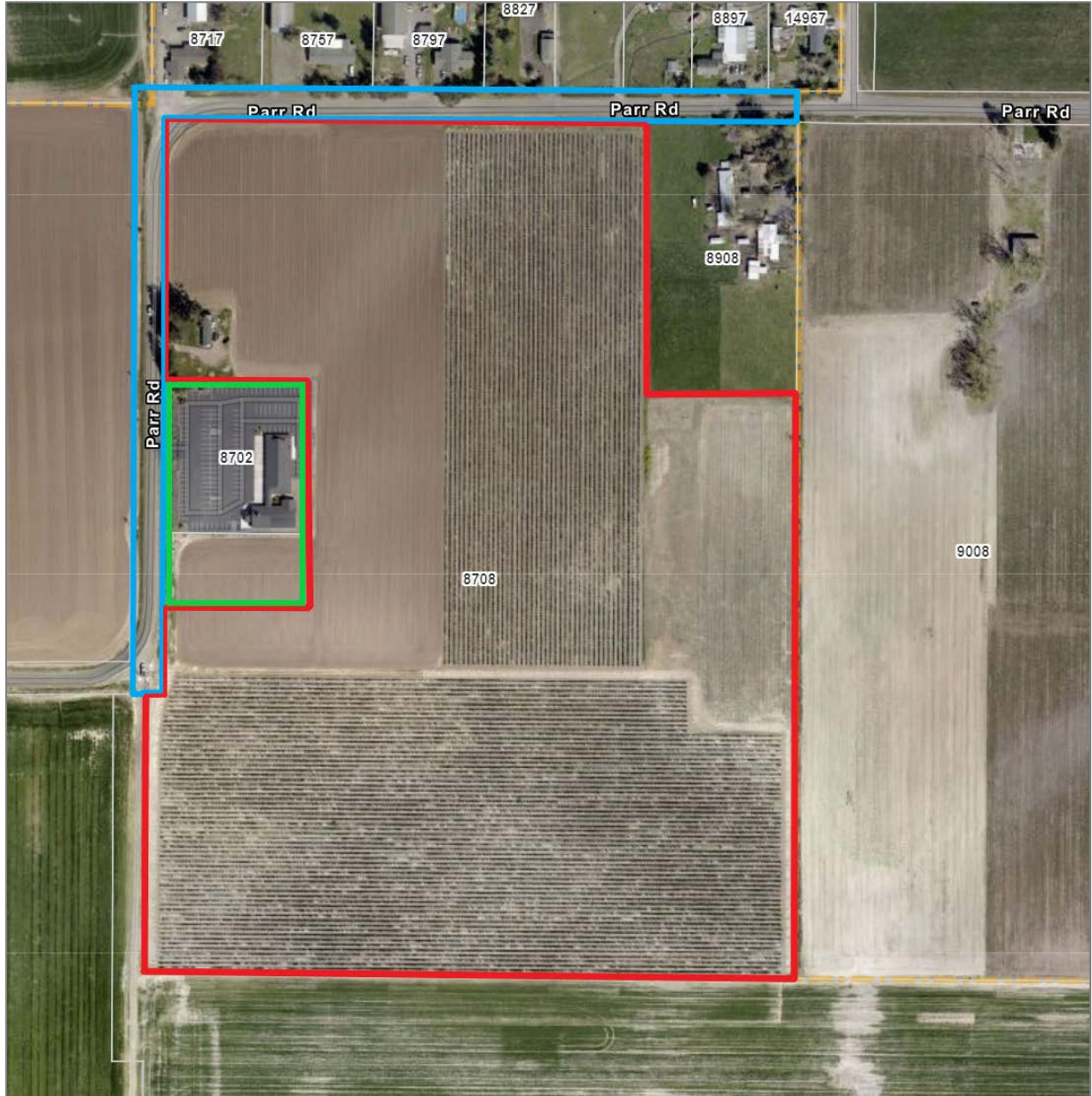
Action on a Type IV land use application package: Annexation (ANX) 22-03, Phasing Plan (PP) 22-02, Preliminary Subdivision (SUB) 22-04, Variance (VAR) 22-07, and Zoning Map Change (ZMC) 22-03. Because the package is a Type IV review, the Planning Commission is to hold a public hearing and make a recommendation to the City Council for a final decision on the application package.

### Executive Summary

The subject property is located at 8708 Parr Road NE, an undeveloped site in the southwest corner of the city. It is located on the south side of Parr Road and east side of Parr Road where the road bends south. It has historically been used for agricultural purposes.

The proposed annexation is for approximately 37.76 acres of private land and includes Parr Road right-of-way that abuts the subject property as well as the right-of-way that abuts 8702 and 2908 Parr Road NE. The annexation does not include the adjacent property at 8702 Parr Road NE (Russian Old Believers St. Nikola Church).

The Comprehensive Plan land use map designates the territory as split between Low Density Residential and Medium Density Residential, and wholly within the Nodal Development Overlay. Per Comprehensive Plan Policy Table 1, the default zoning districts that correspond are Nodal Single-Family Residential (RSN) and Nodal Medium Density Residential (RMN).

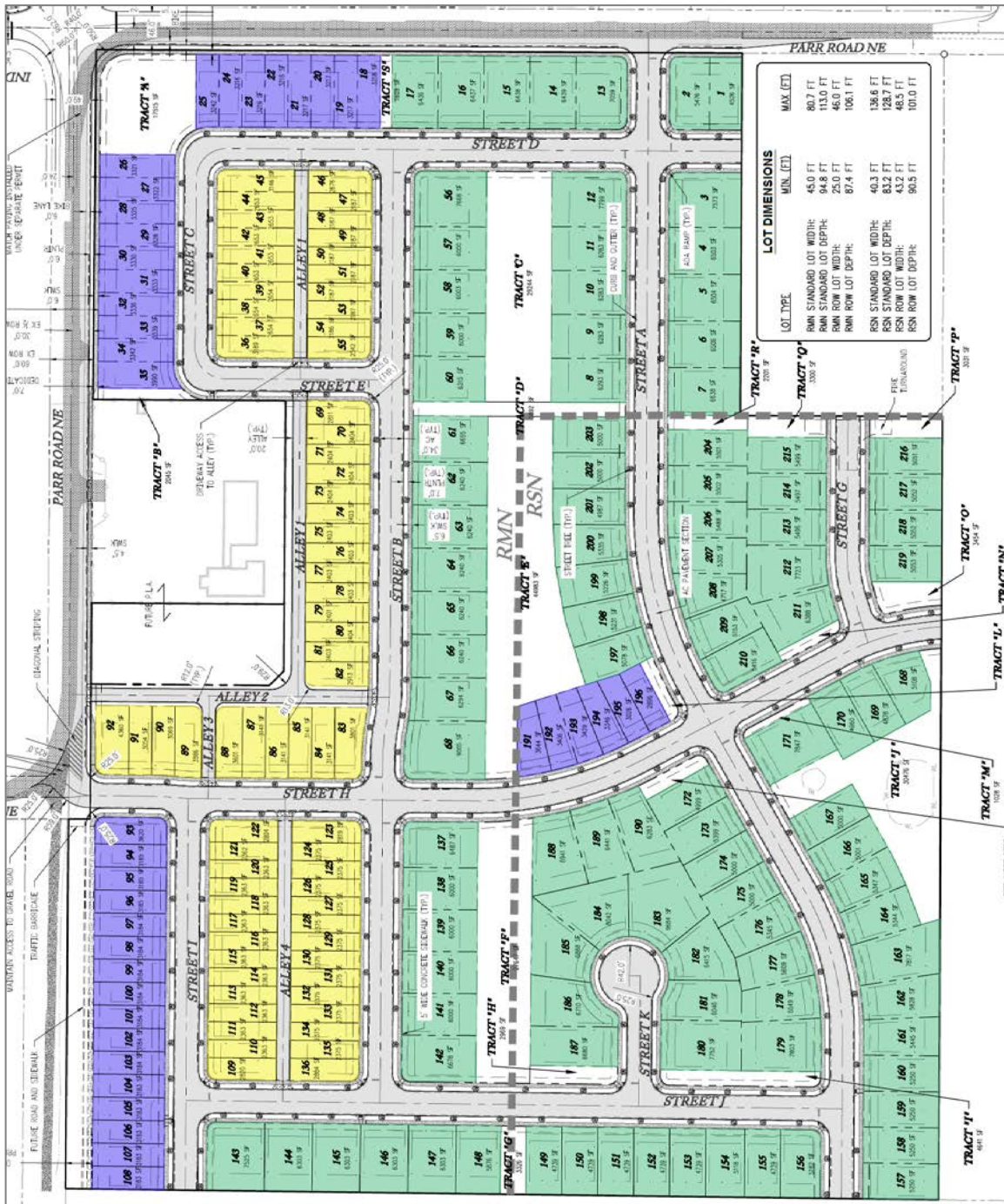


*Aerial view with the right-of-way to be annexed outlined in blue and property to be annexed outlined in red. The adjacent church at 8702 Parr Rd (outlined in green) is not included in this annexation application.*

The development component of the proposal is a 219-lot subdivision consisting of 112 attached row houses and 107 detached single-family homes. There will be two street connections onto Parr Road, an internal street network, an off-street path for cyclists and pedestrians, several



stormwater detention tracts, and common area open space tracts. The subdivision is proposed to be built in two phases.



Proposed subdivision plan (north is up). Green lots are detached homes, purple lots are front-loaded attached homes, and yellow lots are alley-loaded attached homes.

The Public Works Department, Woodburn Fire District, and Woodburn School District gave the applicant annexation service provider letters (Attachment 104) indicating that they can serve the development.

The applicant submitted a Variance application with four requests:

1. Increase the maximum lot coverage to 50 percent for single-story, single-family detached lots in the RSN zone.
2. Reduce the minimum front setback to 15 feet for all front-loaded row house lots.
3. Reduce the minimum rear yard setback down to 20 feet for all lots within the RMN zone.
4. Reduce the minimum alley access requirement within the Nodal overlay district, which requires 75% of lots to be accessed via an alley. The applicant proposes to alley-load 72 lots, roughly 44.4%.

### **Recommendation**

Approval with conditions: Staff recommends that the Planning Commission consider the staff report and its attachments and recommend approval to the City Council with the conditions recommended by staff. The conditions are included as Attachments 101 and 102.

### **Actions**

The Planning Commission may act on the land use application to recommend to:

1. Approve per staff recommendations,
2. Approve with modified conditions, or
3. Deny, based on WDO criteria or other City provisions.

After the Planning Commission acts upon the application, staff would proceed to a City Council public hearing, tentatively scheduled for February 13, 2023, with the Commission recommendation. (Were the Council to approve the consolidated application package, it would do so by adopting two ordinances, one for annexation and one for zoning, and authorizing a final decision document for the applications besides the annexation.)

### **Attachment List**

101. Recommended Conditions of Approval
102. Public Works Conditions January 4, 2023
103. Analyses & Findings
104. Service Provider Letters
105. Traffic Impact Analysis excerpt
- 105A. TIA Addendum October 11, 2022
- 105B. TIA Addendum November 18, 2022
106. Subdivision Plans
- 106A. Parr/Evergreen Intersection Design Plan
- 106B. Tract A Concept Plan

## Recommended Conditions of Approval

### *General*

1. **Substantial Conformance:** The applicant or successor shall develop the property in substantial conformance with the final plans submitted and approved with this application, except as modified by these conditions of approval. Were the applicant to revise plans other than to meet conditions of approval or meet building code, even if Planning Division staff does not notice and signs off on building permit issuance, Division staff retains the right to obtain restoration of improvements as shown on an earlier land use review plan set prior to building permit final inspection in service of substantial conformance.
2. **Public Works conditions:** Follow the attached “Public Works Conditions January 4, 2023” (Attachment 102).
3. **Phase schedule:** The developer shall complete recordation of the Phase 1 subdivision plat within 3 years of Preliminary Subdivision approval, pursuant to WDO 4.02.04. Recordation of the Phase 2 subdivision plat shall be completed prior to December 31, 2028. The Phase 1 plat shall be recorded prior to the Phase 2 plat. Subdivision plats for the two phases shall be recorded with Marion County in a manner acceptable to the Marion County Surveyor’s Office.
4. **Recorded documents:** Upon recordation, the developer shall provide to the City digital copies of all recorded plats and public easements associated with the development.
5. **Grading Permit(s):** Prior to beginning any grading work on-site, the applicant shall apply for and obtain a Grading Permit per WDO 5.01.04. Grading work can be segmented to match phase boundaries.
6. **Addressing:** Prior to Subdivision Final Plat approval for each phase, the applicant shall submit an Address Assignment Request Form, with accompanying fee payment and materials, to the Community Development Department to begin the process of getting addresses assigned for the lots within that phase.
7. **Association:** The developer shall establish a maintenance association of owners and/or tenants as follows:
  - a. Prior to conveying land ownership of any tract, the developer shall establish an association, such as homeowners association (HOA), pursuant to ORS 94 and other applicable statutes.
  - b. The association shall assume maintenance of improvements on common area tracts, including stormwater facilities; repair, replace, and restore improvements;

identify and make clear to owners association duties; and levy assessments to owners in a fair, transparent, and written way. (If the association ceases to exist resulting in a tract or tracts no longer having an existing owner for a year or more based on the Oregon Secretary of State Corporation Division business registry, and where this provision does not conflict with ORS or OAR, the City shall have right of first refusal to acquire the property in coordination with the Marion County Assessor's Office.)

- c. Documents: The developer shall provide copies of draft articles of incorporation, bylaws, and CC&Rs for the association to the City for review and comment upon final plat application or earlier if ORS 94.565(2) requires. Bylaws and/or CC&Rs shall describe the responsibilities of the association to maintain common area improvements, and bylaws and CC&Rs shall reiterate that because of ORS 94.626, any dissolution would not also dissolve obligations. To this end, the corporation shall comply with applicable statutes and the administrative rules of the Oregon Secretary of State Corporation Division. Documents shall also conform to Oregon House Bill (HB) 2001 (2019), Section 13 (p. 10), regarding "middle housing".
- d. Subsections a, b, and c above would continue to apply were the developer to either (1) establish multiple associations or (2) make use of an existing association related to adjacent existing development. The developer shall provide copies of articles of incorporation, bylaws, and CC&Rs for the multiple associations or these documents amended to conform to conditions of approval.

### *Transportation*

#### 8. Traffic mitigation:

- a. Evergreen Road corridor traffic mitigation: To alleviate current and future safety and capacity issues along Evergreen Road at W. Hayes St, Stacy Allison Way, and Harvard St ("Evergreen Road corridor"), the developer shall pay to the City the following fees to fund a transportation planning and design study for the corridor. Fee payment is due prior to receiving Subdivision Final Plat approval for the associated phase.
  - i. Phase 1: \$42,849
  - ii. Phase 2: \$26,151
- b. Parr Road / Butteville Road intersection: The developer shall pay the following mitigation fees to alleviate current and future safety issues at this intersection:
  - i. Phase 1: At the time of Subdivision Final Plat approval for Phase 1, either subsection 1. or 2. below shall apply:
    - 1. Should Marion County continue to retain jurisdiction over this intersection, pay to the County a \$247,229 mitigation fee. Proof of fee payment is due prior to receiving Subdivision Final Plat approval.



2. Should the City have obtained jurisdiction over this intersection, pay to the City a \$79,178 mitigation fee. Fee payment is due prior to receiving Subdivision Final Plat approval.
    - ii. Phase 2: At the time of Subdivision Final Plat approval for Phase 2, either subsection 1. or 2. below shall apply:
      1. Should Marion County continue to retain jurisdiction over this intersection, pay to the County a \$150,886 mitigation fee. Proof of fee payment is due prior to receiving Subdivision Final Plat approval.
      2. Should the City have obtained jurisdiction over this intersection, pay to the City a \$48,322 mitigation fee. Fee payment is due prior to receiving Subdivision Final Plat approval.
    - c. Whole contribution: Payment of the contributions in subsections a. and b. shall exempt the development site from further assessment or participation in any district formation, assessment of fees, or other obligations formed or established before December 31, 2033 that support improvement of the Evergreen Road Corridor or the Parr Road / Butteville Road intersection.
    - d. I-5 Northbound Ramp: To mitigate current and future safety issues at the I-5 northbound off-ramp intersection with OR 214, the developer shall pay to the City a \$5,000 proportionate share mitigation fee (TSP Roadway Plan Project R9). Fee payment is due prior to receiving Subdivision Final Plat approval for Phase 1.
9. Sidewalk gaps along Parr Road: Prior to issuance of the first building permit within Phase 1, the developer shall construct ADA-compliant sidewalk along Parr Road to fill in the following gaps in the sidewalk network. Sidewalk improvements must obtain civil plan approval, be constructed, and pass inspection. Developer to provide stamped engineer plans for review and approval by the Public Works Department. Sidewalk design shall comply with current ADA, City of Woodburn, Marion County, ODOT (including safe routes to school), State and Federal guidelines and requirements at time of construction.
- a. Along the frontage of 8702 Parr Rd (Tax Lot 052W130001000); and
  - b. Between the subject property and existing sidewalk along Centennial Park frontage (Tax Lot 052W130000700). This would include:
    - i. Along the frontage of 8908 Parr Road (Tax Lots 052W130000900), unless this sidewalk connection has already been constructed by a developer of this lot; and
    - ii. Along the frontage of 9008 Parr Road (Tax Lot 052W130000800), unless this sidewalk connection has already been constructed by the developer of SUB 21-03.
10. Phase 1 street improvements: To meet WDO 3.01.02A, 3.01.03A, and 3.01.04B, the developer shall construct street improvements for all public streets within the Phase 1 boundary prior to Subdivision Final Plat approval for Phase 1. Improvements must obtain

civil plan review approval, be constructed, and pass inspection by City staff, or a performance guarantee as outlined by 4.02.08 may be approved at the City Administrator's discretion, prior to receiving Subdivision Final Plat approval. Improvements include:

a. Parr Road:

- i. Dedicate right-of-way along the east/west segment to achieve 36 feet of right-of-way from centerline, and along the north/south segment to achieve 37 feet of right-of-way from centerline. Illustrate these dedications on the subdivision plat drawing prepared for Subdivision Final Plat approval.
- ii. Construct half-street improvements along the east/west segment to match Figure 3.01D and along the north/south segment to match Figure 3.01C. The sidewalk along the north/south segment may transition to be curbtight and no less than 4.5 feet wide along the frontage of 8702 Parr Rd (Tax Lot 052W130001000).
- iii. Plant street trees in conformance with 3.06.03A. Tree size categories are defined within Table 3.06B; prohibited species are outlined within Table 3.06C.

b. New internal streets:

- i. Dedicate 60 feet of right-of-way for all internal streets. Illustrate these dedications on the subdivision plat drawing prepared for Subdivision Final Plat approval.
- ii. Construct full-street improvements to match Figure 3.01G.
- iii. Plant street trees in conformance with 3.06.03A. Tree size categories are defined within Table 3.06B; prohibited species are outlined within Table 3.06C.
- iv. Street tree and sidewalk improvements along the internal street frontages of lots may be deferred to Building Permit final inspection for each lot.

11. Phase 2 street improvements: To meet WDO 3.01.02A, 3.01.03A, and 3.01.04B, the developer shall construct street improvements for all public streets within the Phase 1 boundary prior to Subdivision Final Plat approval for Phase 2. Improvements must obtain civil plan review approval, be constructed, and pass inspection by City staff, or a performance guarantee as outlined by 4.02.08 may be approved at the City Administrator's discretion, prior to receiving Subdivision Final Plat approval. Improvements include:

a. Evergreen Road southern extension:

- i. Dedicate 37 feet of right-of-way south of the Parr Rd/Street H intersection, following the Parr Road alignment. Illustrate this dedication on the subdivision plat drawing prepared for Subdivision Final Plat approval.
- ii. Construct minimum half-street improvements pursuant to 3.01.03C and Figure 3.01C.

- iii. Plant street trees in conformance with 3.06.03A. Tree size categories are defined within Table 3.06B; prohibited species are outlined within Table 3.06C.
  - b. New internal streets:
    - i. Dedicate 60 feet of right-of-way for all internal streets. Illustrate these dedications on the subdivision plat drawing prepared for Subdivision Final Plat approval.
    - ii. Construct full-street improvements to match Figure 3.01G.
    - iii. Plant street trees in conformance with 3.06.03A. Tree size categories are defined within Table 3.06B; prohibited species are outlined within Table 3.06C.
    - iv. Street tree and sidewalk improvements along the internal street frontages of lots may be deferred to Building Permit final inspection for each lot.
- 12. Street names: To meet the street naming provisions of WDO 3.01.06, revise plans to note street names for the new internal streets. This is due prior to applying for Subdivision Final Plat approval for each phase.
- 13. Temporary dead end streets: The developer shall install barricades and signage as required by WDO 3.01.05A2 for temporary dead end streets. Include detail drawings of these items as part of civil engineering plan review.
- 14. Traffic calming: Provide patterned poured concrete crosswalks where the public multi-use path crosses Streets A, B, and G.
- 15. Centennial Park trail improvements: The developer shall construct trail improvements within Centennial Park along the portion of trail that is currently unpaved. Improvements include 8-foot wide paved ADA-compliant trail, 1 bench on concrete slab per 300 lineal feet of trail, and 2 waste receptacles (including dog waste stations) on concrete slab. Improvements must obtain civil plan review approval, be constructed, and pass inspection by City staff prior to issuance of the first building permit within Phase 1. The developer may apply for and request credit for Parks and Recreation SDCs for the construction of these off-site improvements pursuant to Woodburn Ordinance No. 2250.



*Centennial Park aerial image, unpaved trail marked in yellow.*

### *Utilities*

16. Existing septic: Prior to Subdivision Final Plat approval for Phase 1, the developer shall provide documentation that the existing septic system on the subject property has been removed and the existing private sanitary easement has been terminated.
17. Street lighting: Pursuant to WDO 3.02.03A, street lighting within each phase shall comply with City of Woodburn and Portland General Electric (PGE) standards and specifications. The applicant shall either provide documentation to the attention of the Public Works Department indicating that existing illumination complies with the standards or install new lighting to conform. This is due prior to Subdivision Final Plat approval for the associated phase.
18. Underground utilities: Pursuant to WDO 3.02.04, all utility services to and within the development shall be underground.
19. Streetside PUE: To meet WDO 3.02.01B, a streetside public utility easement (PUE) shall be granted along each street right-of-way. Minimum width is 5 feet, maximum width is 8



feet. Granting of this easement would occur concurrently with recordation of the subdivision plat for each phase.

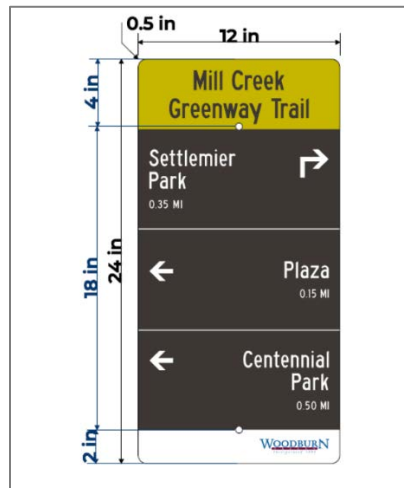
### *Tracts & Lots*

20. Tract ownership: All tracts shall be privately owned and maintained.
21. Tract improvements: Tract improvements outlined within these conditions of approval shall be due prior to Subdivision Final Plat approval for the associated phases that the tracts fall within, unless a performance guarantee pursuant to WDO 4.02.08 has been accepted by the City and executed by the developer.
22. Alleys: All alleys shall be within tracts that are privately owned and maintained. Alley improvements shall match the cross-sections provided by the applicant on Sheet 5 of the approved preliminary plans. The landscape buffer within the alley abutting 8702 Parr Rd (Tax Lot 052W130001000) shall have a planting density in conformance with WDO Table 3.06A "Setbacks abutting a street".
23. Alley access onto Parr Road: The developer shall revise plans to close the alley access onto Parr Road, unless such access is required by the Woodburn Fire District. If required by the Fire District, the driveway shall utilize a mountable curb instead of a standard driveway approach. The area between mountable curb and sidewalk shall be paved, and removable bollards shall be installed on the portion of driveway on private property within 10 feet of the front property line. The final design of the improvements for this driveway shall be to the satisfaction of the Community Development Director, the Woodburn Fire Marshal, and Marion County.
24. Open space tracts: Tract A and J are open space tracts; Tract A is within Phase 1 and Tract J is within Phase 2. As part of civil plan review for the associated phase, the developer shall submit plans for these tracts that illustrate the following:
  - a. Landscaping: For both tracts, a planting density in conformance with WDO Table 3.06A "Common areas, except those approved as natural areas in a PUD". Pursuant to 3.06.02G, plant units within Tract J may be grouped to avoid impacts to delineated wetlands.
  - b. Tract A:
    - i. Trees: Landscaping shall include at least four medium trees. Tree size categories are defined within Table 3.06B; prohibited species are outlined within Table 3.06C.
    - ii. Recreation: Recreation improvements that could include playground equipment, paved walkways, benches, picnic tables, or similar options to provide opportunities for recreation.

- iii. Fencing: If perimeter fencing is proposed along the Parr Road frontage, fencing shall conform to vision clearance area standards in 3.03.06, not exceed 6 feet in height, and be constructed out of a material outlined in 2.06.02D1 (excluding chainlink/cyclone fencing).

25. Bike/pedestrian connectivity tracts: Tracts B, D, G, P, Q, R, and S are bike/pedestrian connectivity tracts. In pursuit of conformance with WDO 3.01.05A3 & B2, the developer shall address the following items prior to receiving Subdivision Final Plat approval for each phase. Improvements must obtain civil plan review approval, be constructed, and pass inspection by City staff. Tracts B, D, P, Q, R, and S are associated with Phase 1, while Tract G is associated with Phase 2.

- a. Tracts B, D, G, R, and S: Construct path improvements including an 8-foot wide paved path centrally located within the tract with landscaping strips on either side.
- b. Tracts P and Q: Construct an 8-foot wide paved path improvement within each tract. The path within Tract Q shall connect into the path within Tract R. Because Tracts P and Q also function as fire turnarounds for Street G, final design of the fire turnaround improvements shall be to the satisfaction of the Woodburn Fire Marshal and Community Development Director.
- c. Public access: Grant a public easement over the entirety of Tracts B, D, G, P, Q, R, and S to allow for public access. Because easements would be granted concurrently with recordation of the subdivision plat, illustrate these easements on the plat drawings submitted as part of the Subdivision Final Plat application.
- d. Wayfinding: Install one wayfinding sign within each of Tracts B, D, R, and P. Signs shall be installed within 10 feet of public right-of-way at the western end of each tract. Minimum sign face dimensions are 2 feet by 1 foot, as illustrated in the image below. Signs shall provide wayfinding to nearby parks and schools.



*Wayfinding signage concept.*

26. Landscaping tracts: Tracts H, I, K, L, M, N, and O are landscaping tracts. As part of civil plan review for each phase, the developer shall submit landscaping plans for these tracts that demonstrate a planting density in conformance with WDO Table 3.06A "Setbacks abutting a street".
  - a. Replacement trees: For the Phase 1 landscaping plans, the developer shall illustrate at least 15 replacement trees for the 15 trees north of the neighboring church property (8702 Parr Rd) that are proposed to be removed. Replacement trees can be planted within private tracts or public right-of-way. The four trees required by Condition 25.b.ii. may be counted towards this requirement.
27. Stormwater tracts: Tracts C, E, and F are stormwater detention tracts. As part of civil plan review for each phase, the developer shall submit landscaping plans for these tracts that demonstrate a planting density in conformance with WDO Table 3.06A "Common areas, except those approved as natural areas in a PUD".
28. Street trees: Prior to Subdivision Final Plat approval for each phase, the developer shall provide a street tree plan for the relevant phase. Street tree requirements are outlined in 3.06.03A.
29. Alley addresses: Alley-loaded dwellings shall have address numbers installed along both the street and alley facades.
30. Driveways: To maximize availability of on-street parking:
  - a. Paved driveway approach widths at the property line along a street shall not exceed:
    - i. 19 feet for single-family detached lots, except that up to 25 percent of single-family detached lots shall not exceed 28 feet; and
    - ii. 19 feet per unit for front-loaded row house lots.
  - b. Every pair of front-loaded row houses shall utilize a single shared driveway centered on the common lot line.

## Notes to the Applicant

The following are not planning / land use / zoning conditions of approval, but are notes for the applicant to be aware of and follow:

1. Permits: Permits are applied for using the [Oregon ePermitting](#) online permit system. The City Building Division administers building and mechanical permits; Marion County Public Works administers plumbing and electrical permits.
2. Records: Staff recommends that the applicant retain a copy of the subject approval.
3. Fences, fencing, & free-standing walls: The approval excludes any new fences, fencing, & free-standing walls, which are subject to WDO 2.06 and the permit process of 5.01.03.
4. Signage: The approval excludes any private subdivision signage, which is subject to WDO 3.10 and the permit process of 5.01.10.
5. Other Agencies: The applicant, not the City, is responsible for obtaining permits from any county, state and/or federal agencies, which may require approval or permit, and must obtain all applicable City and County permits for work prior to the start of work and that the work meets the satisfaction of the permit-issuing jurisdiction. The Oregon Department of Transportation (ODOT) might require highway access, storm drainage, and other right-of-way (ROW) permits. All work within the public ROW or easements within City jurisdiction must conform to plans approved by the Public Works Department and must comply with a Public Works Right-of-Way permit issued by said department. Marion County plumbing permits must be issued for all waterline, sanitary sewer, and storm sewer work installed beyond the Public Right-of-Way, on private property.
6. Inspection: The applicant shall construct, install, or plant all improvements, including landscaping, prior to City staff verification. Contact Planning Division staff at least three (3) City business days prior to a desired date of planning and zoning inspection of site improvements. This is required and separate from and in addition to the usual building code and fire and life safety inspections. Note that Planning staff are not primarily inspectors, do not have the nearly immediate availability of building inspectors, and are not bound by any building inspector's schedule or general contractor convenience.
7. Stormwater management: The storm sewer system and any required on-site detention for the development must comply with the City Storm Water Management Plan, Oregon Department of Transportation (ODOT), Public Works storm water practices and the Storm Drainage Master Plan. The applicant shall provide a final hydraulic analysis for the development and collection system, including the downstream capacity of the proposed storm sewer system. All required on-site detention area for the runoff from this site will need



to be provided in accordance with the hydraulic analysis. The detention system is to be maintained by the applicant in perpetuity.

8. **Public Works Review:** Staff performs final review of the civil plans during the building permit stage. Public infrastructure must be constructed in accordance with plans approved by the City, ODOT, as well as current Public Works construction specifications, Standard Drawings, Standard Details, and General Conditions.
9. **Franchises:** The applicant provides for the installation of all franchised utilities and any required easements.
10. **Water:** All water mains and appurtenances must comply with Public Works, Building Division, and Woodburn Fire District requirements. Existing water services lines that are not going to be use with this new development must be abandoned at the main line. The City performs required abandonment of existing water facilities at the water main with payment by the property owner. All taps to existing water mains must be done by a “Hot Tap” method and by approved City of Woodburn Contractors. The applicant shall install the proper type of backflow preventer for all domestic, lawn irrigation and fire sprinkler services. The backflow devices and meters shall be located near the city water main within an easement, unless approved otherwise by Public Works. Contact Byron Brooks, City of Woodburn Water Superintendent, for proper type and installation requirements of the backflow device at (503) 982-5380.
11. **Sewer:** Plans illustrate the subdivision will utilize the public sewer line within Evergreen Road. If an alternative public sewer route becomes necessary to serve the development, the developer shall provide plans for a redesigned sewer system to the City for review.
12. **Grease Interceptor/Trap:** If applicable, a grease trap would need to be installed on the sanitary service, either as a central unit or in the communal kitchen/food preparation area. Contact Marion County Plumbing Department for permit and installation requirements, (503) 588-5147.
13. **Fire:** Fire protection requirements must comply with the Woodburn Fire District standards and requirements. Place fire hydrants within the public ROW or public utility easement and construct them in accordance with Public Works Department requirements, specifications, standards, and permit requirements. Fire protection access, fire hydrant locations and fire protection issues must comply with current fire codes and Woodburn Fire District standards. See City of Woodburn Standard Detail No. 5070-2 Fire Vault. The fire vault must be placed within the public right-of-way or public utility easement.
14. **SDCs:** The developer pays System Development Charges prior to building permit issuance.



**PUBLIC WORKS CONDITIONS OF LAND USE APPROVAL  
ANX 22-03, PP 22-02, SUB 22-04, VAR 22-07, & ZMC 22-03  
Brighton Pointe Subdivision  
8708 Parr Road  
Tax lots 052W130001001  
January 4, 2023**

**A. CONDITIONS TO BE COMPLETED PRIOR TO CIVIL PLANS APPROVAL:**

1. The Applicant, not the City, is responsible for obtaining any necessary permits from the State, Marion County, Oregon Division of State Lands, US Army Corps of Engineering and/or federal agencies that may require such permit or approval for the construction of this development.
2. Applicant to provide a final Engineer stamped storm drainage hydraulic analysis report for detention, conveyance system and a final 100 year floodway, floodplain, and wetland delineation for this development. The storm drainage hydraulic analysis shall comply with, Oregon Division of State Lands, US Army Corps of Engineering and City's requirements, as applicable. Applicant is responsible for correcting/upgrading any existing storm drainage capacity deficiencies, including upgrading private and public storm drainage systems or installing a new drainage system as per City's and Marion County's requirements and per approved Storm Drainage Hydraulic Analysis Report.
3. Applicant is responsible for obtaining approval from the Woodburn Fire District for dead-end turnarounds requirements for streets and private share access.
4. Applicant to provide a copy of approved permit(s) from the Oregon Division of State Lands and US Army Corps of Engineering and Marion County, as applicable, if a permit shall be obtained for discharging storm drainage into state lands.
5. If required, a Permit from the Oregon Division of State Lands and US Army Corps of Engineering will need to be obtained to mitigate/delineated wetlands. This shall be obtained prior to city issuance of permit. The applicant, as applicable, shall also obtain other required regulatory permits.
6. Department of Environmental Quality Erosion Control 1200C permit will need to be obtained for this development prior to City issuing approval of civil plans.
7. Applicant to provide updated civil plans for the intersection of Street H and Parr Road to include the existing gravel access located south of the intersection. Plans must be reviewed by the City and Marion County and shall comply with current City, County, State and Federal safety guidelines and requirements.
8. Applicant to provide for the installation of all franchise utilities and shall provide any required easements for these facilities. All permanent utility services to the development

shall be underground.

9. Applicant to provide street lighting (on site, along existing Parr Road, and future street south of Street H and Parr Road intersection) and in accordance with street lighting plan approved by the City and conforming to Portland General Electric installation and plan under option B.
10. Applicant to construct private storm sewer systems, including detention facilities in accordance with approved plans and drainage reports. All required on-site and off-site detention area(s) for the runoff from this site will need to be provided in accordance with the hydraulic analysis. The property owner shall maintain all on-site detention areas in perpetuity.
11. The Applicant, by this Development, shall not cause storm water runoff to be impounded on adjacent properties.
12. All sewer mains are a gravity system and the termini of sewer lines locations, depths, and sizes shall be such that it is suited for future extensions to adjoining areas.
13. All City-maintained facilities located on private property shall require a minimum of 16-foot wide utility easement conveyed to the City by the property owner. This is the applicant's responsibility to provide, not the City's. Utilities of unusual depth, size or location may require a larger width.
14. The applicant in accordance with all state regulations and requirements shall abandon on-site existing water wells and subsurface sewage disposal systems.
15. Applicant to provide a flexible pavement structured designed, for all new public streets, by a registered professional engineer using subgrade reaction appropriate for the site, traffic index, and a 20-year design life for pavement system. Structure thicknesses shall not be less than values form table on City of Woodburn Standard Detail No. 42001 (Typical Pavement Structure).
16. The owner/applicant shall be required to enter into an improvement agreement.
17. Applicant to pay all public improvements (right-of-way) fees for all public improvements that are to be maintained by the City as per Ordinance #1795.
18. Final review of the Civil Plans will be done during the Subdivision Application for Construction. Public infrastructure will be designed and constructed in accordance with plans approved by public works and complying with City, Marion County, State and Federal requirements/guidelines current at the time of the subdivision application.
19. Provide and record the required right-of-way dedications and public utility easements, at time of final plat recordation.
20. All public improvements shall be deemed complete prior to final plat recordation.
21. Applicant is required to coordinate work with other developments (tax lot 052W140000800, tax lot 052W130000900, tax lot 052W130000800, tax lot 052W130000105) for all improvements that may affect/impact this development:
  - a. Improvements to Parr Road

- b. Installation of sidewalks outside of property boundaries, safe route to school connectivity.
- c. Installation of sewer, storm, and water mains that may be need to be installed prior to this development.
- d. Franchise Utilities relocations.
- e. Etc.



# Analyses & Findings

This attachment to the staff report analyzes the application materials and finds through statements how the application materials relate to and meet applicable provisions such as criteria, requirements, and standards. They confirm that a given standard is met or if not met, they call attention to it, suggest a remedy, and have a corresponding recommended condition of approval. Symbols aid locating and understanding categories of findings:

<i>Symbol</i>	<i>Category</i>	<i>Indication</i>
✓	Requirement (or guideline) met	No action needed
✗	Requirement (or guideline) not met	Correction needed
⊖	Requirement (or guideline) not applicable	No action needed
▲	<ul style="list-style-type: none"> <li>Requirement (or guideline) met with condition of approval</li> <li>Other special circumstance benefitting from attention</li> </ul>	Modification or condition of approval required
■	Deviation from code: Variance	Request to modify, adjust, or vary from a requirement

## Location

<i>Address</i>	8708 Parr Road NE
<i>Tax Lot</i>	052W130001001
<i>Nearest intersection</i>	Parr Road / Stubb Road

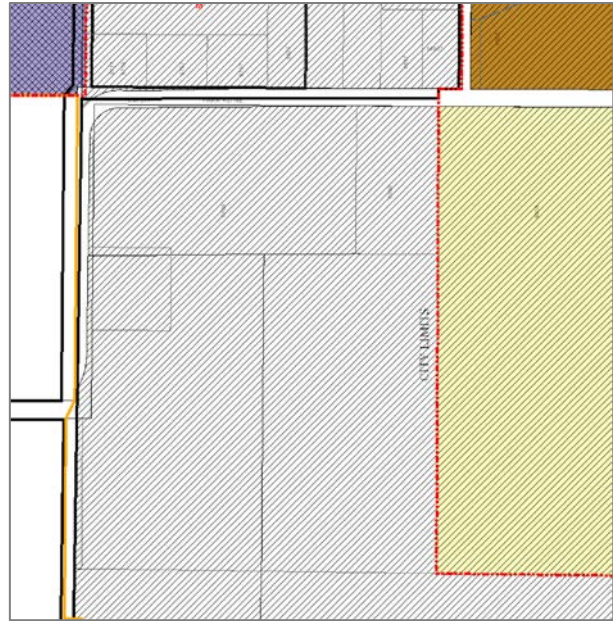
## Land Use & Zoning

<i>Comprehensive Plan Land Use Designation</i>	Low Density Residential, Medium Density Residential, Nodal Development Overlay
<i>Zoning District</i>	Nodal Single-Family Residential (RSN) and Nodal Medium Density Residential (RMN) upon annexation
<i>Overlay Districts</i>	Nodal Overlay District
<i>Existing Use</i>	n/a; undeveloped

For context, the comprehensive plan land use map designations and zoning are illustrated, and adjacent zoning is tabulated, on the following page.



Comprehensive Plan land use map excerpt



Zoning map excerpt

<i>Cardinal Direction</i>	<i>Adjacent Zoning</i>
North	No City zoning because territory is not within City limits
East	RSN
South	No City zoning because territory is not within City limits
West	No City zoning because territory is not within City limits and is outside of the urban growth boundary

The Marion County Assessor property record notes the subject property is Parcel 2 of Partition Plat 2017-054 therefore it is a legal lot of record.

Section references throughout this staff report are to the vested version of the Woodburn Development Ordinance (WDO) at the time of application (Ordinance No. 2579), unless specified within a finding that the version of the WDO amended by Ordinance No. 2603 has been applied.

## Statutory Dates

The application was submitted on April 22, 2022 and deemed complete as of October 24, 2022, making the 120-day decision deadline February 21, 2023.\*

\*However, the Assistant City Attorney had counseled staff on January 16, 2018 that an annexation request is not subject to the 120-day deadline for final action per Oregon Revised Statute (ORS) 227.178(8).

# Applicable Provisions

## 2.02 Residential Zones

A. The City of Woodburn is divided into the following residential zones:

- 2. The Nodal Single Family Residential (RSN) zone provides for row houses (attached single-family homes) and detached single-family homes on smaller lots (typically 4,000 square foot lots).
- 5. The Nodal Multi-Family Residential (RMN) zone provides for row houses, multi-family dwellings and care facilities at higher densities than non-nodal zones.

B. Approval Types (Table 2.02A)

- 4. Permitted Uses (P) are allowed outright, subject to the general development standards of this Ordinance.

Uses Allowed in Residential Zones Table 2.02A						
Use		Zone				
Accessory Uses (A) Conditional Uses (CU) Permitted Uses (P) Special Permitted Uses (S) Specific Conditional Uses (SCU)		RS	RSN	R1S	RM	RMN
A	Dwellings					
1	Single-family detached dwellings (houses)	P	P	P	P	P
5	a. Townhouses: In a group or groups each of maximum 4 attached dwellings.	P	P	P	P	P

Because the middle housing WDO amendments were approved after the applicant originally submitted their application (Ordinance 2603 effective June 30, 2022), and because the amended table of allowed uses is more flexible than the vested WDO table of allowed uses for the Nodal zones, staff applies the amended table.

The proposal is a 219-lot subdivision for territory that, if annexed, would be within the RSN and RMN zones. The applicant proposes a mix of attached and detached single-family dwellings, both of which are permitted uses in each zone.

✓ The requirement is met.

## C. Development Standards (Tables 2.02B-F)



Nodal Residential Single-Family (RSN) – Site Development Standards Table 2.02C			KEY (See Figure 2.02C)
Lot Area, Minimum (square feet) <sup>1</sup>	Townhouse lot		1,500
	Interior or cul-de-sac	Single-family dwelling or duplex	4,000
		Triplex	5,000

Nodal Residential Single-Family (RSN) – Site Development Standards Table 2.02C				KEY (See Figure 2.02C)
	lot	Quadplex or cottage cluster	7,000	
	Corner lot	Single-family dwelling, duplex, or triplex	5,000	
		Quadplex, cottage cluster, or child care facility or group home <sup>2</sup>	7,000	
	Any other use		10,000	
Lot Width, Minimum (feet)	Townhouse lot	15	<b>A</b>	
	Interior or cul-de-sac lot	30	<b>B</b>	
	Corner lot	40	<b>C</b>	
Lot Depth, Average (feet)			80	<b>D</b>
Residential Density, Minimum (units per net acre)			7.9	
Street Frontage, Minimum (feet)	Townhouse lot	15		
	Interior	30		
	Corner lot	40		
	Cul-de-sac lot	22		
Front Setback and Setback Abutting a Street, Minimum (feet)			Per Table 2.02G	<b>E F G</b>
Side Setback, Minimum (feet)	Townhouse lot	Common wall	Zero	<b>H</b>
		End unit exterior wall	5	
	Any other use		5	<b>I</b>
Rear Setback, Average (feet)	Cottage cluster	10		
	Primary structure	20 or zero <sup>3, 5, 7</sup>	<b>J</b>	
	Accessory structure	5	<b>K</b>	
	To an alley or shared rear lane		Zero	
Lot Coverage, Maximum (percent)	Primary building height 16 feet or less	40		
	Primary building height more than 16 feet	35		
	Accessory structure	25 of rear yard <sup>4, 6, 8</sup>		
Building Height, Maximum (feet)	Primary structure	35	<b>M</b>	
	Features not used for habitation	70		
	Accessory structure	15 <sup>8</sup>		

Nodal Residential Single-Family (RSN) – Site Development Standards Table 2.02C		KEY (See Figure 2.02C)
<ol style="list-style-type: none"> <li>1. Flag lots are prohibited in the RSN zone.</li> <li>2. Child care facility for 12 or fewer children, group home for five or fewer persons</li> <li>3. With a maximum deviation of five feet from the setback standard</li> <li>4. Accessory structures are included in the total lot coverage.</li> <li>5. A house of worship shall be set back at least 20 feet from a property line abutting a residential zone or use.</li> <li>6. Townhouses are exempt from maximum lot coverage, and per OAR 660-046-0220(4)(g) cottage clusters are exempt from the maximum lot coverage standard.</li> <li>7. Garage or carport minimum setback from a street is per Table 3.07A.</li> <li>8. Accessory Dwelling Units are subject to specific development standards (see Section 2.07, Special Uses).</li> </ol>		

Nodal Medium Density Residential (RMN) – Site Development Standards Table 2.02F			KEY (See Figure 2.02F)	
Lot Area, Minimum (square feet)	Townhouse lot		1,500	
	Interior or cul-de-sac lot <sup>1</sup>	Single-family dwelling, duplex, child care facility or group home <sup>2</sup>	4,000	
		Triplex	5,000	
		Quadplex or cottage cluster	7,000	
	Corner lot	Single-family dwelling, duplex, triplex, child care facility or group home <sup>2</sup>	5,000	
		Quadplex or cottage cluster	7,000	
	Child care facility, group home, or nursing home <sup>3</sup>		7,000	
	Any other use		Not specified <sup>5</sup>	
Lot Width, Minimum (feet)	Townhouse lot		15	<b>A</b>
	Single-family dwelling, duplex, triplex, quadplex, cottage cluster, child care facility or group home <sup>2</sup>	Interior lot	30	<b>B</b>
		Corner lot	40	<b>C</b>
	Child care facility, group home, or nursing home <sup>3</sup>		70	
	Any other use		Not specified <sup>5</sup>	

Lot Depth, Average (feet)	Single-family dwelling, duplex, triplex, quadplex, cottage cluster, townhouse, multiple-family dwelling, child care facility or group home <sup>2,3</sup>		80	<b>D</b>	
	Any other use		Not specified <sup>5</sup>		
Street Frontage, Minimum (feet)	Townhouse lot		15		
	Single-family dwelling, duplex, triplex, quadplex, cottage cluster, multiple-family dwelling, child care facility or group home	Interior lot	30	<b>E</b>	
		Corner lot	40	<b>F</b>	
		Cul-de-sac lot	22		
	Any other use		Not specified <sup>5</sup>		
Residential Density (units per net acre)	Minimum	Dwelling other than multiple-family	10		
		Multiple-family dwelling	19		
		Any other use	Not specified <sup>5</sup>		
	Maximum	Multiple-family dwelling	22		
		Child care facility, group care facility or nursing home <sup>3</sup>	32		
		Manufactured dwelling park	12		
		Any other use	Not specified <sup>5</sup>		
Front Setback and Setback Abutting a Street, Minimum (feet)			Per Table 2.02G	<b>G H</b>	
Front Setback and Setback Abutting a Street, Maximum (max.) (feet)	Dwelling other than multiple family: From (a) Major Arterial <sup>10</sup> (b) Any other class street		Max.: (a) 38 (b) 30		
	Multiple-family dwelling		Max.: Per Chapter 3.07		
	Any other use		Not specified		
Side Setback, Minimum (feet)	Single-family dwelling, duplex, triplex, quadplex, cottage cluster, child care facility, or group home <sup>2</sup>		5	<b>I</b>	
	Townhouse	Common wall	Zero	<b>J</b>	
		End unit exterior wall	5		
	All other	Abutting RS, RM, or P/SP zone, or an existing residential use	Building height	16 or less	24
			more than 16 and less than 28	30	

	uses <sup>3, 6</sup>	(feet) <sup>9</sup>	28 or more	36	
	Abutting NNC, or CG zone			10	
	Abutting SWIR zone			15	
	Accessory structure			Same as primary	
Rear Setback, Minimum (feet)	Same as Table 2.02B (RS)				
Lot Coverage, Maximum (percent)	Single-family dwelling, dwelling other than multiple-family, child care facility or group home <sup>2</sup>	Primary building height 16 feet or less		40	
		Primary building height more than 16 feet		35	
	Any other use			Not specified <sup>5</sup>	
Building Height, Maximum (feet)	Primary structure			45	
	Features not used for habitation			70	
	Accessory structure <sup>8</sup>			15	

1. Flag lots are prohibited in the RMN zone.
2. Child care facility for 12 or fewer children, group home for five or fewer persons
3. Child care facility for 13 or more children, group home for six or more persons
4. With a maximum deviation of five feet from the setback standard
5. The minimum lot dimensions, maximum density, and maximum lot coverage are determined by setbacks, off-street parking, and landscaping requirements.
6. A house of worship shall be set back at least 20 feet from a property line abutting a residential zone or use.
7. The Director may exempt from maximum lot coverage townhouses and cottage clusters.
8. Accessory Dwelling Units are subject to specific development standards (see Section 2.07, Special Uses).
9. Zoning Adjustment permissible.
10. Per the Transportation System Plan (TSP) adopted 2019, Figure 2, Oregon Highways 99E, 211, 214, & 219 are Major Arterial class.



**All Residential Zoning Districts –  
Front Setback & Setback Abutting a Street  
Table 2.02G**

<b>Use or Building Type</b>	<b>Boundary Street Functional Class</b>	<b>Lot</b>	<b>Whether Alley or Shared Rear Lane</b>	<b>Feet (ft) (Minimum unless specified maximum)</b>	
<b>Cottage cluster</b>				<b>10</b>	
<b>Dwelling other than multiple-family and other than cottage cluster</b>	<b>Major Arterial <sup>2</sup></b>	<b>Interior</b>		<b>20</b>	
		<b>Corner</b>	<b>Where alley or shared rear lane</b>		<b>20</b>
			<b>Where vehicular access via street only</b>	<b>To Major Arterial</b>	<b>20</b>
				<b>To second frontage if lower than Major Arterial class</b>	<b>18</b>
	<b>Any other class</b>	<b>Interior</b>	<b>Where alley or shared rear lane</b>		<b>13</b>
			<b>Where vehicular access via street only</b>		<b>18</b>
		<b>Corner</b>	<b>Where alley or shared rear lane</b>		<b>13</b>
			<b>Where vehicular access via street only</b>	<b>From the access frontage</b>	<b>18</b>
				<b>From the other frontage</b>	<b>13</b>
			<b>Multiple-family dwelling, child care facility for 12 or fewer children, or group home for five or fewer persons</b>	<b>Major Arterial <sup>2</sup></b>	<b>Interior</b>
<b>Corner</b>	<b>Where alley or shared rear lane</b>				<b>20</b>
	<b>Where vehicular access via street only</b>	<b>To Major Arterial</b>			<b>20</b>
		<b>To second frontage if lower than Major Arterial class</b>			<b>15</b>
<b>Any other class</b>	<b>Interior</b>	<b>Where alley or shared rear lane</b>		<b>15</b>	
		<b>Where vehicular access via street only</b>		<b>18</b>	
	<b>Corner</b>	<b>Where alley or shared rear lane</b>		<b>15</b>	
		<b>Where vehicular access via street only</b>		<b>From the access frontage</b>	<b>18</b>
				<b>From the other frontage</b>	<b>15</b>
		<b>Child care facility for 13 or more children, group home for six or more persons,</b>		<b>Major Arterial <sup>2</sup></b>	
<b>Any other class</b>			<b>18</b>		

<b>All Residential Zoning Districts – Front Setback &amp; Setback Abutting a Street Table 2.02G</b>				
<b>nursing home, or any other use</b>				
<b>Front porch or roofed patio, or, porch or roofed patio abutting a street</b>	<b>Minimum</b>		<b>Major Arterial</b>	<b>10</b>
			<b>Any other class</b>	<b>5</b>
	<b>Maximum</b>	<b>Dwelling other than multiple family</b>	<b>Major Arterial</b>	<b>24</b>
			<b>Any other class</b>	<b>22</b>
		<b>Multiple-family dwelling or any other use</b>		
<ol style="list-style-type: none"> <li><b>1. Measured from the Street Widening Setback (Section 3.03.02), if any</b></li> <li><b>2. Per the Transportation System Plan (TSP) adopted 2019, Figure 2, Oregon Highways 99E, 211, 214, &amp; 219 are Major Arterial class.</b></li> <li><b>3. This table is applicable to primary buildings.</b></li> <li><b>4. Garage or carport minimum setback from a street shall be per Table 3.07A.</b></li> <li><b>5. Accessory Dwelling Units are subject to specific development standards per Section 2.07.20.</b></li> </ol>				

Because the middle housing WDO amendments were approved after the applicant originally submitted their application (Ordinance 2603 effective June 30, 2022), and because the applicant requested to apply the amended site development standards tables instead of the vested WDO site development standards tables, staff applies the amended site development standards tables.

The applicant proposes 71 lots for the portion of the site that will be within the RSN zone, 65 of which are single-family detached lots and the remaining 6 are row house lots. With a total lot area of 8.92 acres, the proposed density is 7.96 units/net acre. The single-family detached lots have lot areas that range from 4,739 to 9,684 square feet (the two corner lots exceed 5,000 square feet); lot widths that range from 40.3 to 136.6 feet; and lot depths that range from 83.2 to 128.7 feet. The row house lots have lot areas that range from 2,896 to 3,644 square feet; lot widths and depths exceed the minimum requirements.

The applicant proposes 148 lots for the portion of the site that will be within the RMN zone, 106 of which are row house lots and the remaining 42 are single-family detached lots. With a total lot area of 13.05 acres, the proposed density is 11.34 units/net acre. The single-family detached lots have lot areas that range from 4,526 to 9,005 square feet (the nine corner lots exceed 5,000 square feet); lot widths that range from 45 to 80.7 feet; and lot depths that range from 94.8 to 113 feet. The row house lots have lot areas that range from 2,896 to 3,644 square feet; lot widths that range from 25 to 46 feet; and lot depths that range from 87.4 to 106.1 feet.

- ✓ The lot area, width, depth, street frontage, and density requirements are met.

Setbacks, lot coverage, and building height standards are analyzed as part of the review of each building permit application.

The applicant submitted a Variance application with the following requests related to site development standards:

- Increase the maximum lot coverage from 40 percent up to 50 percent for single-story, single-family detached lots in the RSN zone;
- Reduce the front setback from 18 feet down to 15 feet for all front-loaded row house lots; and
- Reduce the rear yard setback down to 20 feet for all lots within the RMN zone.

■ Staff addresses these requests further under the Variance provisions.

## 2.05 Overlay Districts

### 2.05.04 Nodal Overlay Districts

#### A. Purpose

**Development within the Nodal Overlay Districts includes several residential building types, with limited commercial development and accessible parks. The intent of the overlay districts is to provide community identity to higher density residential developments within walking distance (generally one-half mile or less) of the neighborhood commercial center. Nodal development will be designed with a pedestrian focus, with interconnected streets and pedestrian walkways, alleys serving garages located at the rear of lots, and with limited on-street parking.**

**Nodal Overlay Districts are shown on the Comprehensive Plan Map with zoning applied at the time of annexation. To ensure that land is efficiently used within the Urban Growth Boundary (UGB), master plans shall be required for land within Nodal districts.**

**B. Nodal Single Family Residential (RSN) and Nodal Medium Density Residential (RMN) Districts access management:**

- 1. Applicability:** This applies to residential development of other than multiple-family dwellings and where land division is applicable. The exception to applicability is development of a lot or lots each 8,000 square feet or larger and 80 feet wide or wider, measured after land division.
- 2. Alley / shared rear lane:** A development requires one or more alleys or shared rear lanes as Section 1.02 defines to serve minimum 75 percent of all lots and tracts. Direct vehicular access to a public street through driveway approaches, aprons, or curb cuts is prohibited, and access to on-site parking that abuts either an alley or shared rear lane is required. Zoning Adjustment is permissible.
- 3. Yards abutting streets:** Off-street parking, maneuvering, and vehicular circulation and storage is prohibited within both (a) the minimum setback abutting a street and (b) within a yard abutting a street sited closer to the street than the street-facing main wall plane of the primary building closest to the street. A lot having up to 4 dwellings and with one or more parking pads, which Section 3.05.03F requires or allows, is exempt.
- 4. Development standards:** For alleys, refer to Section 3.01.

The Comprehensive Plan land use map illustrates the Nodal Development Overlay covering the subject property therefore, upon annexation, the RSN and RMN zones would be applied. The Nodal Overlay Districts provisions of 2.05.04 apply. Because the applicant requested to apply the amended Nodal Overlay Districts provisions (amended via Ordinance 2603 effective June 30, 2022) instead of the vested Nodal Overlay Districts provisions, staff applies the amended Nodal Overlay Districts provisions.

The proposed subdivision consists of 219 lots – 107 single-family detached lots and 112 row house lots. Since Lots 68, 183, and 184 are greater than 8,000 square feet, the provisions apply to a total of 216 lots. The associated 75 percent alley access requirement therefore requires at least 162 lots to be accessed via an alley. Because site plans illustrate only 72 lots (roughly 44.4 percent) to be accessed via an alley, the applicant submitted a Variance request.

■ Variance: The applicant requests a variance to the alley access requirement for lots within the Nodal Overlay District. This request is discussed further under the Variance Provisions section.

#### **D. Master Planning Requirement**

**1. A master development plan shall be approved by the City Council for the entire area designated as Nodal Overlay on the Comprehensive Plan Map, prior to annexation of any property within the Nodal Development Overlay Comprehensive Land Use Plan map designation. The master plan shall be conceptual and non-binding in nature, but may be used as a general guide for development within the Nodal Overlay Districts.**

**2. The required master plan shall show:**

- a. The location and rights-of-way for existing and planned streets. These streets shall provide access to all existing and proposed parcels, consistent with the Transportation System Plan (TSP);**
- b. The location and size of existing and planned sanitary sewer, storm water and water facilities, at adequate levels to serve existing and proposed development;**
- c. The location and area of the Riparian Corridor and Wetlands Overlay District (RCWOD). Planned streets and public facilities that cannot reasonably avoid the RCWOD shall be indicated;**
- d. A development plan for the Nodal Neighborhood Commercial center, neighboring multi-family areas, and potential parks, including planned pedestrian and bicycle connections within the Nodal Overlay District as shown on the Transportation System Plan, and pedestrian and bicycle connections to Southwest Industrial Reserve areas;**
- e. A development plan for all residential areas, demonstrating consistency with applicable nodal design standards.**

#### **E. Removal of a Nodal Overlay District**

**1. Removal of a Nodal Overlay District from any area or parcel shall require the following:**

- a. A revised transportation, housing and commercial land needs analysis, consistent with the Goal 9, 10 and 12 Rules (OAR Chapter 660, Divisions 8, 9 and 12);**
- b. A Comprehensive Plan Amendment that demonstrates compliance with all applicable Statewide Planning Goals, applicable goals and policies of the Marion County Framework Plan, and applicable goals and policies of the Comprehensive Plan;**
- c. A zoning map amendment that demonstrates consistency with the Comprehensive Plan.**

A Nodal Master Plan in conformance with the requirements of subsection D. was approved by City Council via Resolution No. 2124 in November 2018 as part of the Smith Creek Development project. The applicant is not proposing to remove the Nodal Overlay District.

✓ The provisions are met.

#### **2.05.05 Riparian Corridor and Wetlands Overlay District**

##### **A. Purpose**

**The Riparian Corridor and Wetlands Overlay District (RCWOD) is intended to conserve, protect and enhance significant riparian corridors, wetlands, and undeveloped floodplains in keeping with the goals and policies of the Comprehensive Plan. The RCWOD is further intended to protect and enhance water quality, prevent property damage during floods and storms, limit development activity in designated areas, protect native plant species, maintain and enhance fish and wildlife habitats, and conserve scenic and recreational values.**

##### **B. Boundaries of the RCWOD**

###### **1. The RCWOD includes:**

- a. Riparian corridors extending upland 50 feet from the top of the bank of the main stem of Senecal Creek and Mill Creek and those reaches of their tributaries identified as fish-bearing perennial streams on the Woodburn Wetlands Inventory Map; and**
- b. Significant wetlands identified on the Woodburn Wetlands Inventory Map. Where significant wetlands are located fully or partially within a riparian corridor, the RCWOD shall extend 50 feet from the edge of the wetland; and**
- c. The 100-year floodplain on properties identified as vacant or partly vacant on the 2005 Woodburn Buildable Lands Inventory.**

**2. The approximate boundaries of the RCWOD are shown on the Zoning Map. The precise boundaries for any particular lot should be verified by the property owner when making a land use application. Map errors may be corrected as provided in this Ordinance (Section 1.02.04).**

There are no riparian corridors or 100-year floodplains within the site. The submitted plans illustrate wetlands in the southeast corner of the subject property, however the applicant's wetland delineation report indicated these were not significant wetlands. The RCWOD provisions are therefore not applicable. Out of an abundance of caution, staff submitted a Wetland Land Use Notice to the Department of State Lands on April 26, 2022.

⊖ The provisions are not applicable.

#### **2.06 Accessory Structures**

##### **2.06.02 Fences and Walls**

Fences are reviewed separately through the Fence Permit process. Regarding Tract A in the northwest corner, staff adds *Condition of Approval 24b.iii.* to outline fencing requirements for any perimeter fencing around this tract.

▲ The provisions are met with *Condition 24b.iii*.

## 2.07 Special Uses

⊖ None apply.

## 2.08 Specific Conditional Uses

⊖ None apply.

## 3.01 Streets

### 3.01.01 Applicability

- A. Right-of-way standards apply to all public streets.
- B. Improvement standards apply to all public and private streets, sidewalks and bikeways.
- C. Functional standards are identified in the Woodburn TSP.
- D. This applies to all development, and is not limited to partitions, subdivisions, multi-family, commercial or industrial construction, or establishment of a manufactured dwelling or recreational vehicle park. Construction of a single-family dwelling or placement of a manufactured dwelling does not, for the purposes of this Section, constitute development, however, in no case can this type of development occur without minimal access as determined by the Director.

### 3.01.02 General Provisions

- A. No development shall be approved, or access permit issued, unless the internal streets, boundary streets and connecting streets are constructed to at least the minimum standards set forth in this Section, or are required to be so constructed as a condition of approval.

### 3.01.03 Improvements Required for Development

- A. With development, the Internal, Boundary, and Connecting streets shall be constructed to at least the minimum standards set forth below.

#### B. Internal Streets

Internal streets shall meet all standards of WDO and the TSP.

#### C. Boundary Streets

The minimum improvements for a Boundary Street shall be:

1. One paved 11-foot travel lane in each direction;
2. On-street parking on the side of the street abutting the development, if on-street parking is indicated in the TSP;
3. Curb on the side of the street abutting the development;
4. Drainage facilities on the side of the street abutting the development;
5. Street trees on the side of the street abutting the development; and
6. A sidewalk on the side of the street abutting the development.

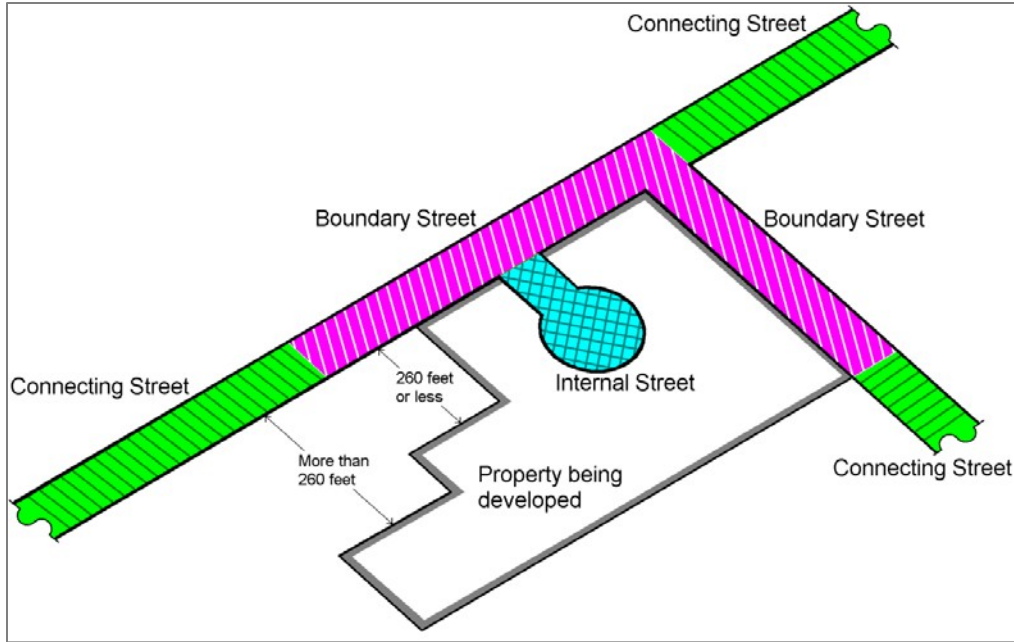


Figure 3.01A – Internal, Boundary, and Connecting Streets

**3.01.04 Street Cross-Sections**

A. These standards are based on the functional classification of each street as shown in the Woodburn TSP. The street right-of-way and improvement standards minimize the amount of pavement and right-of-way required for each street classification, consistent with the operational needs of each facility, including requirements for pedestrians, bicycles, and public facilities.

B. All public streets under the jurisdiction of the City of Woodburn shall comply with the cross-sections depicted in this Section.

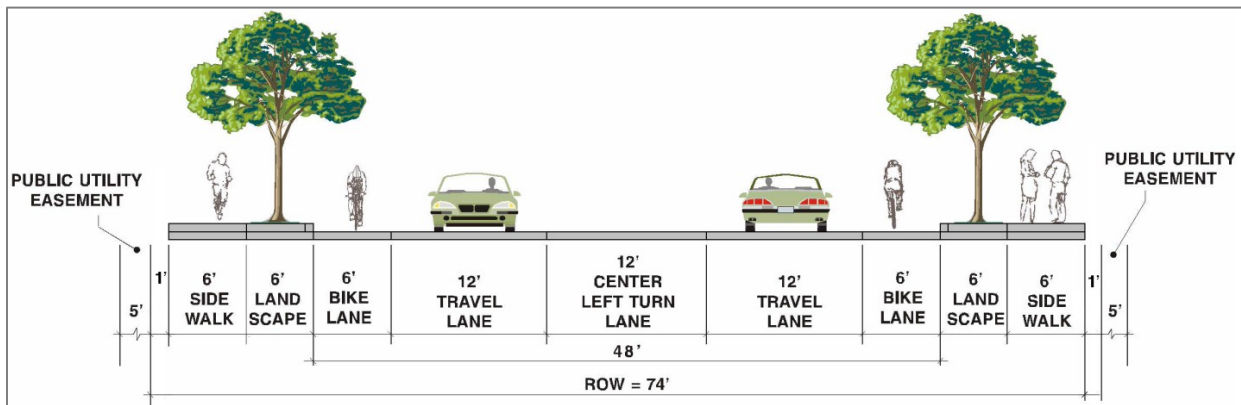
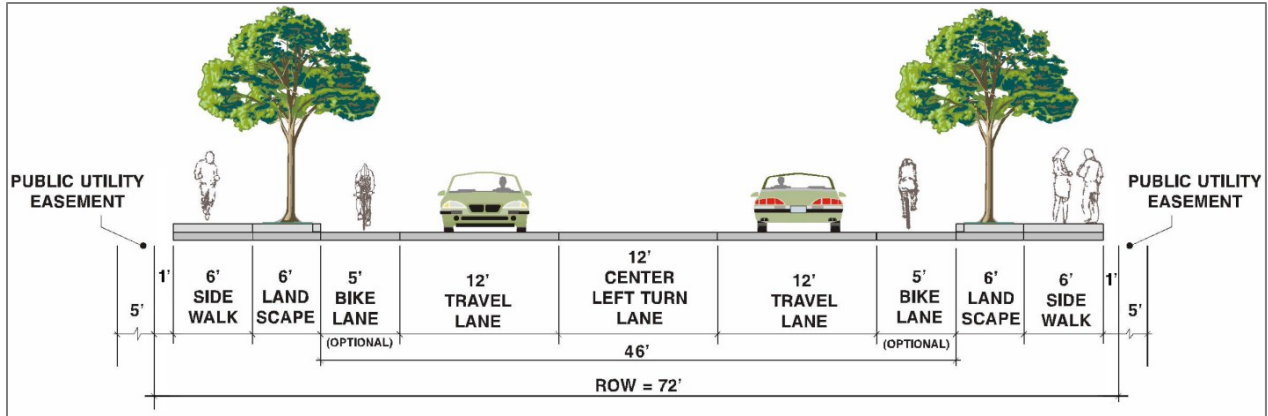
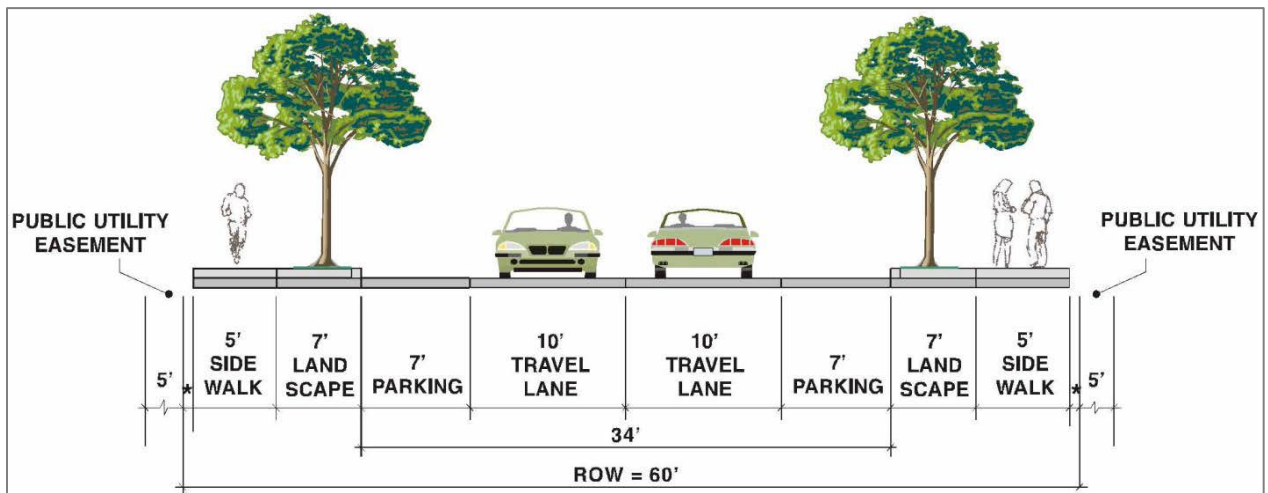


Figure 3.01C – Minor Arterial



**Figure 3.01D – Service Collector**



**Figure 3.01G – Local Residential Street with Parking Both Sides, 60 Foot Right-of-Way**

The proposal is a 219-lot subdivision to be developed in two phases. This is development therefore the provisions of 3.01 apply.

*Phase 1*

Phase 1 is the northerly phase; it contains 136 lots and includes the entire Parr Road frontage of the site as well as a network of internal streets to serve the lots. Figure 2 of the Woodburn Transportation System Plan (TSP) classifies the east/west portion of Parr Road as a Service Collector and the north/south portion as a Minor Arterial, for which the applicable WDO cross-sections are Figures 3.01D and 3.01C, respectively. The internal streets are classified as local streets, for which the default applicable WDO cross-section is Figure 3.01G. Staff adds *Condition of Approval 10* to require the developer to dedicate right-of-way, construct half-street improvements along both portions of Parr Road to match the applicable cross-sections, and construct full improvements for the internal streets to match the applicable cross-section.

*Phase 2*



Phase 2 is the southerly phase; it contains 83 lots and includes the southern extension of Evergreen Road as well as a network of internal streets to serve the lots. Because Roadway project R29 in the TSP describes the southern arterial as a two-lane street, the applicable WDO cross-section for the Evergreen Road extension is Figure 3.01C. TSP Figure 2 classifies the internal streets as local streets, for which the default applicable WDO cross-section is Figure 3.01G. Staff adds *Condition of Approval 11* to require the developer to dedicate right-of-way, construct minimum half-street improvements for the Evergreen Road extension to meet 3.01.03C and Figure 3.01C, and construct full improvements for the internal streets to match Figure 3.01G.

▲ The provisions are met with *Conditions 10 & 11*.

### 3.01.05 Street Layout

#### A. Termination of Streets, Bikeways and Pedestrian Ways

##### 1. Cul-de-sac Streets

- a. The maximum length of a cul-de-sac street shall be 250 feet. Cul-de-sac length shall be measured along the center line from the nearest right-of-way line of the nearest intersecting street, to the point of curvature of the cul-de-sac bulb.
- b. The minimum radius of a cul-de-sac bulb right-of-way shall be 55 feet.
- c. The minimum improved street radius of a cul-de-sac shall be 48 feet plus curb, planting strip and sidewalk.
- d. The Director may require bikeway and pedestrian facilities to connect from one cul-de-sac to an adjacent cul-de-sac or street, except where the cul-de-sac abuts developed property, or where the Director determines that there is no need for a connection.

The proposed subdivision includes one cul-de-sac street, Street K within Phase 2. Plans illustrate the cul-de-sac meets the radius requirements of this section. The Director determined that there is no need for a bikeway/pedestrian facility to connect Street K to Street H.

✓ The provisions are met.

##### 2. Temporary Dead End Streets

Street extensions that result in temporary dead end streets, or stub streets, shall:

- a. Be extended to the adjoining tract when it is necessary to give access to, or permit, a future division of adjoining land;
- b. Require a barricade at the end of the street to be installed and paid for by the property owners. It shall not be removed until authorized by the City of Woodburn.
- c. Have an all-weather sign at the temporary street terminus, installed by the property owners, that states: "This Street is Planned for Future Extension".
- d. Provide either a one foot-reserve strip deeded to the City, or an alternative method for limiting access approved by the City, at the temporary end of the right-of-way.

The proposal is a 219-lot subdivision to be developed in two phases. Within Phase 1, Streets A, B, D, G, H, and I have temporary dead ends. Within Phase 2, Streets A and I have temporary dead ends. Staff adds *Condition of Approval 13* to note the barricade and signage requirements

for temporary dead end streets and require these provisions be met prior to receiving Subdivision Final Plat approval for the associated phase.

▲ The provisions are met with *Condition 13*.

### **3. Continuity of Public Bikeway and Pedestrian Facilities Located Off-Street**

**Public bikeway and pedestrian facilities, other than those incorporated in a street right-of-way, shall either:**

- a. Provide for a continuous system, with each segment originating and terminating with a connection to a public street, or to a designated activity center; or**
- b. Provide stubbed facilities that may extend beyond the limits of an approved development, when such a public facility has been required by the decision-maker.**

The subdivision plans include multiple tracts that will provide off-street bike and pedestrian facilities throughout the development. Within Phase 1, these include Tracts B, D, P, Q, R, and S. Within Phase 2, this includes Tract G. Staff adds *Condition of Approval 25* to outline improvement requirements for these tracts and record public easements over the tracts to allow for public access.

▲ The provisions are met with *Condition 25*.

### **B. Block Standards**

- 1. Block length shall not be less than 200 feet and not more than 600 feet, except where street location is precluded by any of the following;**
  - a. Natural topography, wetlands, significant habitat areas or bodies of water, or pre-existing development;**
  - b. Blocks adjacent to arterial streets, limited-access highways, collectors or railroads;**
  - c. Residential blocks in which internal public circulation provides equivalent access.**
- 2. In any block that is longer than 600 feet, as measured from the right-of-way line of the street to the right-of-way line of the adjacent street, a bikeway/ pedestrian facility shall be required through and near the middle of the block.**
- 3. On any block longer than 1,200 feet, pathways may be required through the block at 600 foot intervals.**
- 4. In a proposed development, or where redevelopment potential exists and a street connection is not proposed, one or more bikeway and pedestrian facilities may be required to connect a cul-de-sac to public streets, to other pathways, or to the project boundary to allow for future connections.**

The subdivision plans illustrate blocks that conform with the provisions. Blocks that are longer than 600 feet have tracts in the middle to provide bike/pedestrian facilities. Staff adds *Condition of Approval 25* to outline improvement requirements for these tracts and record public easements over the tracts to allow for public access.

▲ The provisions are met with *Condition 25*.

### **C. Street Access**

**Developments comprised of 25 or more dwelling units, including existing units, shall have at least two means of public street access from a cul-de-sac, dead-end street, or other street. Those two or more means of public access must be two non-overlapping public street routes to a major arterial identified in the TSP.**

The proposed subdivision includes two access points onto Parr Road and two routes to Newberg Highway, the nearest Major Arterial street. One route would be to travel east on Parr Road and turn left onto Settlemier Ave to travel northbound to the intersection with Newberg Hwy. The second route would be to travel west on Parr Road and turn right onto Butteville Road to travel northbound until the intersection with Newberg Hwy.

✓ The provision is met.

### **3.01.06 Street Names**

Staff adds *Condition of Approval 12* to address the Street Names provisions prior to Subdivision Final Plat approval for each phase.

▲ The provisions are met with *Condition 12*.

### **3.02 Utilities and Easements**

#### **3.02.01 Public Utility Easements**

**A. The Director shall require dedication of specific easements for the construction and maintenance of municipal water, sewerage and storm drainage facilities located on private property.**

**B. A five-foot wide public utility easement shall be dedicated along each lot line abutting a public street.**

**C. As a condition of approval for development, including property line adjustments, partitions, subdivisions, design reviews, or Planned Unit Developments (PUDs), the Director may require dedication of public utility easements.**

No public utility facilities are proposed to be located on private property. The applicant proposes an 8-foot wide public utility easement along all street frontages. Staff adds *Condition of Approval 19* to ensure these streetside easements are granted concurrently with recordation of the subdivision plat for each phase.

▲ The provisions are met with *Condition 19*.

#### **3.02.03 Street Lighting**

##### **A. Public Streets**

**Public streets abutting a development shall be illuminated with street lights installed to the standards of the City and the electric utility.**

Staff adds *Condition of Approval 17* to provide the appropriate documentation, or install new lighting, to meet this requirement.

▲ The provision is met with *Condition 17*.

### **3.02.04 Underground Utilities**

**All permanent utility service to and within a development shall be underground, except where overhead high-voltage (35,000 volts or more) electric facilities exist.**

Staff adds *Condition of Approval 18* to require all utility service to and within the development be underground.

▲ The provision is met with *Condition 18*.

### **3.03 Setbacks and Open Space**

Setbacks and vision clearance areas for new dwellings will be reviewed through Building Permit review. Vision clearance areas for new fencing would be reviewed through Fence Permit review.

— The standards do not apply.

### **3.04 Vehicular Access**

#### **3.04.01 Applicability and Permit**

##### **A. Street Access**

Every lot shall have:

1. Direct access to an abutting public street, or
2. Access to a public street by means of an access easement and maintenance agreement to the satisfaction of the Director, and revocable only with the concurrence of the Director.

##### **C. Access to County Roads**

Access to a road under the jurisdiction of Marion County shall be subject to County requirements. The Director may incorporate County requirements into the conditions of approval for any application.

#### **3.04.03 Driveway Guidelines and Standards**

##### **A. Number of Driveways**

1. For residential uses, the maximum number of driveways per lot frontage shall be one. For purposes of controlling driveway access, every 100 feet of frontage is considered a separate lot frontage.
2. A minimum of two driveways shall be provided in developments with:
  - b. 100 dwelling units in multiple-family dwellings (200 if all dwelling units are equipped with automatic fire sprinklers); or

##### **B. Joint Access**

2. A partition, subdivision, or PUD should be configured so that lots abutting a Major Arterial, Minor Arterial, or Service Collector have access to a local street. Access to lots with multiple street frontages should be from the street with the lowest functional classification.

**3. Every joint driveway or access between separate lots shall be established by an access easement and maintenance agreement to the satisfaction of the Director and revocable only with the concurrence of the Director.**

The subject property has frontage along Parr Road, a public street. The proposal is a 219-lot subdivision with an internal network of public streets and private alleys. Each lot will have direct access to a public street or private alley. No lots are proposed to directly access Parr Road.

Driveways for each lot will be reviewed individually through the building permit review.

✓ The provisions are met.

#### **3.04.04 Improvement Standards**

Private driveways for new dwellings will be reviewed through building permit review.

⊖ The standards do not apply.

#### **3.04.05 Traffic Impact Analysis**

**A. A Traffic Impact Analysis (TIA) may be required by the Director prior to the approval of a City access permit when the Director estimates a development proposal may generate either 100 or more additional, peak hour trips, or 1,000 or more additional daily trips, within ten years of a development application.**

**B. A TIA shall evaluate the traffic impacts projected of a development proposal and the estimated effectiveness of potential traffic impact mitigation measures.**

**C. The methodology for a TIA shall be consistent with City standards.**

The proposal is a 219-lot subdivision to be built out over two phases. The applicant provided a Traffic Impact Analysis indicating the proposal would generate 132 AM peak hour trips, 169 PM peak hour trips, and 1,876 daily trips.

City Staff, working with the City's contracted Traffic Engineer and in coordination with Marion County and ODOT reviewed the TIA and provided numerous comments that resulted in two TIA addendum memos that, with the conditions of approval recommended herein, can satisfy the requirements of the WDO. Conditions of approval are included that would effectuate the mitigations recommended by the City's contracted Traffic Engineer.

The specific deficiencies and mitigations are found in the TIA, the TIA addendum memos, and conditions of approval. Generally, the project involves the addition of two intersections onto Parr Road, half-street improvements to Parr Road, as well as mitigations for five nearby intersections that are impacted by the proposal – safety and capacity issues for three intersections on Evergreen Road, safety issues at the Parr/Butteville intersection, and safety issues at the I-5 northbound off-ramp. These are predominantly existing conditions exacerbated by the proposed

development. Fair share financial contributions, split between the two phases, have been conditioned on the applicant to provide the appropriate mitigation fee to either the City or the County, depending on which body has jurisdiction over the intersection when development takes place. The impacted intersections on Evergreen Road do not have a plan or design for the mitigation improvement in the TSP; the mitigation involves a planning and design study that will determine the preferred mitigation and costs.

One critical transportation issue in this area that extends beyond the technical scope of the TIA but which involved extensive cooperation by the applicant, County, and City staff to address relates to the future jurisdiction of the Parr/Butteville intersection. The TIA found that this intersection has documented safety issues (exceeding acceptable crash rates). The intersection is currently located in the County and subject to improvements under the County's requirements. The preferred solution, favored by all parties (applicant, City, County) would be to have the property transferred to the City. City Staff has initiated that process. Conditions of approval have been proposed that acknowledge the anticipated future transfer of this intersection. The conditions are written such that as long as the intersection is under the County's jurisdiction, the mitigation required by the County to address safety issues at this intersection would be paid by to the County. If the intersection is transferred to the City, then the proportionate share fee required by the City would be paid to the City.

▲ With the proposed conditions of approval related to transportation, staff finds that the requirements are met.

### **3.05 Off-Street Parking and Loading**

#### **3.05.01 Applicability**

The provisions of this Section shall apply to the following types of development:

- A. All requirements and standards of Section 3.05 shall apply to any new building or structure constructed after the effective date of the Woodburn Development Ordinance (WDO).

#### **3.05.02 General Provisions**

#### **3.05.03 Off-Street Parking**

##### **A. Number of Required Off-Street Parking Spaces**

- 1. Off-street vehicle parking spaces shall be provided in amounts not less than those set forth in this Section (Table 3.05A).

##### **F. Garages**

##### **1. For dwellings other than multi-family:**

- a. The parking spaces required by this section (Table 3. 05A) shall be in a garage or garages; however, garages or carports are not required for duplexes, triplexes, quadplexes, townhouses, and cottage clusters in compliance with OAR 660-046-0220(2)(e)(D).

<b>Off-Street Parking Ratio Standards Table 3.05A</b>	
<b>Use <sup>1, 2</sup></b>	<b>Parking Ratio - spaces per activity unit or square feet of gross floor area</b>
<b>1a. Single-family dwellings (houses), including manufactured homes, and multiple-family dwellings</b>	<b>2/ dwelling unit</b>
<b>1b. Duplexes, triplexes, quadplexes, townhouses, and cottage clusters</b>	<b>1/ dwelling unit <sup>4</sup></b>
<p><b>1. The Director may authorize parking for any use not specifically listed in this table. The applicant shall submit an analysis that identifies the parking needs, and a description of how the proposed use is similar to other uses permitted in the zone. The Director may require additional information, as needed, to document the parking needs of the proposed use.</b></p> <p><b>2. There is no required parking ratio in the DDC zone per Section 3.07.07B.12.</b></p> <p><b>4. In compliance with OAR 660-046-0220(2)(e).</b></p>	

Because the middle housing WDO amendments were approved after the applicant originally submitted their application (Ordinance 2603 effective June 30, 2022), and because the applicant requested to apply the amended 3.05.03F1a section and Table 3.05A instead of the vested WDO 3.05.03F1a section and Table 3.05A, staff applies the amended 3.05.03F1a section and Table 3.05A.

The applicant proposes 107 single-family detached lots and 112 row house lots. Parking standards will be reviewed through the building permit review.

✓ The provisions are met.

### 3.06 Landscaping

#### 3.06.02 General Requirements

#### 3.06.03 Landscaping Standards

##### A. Street Trees

Within the public street right-of-way abutting a development, street trees shall be planted to City standards, prior to final occupancy.

1. One tree per every entire 50 feet of street frontage shall be planted within the right-of-way, subject to vision clearance area standards and placement of public utilities.
2. Street trees shall be planted according to the property's zoning, and the abutting street's classification in the Transportation System Plan:
  - a. Large trees shall be planted along Major and Minor Arterial streets. Large trees shall also be planted along all streets in the Neighborhood Conservation Overlay District (NCOD), regardless of street classification;
  - b. Medium trees shall be planted along Service Collector and Access/Commercial Streets;

The proposal is a two-phase subdivision consisting of 107 single-family detached lots, 112 row house lots, and numerous private tracts. The site fronts Parr Road on two sides – the east/west



segment is classified as a Service Collector and the north/south segment is classified as a Minor Arterial. There is a network of internal streets proposed within the subdivision, all of which are classified as local streets. Staff adds conditions of approval to outline street tree planting requirements.

▲ With the proposed conditions of approval related to street trees, staff finds that the provisions are met.

**B. Site landscaping shall comply with Table 3.06A.**

Planting Requirements Table 3.06A		
Location	Planting Density, Minimum	Area to be Landscaped, Minimum
Setbacks abutting a street	1 PU/15 square feet	Entire setback excluding driveways
Common areas, except those approved as natural common areas in a PUD	3 PU/50 square feet	Entire common area

**3.06.04 Plant Unit Value**

Plant Unit (PU) Value Table 3.06B		
Material	Plant Unit (PU) Value	Minimum Size
1. Significant tree <sup>1</sup>	15 PU each	24" Diameter
2. Large tree (60-120 feet high at maturity) <sup>1</sup>	10 PU each	10' Height or 2" Caliper
3. Medium tree (40-60 feet high at maturity) <sup>1</sup>	8 PU each	10' Height or 2" Caliper
4. Small tree (18-40 feet high at maturity) <sup>1</sup>	4 PU each	10' Height or 2" Caliper
5. Large shrub (at maturity over 4' wide x 4' high) <sup>1</sup>	2 PU each	3 gallon or balled
6. Small to medium shrub (at maturity maximum 4' wide x 4' high) <sup>1</sup>	1 PU each	1 gallon
7. Lawn or other living ground cover <sup>1</sup>	1 PU / 50 square feet	
8. Berm <sup>2</sup>	1 PU / 20 lineal feet	Minimum 2 feet high
9. Ornamental fence <sup>2</sup>	1 PU / 20 lineal feet	2½ - 4 feet high
10. Boulder <sup>2</sup>	1 PU each	Minimum 2 feet high
11. Sundial, obelisk, gnomon, or gazing ball <sup>2</sup>	2 PU each	Minimum 3 feet high

Plant Unit (PU) Value Table 3.06B		
Material	Plant Unit (PU) Value	Minimum Size
12. Fountain <sup>2</sup>	3 PU each	Minimum 3 feet high
13. Bench or chair <sup>2</sup>	0.5 PU / lineal foot	
14. Raised planting bed constructed of brick, stone or similar material except CMU <sup>2</sup>	0.5 PU / lineal foot of greatest dimension	Minimum 1 foot high, minimum 1 foot wide in least interior dimension
15. Water feature incorporating stormwater detention <sup>2</sup>	2 per 50 square feet	None
1. Existing vegetation that is retained has the same plant unit value as planted vegetation. 2. No more than twenty percent (20%) of the required plant units may be satisfied by items in lines 8 through 15.		

The proposed subdivision includes numerous private tracts – some for open space, some for bike/pedestrian facilities, some for landscaping, and some for stormwater management. Staff adds conditions of approval to outline landscaping requirements within these private tracts.

▲ With the proposed conditions of approval related to tract landscaping, staff finds that the provisions are met.

### 3.06.07 Significant Trees on Private Property

Existing conditions include 15 trees along the north/south segment of Parr Rd, just north of 8702 Parr Rd NE (Tax Lot 052W130001000). Plans note that these trees are proposed to be removed. Staff adds *Condition of Approval 26a* to require replacement trees be planted.

▲ The provisions are met with *Condition 26a*.

### 3.07 Architectural Design

Architectural design for new dwellings will be reviewed through building permit review.

⊖ The standards do not apply.

### 3.08 Partitions and Subdivisions

#### 3.08.01 Requirements

All partitions and subdivisions shall comply with the standards of ORS Chapter 92 and the Woodburn Development Ordinance.

This staff report serves to ensure compliance with applicable standards of the Woodburn Development Ordinance whether they are met by the applicant's proposal, via conditions of approval, or by variance approval. The Marion County Surveyor's Office will ensure compliance with applicable ORS standards during their review of the subdivision plat.

It is worth noting that ORS 92.040(3) allows local governments to establish a time period not to exceed 10 years for which the Preliminary Subdivision approval applies. Staff adds *Condition of Approval 3* to specify a phasing schedule for the subdivision.

▲ The provisions are met with *Condition 3*.

### 3.09 Planned Unit Developments

⊖ The proposal does not include a Planned Unit Development.

### 3.10 Signs

⊖ Signage is reviewed separately through Sign Permit applications. These provisions are not applicable here.

### 4.01 Decision-Making Procedures

#### 4.01.07 Consolidated Applications

**An applicant may request, in writing, to consolidate applications needed for a single development project. Under a consolidated review, all applications shall be processed following the procedures applicable for the highest type decision requested. It is the express policy of the City that development review not be segmented into discrete parts in a manner that precludes a comprehensive review of the entire development and its cumulative impacts.**

The application package consists of Type IV Annexation and Zoning Map Change, and Type III Preliminary Subdivision, Phasing Plan, and Variance. Per 4.01.07, the applications are consolidated and reviewed at the Type IV level.

✓ The provision is met.

### 5.03.05 Phasing Plan for a Subdivision, PUD, Manufactured Dwelling Park or any other Land Use Permit

#### B. Criteria: The proposed phasing of development shall:

1. Ensure that individual phases will be properly coordinated with each other and can be designed to meet City development standards; and
2. Ensure that the phases do not unreasonably impede future development of adjacent undeveloped properties;
3. Ensure that access, circulation, and public utilities are sized for future development of the remainder of the site and adjacent undeveloped sites.

The proposed subdivision includes a phasing plan application to split the subdivision into two phases – the first phase includes 136 lots, while the second phase includes the remaining 83 lots. The plans demonstrate conformance with these provisions. Staff adds *Condition of Approval 3* to outline a phasing schedule.

▲ The provisions are met with *Condition 3*.

#### **5.03.10 Subdivision Preliminary Approval**

**A. Purpose:** The purpose of a Type III Subdivision decision is to ensure that the division of properties into 4 or more lots complies with the standards of this Ordinance (Sections 2 and 3). Subdivisions are allowed in all zones, provided the proposal meets applicable standards.

**B. Criteria:** Preliminary approval of a Subdivision shall require compliance with the following:

- 1. That approval does not impede the future best use of the remainder of the property under the same ownership or adversely affect the safe and efficient development of the remainder of any adjoining land or access thereto.**
- 2. That the proposed development shall be served with city streets, water, sewer and storm drainage facilities with adequate capacity.**
- 3. That the plan for the development takes into account topography, vegetation and other natural features of the site.**
- 4. That adequate measures have been planned to alleviate identified hazards and limitations to development:**
  - a. For wetlands these shall be the measures required by the Division of State Lands for regulatory wetlands.**
  - b. For unstable areas, demonstration that streets and building sites are on geologically stable soil considering the stress and loads.**
- 5. The preliminary plat complies with all applicable provisions of this Ordinance (Sections 2 and 3), except where waived by variance.**

Upon annexation, the subject property would be partially assigned the RSN zone and partially the RMN zone. The development proposal is a 219-lot subdivision to be built out over two phases – the first phase includes 136 lots, while the second phase includes the remaining 83 lots. The applicant is proposing 107 single-family detached lots and 112 row house lots. As analyzed for 2.02, the proposed uses are permitted outright within these zones and the minimum density standards are met.

The layout of new internal streets and bicycle/pedestrian connections will aid in the future development of surrounding properties. Each lot will be served by City streets, water, sewer, and storm drainage facilities. The City Engineer confirmed that adequate public utility capacity exists to serve the proposal. Public utility extensions and private laterals will be constructed prior to Subdivision Final Plat approval.

Topography, vegetation, and other natural features have been accounted for. Site plans include a survey of existing trees and a grading plan. There appear to be non-significant wetlands on the property, for which the developer remains responsible for obtaining necessary permits from relevant outside agencies. Staff submitted a Wetland Land Use Notice to the Department of State

Lands on April 26, 2022. The applicant will need to apply for a Grading Permit to address any grade issues on site and to prepare the site for development. A geotechnical report may be required as part of the building permit review for the proposed dwellings.

As noted throughout this staff report, the proposal complies with all applicable provisions of the WDO, or can via conditions of approval, with exception for the applicant's four variance requests.

✓ The requirements are met.

#### **5.03.12 Variance**

**A. Purpose:** The purpose of this Type III Variance is to allow use of a property in a way that would otherwise be prohibited by this Ordinance. Uses not allowed in a particular zone are not subject to the variance process. Standards set by statute relating to siting of manufactured homes on individual lots; siding and roof of manufactured homes; and manufactured home and dwelling park improvements are non-variable.

**B. Criteria:** A variance may be granted to allow a deviation from development standard of this ordinance where the following criteria are met:

1. Strict adherence to the standards of this ordinance is not possible or imposes an excessive burden on the property owner, and
2. Variance to the standards will not unreasonably impact existing or potential uses or development on the subject property or adjacent properties.

**C. Factors to Consider:** A determination of whether the criteria are satisfied involves balancing competing and conflicting interests. The factors that are listed below are not criteria and are not intended to be an exclusive list and are used as a guide in determining whether the criteria are met.

1. The variance is necessary to prevent unnecessary hardship relating to the land or structure, which would cause the property to be unbuildable by application of this Ordinance. Factors to consider in determining whether hardship exists, include:
  - a. Physical circumstances over which the applicant has no control related to the piece of property involved that distinguish it from other land in the zone, including but not limited to, lot size, shape, and topography.
  - b. Whether reasonable use similar to other properties can be made of the property without the variance.
  - c. Whether the hardship was created by the person requesting the variance.
2. Development consistent with the request will not be materially injurious to adjacent properties. Factors to be considered in determining whether development consistent with the variance materially injurious include, but are not limited to:
  - a. Physical impacts such development will have because of the variance, such as visual, noise, traffic and drainage, erosion and landslide hazards.
  - b. Incremental impacts occurring as a result of the proposed variance.
3. Existing physical and natural systems, such as but not limited to traffic, drainage, dramatic land forms or parks will not be adversely affected because of the variance.
4. Whether the variance is the minimum deviation necessary to make reasonable economic use of the property;

## 5. Whether the variance conflicts with the Woodburn Comprehensive Plan.

The development proposal is a 219-lot subdivision to be built out over two phases – the first phase includes 136 lots, while the second phase includes the remaining 83 lots. The applicant is proposing 107 single-family detached lots and 112 row house lots.

The applicant submitted four variance requests:

1. Increase the maximum lot coverage from 40 percent up to 50 percent for single-story, single-family detached lots in the RSN zone (Table 2.02C of the amended WDO per Ordinance No. 2603).
2. Reduce the minimum front setback from 18 feet down to 15 feet for all front-loaded row house lots (Table 2.02G of the amended WDO per Ordinance No. 2603).
3. Reduce the minimum rear yard setback down to 20 feet for all lots within the RMN zone (Table 2.02F of the amended WDO per Ordinance No. 2603).
4. Reduce the minimum alley access requirement within the Nodal overlay district, which requires 75% of lots that are under 8,000 square feet or 80 feet wide to be accessed via an alley. The applicant proposes to alley-load 72 lots, roughly 44.4%.

Regarding the setbacks and lot coverage requests, the applicant's narrative includes the following statements (pages 18-19):

The proposed lot coverage variance will not unreasonable impact existing or potential uses or development on the subject property or adjacent properties. In addition to providing the needed mix of housing types to serve the community, the minimum density standards were challenging to meet with lots large enough for single-story detached homes. The required lot sizes to meet the minimum density standards created a burden on the applicant within the RSN zone. The proposed lot coverage variance is the minimum deviation from the standard to alleviate the identified burden.

The Woodburn demographics as well as national survey data indicate a need to provide aging populations an option to age in place. Single-story homes, with bedrooms and bathrooms on one level, are often preferred architectural styles for this demographic. According to a new AARP "Home and Community Preferences Survey," 77 percent of adults 50 and older want to remain in their homes for the long term — a number that has been consistent for more than a decade. With a 10% increase to building coverage, the applicant is able to construct more single-story homes. In turn, city residents who are otherwise able, are given the choice to stay longer in their home and community.

A third variance is included with this application to allow a reduction in the front setback standard for front loaded townhouses in both the RSN and RMN zones. The applicant requests that the standard 18-foot front yard setback be reduced to 15 feet (building to front property line). This minor variation from the standard is the minimal adjustment needed to provide a mix of housing options meeting the most needs of the Woodburn community.

A fourth variance is requested with this application to allow a 20-foot rear yard setback rather than the tiered standard based on building height per Table 2.02B. To accommodate required stormwater facilities, vision clearance for corner lots, pedestrian access and preservation of the wetlands, many tracts were created for these amenities. The rear yard setback variance request will allow the applicant more efficient use of the remaining developable area, while not preventing or limiting future development on this or adjacent properties.

The variances are not necessary to develop the property nor is it addressing an applicant created hardship. However, slight deviations from the standard will provide the most housing options to best serve the current and future population growth of Woodburn.

Staff generally concurs with the applicant. There is nothing stopping the applicant from meeting standard code requirements because this is a new subdivision and new development, and there could be visual and noise impacts from the setbacks and lot coverage variances, however staff considers these *de minimis* impacts. The lots are proposed with development consistent with the Nodal overlay districts, which are anticipated to have smaller lots and a higher density of units. The Comprehensive Plan does not specify setback and lot coverage standards, that level of detail is relegated to the development ordinance.

Regarding the alley access request, the applicant's narrative includes the following statement (page 18):

The applicant finds that alley access for all proposed small lots will impose an excessive burden on the efficient development of the property due to existing conditions, stormwater needs and approved adjacent development. The adjacent development associated with the Parr Road subdivision, requires this applicant to extend a public street through the subject property at a fixed location. In addition, the applicant finds that this proposed variance will not unreasonably impact existing uses, potential uses, or development of the subject site or adjacent properties.

Staff generally concurs with the applicant. The location of Parr Road and the approved subdivision plans for 9008 Parr Road (SUB 21-03) provide substantial limitations on the layout of the subject property that are outside of the applicant's control. The Comprehensive Plan calls for nodal zones to allow single-family homes with alley access (Policy D-2.7), but does not state a specific requirement in terms of the percentage of lots that must utilize alleys for access.

Staff considers the proposed subdivision plan to be a high-quality project. There are two access points provided off Parr Road, tracts that will facilitate pedestrian movements throughout the site, and opportunities are provided for access and connectivity for future development to the south. The project also connects into the subdivision plans for 9008 Parr Road that were approved with SUB 21-03. For these reasons, staff considers the variance provisions met and recommends approval of the requests.



To maximize availability of on-street parking, staff adds *Condition of Approval 30* to limit front-loaded driveway widths along public streets and have the front-loaded row house units utilize shared driveways.

▲ The provisions are met with *Condition 30*.

#### **5.04 Type IV (Quasi-Judicial) Decisions**

##### **5.04.01 Annexation**

**A. Purpose:** The purpose of this Type IV review is to provide a procedure to incorporate contiguous territory into the City in compliance with state requirements, Woodburn Comprehensive Plan, and Woodburn Development Ordinance.

The subject property is contiguous with City limits. This staff report reviews the proposal for compliance with the Woodburn Comprehensive Plan and WDO, both of which were acknowledged by the state to be in compliance with statewide planning goals.

**B. Mandatory Pre-Application Conference:** Prior to requesting annexation to the City, a Pre-Application Conference (Section 4.01.04) is required. This provides the city an opportunity to understand the proposed annexation and an opportunity to provide information on the likely impacts, limitations, requirements, approval standards, and other information that may affect the proposal.

A pre-application meeting for the proposal was held on December 1, 2021 (PRE 21-35).

##### **C. Criteria:**

- 1. Compliance with applicable Woodburn Comprehensive Plan goals and policies regarding annexation.**
- 2. Territory to be annexed shall be contiguous to the City and shall either:**
  - a. Link to planned public facilities with adequate capacity to serve existing and future development of the property as indicated by the Woodburn Comprehensive Plan; or**
  - b. Guarantee that public facilities have adequate capacity to serve existing and future development of the property.**
- 3. Annexations shall show a demonstrated community need for additional territory and development based on the following considerations:**
  - a. Lands designated for residential and community uses should demonstrate substantial conformance to the following:**
    - 1) The territory to be annexed should be contiguous to the City on two or more sides;**
    - 2) The territory to be annexed should not increase the inventory of buildable land designated on the Comprehensive Plan as Low or Medium Density Residential within the City to more than a 5-year supply;**
    - 3) The territory proposed for annexation should reflect the City's goals for directing growth by using public facility capacity that has been funded by the City's capital improvement program;**
    - 4) The site is feasible for development and provides either:**

- a) Completion or extension of the arterial/collector street pattern as depicted on the Woodburn Transportation System Plan; or
  - b) Connects existing stub streets, or other discontinuous streets, with another public street.
- 5) Annexed fulfills a substantial unmet community need, that has been identified by the City Council after a public hearing. Examples of community needs include park space and conservation of significant natural or historic resources.

*Criterion 1*

Section G. "Growth Management and Annexation" of the Woodburn Comprehensive Plan includes Annexation Goal G-2 and Annexation Policies G-2.1, G-2.2, and G-2.3. Regarding Goal G-2, the applicant's narrative provides the following response (page 28):

The current boundary of the City of Woodburn is the eastern property line of the subject site. This application for annexation will add territory while keeping the service area compact in shape. The proposed annexation provides the opportunity for the growth of a variety of housing options, development of new public and private amenities, trails, and the preservation of natural features such as the wetland area. In addition, this proposal will improve circulation and connectivity aiding the city to meet a wide range of goals outlined in the comprehensive and transportation system plans. The annexation will utilize readily available services located within Parr Road right-of-way as well as expand the transportation system capacity with new routes and improved rights-of-ways. The subject property is also appropriately located to be served by other existing public facilities such as public schools and an existing large public park (Centennial Park) less than 1,000 feet from the eastern property boundary. It will facilitate utility extension with the potential to serve a future Nodal District commercial area and other residential areas helping the city achieve development of the Nodal District as envisioned in the comprehensive plan. Upon approval of this annexation request, the goal has been satisfied.

Regarding Policy G-2.1, the applicant's narrative provides the following response (page 28):

As demonstrated in the submitted application materials, the proposed annexation and preliminary development plans conform with the City's plans for Nodal District zoning and development, and capacity exists as identified by the preliminary stormwater and drainage report, and feedback from the City Engineer during the pre-application conference. The TIA addresses how capacity within the transportation system can be maintained. Service provider letters have been included with this submittal to demonstrate facility capacity. The impact on the community will be to add needed housing at a variety of price points and functional architectural styles. Other impacts are limited as the development of the subject site includes appropriate lot sizes and setbacks, improvements to the transportation network and utility extensions will be made and paid for by the developer. Upon approval of this annexation request, the goal has been satisfied.

Regarding Policy G-2.2, the applicant's narrative provides the following response (page 29):

The proposed subdivision represents an efficient pattern of development and thereby an efficient utilization of land within the City upon annexation and approval. It would also maximize use of the existing facilities located in the Parr Road right-of-way for the purpose of extension into the site and beyond. It would re-balance the costs of City services among all, benefitting residents by adding rate payers to contribute to the fund for maintenance of infrastructure and increases capacity for service. With the development of the subject site, the developer will pay for all on-site and new infrastructure to serve the lots. The builders of dwellings on the new lots also pay system development charges (SDCs) to pay for the growth-related share for planned expansion of facilities in the capital improvement plans of the city, and to help the city meet local match dollars for larger projects with the State. Finally, the applicant has provided a preliminary master plan design for the property to outline street connectivity, public services, and pedestrian connections in a way that preserves the ability of surrounding large parcels to develop with their intended uses. Upon approval of this application for annexation, the goal is met.

Regarding Policy G-2.3, the applicant's narrative provides the following response (page 29):

This is a directive to the City staff and not an approval criterion. The City can use approval of this annexation request to extend the city limits and capture the improvement jurisdiction of Parr Road. The pattern of development in this area, including along the borders of the site, will be consistent as proposed, and create a smooth transition from existing development within the Nodal development district overlay. Proposed streets and utility extensions are efficient and direct. The proposed annexation meets the goals and policies of the comprehensive plan regarding annexation criteria listed above.

Staff generally concurs with the applicant. The annexation goals and policies are effectuated by the annexation review criteria within the Woodburn Development Ordinance. The Nodal Master Plan, which was approved via Resolution 2124 in 2018, illustrates the conceptual layout of private development and public facilities throughout the Nodal overlay district area.

### *Criterion 2*

The subject property is adjacent to land annexed into City limits in 2019 via Ordinance No. 2570. The application materials include service provider letters from the City Engineer, the Woodburn Fire District, and the Woodburn School District certifying there is capacity to serve the development. Conditions of approval have been added to have the development provide connections to public facilities (streets, utilities, bike/pedestrian facilities, etc.).

### *Criterion 3*

The applicant's narrative provides the following response (pages 23-24):

The subject property's eastern boundary line is the current city limit line. Property northwest of the subject site (north of Parr Road and east of what will be Evergreen Road) and northeast of the subject site have been annexed into the City. The proposed annexation includes a subdivision to divide the property into 219 lots. No increases in buildable lands inventory are proposed as this application. The proposed subdivision is shown to be fully built-out within two phases, however all area within the subdivision boundary is proposed to be annexed at once. The subject property is identified by the comprehensive plan as residential with a Nodal overlay. Upon annexation, the property will be split zoned between the Nodal Single-Family Residential and Nodal Medium Density Residential zoning designations. The property is within the urban growth boundary of Woodburn and the proposal is consistent with the future zoning and current comprehensive plan requirements. Confirmation of adequate public facilities has been included with this application. Based on conversation with City Staff and the pre-application conference feedback, the applicant believes that the proposal reflects the city's goals for growth. Adjacent approved development at 9008 Parr Road stubbed a street to the eastern boundary of this application's subject property. This stubbed street is shown to be extended through the site, and boundary street improvements on Parr Road are also shown. This proposal includes a mix of public and private open space areas and pedestrian paths/trails totaling approx. 4.34 acres. The applicant finds that the proposed open space and pedestrian pathways meet the intent of the Nodal Master Plan showing similar sized open space and trail systems throughout the subject property. Tract A is shown to be a private park offering active recreation to be maintained by the Brighton Pointe HOA. Sidewalks are also shown on the submitted site plan to guide pedestrians through the site in a safe manor where trails may not be proposed. This proposed subdivision shows a mix of single-family attached and detached homes which the applicant believes is meeting an unmet community housing need as illustrated by the Housing Needs Analysis<sup>5</sup> by providing housing at a range of price points. The subject property is only contiguous with the city limits on one side. Also, the above criteria states that the application "should" demonstrate substantial conformance with the standards rather than stating the application shall conform to the standards. The applicant has met the burden of proof that substantial conformance with all criteria is met.

Staff generally concurs. Conditions of approval have been added to have the development provide connections to public facilities (streets, utilities, bike/pedestrian facilities, etc.).

#### **D. Procedures:**

##### **1. An annexation may be initiated by petition based on the written consent of:**

- a. The owners of more than half of the territory proposed for annexation and more than half of the resident electors within the territory proposed to be annexed; or
  - b. One hundred percent of the owners and fifty percent of the electors within the territory proposed to be annexed; or
  - c. A lesser number of property owners.
2. If an annexation is initiated by property owners of less than half of property to be annexed, after holding a public hearing and if the City Council approves the proposed annexation, the City Council shall call for an election within the territory to be annexed. Otherwise no election on a proposed annexation is required.

The applicant's narrative addresses these provisions on page 25:

The proposed annexation is initiated by the property owners and the required application forms have been signed by said property owner. 100% of the ownership has initiated the annexation process. This application includes the annexation of the public right-of-way of Parr Road on the north and west frontages. The applicant understands that the City may initiate annexation of island properties without the consent of the property owners or the resident electors. An island (under different ownership) is shown on the proposed site plan as not all adjacent property owners have joined this annexation application, nor is it the responsibility of the applicant to gain the support of adjacent ownership for this application. The criteria are met.

**E. Zoning Designation for Annexed Property: All land annexed to the City shall be designated consistent with the Woodburn Comprehensive Plan, unless an application to re-designate the property is approved as part of the annexation process.**

The Comprehensive Plan designates the subject property as split between Low Density Residential and Medium Density Residential, and wholly within the Nodal Development overlay. The territory will be assigned to the RSN and RMN zoning districts upon annexation.

**F. The timing of public improvements is as follows:**

1. Street dedication is required upon annexation.
2. Dedication of public utility easements (PUE) is required upon annexation.
3. Street improvements are required upon development.
4. Connection to the sanitary sewer system is required upon development or septic failure.
5. Connection to the public water system is required upon development or well failure.
6. Connection to the public storm drain system is required upon development.

The applicant's narrative states on pages 25-26:

All public improvements are shown as future dedicated public features. This application includes annexation of the entire right-of-way width for Parr Road along the subject property's north and west side frontages (including frontage along tax lot 900 and

1000). Improvements to this right-of-way are proposed to meet the City's public improvement standards. All utilities are shown, and a composite utility plan has been included with this submittal. Typical right-of-way sections are included on submitted sheet 5/8 to show proposed improvements. The criteria are met.

Staff concurs.

▲ With the proposed conditions of approval related to providing connections to public facilities, staff finds that the annexation provisions are met.

#### **5.04.04 Official Zoning Map Change, Owner Initiated**

**A. Purpose:** The purpose of an Owner Initiated Official Zoning Map Change is to provide a procedure to change the Official Zoning Map, in a manner consistent with the Woodburn Comprehensive Plan.

**B. Criteria:** The following criteria shall be considered in evaluating an Official Zoning Map Change;

- 1. Demonstrated need for the proposed use and the other permitted uses within the proposed zoning designation.**
- 2. Demonstrated need that the subject property best meets the need relative to other properties in the existing developable land inventory already designated with the same zone considering size, location, configuration, visibility and other significant attributes of the subject property.**
- 3. Demonstration that amendments which significantly affect transportation facilities ensure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:**
  - a. Limiting allowed land uses to be consistent with the planned function of the transportation facility; or**
  - b. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or,**
  - c. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.**

**C. Delineation:** Upon approval, a zone change shall be delineated on the Official Zoning Map by the Director. A zone change subject to specific conditions shall be annotated on the Official Zoning Map to indicate that such conditions are attached to the designation.

The landowner of the subject property is requesting annexation into City limits. By its very nature, annexation of territory results in a change to the City limits boundary and the territory being annexed must be assigned to one or more zoning districts. The Comprehensive Plan designates the subject property as split between Low Density Residential and Medium Density Residential, and wholly within the Nodal Development Overlay. The territory will therefore be assigned the RSN and RMN zoning districts and the Zoning Map will be updated to reflect this.

✓ The provisions are met.



**PUBLIC WORKS DEPARTMENT**  
**190 GARFIELD STREET**  
**WOODBURN, OR 97071**

June 28, 2022

Jennifer Arnold  
Emerio Design, LLC  
1500 Valley River Dr, Suite 300  
Eugene, OR 97401

Re: Annexation Certification  
Subject Property: 8708 Parr Road  
Marion County Tax Map: 052W130001001

This letter is to certify that the City of Woodburn has no capacity issue with the public wastewater treatment facility or public water treatment facility. However, the subject property is not adjacent to an existing collection system for water, wastewater or a public storm sewer collection system. The requirements for these collection facilities would still need to be determined. The capacity analysis, design and installation would be the responsibility of the applicant/property owner.

If you have any questions, please contact me at 503.982.5248.

Sincerely,

*Dago Garcia*

Dago Garcia, P.E.  
City Engineer  
City of Woodburn



## Woodburn School District

1390 Meridian Drive, Woodburn, OR 97071

Phone: 503-981-9555

Fax: 971-983-3611

---

July 6, 2022

Jennifer Arnold  
EMERIO; Senior Land Use Planner  
1500 Valley River Drive Suite 100  
Eugene, OR 97401

Re: Annexation for tax lot 052W130001001 located at 8708 Parr Road NE Woodburn, OR.

Ms. Arnold

In response to your request, Woodburn School District has determined that your planned annexation located at 8708 Parr Road NE will impact our schools. However, we do anticipate being able to accommodate the potential growth and if the City of Woodburn's traffic analysis determines that the impact on our schools located on Parr road will be minimal and will not impact the safety of our students, families, and busses accessing these sites, we will support their decision.

Thank you,

Casey Woolley  
Director of Safety and Operations  
Woodburn School District



## Jennifer Arnold

---

**From:** James Gibbs <james.gibbs@woodburnfire.com >  
**Sent:** Tuesday, June 28, 2022 1:49 PM  
**To:** Jennifer Arnold  
**Subject:** RE: Service Provider Letter for new proposed development

**[External Sender]**

If you are asking if our fire department had the capability to respond to the additional load (increase in property and life within our community) with your expansion then the answer is yes. As the district grows we have been adding to the ability to maintain an ISO response rating of 3. It will be up to the development to comply with the requirements for number of fire hydrants, distance between fire hydrants and the gpm and duration requirements per Oregon Fire Code. This will require a water flow test to confirm the gpm, this is the development's responsibility to conduct and provide results of the waterflow test of at least two fire hydrants and show no dead-end fire hydrants.

---

**From:** Jennifer Arnold [mailto:jarnold@emeriodesign.com]  
**Sent:** Tuesday, June 28, 2022 1:17 PM  
**To:** James Gibbs  
**Subject:** Service Provider Letter for new proposed development

\*\*\*\* This email is from an EXTERNAL sender. Exercise caution when opening attachments or click links from unknown senders or unexpected email. \*\*\*\*

Hello,

Emerio Design represents the applicant for an annexation and new subdivision in Woodburn. The site is located at 8708 Parr Road NE (052W130001001). I am seeking a service provider letter noting adequate service capacity exists to serve our proposed project. I have attached the site plan for reference, but I am happy to provide you with additional information as needed. Let me know if you have any questions or need those additional materials.

Thanks,  
Jennifer



**Jennifer Arnold | Senior Land Use Planner**  
1500 Valley River Drive Suite 100, Eugene, OR 97401  
503.746.8812-Main | 541.263.0933- Cell [www.emeriodesign.com](http://www.emeriodesign.com)





**lancaster  
moble**

## Brighton Pointe Subdivision

Transportation Impact  
Analysis

Woodburn, Oregon

Date:

August 10, 2022

Prepared for:

Lennar Northwest, LLC

Prepared by:

Jennifer Danziger, PE

Ken Kim, PE



RENEWS: 12/31/2023

**ATTACHMENT 105**

Executive Summary	3
Project Description	5
Introduction	5
Location Description	5
Transit	9
Site Trips	11
Trip Generation	11
Trip Distribution	11
Trip Assignment	12
Traffic Volumes	15
Existing Conditions	15
Background Conditions	19
Buildout Conditions	19
Safety Analysis	25
Crash History Review	25
Sight Distance Evaluation	30
Warrant Analysis	31
Operational Analysis	33
Intersection Capacity Analysis	33
Queuing Analysis	37
Potential Mitigation	42
Conclusions	43

## List of Appendices

- Appendix A – Site Information
- Appendix B – Volumes
- Appendix C - Safety
- Appendix D - Operations



## List of Figures

Figure 1: Project Location and Access (Marion County GIS)	6
Figure 2: Vicinity Map	10
Figure 3: Trip Distribution & Assignment – AM Peak Hour	13
Figure 4: Trip Distribution & Assignment – PM Peak Hour	14
Figure 5: Year 2022 Existing Traffic Volumes – AM Peak Hour	17
Figure 6: Year 2022 Existing Traffic Volumes – PM Peak Hour	18
Figure 7: Year 2028 Background Conditions – AM Peak Hour	21
Figure 8: Year 2028 Background Conditions – PM Peak Hour	22
Figure 9: Year 2028 Buildout Conditions – AM Peak Hour	23
Figure 10: Year 2028 Buildout Conditions – PM Peak Hour	24

## List of Tables

Table 1: Vicinity Roadway Descriptions	6
Table 2: Study Intersection Descriptions	7
Table 3: Trip Generation Summary	11
Table 4: ATR Seasonal Trend Method	16
Table 5: Collision Type Summary	26
Table 6: Crash Severity and Rate Summary	26
Table 7: Signal Warrant Evaluation Summary	32
Table 8: Capacity Analysis Summary	34
Table 9: 95 <sup>th</sup> Percentile Queueing Analysis Summary	37
Table 10: Potential Mitigation	42



## Executive Summary

1. The proposed Brighton Pointe Subdivision located at 8708 Parr Road intends to develop the subject property with 107 detached single-family homes and 112 attached single-family homes for a total of 219 housing units in Woodburn, Oregon. The subdivision will be constructed over a period of three years with construction of all development expected to be completed by the end of year 2028.
2. The development will have two access points that connect into the existing transportation system. Street A will connect northward to Parr Road, forming a "T" intersection approximately 500 feet west of Stubb Road and approximately 800 feet east of the future Evergreen Road extension. Street H will connect westward to connect with Parr Road at the existing southern 90-degree bend in the roadway, forming a "T" intersection with future potential to add a four leg on the south side of the intersection.
3. Trip generation for the Brighton Pointe Subdivision is estimated at 132 morning peak hour, 169 evening peak hour, and 1,876 weekday trips
4. Based on a review of the most recent five years of available crash data, eight of the study intersections have crash rates that exceed the 90<sup>th</sup> percentile rates identified by ODOT for similar types of intersections. Potential intersection improvements have been identified in the Woodburn and Marion County TSPs at some intersections; others could require improvements not currently identified in a TSP.
5. At the other eight intersections, no significant trends or crash patterns were identified, and no safety mitigation is recommended per the crash data analysis.
6. Based on the sight distance analysis, all site accesses are expected to have adequate sight lines.
7. Left-turn lane warrants were not assessed at the site accesses because the proposed project will provide left-turn lanes at both site accesses.
8. The Parr Road & Butteville Road intersection will meet left-turn lane warrants under both background and buildout conditions; however, due to the proximity of the I-5 overpass, widening the roadway for a left-turn lane is not feasible without relocating the intersection southward.
9. Two intersections were identified as meeting preliminary traffic signal warrants:
  - o Stacy Allison Way & Evergreen Road will meet warrants for both background and buildout conditions.
  - o Hayes Street & Evergreen Road will meet warrants for both background and buildout conditions.
10. Three intersections are anticipated to exceed the mobility targets:
  - o The signalized intersection of OR 214 & Settlemier Avenue will exceed mobility standards under year 2028 background conditions. The proposed development will not change the overall intersection v/c ratio but will result in a small increase in overall delay.
  - o The all-way stop-controlled intersection of Hayes Street & Evergreen Road will exceed mobility standards during both the morning and evening peak hours under year 2028 background conditions. The proposed development will increase the critical v/c ratios during both the morning and evening peak hours.





- o The stop-controlled intersection of Evergreen Road & Harvard Drive will exceed mobility standards during the evening peak hour under year 2028 background conditions. The proposed development will not add traffic to the critical movement but will increase the critical v/c ratio by increasing the traffic volumes Evergreen Road.
11. In general, changes in 95<sup>th</sup> percentile queuing between the year 2028 background and buildout conditions are anticipated to be small, one vehicle or two vehicles. Larger increases in queues are anticipated on Evergreen Road due to congestion at the two intersections with OR 214 and Hayes Street.
  12. The proposed development will add traffic to eight intersections with high crash rates as well as worsening operations at three intersections where mobility standards will not be met under background conditions. Proportionate share contributions for potential mitigation will vary depending on projects for the intersections of Stacy Allison Way & Evergreen Road and Hayes Street & Evergreen Road, which do not currently have a TSP project assigned, and the Parr Road & Butteville Road intersection, which does not currently identify the specific project needed in the Marion County TSP. As such, mitigation is likely to involve a comprehensive discussion in the context of all the eight intersections with identify safety or operational concerns.



# Project Description

## Introduction

The proposed Brighton Pointe Subdivision located at 8708 Parr Road intends to develop the subject property with 107 detached single-family homes and 112 attached single-family homes for a total of 219 housing units in Woodburn, Oregon. The subdivision will be constructed over a period of three years with construction of all development expected to be completed by the end of year 2028.

This report examines the impacts of the proposed development on the transportation system in the vicinity of the project site. The purpose of this report is to ensure safe and efficient performance of the transportation facilities that will be impacted by the proposed development. The study area includes intersections that are under the jurisdiction of the City of Woodburn, ODOT, and Marion County, including:

- |   |   |
|---|---|
| 1. OR 219 & Butteville Road               | 9. Hayes Street & Settlemier Avenue           |
| 2. OR 214/219 & I-5 SB Ramps              | 10. Evergreen Road & Harvard Drive            |
| 3. OR 214/219 & I-5 NB Ramps              | 11. Parr Road & Butteville Road               |
| 4. OR 214 & Evergreen Road                | 12. Parr Road & Street H (Future Site Access) |
| 5. OR 214 & Settlemier Avenue             | 13. Parr Road & Evergreen Road (Future)       |
| 6. Stacy Allison Way & Evergreen Road     | 14. Parr Road & Street A (Future Site Access) |
| 7. Hayes Street & Evergreen Road          | 15. Parr Road & Stubb Road                    |
| 8. Hayes Street North & Settlemier Avenue | 16. Parr Road & Settlemier Avenue             |

All supporting data and calculations are included in the appendices to this report.

## Location Description

The site address is 8708 Parr Road. It is located south and east of Parr Road on tax lot 052W130001001 (listed as 38.45 acres), of which 37.75 acres is proposed to be annexed into Woodburn, Oregon following a Property Line Adjustment (PLA) with the adjacent parcel (8702 Parr Road). A vicinity map is shown in Figure 1 with the subject site outlined in red. A site plan is included in Appendix A.



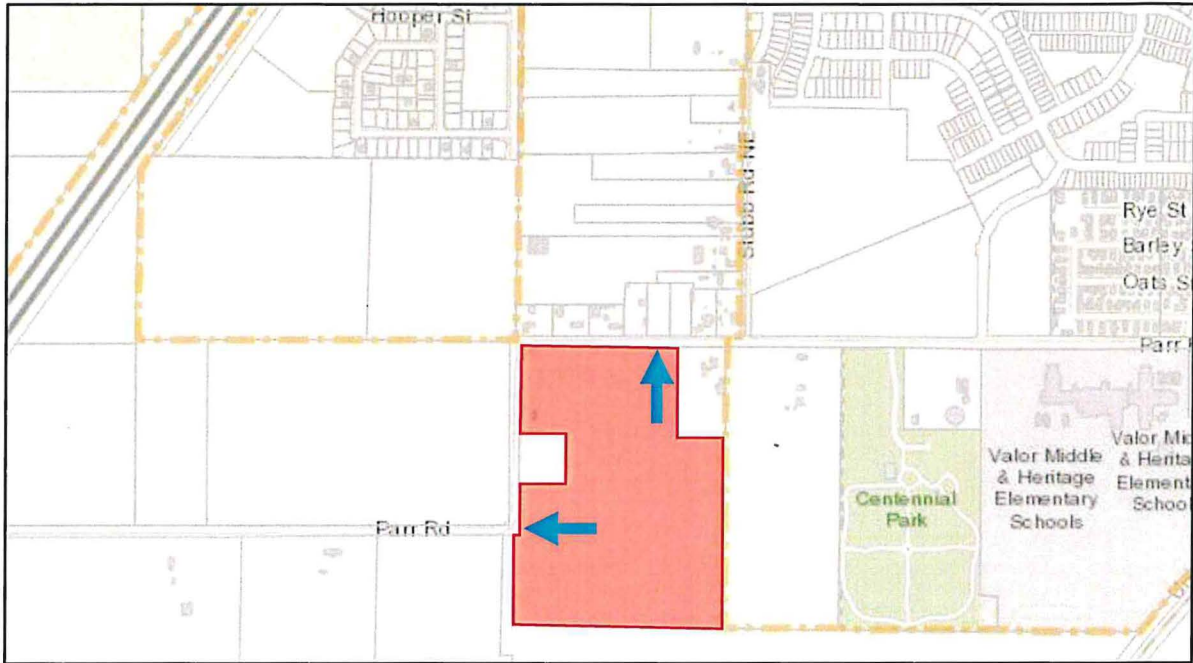


Figure 1: Project Location and Access (Marion County GIS)

The development will have two access points that connect into the existing transportation system as indicated by the blue arrows in Figure 1. Street A will connect northward to Parr Road, forming a “T” intersection approximately 500 feet west of Stubb Road and approximately 800 feet east of the future Evergreen Road extension. Street H will connect westward to connect with Parr Road at the existing southern 90-degree bend in the roadway, forming a “T” intersection with future potential to add a four leg on the south side of the intersection.

**Vicinity Streets**

The study area includes roadways under state, county, and city jurisdiction that are expected to be impacted by the proposed development. Table 1 describes each of the vicinity roadways.

Table 1: Vicinity Roadway Descriptions

Street Name	Functional Classification	Travel Lanes	Speed (mph)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
Jurisdiction: ODOT						
Interstate 5 (I-5)	Freeway	6	65	No	No	No
OR 219	District Hwy Major Arterial (City)	2-5	35-55	Partial	Prohibited	Partial
OR 214	District Hwy Major Arterial (City)	2-5	30-35	Both Sides	Prohibited	Yes





Table 1: Vicinity Roadway Descriptions

Street Name	Functional Classification	Travel Lanes	Speed (mph)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
Jurisdiction: Marion County						
Butteville Rd	Major Collector (County) Minor Arterial (City)	2	Not Posted (55 Statutory)	None	Prohibited	None
Parr Rd	Major/Minor Collector (County)	2	Not Posted (55 Statutory)	None	Prohibited	None
Jurisdiction: City of Woodburn						
Evergreen Rd	Minor Arterial	2-3	25-30	Partial	Generally Prohibited	Partial
Harvard Dr	Access Street	2	Not Posted (25 Statutory)	Yes	Permitted	None
Hayes St	Service Collector	2	25	Partial	Generally Prohibited	Partial South Side
Parr Rd	Minor Arterial/Service Collector	2-3	25	Partial	Prohibited	None
Settlemier Ave (Boones Ferry Rd)	Minor Arterial	2-3	25-35	Partial	Prohibited	None
Stacy Allison Way	Service Collector	3	25	Partial	Prohibited	None
Stubb Rd	Access Street	2	Not Posted (25 Statutory)	None	Prohibited	None

**Study Intersections**

Based on coordination with agency staff, 13 existing intersections and three future intersections were identified for analysis. A summarized description of the study intersections is provided in Table 2.

Table 2: Study Intersection Descriptions

	Intersection	Geometry	Traffic Control	Phasing/Stopped Approaches
1	OR 219 & Butteville Rd	Three Legs	Stop-Controlled	NB Stop Future Roundabout
2	OR 214/219 & I-5 SB Ramps	Four Legs	Signalized	Protected SB Free EB/WB Right Turns
3	OR 214/219 & I-5 NB Ramps	Three Legs	Signalized	Protected NB Approach Free EB/WB Right Turns
4	OR 214 & Evergreen Rd	Four Legs	Signalized	Protected/Permitted EB/WB Lefts Split Phasing NB/SB Yield-Controlled EB/NB/SB Rights





Table 2: Study Intersection Descriptions

	Intersection	Geometry	Traffic Control	Phasing/Stopped Approaches
5	OR 214 & Settlemier Ave	Four Legs	Signalized	Protected Lefts with Right-Turn Overlaps All Approaches
6	Stacy Allison Way & Evergreen Rd	Four Legs	Stop-Controlled	EB/WB Stop
7	Hayes St & Evergreen Rd	Four Legs	Stop-Controlled	All-Way Stop
8	Hayes St North & Settlemier Ave	Three Legs	Stop-Controlled	EB Left Stop
9	Hayes Street & Settlemier Ave	Four Legs	Stop-Controlled	EB/WB Stop
10	Evergreen Rd & Harvard Dr	Four Legs	Stop-Controlled	NB/SB Stop
11	Parr Rd & Butteville Rd	Three Legs	Stop-Controlled	WB Stop
12	Parr Rd & Street H (Future Site Access)	Three Legs <sup>1</sup>	Stop-Controlled	All-Way Stop
13	Parr Rd & Evergreen Rd (Future Intersection)	Four Legs <sup>2</sup>	Stop-Controlled	All-Way Stop
14	Parr Rd & Street A (Future Site Access)	Three Legs <sup>3</sup>	Stop-Controlled	NB Stop
15	Parr Rd & Stubb Rd	Four Legs <sup>4</sup>	Stop-Controlled	NB/SB Stop
16	Parr Rd & Settlemier Ave	Four Legs	Stop-Controlled	All-Way Stop

*Table Notes:*

- 1. The third leg, Street H, will be constructed by the Project and the intersection will be all-way stop-controlled.*
- 2. The Specht project on the northwest corner of the intersection will extend Evergreen Road southward to connect with Parr Road and construct a new local industrial street that will connect from the west. The intersection will be all-way stop-controlled.*
- 3. The third leg, Street A, will be constructed by the Project and the intersection will be stop-controlled on the new approach.*
- 4. The fourth leg will be an extension of Stubb Road constructed with development to the south.*

A vicinity map showing the project site, vicinity streets, and study intersection configurations is shown in Figure 2.



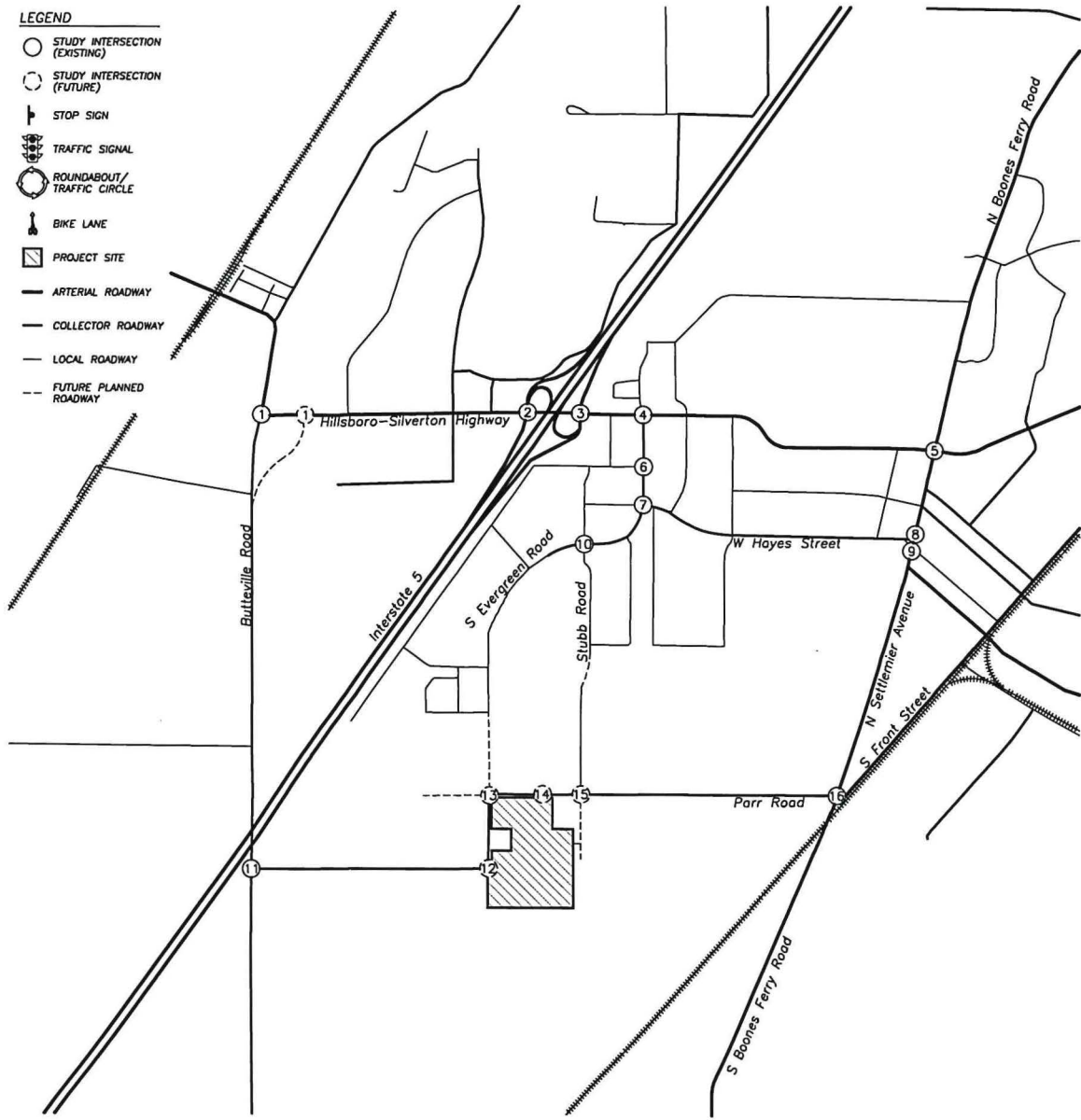
## Transit

Woodburn Transit System (WTS) typically provides fixed route and express service along OR 214, OR 99E, downtown and through some of the nearby neighborhoods. The closest stops to the proposed development are located at the intersection of Parr Rd & Settlemier Avenue, approximately 4,000 feet east of the site, and at Hayes Street & Harvard Drive, nearly 5,000 feet north of the site. At this time, all WTS fixed routes are suspended due to the pandemic. Thus, the study area has no transit service except for the Dial-a-Ride Program.

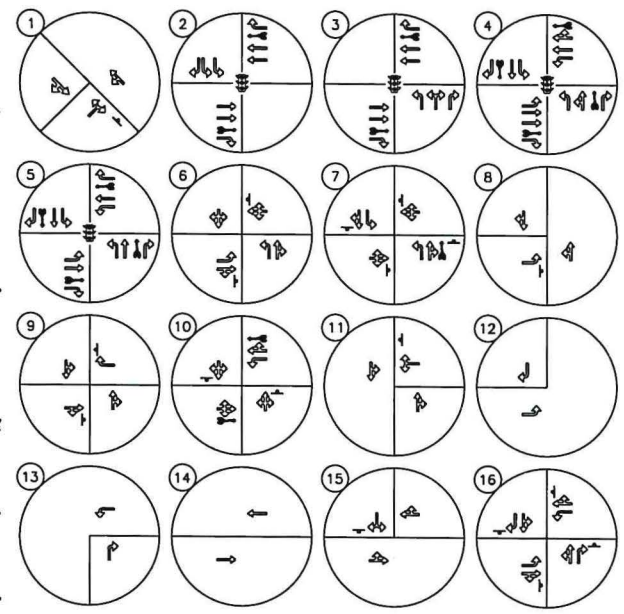


**LEGEND**

- STUDY INTERSECTION (EXISTING)
- STUDY INTERSECTION (FUTURE)
- ⊥ STOP SIGN
- Ⓣ TRAFFIC SIGNAL
- ROUNDABOUT / TRAFFIC CIRCLE
- 🚲 BIKE LANE
- ▨ PROJECT SITE
- ARTERIAL ROADWAY
- COLLECTOR ROADWAY
- LOCAL ROADWAY
- - - FUTURE PLANNED ROADWAY



**EXISTING INTERSECTION CONFIGURATION**



**PLANNED INTERSECTION CONFIGURATIONS**

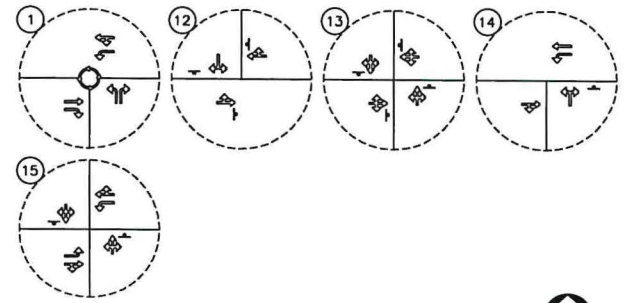


Figure 2  
8708 Parr Road  
8/10/2022





## Site Trips

### Trip Generation

To estimate trips that will be generated by the proposed development, trip equations from the *Trip Generation Manual*<sup>1</sup> were used. Equations for land use codes 210, *Single-Family Detached Housing*, and 215, *Single-Family Attached Housing*, were used to estimate trip generation based on the number of dwelling units.

As shown in Table 3, trip generation for the Brighton Pointe Subdivision is estimated at 132 morning peak hour, 169 evening peak hour, and 1,876 weekday trips when all phases are completed. Detailed trip generation calculations are included in Appendix A.

Table 3: Trip Generation Summary

ITE Code	Intensity (DU)	Morning Peak Hour			Evening Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
210 - Single-Family Detached Housing	107	21	58	79	67	39	106	1074
215 - Single-Family Attached Housing	112	16	37	53	36	27	63	802
TOTAL	219	37	95	132	103	66	169	1876

### Trip Distribution

The trip distribution from the site is expected to be largely similar to the distribution for the Smith Creek Development with 45 percent traveling to/from the north, 30 percent traveling to/from the south, 20 percent traveling to/from the east, and 5 percent traveling to/from the west. However, given the location of the site south of Parr Road NE, the travel routes are anticipated to be slightly different.

The anticipated distribution of site traffic is assumed to be:

- 40 percent to/from the west on Parr Road
  - 5 percent to/from the south on Butteville Road
  - 20 percent to/from the north on I-5 via Butteville Road & OR 219
  - 10 percent to/from the south on I-5 via Butteville Road & OR 219
  - 5 percent to/from destinations west of I-5 via Butteville Road
- 20 percent to/from the east on Parr Road
  - 5 percent to/from the north on Settlemier Avenue
  - 15 percent to/from the north on Front Street
- 35 percent to/from the north on Evergreen Road and 5 percent to/from the north on Stubb Road
  - 20 percent to/from the north on I-5
  - 15 percent to/from the south on I-5
  - 5 percent to/from local areas

<sup>1</sup> Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.

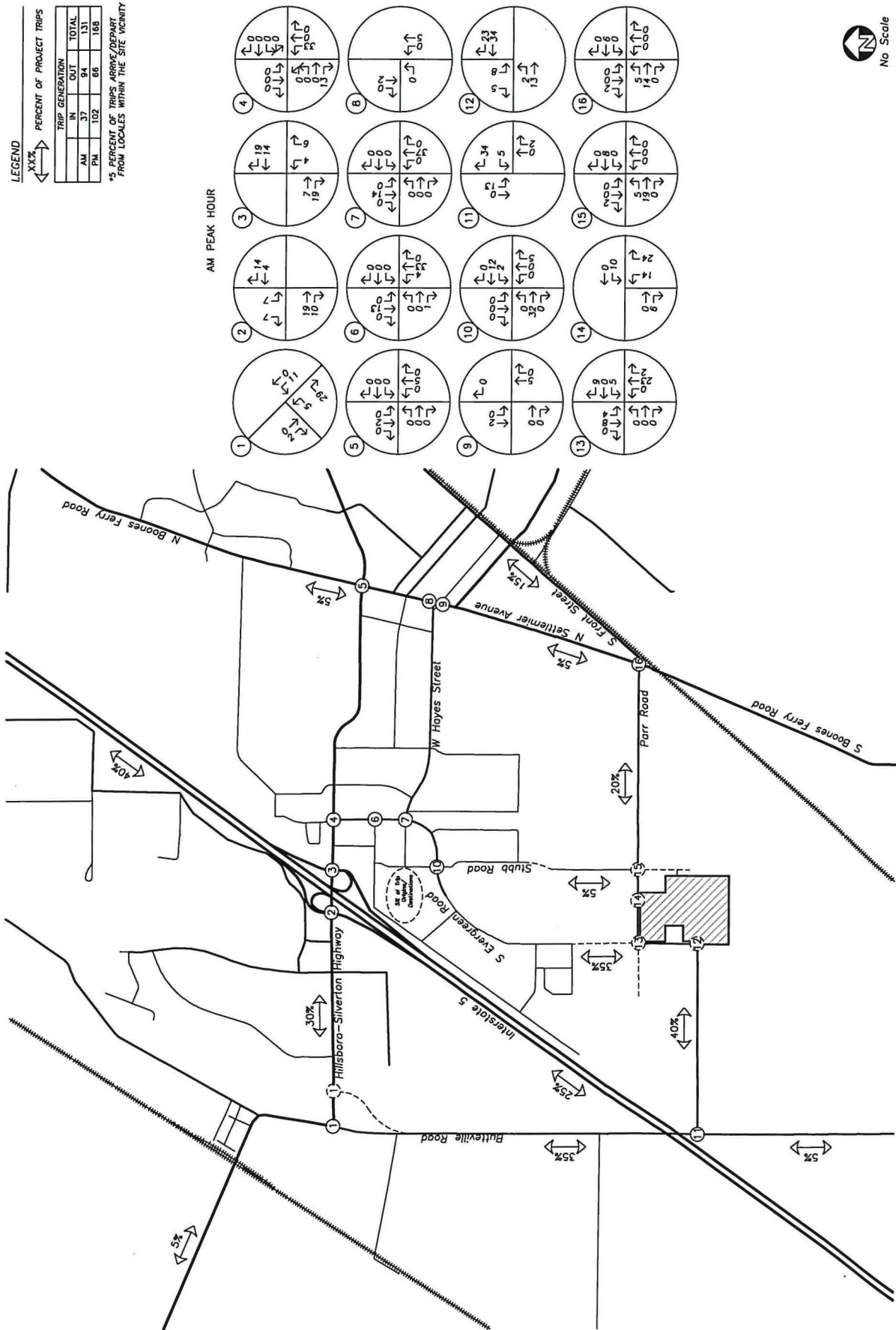


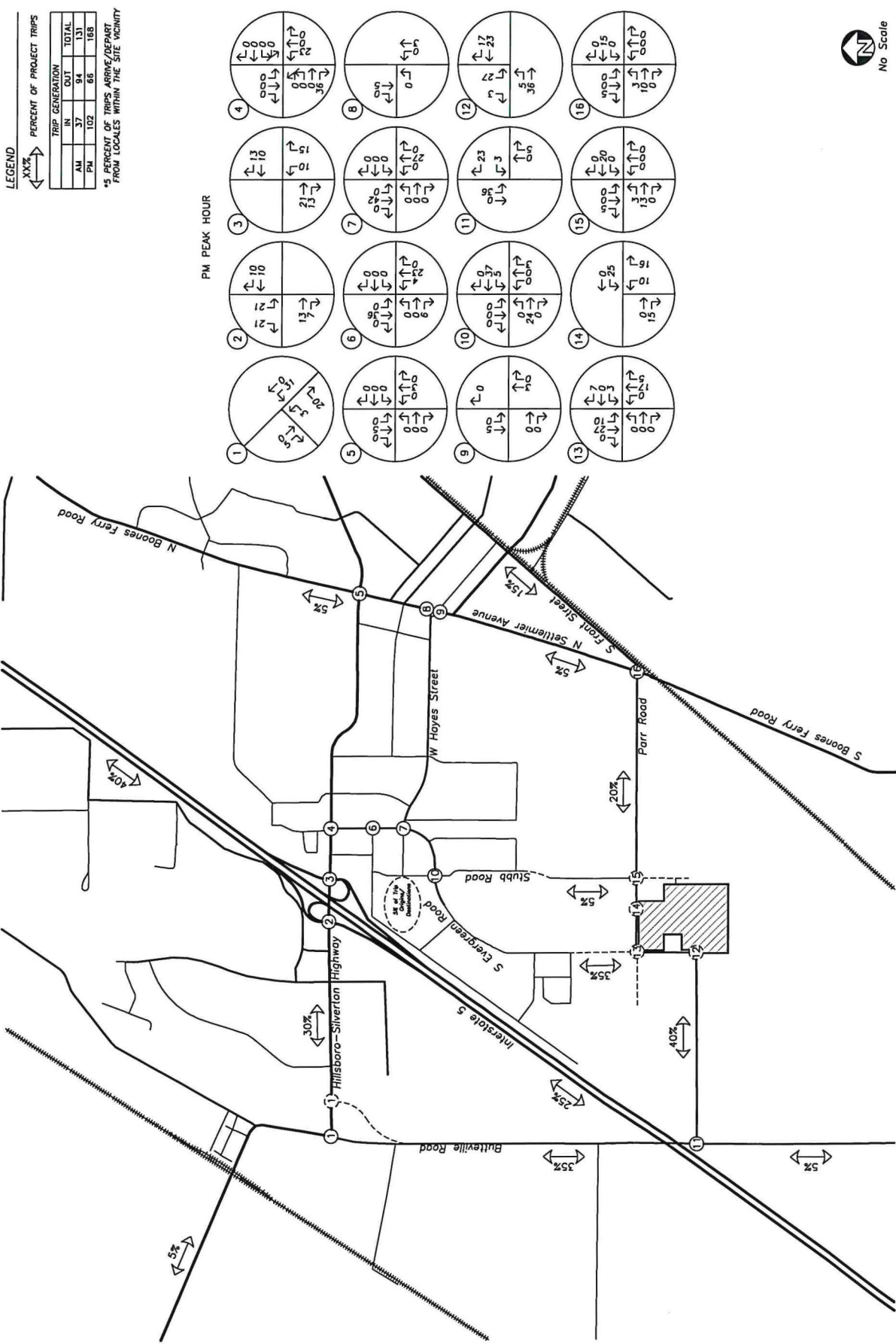
## Trip Assignment

The trip distribution and assignment for the total site trips generated during the morning and evening peak hours are shown in Figure 3 and Figure 4, respectively.



**SITE TRIP DISTRIBUTION & ASSIGNMENT**







## Traffic Volumes

### Existing Conditions

Turning movement counts were collected at the study intersections on the following dates:

- OR 219 & Butteville Road – 6/1/2022
- OR 214/219 & I-5 SB Ramps – 6/1/2022
- OR 214/219 & I-5 NB Ramps – 6/1/2022
- OR 214 & Evergreen Road – 5/25/2021
- OR 214 & Settlemier Avenue – 6/1/2022
- Stacy Allison Way & Evergreen Road – 2/9/2022
- Hayes Street & Evergreen Road – 2/9/2022
- Hayes Street & Settlemier Avenue – 6/1/2022
- Evergreen Road & Harvard Drive – 4/12/2022
- Parr Road & Butteville Road – 4/12/2022
- Parr Road & Stubb Road – 1/19/2022
- Parr Road & Settlemier Avenue – 1/19/2022

All traffic counts were collected in 2022 except for the intersection of OR 214 & Evergreen Road. The May 2021 count adjusted for one year of growth was found to correspond significantly better with the other counts along OR 214 than a count from January 2022 after seasonal adjustments.

All traffic counts are included in Appendix B.

#### Peak Hours

The morning peak hour for the study intersections was selected from the period between 7:00 and 9:00 AM, which corresponds to the ITE trip generation rates for the peak of the adjacent roadway. Although some of the approved industrial developments show peak trip generation that will occur earlier in the morning, residential trip generation rates are only 65 to 75 percent of the peak rates prior to 7:00 AM.<sup>2</sup> For most intersections, the peak hour began sometime between 7:00 and 7:15 AM and ended sometime between 8:00 and 8:15 AM.

The evening peak hour for the study intersections was selected from the period between 4:00 and 6:00 PM, which corresponds to the ITE trip generation rates for the peak of the adjacent roadway. Although some of the approved industrial developments show peak trip generation that will occur later in the evening, residential trip generation rates are 90 percent of the peak rates after 6:00 PM. The peak hour timing varied more during the evening. The highest volumes were used at each intersection.

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<sup>2</sup> Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use, Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021

### Pandemic Adjustments

Although the COVID-19 pandemic caused a statewide depression in traffic volumes, as the economy has recovered and children have returned to school, traffic volumes have increased near to or above pre-pandemic levels. The TIAs for the Amazon Warehouse project (DR 21-07) compared pre-pandemic volumes with the 2021 counts used in their study and concluded that no adjustments were needed for the disruptive event. The Phased Specht Development (DR 22-02) also used volumes with no adjustment for the pandemic.

A comparison of the year 2022 count volumes with counts collected in 2021 showed growth of 1 to 9 percent along OR 214 and OR 219 in the morning volumes and 20 to 25 percent at the Parr Road & Butteville Road intersection. Evening volumes varied with some higher and some lower but all within a few percent of the prior year.

Therefore, consistent with other recent projects, no pandemic-related adjustments were made.

### Seasonal Adjustments

Volumes on the state highways, I-5, OR 219, and OR 214, were seasonally adjusted following the procedures in ODOT's *Analysis Procedures Manual (APM)*. Consistent with the Amazon and Specht traffic studies, the adjustment factor for the highway intersections was assumed to be the average of the "commuter" and "summer" trends from the seasonal trend table.

The counts along the highway were all collected on June 1, 2022, except for the intersection with Evergreen Road, which was counted on May 25, 2021. However, the closest data in the seasonal trend table is June 1; therefore, all adjustment factors were based on the June 1 data. The resulting calculations are shown in Table 4.

Table 4: ATR Seasonal Trend Method

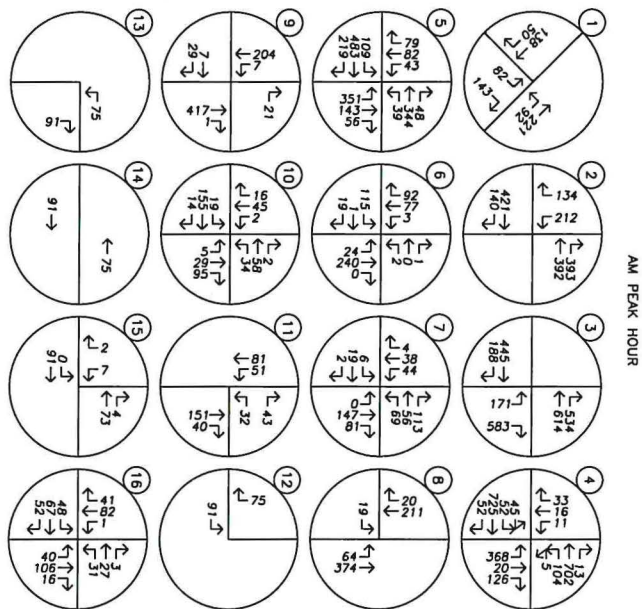
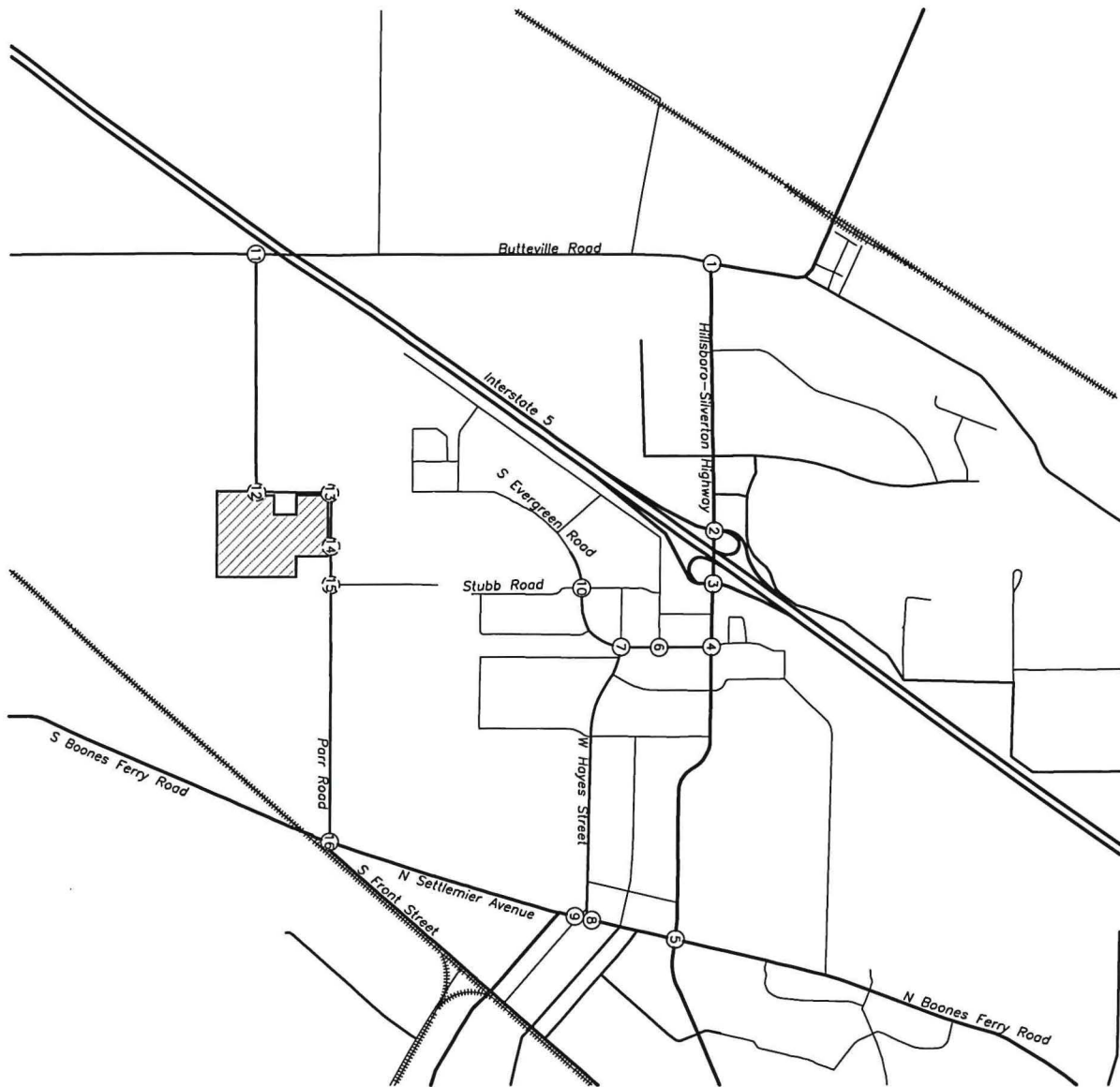
Trend	Count Month (June 1)	Peak Month	Adjustment Factor
Commuter	0.9503	0.9355	1.016
Summer	0.8976	0.8299	1.082
Average			1.049

After the volumes along OR 219/OR 214 were seasonally adjusted, they were balanced where appropriate.

### Traffic Volumes

The year 2022 existing traffic volumes for the morning and evening peak hours are shown in Figure 5 and Figure 6, respectively.

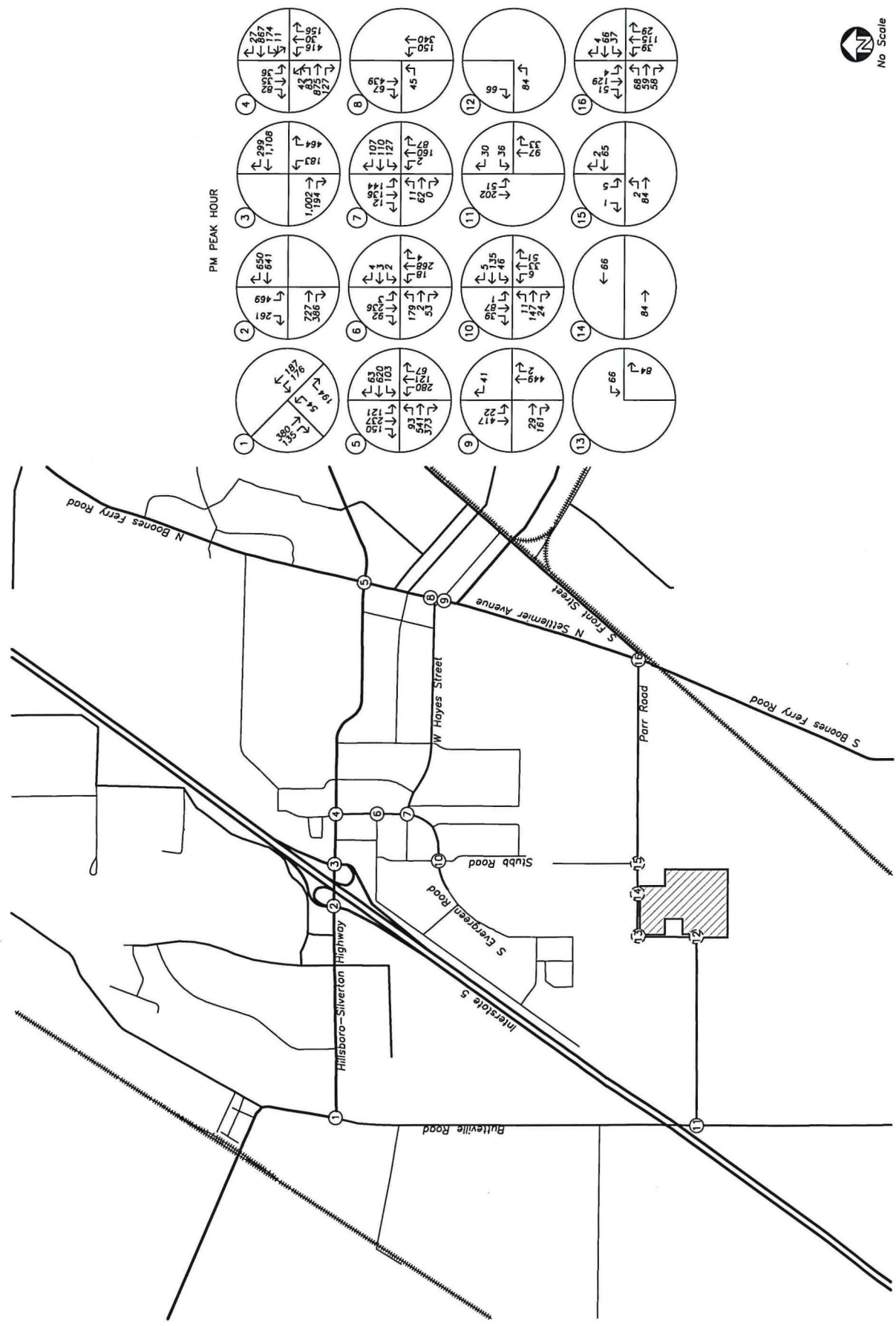




AM PEAK HOUR







## Background Conditions

To provide analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. To account for general background growth through the year 2028, an annual 1 percent growth rate was applied to the year 2022 existing conditions baseline volumes for six years. In addition to the general growth, traffic from the following developments was added to the network volumes:

- 9008 Parr Road
- Allison Way Apartments
- Amazon Warehouse (Project Basie)
- Dove Landing
- Molalla Apartments
- Port of Willamette
- Smith Creek (Assumed to be approximately 45 percent build out to date)
- Woodburn Senior Living
- Woodland Crossing
- Weisz Property – Specht Phased Industrial

Figure 7 and Figure 8 present the year 2028 background volumes for the morning and evening peak hours, respectively.

### Planned Improvements

Several significant improvements to the study area will be constructed with projects included in the background conditions:

- The intersection of OR 219 & Butteville Road will be relocated to the east of Senecal Creek and constructed with a double lane roundabout as part of the mitigation for the Amazon Warehouse.
- Evergreen Road will be extended southward from its current terminus to Parr Road and a new industrial road will be constructed westward from the intersection as part of the Specht Phase Industrial development of the Weisz property. The four-leg intersection will be all-way stop-controlled until all four quadrants have been redeveloped and the roadways are built out to their ultimate alignment.
- Stubb Road will be improved to Access Road standards and connected to Harvard drive as part of the network for the Smith Creek development.

## Buildout Conditions

Peak hour trips calculated to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the background volumes to estimate the buildout volumes.

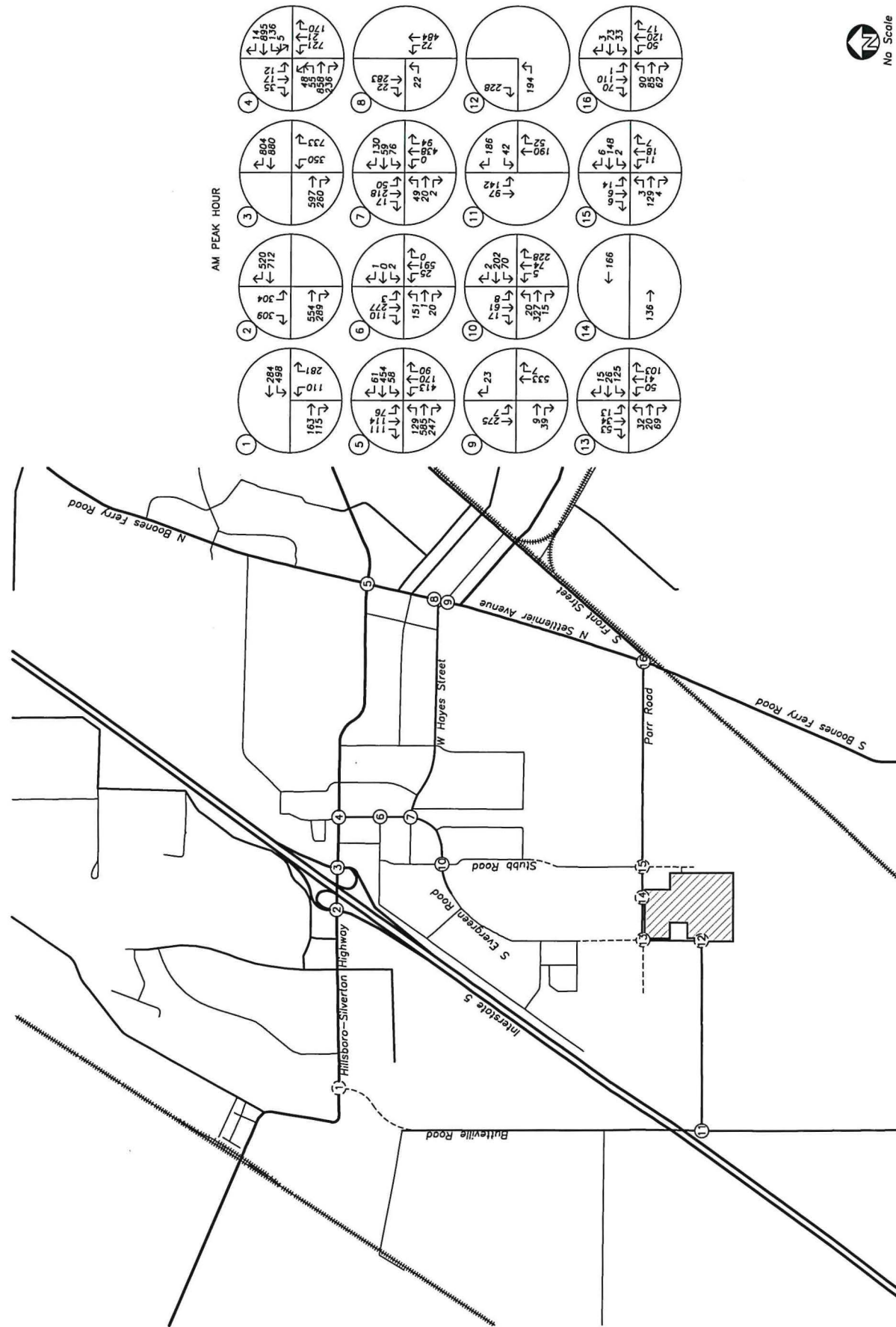
Figure 9 and Figure 10 present the year 2028 buildout volumes for the morning and evening peak hours, respectively.

## Planned Improvements

The development will have two access points that connect into the existing transportation system:

- Street A will connect northward to Parr Road, forming a "T" intersection approximately 500 feet west of Stubb Road and approximately 800 feet east of the future Evergreen Road extension. The northbound approach will be stop-controlled. Parr Road will be widened to a Service Collector standard, including center refuge lane.
- Street H will connect westward to connect with Parr Road at the existing southern 90-degree bend in the roadway, forming a "T" intersection with future potential to add a fourth leg on the south side of the intersection. The three-leg intersection will be all-way stop-controlled until all quadrants have been redeveloped and the roadways are built out to their ultimate alignment.





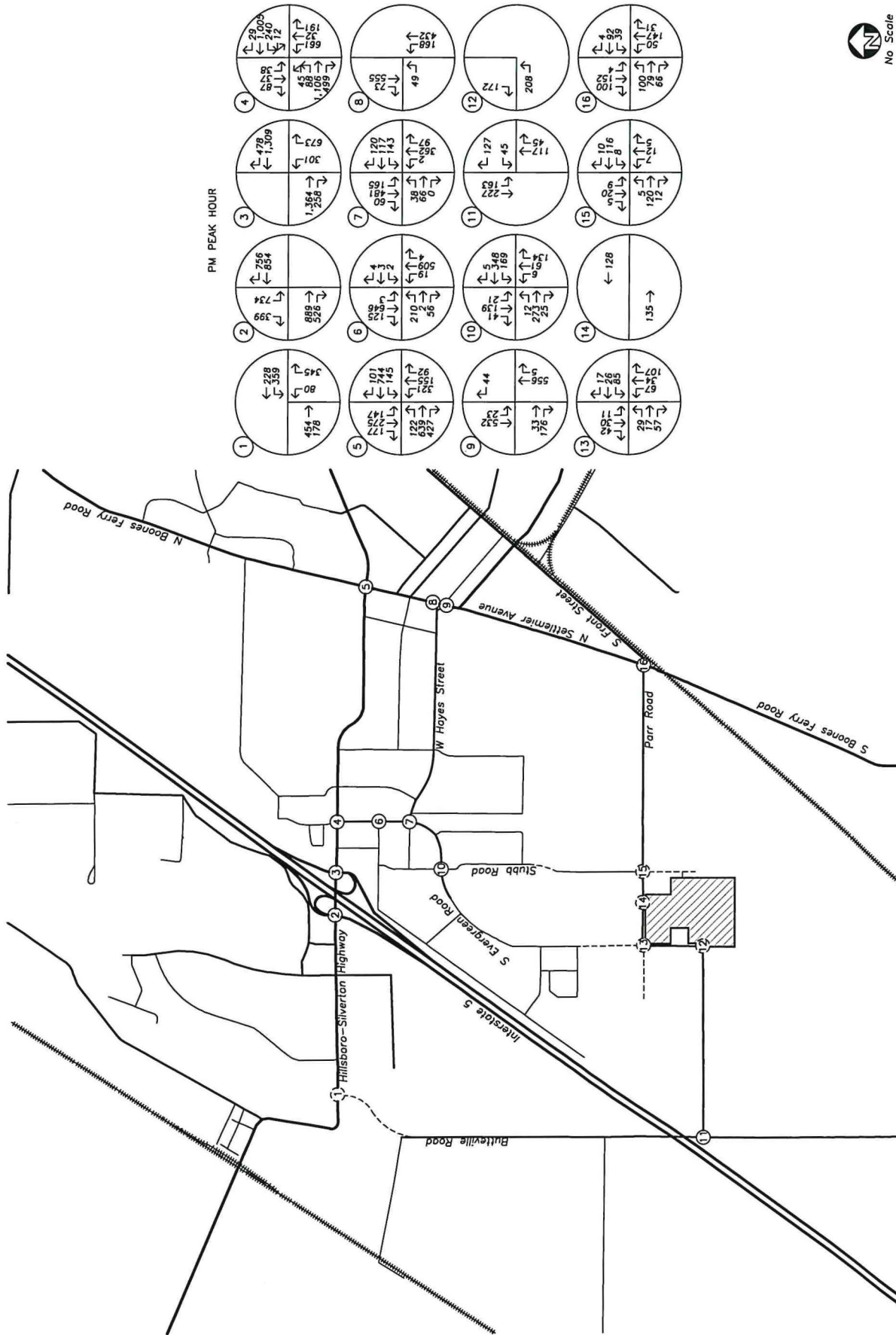




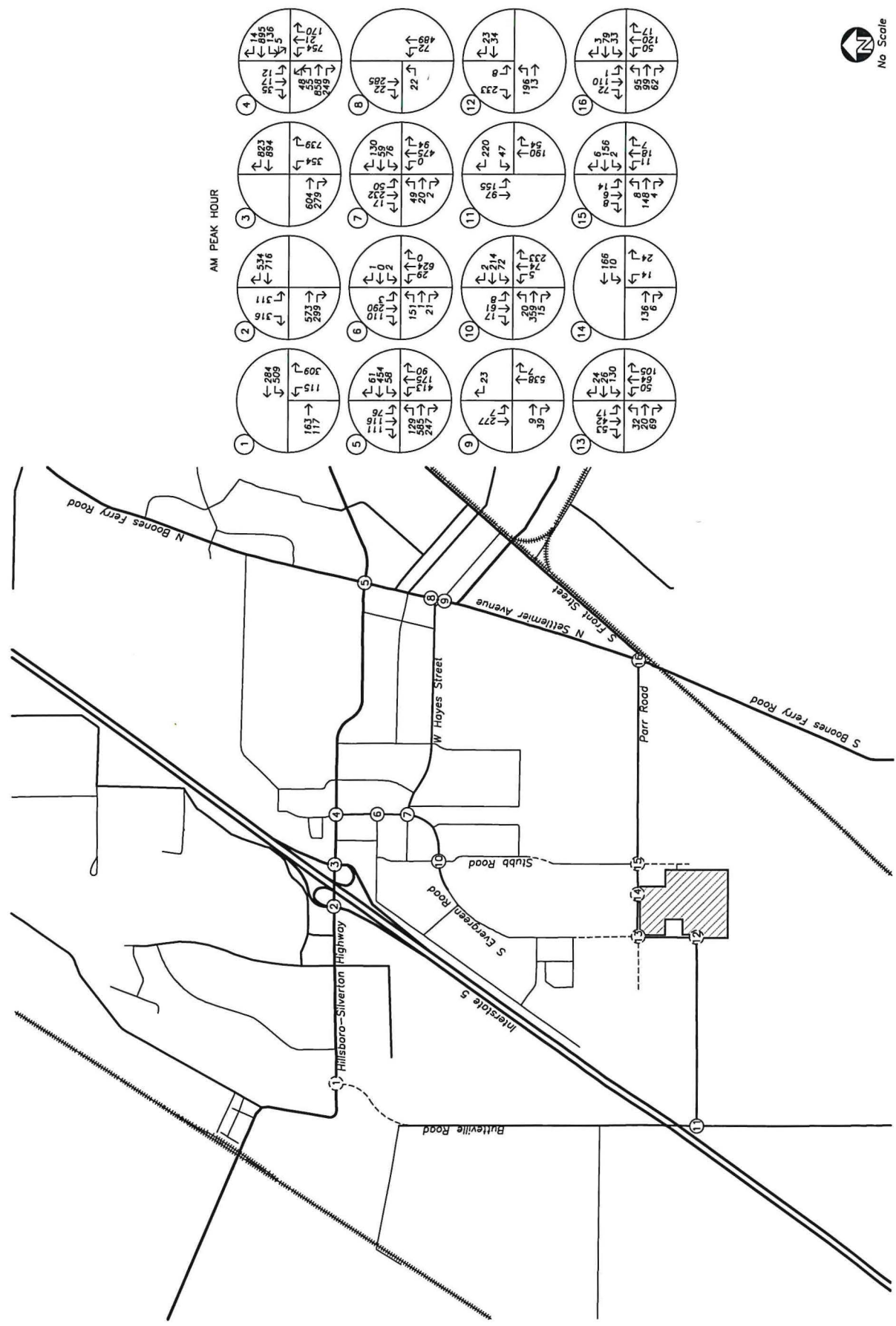
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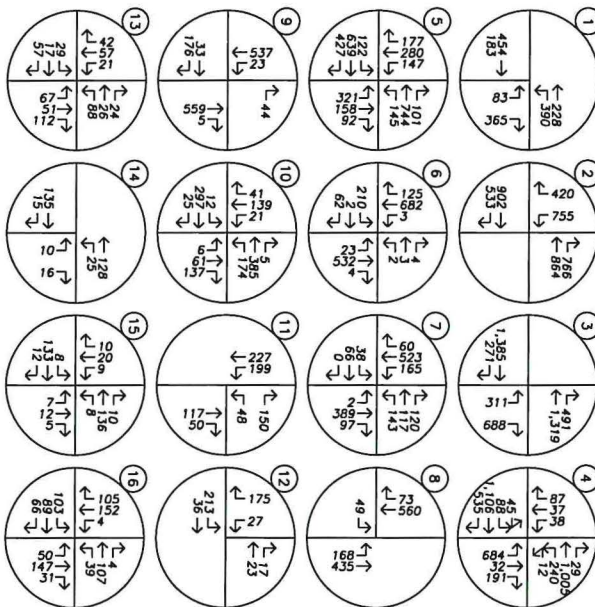
TRAFFIC VOLUMES  
Year 2028 Background Conditions  
PM Peak Hour

Figure 8  
8708 Parr Road  
8/10/2022









PM PEAK HOUR



## Safety Analysis

### Crash History Review

Using data obtained from ODOT's Crash Data System, a review of approximately five years of the most recent available crash history (January 2016 through December 2020) was performed at the study intersections. The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions. Crash severity is based on injuries sustained by people involved in the collision, and includes five categories:

- *PDO* – Property Damage Only;
- *Injury C* – Possible Injury;
- *Injury B* – Suspected Minor Injury;
- *Injury A* – Suspected Serious Injury; and
- *Fatality*

Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak hour represents approximately 10 percent of the AADT at the intersection.

Table 5 provides a summary of crash types while Table 6 summarizes crash severities and rates for each of the study intersections. Detailed crash data is provided in Appendix C.

#### Crash Severity

None of the crashes reported in the five-year analysis period resulted in a fatality but three of the crashes resulted in an incapacitating injury (Injury A):

- At the intersection of OR 219/OR 214 & I-5 SB Ramps, a southbound vehicle making a left turn was struck by a westbound vehicle. The driver of the turning vehicle sustained injuries classified as Injury A and the driver of the striking vehicle sustained injuries classified as Injury B. The striking driver was reported as disregarding the traffic signal. The collision occurred under clear, dry, daytime conditions.
- At the intersection of OR 214 & Evergreen Road, a vehicle traveling eastbound disregarded the signal and struck a vehicle traveling southbound. The driver and two passengers in the striking vehicle sustained injuries classified as Injury A. The driver of the struck vehicle sustained injuries classified as Injury C. Three other vehicles were involved in the collision but no one sustained any injuries. The collision occurred under cloudy, dry, daytime conditions.
- A vehicle traveling southbound at the intersection of Parr Road & Butteville Road ran off the road into a ditch. The driver sustained injuries classified as Injury A. No other vehicles were involved in the collision but the driver action was reported as an avoiding maneuver which may indicate the presence of another vehicle. The collision occurred under clear, dry, nighttime (3:00 AM) conditions.



Table 5: Collision Type Summary

	Intersection	Crash Type							Total Crashes
		Turn	Rear End	Angle	Side swipe	Fixed Object	Ped	Bike	
1	OR 219 & Butteville Rd	1	2	0	1	5	0	0	9
2	OR 214/219 & I-5 SB	6	28	0	1	0	0	0	35
3	OR 214/219 & I-5 NB	25	15	0	2	2	0	0	44
4	OR 214 & Evergreen Rd	43	15	7	5	3	0	0	73
5	OR 214 & Settlemier Ave	2	16	0	1	0	1	0	20
6	Stacy Allison Way & Evergreen Rd	7	2	0	0	0	1	0	10
7	Hayes St & Evergreen Rd	2	0	1	0	1	0	0	4
8&9	Hayes St N & Settlemier Ave	0	4	1	0	1	1	1	8
10	Evergreen Rd & Harvard Dr	3	0	2	0	1	0	0	6
11	Parr Rd & Butteville Rd	5	2	0	0	3	0	0	10
15	Parr Rd & Stubb Rd	0	0	0	0	0	0	0	0
16	Parr Rd & Settlemier Ave	3	1	1	0	1	0	0	6

Table 6: Crash Severity and Rate Summary

	Intersection	Severity					Total Crashes	ADT	Crash Rate	90 <sup>th</sup> % Rate
		PDO	C	B	A	Fatal				
1	OR 219 & Butteville Rd	5	3	1	0	0	9	11,260	0.44	0.293
2	OR 214/219 & I-5 SB	7	23	4	1	0	35	31,340	0.61	0.509
3	OR 214/219 & I-5 NB	22	21	1	0	0	44	32,500	0.74	0.509
4	OR 214 & Evergreen Rd	27	37	8	1	0	73	28,090	1.42	0.860
5	OR 214 & Settlemier Ave	9	8	3	0	0	20	27,690	0.40	0.860
6	Stacy Allison Way & Evergreen Rd	6	3	1	0	0	10	8,640	0.63	0.408
7	Hayes St & Evergreen Rd	3	1	0	0	0	4	9,580	0.23	0.408
8&9	Hayes St N & Settlemier Ave	4	3	1	0	0	8	11,210	0.39	0.408
10	Evergreen Rd & Harvard Dr	2	3	1	0	0	6	5,850	0.56	0.408
11	Parr Rd & Butteville Rd	2	5	2	1	0	10	4,490	1.22	0.475
15	Parr Rd & Stubb Rd	0	0	0	0	0	0	1,590	0.00	0.293
16	Parr Rd & Settlemier Ave	3	3	0	0	0	6	6,590	0.50	0.408



## Pedestrian and Bicycle Collisions

One of the reported crashes involved a bicyclist and three of the reported crashes involved a pedestrian:

- At the intersection of Hayes Street & Settlemier Avenue, a northbound passenger vehicle on Settlemier Avenue struck a bicyclist traveling westbound on Hayes Street. The bicyclist sustained injuries classified as Injury C; no injuries were sustained by the driver of the vehicle. The bicyclist was reported as not have the right of way when entering the intersection. The collision occurred under clear, dry, dawn conditions.
- At the intersection of OR 214 & Settlemier Avenue, a vehicle making an eastbound right turn struck a pedestrian walking in the south crosswalk. The pedestrian sustained injuries classified as Injury B; no injuries were sustained by the driver of the vehicle. The driver of the vehicle was reported as failing to yield the right of way although an obstructed view was also noted. The collision occurred under foggy, dry, dawn conditions.
- At the intersection of Stacy Allison Way & Evergreen Road, a vehicle making an eastbound left turn struck a pedestrian walking in the north crosswalk. The pedestrian sustained injuries classified as Injury C; no injuries were sustained by the driver of the vehicle. The driver of the vehicle was reported as failing to yield the right of way. The collision occurred under clear, dry, daytime conditions.
- At the intersection of Hayes Street (north connection) & Settlemier Avenue, a vehicle making an northbound left turn struck a pedestrian walking in the west crosswalk. The pedestrian sustained injuries classified as Injury C; no injuries were sustained by the driver of the vehicle. The driver of the vehicle was reported as failing to yield the right of way due to inattention. The collision occurred under clear, dry, daytime conditions.

## ODOT 90<sup>th</sup> Percentile Crash Rates

Intersection crash rates were compared to the published statewide 90<sup>th</sup> percentile crash rates within ODOT's APM. According to Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control in the APM, intersections which experience crash rates in excess of 90<sup>th</sup> percentile crash rates should be "flagged for further analysis".

Eight of the study area intersection were calculated to have a crash rate that exceeds the 90<sup>th</sup> percentile crash rates for similar unsignalized intersections:

### *OR 219 & Butteville Road*

The OR 219 & Butteville Road intersection had 9 reported crashes over the most recent five-year analysis period.

The Amazon Warehouse project will be relocating this intersection to the east of Senecal Creek and constructing with a double lane roundabout. This improvement will address the historical patterns; therefore, no detailed review was conducted.

### *OR 219/OR 214 & I-5 SB Ramps*

The OR 219/OR 214 & I-5 SB Ramps had 35 reported crashes over the five-year analysis period. Twenty-eight (28) of these crashes were reported as rear-end collisions and 25 occurred on the southbound off-ramp. The cause or error was generally failure to avoid a stopped vehicle ahead or following too closely. Nine (9) of the crashes were reported as northeast-to-southwest movements, which correspond to the southbound right-turn





lanes while 6 crashes were reported as northwest-to-southeast movements, which correspond to the southbound left-turn movements. Ten (10) were report as north-to-south; thus, the movement cannot be determined.

The Woodburn TSP identifies corridor signal timing and coordination adjustments (Project R8) as a medium priority project for capacity but does not identify specific safety improvements at the intersection. The City has suggested that a proportionate share contribution from the proposed development may be required for this intersection. The proposed project is estimated to generate 82 evening peak hour trips which is 1.9 percent of the total year 2028 buildout volume of 4,240 trips through the intersection.

#### *OR 219/OR 214 & I-5 NB Ramps*

The OR 219/OR 214 & I-5 NB Ramps had 44 reported crashes over the five-year analysis period. Twenty-five (25) of these crashes were reported as turning collisions and 15 were reported as rear-end collisions. Of the turning collisions, 18 involved a northbound left turn from the ramp, 4 involved a northbound right turn from the ramp and 3 could not be determined from the description. The primary cause identified for the turning collisions was disregarding the traffic signal. Of the rear-end collisions, 10 occurred on the northbound ramp, 3 occurred in the westbound direction, 1 occurred in the eastbound direction, and one occurred on the eastbound-to-northbound loop ramp. The cause was generally failure to avoid a stopped vehicle ahead or following too closely.

The Woodburn TSP identifies corridor signal timing and coordination adjustments (Project R9) as a medium priority project for capacity but does not identify any safety improvements at the intersection. The City has suggested that a proportionate share contribution from the proposed development may be required for this intersection. The proposed project is estimated to generate 82 evening peak hour trips which is 1.8 percent of the total year 2028 buildout volume of 4,465 trips through the intersection.

#### *OR 214 & Evergreen Road*

The intersection of OR 214 & Evergreen Road had 73 reported crashes over the five-year analysis period. Forty-three (43) of the crashes were reported as turning collisions and 15 were reported as rear-end collisions. Of the turning collisions, 24 involved a westbound left turn and 13 involved an eastbound U turn or left-turn. In general, the drivers at fault failed to yield the right of way to the through movements. The rear-end collisions were dispersed on the eastbound, westbound, and northbound approaches. The traffic signal timing allows for permitted left-turn and U-turn movements in the east-west direction. Changing to protected movements only could potentially reduce the frequency of these collisions but would likely reduce the capacity of the intersection.

The Woodburn TSP identifies corridor signal timing and coordination adjustments (Project R10) for capacity as a medium priority project for capacity but does not identify any safety improvements at the intersection. The proposed project is estimated to generate 59 evening peak hour trips which is 1.4 percent of the total year 2028 buildout volume of 4,129 trips through the intersection.

#### *Stacy Allison Way & Evergreen Road*

The intersection of Stacy Allison Way & Evergreen Road had 10 reported crashes over the five-year analysis period. Seven (7) of the crashes were reported as turning collisions. Six (6) involved an eastbound left-turn from Stacy Allison with 4 involving a southbound through vehicle on Evergreen and 2 involving a northbound

through vehicle. The other turning collision was an illegal U turn. Previous studies have shown increasing congestion on Stacy Allison Way as demand on Evergreen Road grows.

The Woodburn TSP does not include any safety or capacity projects at this intersection. Other studies have suggested a future traffic signal or roundabout. Either improvement would need to consider the congestion on Evergreen Road at OR 214 and coordination with other potential intersection control changes at Evergreen Road at Hayes Street and Evergreen Road at Harvard Drive.

The proposed project is estimated to generate 69 evening peak hour trips which is 4.2 percent of the total year 2028 buildout volume of 1,652 trips through the intersection.

#### *Evergreen Road & Harvard Drive*

The intersection of Evergreen Road & Harvard Drive had 6 reported crashes over the five-year analysis period. Three (3) of the crashes were turning collisions and 2 were angle collisions. A review of the data shows no clear pattern of crashes. Volumes on this approach are growing as the Smith Creek project continues to develop.

The Woodburn TSP does not include any safety or capacity projects at this intersection. Any change in traffic control would need to coordinate with other potential intersection control changes at Evergreen Road at Stacy Allison Way and Evergreen Road at Hayes Street.

The proposed project is estimated to generate 69 evening peak hour trips which is 5.3 percent of the total year 2028 buildout volume of 1,303 trips through the intersection.

#### *Parr Road & Butteville Road*

The intersection of Parr Road & Butteville Road had 10 reported crashes over the five-year analysis period. Five (5) of the crashes at the intersection were turning collisions, 3 were collisions with fixed objects, and 2 were rear end collisions. Half the of the crashes involved a vehicle making a southbound left turn including 3 of the turning collisions and the 2 rear-end collisions. Four (4) of the crashes involved a westbound vehicle; 2 were turn collisions involving a westbound left-turning vehicle and 2 were collisions with a fixed object during a westbound right-turn movement. Half of the crashes occurred at night, including a southbound vehicle collision with a fixed object that resulted in a severe injury.

The Port of Willamette project recommended safety countermeasures that include installing "STOP AHEAD" pavement markings along the stop-controlled leg of intersection and installing yellow flashing beacons as advanced warning on the existing W2-2 signs along Butteville Road. A southbound left-turn lane would potentially reduce the collision rate and would also address the growing demand left-turn demand from a number of approved projects as well as the proposed development; however, due to the proximity of the intersection to the I-5 overpass, widening the roadway to include a southbound left-turn lane may not be feasible.

Marion County has identified the need for future improvement at this intersection in their TSP, but a specific project has not been identified. They have been collecting some proportionate share contributions from developers towards a future project. Relocating the intersection further to the south to allow for the construction of a southbound left-turn lane requires acquisition of private property. A roundabout has also been suggested as a long-term solution that can potentially be constructed within the existing right of way.

The proposed project is estimated to generate 67 evening peak hour trips which is 8.5 percent of the total year 2028 buildout volume of 791 trips through the intersection.



### *Parr Road & Settlemier Avenue*

The intersection of Parr Road & Settlemier Avenue had 6 reported crashes over the five-year analysis period. Three (3) crashes were turning collisions but were different combinations of vehicle movements. No crash patterns were discernible, and the high rate is largely attributable to the relatively low intersection volume.

The Woodburn TSP identifies intersection capacity improvement such as traffic signal (if warranted), turn lanes, or roundabout (Project R10) at the intersection. Given the low volumes, changes to the traffic control do not appear necessary in the near future. The proposed project is estimated to generate 33 evening peak hour trips which is 3.7 percent of the total year 2028 buildout volume of 897 trips through the intersection.

### **ODOT SPIS Review**

The ODOT 2020 Safety Priority Index System (SPIS) list is based on reported crash data for the years 2017 through 2019. Two of the study area intersections were listed in the worst 15 percent<sup>3</sup> of SPIS list:

- OR 214 & Evergreen Road – 95<sup>th</sup> percentile
- Parr Road & Butteville Road – 90<sup>th</sup> percentile

These findings coincide with other factors in the crash review, including high crash rates and locations with crashes that resulted in an injury classified as Injury A.

### **Conclusion**

Based on a review of the most recent five years of available crash data, eight of the study intersections have crash rates that exceed the 90<sup>th</sup> percentile rates identified by ODOT for similar types of intersections. The Woodburn TSP or the Marion County TSP have projects identified at some of these locations. A proportionate share contribution or other mutually-agreeable mitigation may be warranted.

At the other eight intersections, no significant trends or crash patterns were identified, and no safety mitigation is recommended per the crash data analysis.

## Sight Distance Evaluation

A sight distance analysis was conducted at the two site accesses proposed on existing roadways. To evaluate the sight distance available at these intersections, intersection sight distance was measured and recommended in accordance with the current AASHTO manual<sup>4</sup>. According to AASHTO, the driver's eye is assumed to be 14.5 feet from the near edge of the nearest travel lane of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The vehicle driver's eye-height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

At the future intersection of Street H & Parr Road, all-way stop-control is proposed; therefore, intersection sight distance is not relevant since all vehicles will be stopped. However, sight lines were reviewed in the field. Looking to the west, clear sight lines are available for at least 1,000 feet. Looking to the north, clear sight lines are available for at least 900 feet. The sight lines exceed the recommended intersection sight distance of 610 feet for a roadway with a statutory speed limit of 55 mph.

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<sup>3</sup> Oregon Department of Transportation, Safety Priority Index System, 2020 - On-State, Top 15% Groups - By Score

<sup>4</sup> American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 7th Edition, 2018.





At the future intersection of Street A & Parr Road, the existing roadway will be widened to a three-lane cross section. Assuming the statutory speed limit of 55 mph were to remain on Parr Road, the recommended intersection sight distance is 650 feet, and the required stopping sight distance is 495 feet. Available sight lines of more than 700 feet appear achievable in both directions.

## Warrant Analysis

### Left-Turn Lane Warrants

A left-turn refuge is primarily a safety consideration for the major-street approach, removing left-turning vehicles from the through traffic stream. Warrants were based on the methodology outlined in the National Cooperative Highway Research Program (NCHRP) Report Number 457<sup>5</sup>. This methodology evaluates the need for a left-turn lane based on the number of left-turning vehicles, the number of travel lanes, the number of advancing and opposing vehicles, and the roadway travel speed. Detailed information on the warrant analysis is included in Appendix C.

Left-turn lane warrants were not assessed at the site accesses because the proposed project will provide left-turn lanes at both site accesses.

The only existing intersection without left-turn lanes is Parr Road & Butteville Road. Left-turn lane warrants were examined for the applicable intersections under year 2028 background and buildout conditions. For both the morning and evening peak hours under both background and buildout conditions, a left-turn lane is warranted on southbound Butteville Road at Parr Road. However, due to the proximity of the intersection to the I-5 overpass, widening the roadway to include a southbound left-turn lane is not feasible without relocating the intersection to the south.

### Preliminary Traffic Signal Warrants

Preliminary traffic signal warrants were examined for all unsignalized study intersections. Methodologies were based on the Manual on Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration in 2009. Warrant 1, Eight-Hour Vehicular Volumes, was evaluated based on the common assumption that traffic counted during the evening peak hour represents 10 percent of the average daily traffic (ADT) and that the 8<sup>th</sup> highest hour is 5.65 percent of the daily volume.

Preliminary traffic signal warrants were conducted at all existing unsignalized intersections. Table 7 summarizes the warrant evaluation based on volumes from the morning and evening peak hours. Detailed information on the warrant analysis is included in Appendix C.

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<sup>5</sup> Bonneson, James A. and Michael D. Fontaine, *NCHRP Report 457: An Engineering Study Guide for Evaluating Intersection Improvements*, Transportation Research Board, 2001.

Table 7: Signal Warrant Evaluation Summary

Intersection		Warrant Met?			
		2028 Background Condition		2028 Buildout Condition	
		Based on AM	Based on PM	Based on AM	Based on PM
6	Stacy Allison Way at Evergreen Road	No	Yes	No	Yes
7	Hayes Street at Evergreen Road	No	Yes	No	Yes
8&9	Hayes Street at Settlemier Avenue	No	No	No	No
10	Harvard Drive at Evergreen Road	No	No	No	No
11	Parr Road at Butteville Road	No	No	No	No
15	Stubb Road at Parr Road	No	No	No	No
16	Parr Road at Settlemier Avenue	No	No	No	No

Two intersections were identified as meeting traffic signal warrants under both background and buildout conditions based on the evening peak hour volumes:

- The intersection of Stacy Allison Way & Evergreen Road will meet the preliminary traffic signal warrants under both background and buildout conditions. The Woodburn TSP does not identify a future traffic signal at this location; however, other projects (Allison Way Apartments, Specht Phased Industrial Development) have also identified the potential need for the signal. The proposed development may add a small amount of right-turning traffic to the side street (Stacy Allison Way) but will primarily add traffic on Evergreen Road.
- The intersection of Hayes Street & Evergreen Road will meet the preliminary traffic signal warrants under both background and buildout conditions. The Woodburn TSP does not identify a future traffic signal at this location; however, other projects have suggested the potential need for a signal at this intersection. The proposed development is not expected to add any traffic to the side street (Hayes Street) but will add traffic on Evergreen Road.



## Operational Analysis

### Intersection Capacity Analysis

A capacity and delay analysis were conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual (HCM)*<sup>6</sup>. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little, or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

The analysis was performed using the Synchro (version 10) software. The overall signalized v/c ratios were calculated following the methodologies in Chapter 16 of the ODOT APM for the critical intersection v/c ratio. This methodology was performed for all signalized intersections.

#### Mobility Standards

The following agency mobility standards are applicable in the study area:

- The **City of Woodburn** has the following mobility standards per the Woodburn Development Ordinance:<sup>7</sup>
  - For a signalized and all-way stop-control intersections, the minimum LOS shall be either "E" or if pre-development already operating at lower LOS, then at no lower LOS.
  - For a signalized intersection, the minimum V/C ratio shall be either less than 1.00 regardless of LOS or if pre-development already operating at 1.00 or higher V/C, then at no higher V/C.
  - For an unsignalized intersection, the minimum V/C shall be 0.95 or lower for the major movement through the intersection, or, if pre-development already operating at higher V/C, then at no higher V/C.
- **Marion County** has the following mobility standards per the Marion County TSP:<sup>8</sup>
  - All signalized and all-way-stop controlled intersections shall operate at LOS D or better (all individual movements shall operate at LOS E or better) with a v/c ratio of 0.85 or less.
  - Other unsignalized intersections (including unsignalized private accesses) shall operate LOS E or better, although LOS F may be allowed if the movement has a relatively low volume (as determined by County staff) and there is no indication that a safety problem will be created.
  - Intersections within the Urban Growth Boundary of a city shall also meet the intersection performance standards of that city. Intersections near state highways shall also meet the standards of the Oregon Department of Transportation.

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<sup>6</sup> Transportation Research Board, *Highway Capacity Manual 6<sup>th</sup> Edition*, 2016.

<sup>7</sup> City of Woodburn, *Woodburn Development Ordinance*, Amended by Ordinance 2603 effective June 30, 2022 (LA 21-02).

<sup>8</sup> Marion County, *Transportation System Plan*, Chapter 10 – Policies, December 21, 2005.





- ODOT has the following mobility targets in the study area per the Oregon Highway Plan:<sup>9</sup>
  - OR 219 is a district highway inside an urban growth boundary but not within a Metropolitan Planning Organization (MPO). West of the city limits, the posted speed is 55 mph, and the target v/c ratio is 0.90 or less. Within the city limits, the posted speed is 35 mph, and the target v/c ratio is 0.95 or less.
  - OR 214 is a district highway inside an urban growth boundary but not an MPO. Within the city limits, the posted speed is 30 mph, and the target v/c ratio is 0.95 or less.
  - The I-5 ramp terminals have a target v/c ratio of 0.80 or less inside an urban growth boundary but not an MPO.

### Delay & Capacity Analysis

The LOS, delay, and v/c results of the capacity analysis are shown in Table 8 for the morning and evening peak hours. The detailed calculations are attached in Appendix D.

Table 8: Capacity Analysis Summary

Intersection & Condition	Mobility Standard	AM Peak Hour			PM Peak Hour		
		V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
1. OR 219 & Butteville Road <sup>1</sup>							
2020 Existing Condition	0.90	0.41	C	15	0.83	F	50
2028 Background Condition		0.40	A	5	0.61	A	7
2028 Buildout Condition		0.41	A	5	0.63	A	7
2. OR 214/219 & I-5 SB Ramps <sup>2</sup>							
2020 Existing Condition	0.80	0.23	B	16	0.43	B	16
2028 Background Condition <sup>3</sup>		0.42	B	13	0.57	B	18
2028 Buildout Condition <sup>3</sup>		0.43	B	13	0.57	B	19
3. OR 214/219 & I-5 NB Ramps <sup>2</sup>							
2020 Existing Condition	0.80	0.40	B	13	0.57	A	8
2028 Background Condition <sup>3</sup>		0.60	B	14	0.71	B	14
2028 Buildout Condition <sup>3</sup>		0.61	B	14	0.72	B	15
4. OR 214 & Evergreen Road <sup>2</sup>							
2020 Existing Condition	0.95	0.56	B	15	0.70	B	18
2028 Background Condition <sup>3</sup>		0.77	C	25	0.92	C	32
2028 Buildout Condition <sup>3</sup>		0.78	C	26	0.93	C	33

<sup>9</sup> Oregon Department of Transportation, *Oregon Highway Plan*, Table 6: Volume to Capacity Ratio Targets for Peak Hour Operating Conditions, 1999 Including amendments November 1999 through May 2015.





Table 8: Capacity Analysis Summary

Intersection & Condition	Mobility Standard	AM Peak Hour			PM Peak Hour		
		V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
5. OR 214 & Settlemier Avenue <sup>21</sup>							
2020 Existing Condition	0.95	0.73	C	32	0.83	D	42
2028 Background Condition		0.85	D	46	0.96	E	68
2028 Buildout Condition		0.85	D	46	0.96	E	69
6. Stacy Allison Way & Evergreen Road							
2020 Existing Condition	0.95	0.26	B	14	0.38	C	17
2028 Background Condition		0.65	E	40	0.83	F	63
2028 Buildout Condition		0.70	E	47	0.89	F	76
7. Hayes Street & Evergreen Road							
2020 Existing Condition	LOS E	0.40	B	11	0.55	B	13
2028 Background Condition		1.16	F	64	1.22	F	80
2028 Buildout Condition		1.25	F	81	1.33	F	177
8. Hayes Street North & Settlemier Avenue							
2020 Existing Condition	0.95	0.08	C	19	0.31	E	37
2028 Background Condition		0.14	D	26	0.53	F	76
2028 Buildout Condition		0.14	D	26	0.54	F	77
9. Hayes Street & Settlemier Avenue							
2020 Existing Condition	0.95	0.07	B	12	0.42	C	18
2028 Background Condition		0.11	B	13	0.58	D	26
2028 Buildout Condition		0.11	B	13	0.59	D	27
10. Evergreen Road & Harvard Drive							
2020 Existing Condition	0.95	0.21	B	12	0.26	B	14
2028 Background Condition		0.67	D	30	1.27	F	209
2028 Buildout Condition		0.71	D	27	1.45	F	288
11. Parr Road & Butteville Road							
2020 Existing Condition	LOS E	0.14	B	11	0.15	B	12
2028 Background Condition		0.48	C	16	0.46	C	18
2028 Buildout Condition		0.56	C	19	0.57	C	22
12. Parr Road & Street H (Future Site Access)							
2028 Buildout Condition	0.95 <sup>4</sup>	0.36	B	11	0.45	B	11





Table 8: Capacity Analysis Summary

Intersection & Condition	Mobility Standard	AM Peak Hour			PM Peak Hour		
		V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
13. Parr Road & Evergreen Road (Future)							
2028 Background Condition	0.95 <sup>4</sup>	0.33	A	10	0.36	B	10
2028 Buildout Condition		0.38	B	11	0.42	B	11
14. Parr Road & Street A (Future Site Access)							
2028 Buildout Condition	0.95 <sup>4</sup>	0.07	B	10	0.05	B	10
15. Parr Road & Stubb Road							
2020 Existing Condition	0.95	0.02	B	10	0.01	A	9
2028 Background Condition		0.12	B	13	0.06	B	11
2028 Buildout Condition		0.13	B	14	0.07	B	11
16. Parr Road & Settlemier Avenue							
2020 Existing Condition	LOS E	0.26	A	9	0.28	A	10
2028 Background Condition		0.34	B	11	0.39	B	11
2028 Buildout Condition		0.34	B	11	0.40	B	12

**Table Notes:**

1. The existing intersection is stop-controlled on the northbound approach. A roundabout is assumed for the background and buildout conditions.
2. The overall signalized v/c ratio for this intersection was calculated following the methodologies in Chapter 16 of the ODOT APM for the critical intersection v/c ratio.
3. The peak hour factor for this intersection was increased to a minimum of 0.95 due to the substantial increase in background traffic.
4. This intersection is assumed to follow City of Woodburn Standards after annexation and jurisdictional transfer of Parr Road adjacent to the site.

**Findings**

As shown in Table 8, three intersections are anticipated to exceed the mobility targets:

- The signalized intersection of OR 214 & Settlemier Avenue is expected to operate with a v/c ratio of 0.96 during the evening peak hour under year 2028 background conditions, which exceeds the ODOT mobility target of 0.95. The proposed development will not change the overall intersection v/c ratio but will result in a small increase in overall delay. The Woodburn TSP includes Project R3, which would widen the highway to include two lanes in each direction and a two-way left-turn lane from Cascade Drive to OR 99E. This improvement would address the operational concerns for both the year 2028 background and buildout conditions.
- The all-way stop-controlled intersection of Hayes Street & Evergreen Road is expected to operate with a v/c ratio over 1.0 during both the morning and evening peak hours under year 2028 background conditions, which exceeds the City of Woodburn standard. The critical movement in the morning is the northbound through movement on Evergreen Road. The critical movement in the evening is the southbound through movement on Evergreen Road although the northbound movement is also



expected to exceed capacity. The proposed development will increase the critical v/c ratios during both the morning and evening peak hours. Traffic signal warrants are met at this intersection under year 2028 background and buildout conditions. A traffic signal or a roundabout would address the capacity issues associated with all-way stop control at this intersection.

- The stop-controlled intersection of Evergreen Road & Harvard Drive is expected to operate with a v/c ratio over 1.0 during the evening peak hour under year 2028 background conditions, which exceeds the City of Woodburn standard. The critical movement is the southbound approach. The proposed development will not add traffic to the critical movement but will increase the critical v/c ratio by increasing the traffic volumes Evergreen Road. A traffic signal or a roundabout would address the capacity issues associated with all-way stop control at this intersection; however, traffic control changes at the Hayes Street & Evergreen Road intersection might change traffic patterns and alleviate some of the congestion on the northbound and southbound approaches.

## Queuing Analysis

An analysis of projected queuing was conducted for the study intersections. The 95<sup>th</sup> percentile queue lengths were estimated based on the same Synchro/SimTraffic simulations used for the delay calculations. The 95<sup>th</sup> percentile queue is a statistical measurement which indicates there is a 5 percent chance that the queue may exceed this length during the analysis period; however, given this is a probability, the 95<sup>th</sup> percentile queue length may theoretically never be met or observed in the field.

The 95<sup>th</sup> percentile queue lengths reported in the simulation are presented in Table 9 for the morning and evening peak hours. All queues more than 5 feet longer than a multiple of 25 were rounded up to the nearest 25 feet, equivalent to an average vehicle length. Those that were 5 feet or less than a multiple of 25 were rounded down since 5 feet is equivalent to the space between queued vehicles. Detailed queuing analysis reports are included in Appendix D.

Table 9: 95<sup>th</sup> Percentile Queueing Analysis Summary

Intersection/Movement	Available Storage (ft)	2028 Background Queue (ft)		2028 Buildout Queue (ft)	
		Morning	Evening	Morning	Evening
<b>1. OR 219 &amp; Butteville Road</b>					
EB Through	>1,000	100	300	100	625
EB Right	210	50	175	75	225
WB Left	430	75	50	75	50
WB Left-Through	415	50	25	50	25
NB Left	>1,000	50	50	50	75
<b>2. OR 214/219 &amp; I-5 SB Ramps</b>					
EB Through	950	200	450	200	425
WB Through	620	175	325	200	275
SB Left	650	250	300	225	350
SB Right	420	100	150	125	175





Table 9: 95<sup>th</sup> Percentile Queueing Analysis Summary

Intersection/Movement	Available Storage (ft)	2028 Background Queue (ft)		2028 Buildout Queue (ft)	
		Morning	Evening	Morning	Evening
<b>3. OR 214/219 &amp; I-5 NB Ramps</b>					
EB Through	585	275	550	275	600
WB Through	800	450	600	450	525
NB Left	600	475	475	450	475
NB Left-Right	850	625	750	675	750
NB Right	270	425	350	425	400
<b>4. OR 214 &amp; Evergreen Road</b>					
EB Left	200	200	378	175	425
EB Through	>1000	450	925	400	1000
EB Right	300	225	525	225	550
WB Left	370	300	425	325	500
WB Through-Right	510	650	825	775	850
NB Left-Through	680	800	825	800	850
NB Right	320	625	625	650	625
SB Left	170	50	100	50	100
SB Through	375	50	100	50	100
SB Right	75	25	75	25	75
<b>5. OR 214 &amp; Settlemier Avenue</b>					
EB Left	340	475	500	450	475
EB Through	425	1350	1325	1400	1400
EB Right	200	475	475	475	475
WB Left	325	250	500	275	500
WB Through	1325	625	1300	625	1200
WB Right	150	225	275	250	325
NB Left	165	325	350	350	325
NB Through	185	1250	1475	1100	1400
NB Right	185	125	150	150	125
SB Left	360	150	625	150	575
SB Through	1200	200	1675	200	1525
SB Right	880	125	1200	125	875





Table 9: 95<sup>th</sup> Percentile Queueing Analysis Summary

Intersection/Movement	Available Storage (ft)	2028 Background Queue (ft)		2028 Buildout Queue (ft)	
		Morning	Evening	Morning	Evening
<b>6. Stacy Allison Way &amp; Evergreen Road</b>					
EB Left <sup>1</sup>	135	250	225	250	225
EB Through-Right <sup>1</sup>	400	1000	950	1000	900
WB Left-Through-Right	50	25	25	25	25
NB Left	85	100	100	125	75
NB Through-Right <sup>2</sup>	490	600	475	600	500
SB Left	270	25	25	25	25
SB Through-Right <sup>3</sup>	680	25	150	25	250
<b>7. Hayes Street &amp; Evergreen Road</b>					
EB Left-Through-Right	290	100	100	100	100
WB Left-Through-Right	350	250	325	225	350
NB Left	155	25	50	25	50
NB Through-Right	485	1200	775	1450	900
SB Left	125	75	200	75	250
SB Through-Right	475	125	375	125	525
<b>8. Hayes Street North &amp; Settlemier Avenue</b>					
EB Left	475	75	175	50	225
NB Left-Through	75	75	100	75	100
<b>9. Hayes Street &amp; Settlemier Avenue</b>					
EB Through-Right	130	50	125	75	125
WB Right	260	25	75	25	75
SB Left-Through	65	25	50	25	50
<b>10. Evergreen Road &amp; Harvard Drive</b>					
EB Left	300	75	25	125	25
WB Left	150	50	75	75	75
NB Left-Through-Right	125	500	175	775	175
SB Left-Through-Right	510	100	175	200	200
<b>11. Parr Road &amp; Butteville Road</b>					
WB Left-Through-Right	>1000	125	100	150	125
SB Left-Through	>1000	75	75	100	75
<b>12. Parr Road &amp; Street H (Future Site Access)</b>					
EB Left-Through	>1000	-	-	75	75
WB Through-Right	110	-	-	50	50
SB Left-Right	950	-	-	100	75





Table 9: 95<sup>th</sup> Percentile Queueing Analysis Summary

Intersection/Movement	Available Storage (ft)	2028 Background Queue (ft)		2028 Buildout Queue (ft)	
		Morning	Evening	Morning	Evening
<b>13. Parr Road &amp; Evergreen Road (Future)</b>					
EB Left-Through-Right	>100	75	75	75	75
WB Left-Through-Right	800	75	50	75	75
NB Left-Through-Right	950	75	75	75	75
SB Left-Through-Right	>1000	75	75	75	75
<b>14. Parr Road &amp; Street A (Future Site Access)</b>					
WB Left	100	-	-	25	25
NB Left-Right	100	-	-	50	50
<b>15. Parr Road &amp; Stubb Road</b>					
EB Left	TBD	25	25	25	25
WB Left	TBD	25	25	25	25
NB Left-Through-Right	80	50	50	50	50
SB Left-Through-Right	>1000	75	50	75	50
<b>16. Parr Road &amp; Settlemier Avenue</b>					
EB Left	185	75	75	75	100
EB Through-Right	550	100	100	100	75
WB Left	80	50	50	50	50
WB Through-Right	900	75	75	75	75
NB Left-Through	275	75	100	75	100
NB Right	75	25	50	25	50
SB Left-Through	515	75	75	75	75
SB Right	130	50	50	50	50

*Table Notes:*

1. *SimTraffic cannot simulate a two-stage left-turn movement; therefore, the queueing for the left-turn lane is substantially worse the Synchro results imply.*
2. *The queues for the northbound approach of Evergreen Road at Stacy Allison Way reflect congestion extending southward from the intersection with OR 214.*
3. *The queues for the southbound approach of Evergreen Road at Stacy Allison Way reflect congestion extending northward from the intersection with Hayes Street.*

In general, changes in 95<sup>th</sup> percentile queueing between the year 2028 background and buildout conditions are anticipated to be small, one vehicle or two vehicles. Larger increases in queues are anticipated on Evergreen Road due to congestion at two intersections. Queues on the northbound approach of Evergreen Road at OR 214 are expected to extend through the intersection with Stacy Allison Road during both the morning and evening peak hours. Queues on the southbound approach of Evergreen Road at Hayes Street are expected to extend northward through the intersection with Stacy Allison Road during the evening peak hour.







## Potential Mitigation

The proposed development will add traffic to eight intersections with high crash rates as well as worsening operations at three intersections where mobility standards will not be met under background conditions.

Table 10 summarizes potential mitigation and proportionate share contributions.

Table 10: Potential Mitigation

Intersection & Improvement	Estimated Cost	Total Volume	Project Volume	Project Percent
<b>2. OR 214/219 &amp; I-5 SB Ramps</b>				
Woodburn TSP Project R8 - Corridor signal timing and coordination adjustments	\$15,000	4,240	82	1.9%
<b>3. OR 214/219 &amp; I-5 NB Ramps</b>				
Woodburn TSP Project R9 - Corridor signal timing and coordination adjustments	\$15,000	4,465	82	1.8%
<b>4. OR 214 &amp; Evergreen Road</b>				
Woodburn TSP Project R10 - Corridor signal timing and coordination adjustments	\$15,000	4,129	59	1.4%
<b>5. OR 214 &amp; Settlemier Avenue</b>				
Woodburn TSP Project R3 - Widen OR 214 from Cascade Avenue to OR 99E to five-lanes with bicycle facilities	\$20,300,000	NA <sup>1</sup>	NA <sup>1</sup>	NA <sup>1</sup>
<b>6. Stacy Allison Way &amp; Evergreen Road</b>				
Potential new TSP project – Install a traffic signal or roundabout	\$500,000 - \$1,000,000	1,652	69	4.2%
<b>7. Hayes Street &amp; Evergreen Road</b>				
Potential new TSP project – Install a traffic signal or roundabout	\$500,000 - \$1,000,000	1,720	69	4.0%
<b>10. Evergreen Road &amp; Harvard Drive</b>				
No Improvement Recommended <sup>2</sup>	\$0	1,303	69	5.3%
<b>11. Parr Road &amp; Butteville Road</b>				
Potential replacement TSP project – Relocate intersection or install a roundabout	To be determined	791	67	8.5%

**Table Notes:**

1. The improvement project involves widening the highway for approximately 1.8 miles. The proposed development is not expected to add traffic to the corridor; therefore no proportionate share is calculated.
2. Traffic control changes at the Hayes Street & Evergreen Road intersection might change traffic patterns and alleviate some of the congestion on the northbound and southbound approaches.



## Conclusions

Key findings of this study include:

- Based on a review of the most recent five years of available crash data, eight of the study intersections have crash rates that exceed the 90<sup>th</sup> percentile rates identified by ODOT for similar types of intersections. Potential intersection improvements have been identified in the Woodburn and Marion County TSPs at some intersections; others could require improvements not currently identified in a TSP.
- At the other eight intersections, no significant trends or crash patterns were identified, and no safety mitigation is recommended per the crash data analysis.
- Based on the sight distance analysis, all site accesses are expected to have adequate sight lines.
- Left-turn lane warrants were not assessed at the site accesses because the proposed project will provide left-turn lanes at both site accesses.
- The Parr Road & Butteville Road intersection will meet left-turn lane warrants under both background and buildout conditions; however, due to the proximity of the I-5 overpass, widening the roadway for a left-turn lane is not feasible without relocating the intersection southward.
- Two intersections were identified as meeting preliminary traffic signal warrants:
  - Stacy Allison Way & Evergreen Road will meet warrants for both background and buildout conditions.
  - Hayes Street & Evergreen Road will meet warrants for both background and buildout conditions.
- Three intersections are anticipated to exceed the mobility targets:
  - The signalized intersection of OR 214 & Settlemier Avenue will exceed mobility standards under year 2028 background conditions. The proposed development will not change the overall intersection v/c ratio but will result in a small increase in overall delay.
  - The all-way stop-controlled intersection of Hayes Street & Evergreen Road will exceed mobility standards during both the morning and evening peak hours under year 2028 background conditions. The proposed development will increase the critical v/c ratios during both the morning and evening peak hours.
  - The stop-controlled intersection of Evergreen Road & Harvard Drive will exceed mobility standards during the evening peak hour under year 2028 background conditions. The proposed development will not add traffic to the critical movement but will increase the critical v/c ratio by increasing the traffic volumes Evergreen Road.
- In general, changes in 95<sup>th</sup> percentile queuing between the year 2028 background and buildout conditions are anticipated to be small, one vehicle or two vehicles. Larger increases in queues are anticipated on Evergreen Road due to congestion at the two intersections with OR 214 and Hayes Street.
- The proposed development will add traffic to eight intersections with high crash rates as well as worsening operations at three intersections where mobility standards will not be met under background conditions. Proportionate share contributions for potential mitigation will vary depending on projects for the

intersections of Stacy Allison Way & Evergreen Road and Hayes Street & Evergreen Road, which do not currently have a TSP project assigned, and the Parr Road & Butteville Road intersection, which does not currently identify the specific project needed in the Marion County TSP. As such, mitigation is likely to involve a comprehensive discussion in the context of all the eight intersections with identify safety or operational concerns.





## Memorandum

To: City of Woodburn  
Marion County

Copy: Roseann Johnson, Lennar Northwest, LLC

From: Jennifer Danziger, PE

Date: October 6, 2022

Subject: Brighton Pointe TIA – Addendum 1



RENEWS: 12/31/2023

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## Introduction

In a memorandum dated September 6, 2022, the Brighton Pointe Transportation Impact Analysis (TIA) was deemed incomplete. As suggested, this addendum addresses those missing items and provides clarifications where requested. It also documents agreements from a meeting with agencies held on September 28, 2022, to discuss incompleteness comments. Where additional analysis is required, documentation of findings is attached.

## Bicycle and Pedestrian Modes

The comments indicated the need for additional discussion regarding the bicycle and pedestrian improvements and how they related to planned projects in the Woodburn Transportation System Plan (TSP). These items are listed as they appear in the comments with responses following.

**Comment:** The Pedestrian System Plan includes Project P-54 in the vicinity which will "Construct a connection between Santiam Drive and pedestrian facilities that are part of future development to the south." The TIA should provide an addendum which describes how this site, and the stubbed neighborhood street to the east side of the development, accommodate this TSP project. *Note: This project is shown in TSP Figure 8 as project P-54 but listed as P-53 in TSP Table 5. The correct description is "Construct a connection between the Centennial Park multi-use path and pedestrian facilities that are part of future development to the west." The map reference will be used in the response below.*

**Response:** The project will construct local roadways that will connect to the internal roadway system of the subdivision immediately to the east of the project site. The subdivision at 9008 Parr Road will include at least two tracts with along the eastern property line that will provide 8-foot path connections extending eastward from the internal road network to the edge of Centennial Park. These paths will connect to the paths in the park.

Additionally, the project will construct proposed Tract 'P' with pathway leading to the subdivision at 9008 Parr Road. Should one of the 9008 Parr Road tracts be moved south, it could line up with the project's proposed Tract 'P', providing additional pathway connection between the two subdivisions and the park.

Together, these two subdivisions implement Project P-54.

**Comment:** The TSP (TIA) does not recognize that the sidewalks provided along the western and northern frontage of the site implement TSP Project P-14 to "Install new sidewalks (along Parr Road). This project improves safe routes to school for Heritage Elementary School and Valor Middle School." The TIA should provide an addendum which assesses how pedestrian connections within the development provide safe pedestrian passage and safe route to school access to this TSP project.

**Response:** The project will construct frontage improvements along Parr Road that will include sidewalks along the south and east sides of Parr Road, which implements a portion of Project P-14. The subdivision to the east at 9008 Parr Road will also include sidewalks as part of their frontage improvements. However, a gap in the sidewalks will remain until the parcel at 8908 Parr Road redevelops and frontage improvements are implemented. Until that occurs, a safe route to/from the elementary and middle school will be available using the local street network in Brighton Pointe as it connects to the street network within the 9008 Parr Road subdivision. Another potential safe route to/from the schools could be available should the 9008 Parr Road tract align with the project's proposed Tract 'P.' Pedestrians will then have two options to connect with sidewalks along Parr Road by either accessing the frontage improvements provided by the 9008 Parr Road subdivision or using the paths (Project P-54) that connect to Centennial Park.

**Comment:** The TSP includes Project B-21 which will "widen roadway and install bike lanes (along Parr Road). This project improves safe routes to school for Heritage Elementary School and Valor Middle School." The TIA should include an addendum which assesses the site's ability to provide for safe bicycle routing within the subdivision to this TSP project. The addendum should also address the potential impacts of left turn lane striping for the two site access points onto Parr Road and whether these would impact a continuous bike lane or shoulder along the site frontage.

**Response:** The project will construct frontage improvements along Parr Road that are planned to include bike lanes along the south and east sides of Parr Road, which implements a portion of Project B-21. The subdivision to the east at 9008 Parr Road will also include bike lanes on the south side of Parr Road as part of their frontage improvements. Additionally, subdivisions along the north side of Parr Road will construct bike lanes on the north side of the street up to the intersection with Stubb Road. Despite these improvements, which all work towards implementation of Project B-21, gaps in the bike lanes will remain on both sides of the roadway. Until the parcel at 8908 Parr Road and the properties west of Stubb Road redevelop and frontage improvements are implemented, the bike lanes will not extend continuously to Brighton Pointe. Until those improvements are made, a safe route to/from the elementary and middle school is available using the local street network in Brighton Pointe as it will connect to the street network of the 9008 Parr Road subdivision. Another potential safe route to/from the schools could be available should the 9008 Parr Road tract align with the project's proposed Tract 'P.' Eastbound bicyclists will then have two options to connect with bike facilities along Parr Road by either accessing the frontage improvements provided by the 9008 Parr Road subdivision or using the paths (Project P-54) that connect to Centennial Park and the multiuse path that extends eastward along the south side of Parr Road. Westbound bicyclists to and from the schools will be more likely to use the multiuse path along the south side of Parr Road where they can access the trail in Centennial Park and connect to the local streets within the subdivisions.

Although the TIA assumed the ultimate lane configuration for Parr Road, an assessment of left-turn lane warrants included in this memorandum shows that a left-turn lane is not warranted at the Street A intersection with Parr Road through the horizon year 2033. Analysis of year 2033 horizon year conditions show the





intersection will operate acceptably with no left-turn lane on Parr Road at Street A. Therefore, a left-turn lane with an interim Parr Road configuration is not necessary.

The project team and the agencies agreed that the final decision on striping would be an engineering decision and not a completeness item.

**Comment:** The Evergreen Road/Parr Road intersection. Interim intersection configurations provided by Mackenzie for the Specht Spec Industrial proposal and Evergreen Road extension showed a combination of temporary and permanent crosswalks/ crossing locations at this intersection. The Brighton Pointe development should analyze these pedestrian provisions in light of their frontage improvements and upcoming signing and striping plan.

**Response:** The project team and the agencies agreed that the final decision on pedestrian improvements at this intersection would be an engineering decision and not a completeness item.

## Parr Road at "Street H" Intersection

The comments indicated the need for additional evaluation of the configuration of the Parr Road & Street H intersection traffic control and lane configuration. The comment is listed below with a response following.

**Comment:** The TIA indicates that as an interim three-leg intersection, it will be all-way stop-controlled until all quadrants have been redeveloped and the roadways are built out to their ultimate alignment. It is noted here that based on the 2028 PM Peak buildout scenario traffic volumes (Figure 10), 79% of the traffic movements at the Parr Road/Street H intersection will be turning from north-to-west or from west-to-north. The TIA did not present an analysis justifying this as meeting preliminary all-way stop warrants and, in fact, would be stopping traffic for 79% of the vehicles using that intersection. The intersection should treat the "major street" movement as the north-to-west and vice versa traffic condition, which likely does not warrant an all-way stop. An addendum to the TIA is requested to provide a quantitative, warrant-based analysis of traffic control at this intersection and make a recommendation as to the lane configurations and traffic control signage at this intersection to be reviewed by both Marion County and City of Woodburn traffic staff. The recommended signage configuration should then be incorporated into the signing and striping plan component of the overall site engineering plans.

**Response:** At the meeting to discuss incompleteness, the project team and agencies agreed to consider an interim roadway and traffic control configuration at this intersection. The interim configuration would maintain the current alignment of Parr Road as a through street and extend Street H to a perpendicular intersection with Parr Road along the existing curve. Emerio is providing a concept illustrating this connection (attached).

Based on this configuration, left-turn lane warrants were prepared for a 2033 horizon year. The warrant analysis shows that a left-turn lane is not warranted at the Street H intersection with Parr Road through the horizon year 2033. Analysis of year 2033 horizon year conditions show the intersection will operate acceptably with no left-turn lane on Parr Road at Street H.

The sight distance was checked with this intersection configuration. With a statutory speed 55 mph, the recommended intersection sight distance is 610 feet and the required stopping sight distance is 495 feet. Photos of the available sight distance looking west and north are attached along with Google Earth images showing the



sight line and elevation profile for approximately 700 feet in each direction. Available sight lines are adequate to meet the recommended intersection sight distance recommendation.

## Five-Year Planning Horizon

At the meeting to discuss incompleteness, Marion County staff commented that their standards require a five-year planning horizon year analysis for developments that generate between 1,000 and 1,999 trips. A follow-up email from Chuck Green (attached) indicated that a five-year planning horizon should be the basis for the left-turn lane warrants and operations at the site access intersections with Parr Road, but a forecast will not be required for the intersections of Parr Road & Butteville Road and Parr Road & Evergreen Road because these intersections are under separate study or design.

Year 2033 volumes were developed by adding another five years of background traffic growth at 1 percent per year to the year 2028 buildout volumes. These volumes estimates are available in the attached Synchro reports.

### Attachments:

Left-Turn Lane Warrants

Synchro Operations

Queuing Reports

Potential Parr Road & Street H Concept

Sight Distance Exhibit for Parr Road & Street H

Email from Chuck Green, OTAK/City of Woodburn Traffic Engineer



## Memorandum

To: **City of Woodburn  
Marion County**

Copy: **Roseann Johnson, Lennar Northwest, LLC**

From: **Jennifer Danziger, PE**

Date: **November 17, 2022**

Subject: **Brighton Pointe TIA – Addendum 2**

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### Introduction

In an email dated October 21, 2022, City staff provided an analysis provided by the Oregon Department of Transportation (ODOT) regarding the left-turn lane warrants on Parr Road at the Street A and Street H connections created by the proposed Brighton Pointe Subdivision. This memorandum addresses that analysis.

### Street A & Parr Road E-W

#### Existing Roadway Characteristics

East-west Parr Road is classified as a service collector in the Woodburn Transportation System Plan (TSP). As shown in Figure 1, it is posted with a speed limit of 25 mph as one is traveling eastbound and entering the city limits before the recent annexations of the Smith Creek Development and the subdivision at 9008 Parr Road. Parr Road has no signage indicating the end of the speed zone as one is traveling westbound and exiting the city limits, as shown in Figure 2. As one continues westbound on Parr Road, an advisory sign located approximately 600 feet east of the roadway curve indicates the presence of an upcoming 90-degree turn in the roadway and advises a speed of 20 mph, as shown in Figure 3.



Figure 1: Parr Road Looking East at City Limits (© Google Street View, June 2019)





Figure 2: Parr Road Looking West at City Limits (© Google Street View, June 2019)



Figure 3: Parr Road Looking West at 90-Degree Curve (© Google Street View, June 2019)

Two approved development projects, the Smith Creek Development and the Subdivision at 9008 Parr Road, have resulted in annexations that have extended the city limits on Parr Road to a Pointe approximately 80 feet west of Stubb Road. However, neither of these projects has completed the frontage improvements along Parr Road, so it remains with a rural cross-section west of Centennial Park, which was the edge of the former city limits prior to the annexation.

#### **Future Roadway Characteristics**

Once the frontage improvements for approved developments at 9008 Parr Road and the Smith Creek are completed, Parr Road will have a full three-lane cross-section with sidewalks and bike lanes extending westward to Stubb Road. An urban speed limit should be established consistent with the service collector functional classification for Woodburn.

The proposed Brighton Pointe Subdivision will include annexation of additional lands extending the city limits from the western boundary of 9008 Parr Road, circumnavigating 8908 Parr Road, to the western boundary of 8702 Parr Road, which is where the roadway alignment shifts from east-west to north-south. Half-street frontage improvements will include sidewalks on the south side of Parr Road and 23 feet of pavement improvements from the roadway centerline. The currently proposed cross section shown in Sheet 5 of 9 of the



submitted site plans includes a 5-foot bike lane, a 12-foot travel lane, and 6 feet that will become part of a future center turn lane when the north side of Parr Road is improved. However, west of Stubb Road, Parr Road will not have a full urban, urban three-lane cross section until 8908 Parr Road and the north side parcels are built out.

**Future Speed on Parr Road**

With annexation and the construction of urban street facilities on at least one side of Parr Road with the exception of 8908 Parr Road, consideration should be given to an appropriate urban speed limit between the curve and Centennial Park. Additionally, until 8908 Parr Road develops, there will be a tapering transition between future bike/ped facilities fronting 9008 Parr Road and Brighton Pointe. As such, additional consideration should be given for a speed that accommodates multiple transitions between different-width transportation facility cross sections.

The Woodburn TSP does not include recommended speeds based on functional classification and the Woodburn Development Ordinance (WDO) does not provide a methodology or guidance for establishing the posted speed of roadways within the city limits. Therefore, Oregon Administrative Rule (OAR) 734-020-0015(2), which outlines the method for establishing speed zones for highways within city limits, was referenced to suggest an appropriate speed for Parr Road when the urban cross sections are completed and additional areas are annexed into the City of Woodburn. The rule recommends that an engineering study is conducted but also specifies in OAR 734-020-0015(2)(b) that the “engineering study must recommend a speed for the highway which falls within the range of recommended speeds, listed below by context / functional class.” Those ranges are summarized in Table 1.

**Table 1: Recommended Speeds Based on Context and Functional Class**

Classification	Context			
	Urban Core	Urban Mix	Suburban Commercial or Residential	Suburban Fringe
Arterial	20-25 mph	25-30 mph	30-35 mph	35-45 mph
Collector	20-25 mph	25-30 mph	25-35 mph	30-40 mph
Local	20-25 mph	20-25 mph	25-35 mph	25-35 mph

Source: OAR 734-020-0015(2)(b).

The existing section of Parr Road east of Centennial Park might best be classified as “suburban commercial or residential” which is partially defined as “large residential neighborhoods along the corridor or that have their access from widely spaced roadway connections with few driveways to the roadway.” As noted previously, the current posted speed limit is 25 mph.

As the Smith Creek Development, the Subdivision at 9008 Parr Road, and the proposed Brighton Pointe Subdivision develop, the section of Parr Road west of Centennial Park will also have those characteristics along a collector roadway. Therefore, the recommended speed should be between 25 and 35 mph.

Another consideration when setting the posted speed is the potential for a new intersection with an extension of Evergreen Road southward to Parr Road and construction of an east-west local industrial street to the west of



the intersection as part of the proposed Phased Specht Industrial Development. At minimum, Parr Road, as the lower classification roadway, will still be stop-controlled at this future intersection. This change also supports a slower posted speed on Parr Road.

Finally, even if the proposed Phased Specht Industrial Development does not proceed and Evergreen Road is not connected for years to come, Brighton Pointe will construct its transportation roadway improvements with a continuous roadway that bends approximately 90 degrees heading westbound to southbound. Therefore, an advisory speed akin to the one currently advising 20 mph should be maintained to ensure vehicles traveling westbound are advised slow down to safely make the sharp bend in the road.

### **Left-Turn Lane Warrants**

The left-turn lane warrants following ODOT's preferred criteria are attached to this memorandum for the year 2033 traffic forecasts, which is five years beyond the planned buildout of the proposed Brighton Pointe Subdivision. If the ODOT left-turn lane warrants are used, the volume plots indicate that a left-turn lane should be considered if the speed were to remain at 55 mph. However, if the speed is lowered to reflect the urban roadway context and classification, then the left-turn lane warrants are not met.

### **Conclusion**

With the approved Smith Creek Development and the Subdivision at 9008 Parr Road and the proposed Brighton Pointe Subdivision, much of the land along Parr Road will have been annexed into the city limits and developed with urban street cross sections. Given these changes, a reduction in the speed between Centennial Park and the north-south alignment of Parr Road should be considered. The suburban residential context and the service collector classification suggest a posted speed of 25 to 35 mph is most appropriate and consistent with the existing speed limit to the east. With a lower speed, the ODOT left-turn lane warrants will not be met with the 2033 horizon year traffic volumes. Therefore, the half-street cross section shown in the site plans is recommended.

## Street H & Parr Road

### **Existing Roadway Characteristics**

North-south Parr Road is classified as a minor arterial in the Woodburn TSP and a minor collector in the Marion County TSP. It has no posted speed from the Woodburn city limits to Butteville Road and is assumed it have a statutory speed of 55 mph. However, the north-south section Parr Road is approximately 1,000 feet long and is located between two 90-degree curves. As shown in Figure 4 and Figure 5, the advisory speed is 20 mph on the corner where the proposed Street H intersection will be created.

Parr Road currently has a rural cross section with one travel lane in each direction and drainage ditches to either side (see Figure 4 through Figure 6).





Figure 4: Parr Road Looking South at 90-Degree Curve to West (© Google Street View, June 2019)



Figure 5: Parr Road Looking East at 90-Degree Curve to North (© Google Street View, June 2019)



Figure 6: Parr Road Looking North at 90-Degree Curve to East (© Google Street View, June 2019)

## **Future Roadway Characteristics**

Two proposed projects could change the future characteristics of Parr Road: Brighton Pointe Subdivision and the Phased Specht Industrial Development.

The proposed Brighton Pointe Subdivision will construct half-street improvements for a three-lane minor arterial along its frontage. These improvements will include sidewalks on the east side of Parr Road and 24 feet of pavement improvements from the roadway centerline. The currently proposed cross section shown in Sheet 5 of 9 of the submitted site plans includes a 6-foot bike lane, a 12-foot travel lane, and 6 feet that will become part of a future center turn lane when the west side of Parr Road is improved. In addition to its own frontage improvements, the subdivision will also upgrade the east side of Parr Road along the north-south frontage abutting the church property.

The proposed Phased Specht Industrial Development, which lies within the city limits, would extend Evergreen Road southward to a new intersection with Parr Road and construct an east-west local industrial street to the west of the intersection. Current plans show that Parr Road, as the lower classification roadway, will still be stop-controlled at this future intersection. However, all-way stop control has also been considered to address off-set lane alignments through the intersection that would be present until all four corners of the intersection are fully developed with urban frontage improvements. All-way stop control, if implemented, also supports a slower posted speed on Parr Road.

The Evergreen Road extension would include two travel lanes and urban frontage improvements on the west side of the extension.

## **Future Speed on Parr Road**

If both the proposed Brighton Pointe Subdivision and the proposed Phased Specht Industrial Development are constructed, a speed reduction may be appropriate on the Evergreen Road/Parr Road minor arterial. Despite its classification as a minor arterial, Evergreen Road currently has a speed limit of 25 mph. If extended southward to connect with the north-south alignment of Parr Road, consideration should be given to an appropriate urban speed limit on Evergreen Road as it extends southward from Sweetwater Avenue to the 90-degree curve that will begin the fully rural section of Parr Road.

Referring to Table 1, the extension of Evergreen Road and the north-south section of Parr Road could be classified as "suburban commercial or residential" or "suburban fringe" which "generally includes transition areas between urban and rural areas where there may be few homes and structures, sparsely developed land, lower density of businesses and fewer driveways, intermittent commercial or industrial uses and typically have fewer street connections and larger lot sizes." As noted previously, the current posted speed limit north of this section is 25 mph.

The suburban fringe context could be considered for the Evergreen Road extension and north-south section of Parr Road given that the east side of the Evergreen Road extension has no current proposal for development and the west side of Parr Road is currently outside of the Woodburn Urban Growth Boundary (UGB). Based on the context and classification, the recommended speed would be 35 to 45 mph.

However, as lands adjacent to Evergreen Road continue to develop, "suburban commercial or residential" could be more appropriate. The Woodburn Comprehensive Plan shows medium density residential on the east side of Evergreen Road with a commercial node on the northeast corner of the future Evergreen Road/Parr Road





intersection. These uses will change the nature of area and increase traffic activity on the roadway. Additionally, Phased Specht Industrial Development includes slow-moving and wide turning truck movements from Industrial Way onto Evergreen Road/Parr Road and vice versa. Taking a longer-term perspective and applying the "suburban commercial or residential" with a recommended speed of 30 to 35 mph should be considered.

Current plans show that Parr Road, as the lower classification roadway, will still be stop-controlled at the future intersection with Evergreen Road. However, all-way stop control has also been considered to address off-set lane alignments through the intersection that would be present until all four corners of the intersection are fully developed with urban frontage improvements. If implemented, all-way stop control may support a slower posted speed on the Evergreen Road extension and north-south section of Parr Road.

Another consideration is the 90-degree corner at the southern end of the north-south section of Parr Road. This curve has an advisory speed of 20 mph. Street H will be temporarily intersecting Parr Road on this corner in a configuration that will allow for the through movement of traffic along Parr Road. These factors may also support a slower posted speed on the north-south section of Parr Road.

Finally, if the proposed Phased Specht Industrial Development does not proceed and Evergreen Road is not connected for years to come, Brighton Pointe will construct its transportation roadway improvements with a continuous roadway that bends approximately 90 degrees heading westbound to southbound. Parr Road would then have two 90-degree corners with an advisory speed of 20 mph and the north-south section would have urban street improvements on the west side of the street. These factors all support a slower posted speed on the north-south section of Parr Road.

### **Left-Turn Lane Warrants**

The left-turn lane warrants following ODOT's preferred criteria are attached to this memorandum for the year 2033 traffic forecasts, which is five years beyond the planned buildout of the proposed Brighton Pointe Subdivision. If the ODOT left-turn lane warrants are used, the volume plots indicate that a left-turn lane should be considered if the speed were to remain at 55 mph or if the speed were reduced to 45 mph. However, if the speed is lowered to 35 mph, then the left-turn lane warrants are not met. Or, if the advisory speed + 10 mph, which equals 30 mph is used as the basis of the calculation, the left-turn lane warrants are not met.

### **Conclusion**

The conclusion based on the left-turn lane warrant is less definitive at the intersection of Street H and Parr Road. If the advisory speed at the corner intersection is considered or an urban speed limit of 30 to 35 mph is applied to north-south Parr Road, then a left-turn lane is not warranted. However, if an urban speed limit of 45 mph is applied, then the left-turn warrants are met.

Other factors to consider at this intersection is the temporary geometry requested by City staff. To allow the dominant through movement on Parr Road to continue, Street H would be temporarily extended from the property line to intersect along the 90-degree curve of Parr Road. At the correct location, this intersection would allow for adequate sight distance in both directions.

Adding a left-turn at this temporary intersection would have cost impacts and could cause other safety concerns. Widening to accommodate the left-turn lane could have implications on right of way outside of the UGB. It would require widening Parr Road to the west of the intersection to create tapers. It would also require widening to the north of the intersection. The widening could be minimized with the loss of the new



northbound bike lane. The biggest safety concern could be that a left-turning vehicle might interfere with sight lines looking to the north making it difficult for a vehicle on Street H to see an approaching southbound vehicle. If the City and County want to use a higher speed threshold (i.e., 45 mph or higher), then a configuration that does not permit southbound left turns into Street H should be considered until the ultimate intersection configuration is constructed. Instead of traveling south on Parr Road, traffic from Evergreen would turn left onto eastbound Parr Road and enter the site on Street A. This would increase travel distances slightly for some residences but can easily be accommodated and would not measurably change the operations at the Evergreen Road and Parr Road intersection. Volumes on Street A would still be below 1,000 vehicles per day with the added traffic.

Attachments:

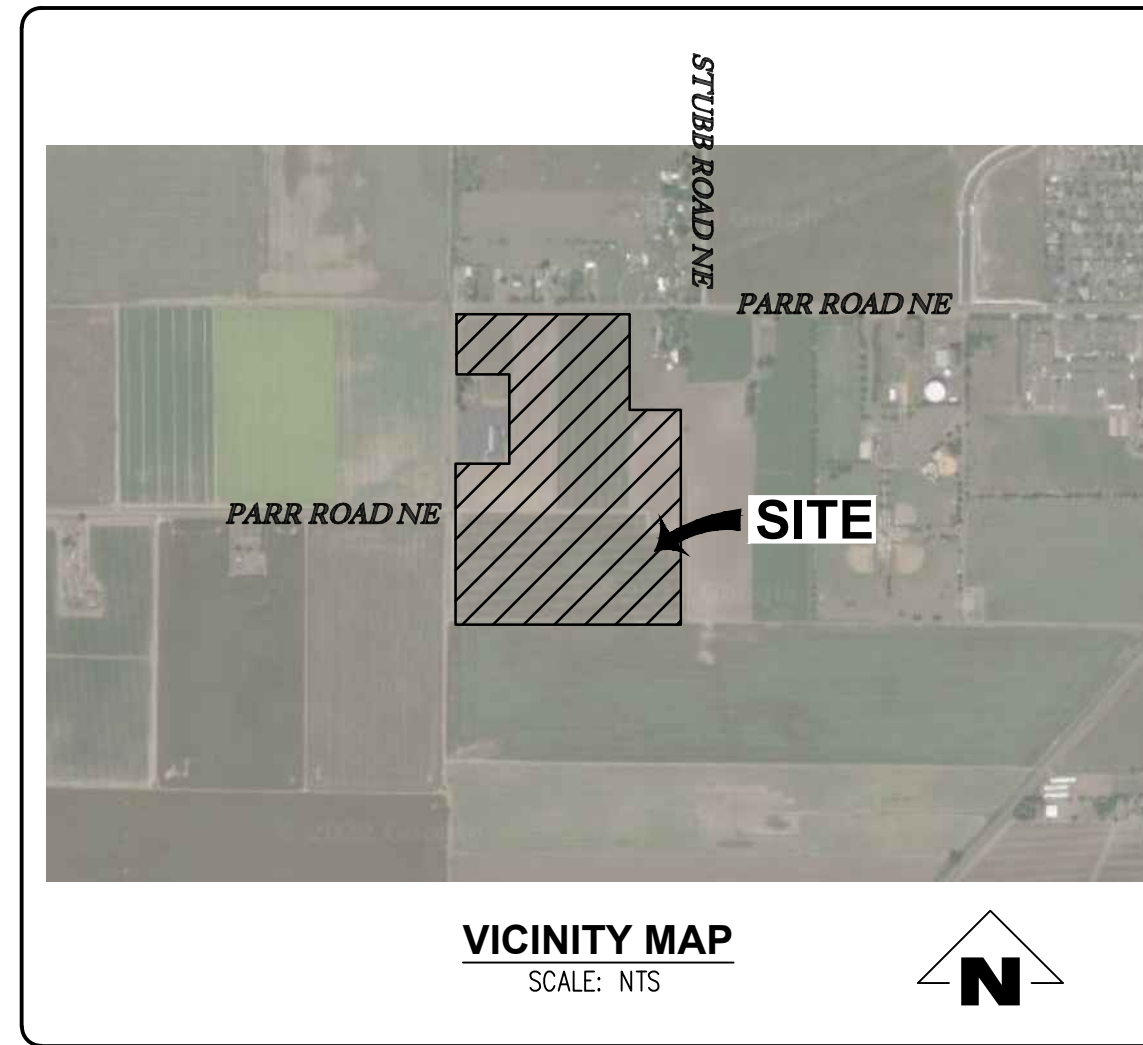
- Turn Lane Evaluation – Parr Road & Street A – 2028 Buildout Volumes
- Turn Lane Evaluation – Parr Road & Street A – 2033 Horizon Volumes
- Turn Lane Evaluation – Parr Road & Street H – 2028 Buildout Volumes
- Turn Lane Evaluation – Parr Road & Street H – 2033 Horizon Volumes





# BRIGHTON POINTE

## 219 - LOT SUBDIVISION - TENTATIVE SUBDIVISION IMPROVEMENT PLANS TAXLOT 052W130001001 CITY OF WOODBURN, OREGON



**SITE DATA**

SITE AREA:	38.44 ACRES
CURRENT ZONING:	NODAL SINGLE-FAMILY RESIDENTIAL (RSN)
TAXLOT:	052W130001001
NO OF LOTS:	219

**BENCHMARK INFORMATION**

THE HORIZONTAL DATUM FOR THIS SURVEY IS BASED UPON STATE PLANE COORDINATES, OREGON NORTH ZONE (3601), NAD83.

THE VERTICAL DATUM FOR THIS SURVEY IS BASED UPON BENCHMARK NO. 00120, ELEVATION = 418.260', NGVD 29. UNITS ARE INTERNATIONAL FEET.

**PROJECT CONTACTS**

<b>OWNER:</b> LENNAR NW, LLC 11807 NE 99TH STREET, SUITE 1170 VANCOUVER, WA 98682 CONTACT: ROSEANN JOHNSON (360) 258-7879 (P)	<b>SURVEYOR:</b> EMERIO DESIGN, LLC 6445 SW FALLBROOK PLACE, SUITE 100 BEAVERTON, OR 97008 CONTACT: ERIC LYNCH, PLS (503) 746-8812 (P)
<b>GEOTECHNICAL ENGINEER:</b> GEOPACIFIC 14835 SW 72ND AVENUE PORTLAND, OR 97224 CONTACT: JAMES D. IMBRIE (503) 598-8445 (P) (503) 941-9281 (F)	<b>CIVIL ENGINEER:</b> EMERIO DESIGN, LLC 1500 VALLEY RIVER DR, SUITE 100 EUGENE, OR 97401 CONTACT: ROY W. HANKINS, PE (503) 746-8812 (P) (503) 639-9592 (F)
<b>TRANSPORTATION ENGINEER:</b> LANCASTER MOBLEY 321 SW 4TH AVE, STE 400 PORTLAND, OR 97024 CONTACT: JENNIFER DANZINGER, PE (503) 248-0313 X327 (P) JENNIFER@LANCASTERMOBLEY.COM	

**DRAWING INDEX**

SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	EXISTING CONDITIONS
3	TENTATIVE PLAT
4	TENTATIVE SITE PLAN
5	TYPICAL STREET SECTIONS
6	TENTATIVE GRADING PLAN
7	TENTATIVE COMPOSITE UTILITY PLAN
8	TENTATIVE EROSION CONTROL AND SEDIMENT PLAN
9	TENTATIVE PHASING PLAN

**LEGEND**

BOUNDARY LINE	EXISTING SANITARY SEWER LINE
EASEMENT	EXISTING WATER LINE
EXISTING 1' CONTOUR LINE	EXISTING OVERHEAD POWER LINE
EXISTING 5' CONTOUR LINE	EXISTING GAS LINE
EXISTING CROWN (CENTER LINE OF ROAD)	EXISTING DITCH LINE
EXISTING TREE	EXISTING WETLAND LINE
EXISTING STORM DRAIN MANHOLE	EXISTING HEDGE LINE
EXISTING SANITARY SEWER MANHOLE	EXISTING WOODEN FENCE
EXISTING CATCH BASIN	EXISTING RAIL FENCE
EXISTING CLEANOUT	EXISTING CHAIN LINK FENCE
EXISTING WATER METER	PROPOSED STORM LINE
EXISTING WATER VALVE	PROPOSED SANITARY LINE
EXISTING FIRE HYDRANT	PROPOSED WATERLINE
EXISTING MAIL BOX	PROPOSED STORM LATERAL
EXISTING UTILITY POLE	PROPOSED SANITARY LATERAL
EXISTING GUY WIRE	PROPOSED SINGLE WATER METER
EXISTING LIGHT	PROPOSED STORM MANHOLE
EXISTING COMMUNICATION PEDESTAL	PROPOSED CATCH BASIN/AREA DRAIN
EXISTING ELECTRICAL METER	PROPOSED SANITARY MANHOLE
EXISTING JUNCTION BOX	PROPOSED BLOWOFF
EXISTING BOLLARD	PROPOSED WATER VALVE
EXISTING DOWNSPOUT	PROPOSED 1' CONTOUR LINE
EXISTING WETLAND FLAG	PROPOSED 5' CONTOUR LINE
EXISTING STORM LINE	PROPOSED SEDIMENT FENCE

**ENGINEER'S NOTE TO CONTRACTOR**

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS.

THE CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AND SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.

**PAPER SCALE NOTE**

THESE PLANS ARE FULL SIZED ON 24"x34" PAPER, IF 11"x17", SCALE ACCORDINGLY.

**NOTICE TO EXCAVATORS:**

ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER.  
(NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503)-232-1987).

POTENTIAL UNDERGROUND FACILITY OWNERS

**Dig Safely.**  
Call the Oregon One-Call Center  
DIAL 811 or 1-800-332-2344

BRIGHTON POINTE  
TAX MAP 052W13-TL 1001  
MARION COUNTY  
WOODBURN, OREGON

**COVER SHEET**

REVISIONS

NO.	DATE	DESCRIPTION

**EMERIO**  
ENGINEERING • SURVEYING • DESIGN  
1500 VALLEY RIVER DRIVE, SUITE 100  
EUGENE, OREGON 97401  
TEL: (503) 746-8812  
FAX: (503) 639-9592  
www.emeriodesign.com

REGISTERED PROFESSIONAL ENGINEER  
**ROY W. HANKINS**  
PE  
EXPIRES: 6/30/2023

FILE: P:\0196-007 Woodburn Subdivision - Kathryn\dwg\plan\0196-007\_P1.0\_Pcover.dwg, Layout: P1 COVER SHEET, Plot Date: 10/10/2022 11:33 AM, by: Tyler Koeb



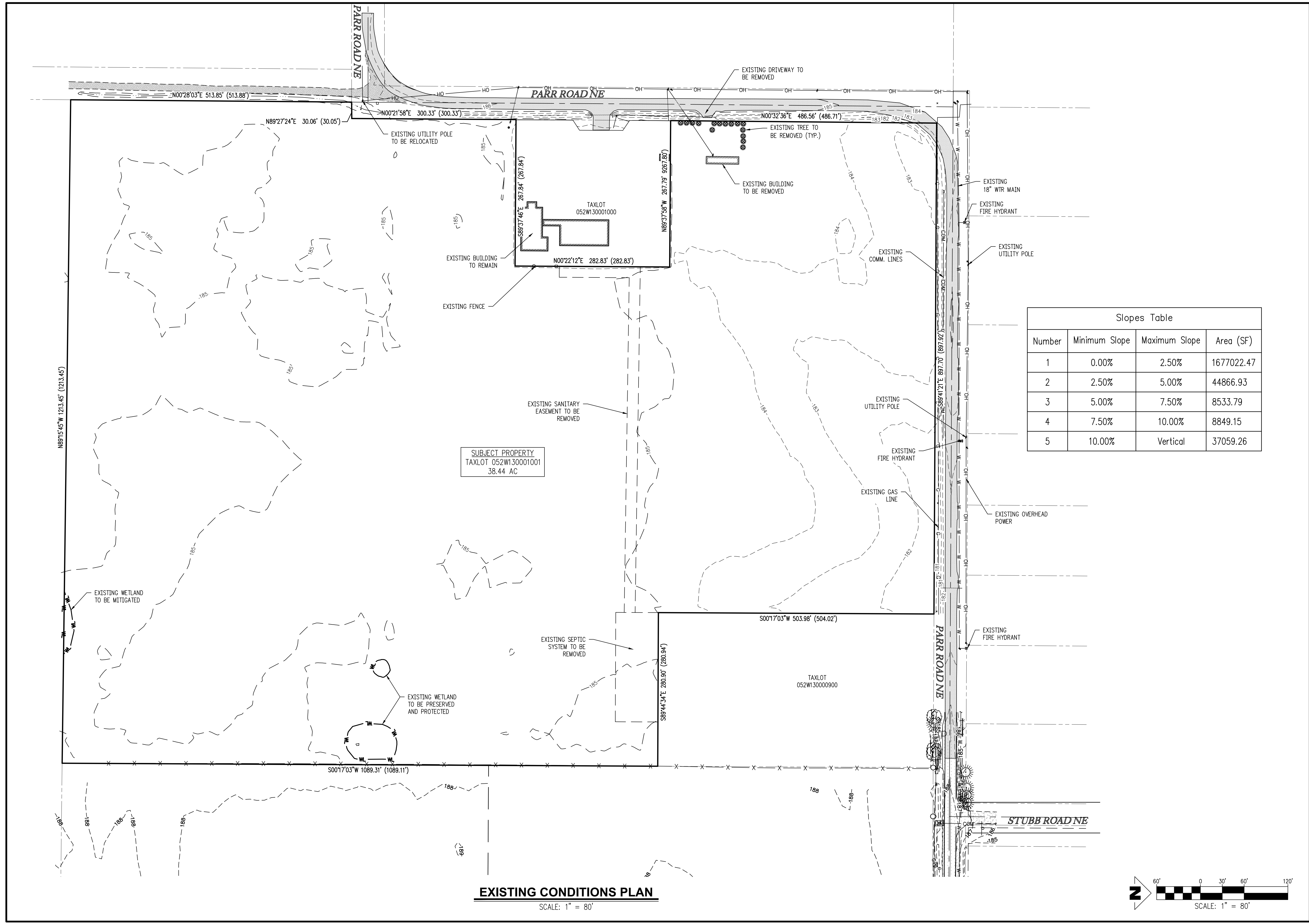
**EXISTING CONDITIONS**

NO.	DATE	DESCRIPTION

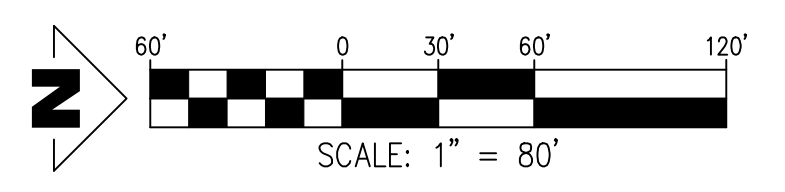
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REGISTERED PROFESSIONAL ENGINEER  
**NOT FOR CONSTRUCTION**  
 W. HANKINS  
 EXPIRES: 6/30/2023

FILE: P:\0196-007 Woodburn Subdivision - Kalign\dwg\plan\0196-007\_P2.0\_Precor\_Layer1.dwg Plot Date: 10/7/2022 2:08 PM, by: Tyler Korb



**EXISTING CONDITIONS PLAN**  
 SCALE: 1" = 80'

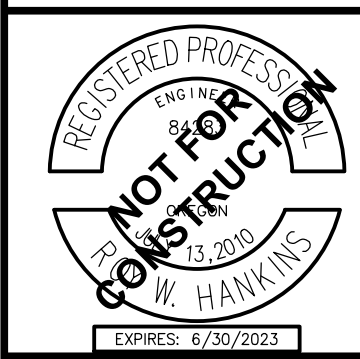




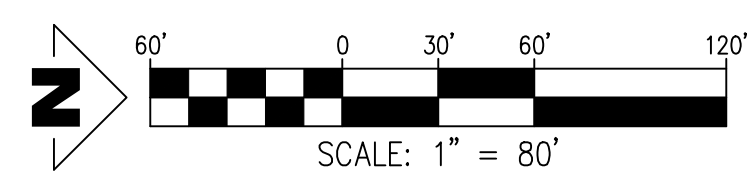
TENTATIVE PLAT

NO.	DATE	DESCRIPTION

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**TENTATIVE PLAT**  
SCALE: 1" = 80'



FILE: P:\0196-007 Woodburn Subdivision - Katigiri.dwg | Plan 10196-007\_P3.0\_Plat.dwg | Layout: P3\_TENTATIVE PLAT | Plot Date: 10/10/2022 11:16 AM, by: Tyler Korb



NO.	DATE	DESCRIPTION

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J.W. HANKINS  
EXPIRES: 6/30/2023

**RSN DENSITY CALCULATIONS**

TOTAL LOT AREA =	388,411 SF (8.92 AC)
TOTAL LOT COUNT =	71 LOTS
TOTAL DENSITY =	7.96 LOTS/AC

**RMN DENSITY CALCULATIONS**

TOTAL LOT AREA =	568,403 SF (13.05 AC)
TOTAL LOT COUNT =	148 LOTS
TOTAL DENSITY =	11.34 LOTS/AC

**RSN ZONE SETBACK REQUIREMENTS - WDO TABLE 2.02C**

FRONT SETBACK AND SETBACK ABUTTING A STREET, MINIMUM (FEET):	20
FRONT PORCH SETBACK, MAXIMUM (FEET):	10
SIDE SETBACK, MINIMUM (FEET):	5
TOWNHOUSE: - COMMON WALL	0
- END UNIT EXTERIOR WALL	5
REAR SETBACK, AVERAGE (FEET):	
PRIMARY STRUCTURE	20 OR 0
ACCESSORY STRUCTURE TO AN ALLEY OR SHARED REAR LANE	0
SETBACK FOR A PRIVATE ACCESS EASEMENT, MINIMUM (FEET):	5

\* EFFECTIVE DATE: 06/30/2022

**RMN ZONE SETBACK REQUIREMENTS - WDO TABLE 2.02F**

FRONT SETBACK AND SETBACK ABUTTING A STREET, MINIMUM (FEET):	18
FRONT PORCH SETBACK, MINIMUM (FEET):	5
SIDE SETBACK, MINIMUM (FEET):	5
TOWNHOUSE: - COMMON WALL	0
- END UNIT EXTERIOR WALL	5
REAR SETBACK, MINIMUM (FEET):	
* APPLIES TO THE STORY OR STORIES OF THE BUILDING WITHIN THIS HEIGHT TIER, NOT THE GROUND STORY PER FIGURE 2.02 B OF WDO:	
BUILDING HEIGHT 16' OR LESS:	24
BUILDING HEIGHT MORE THAN 16' AND LESS THAN 28':	30
BUILDING HEIGHT 28' OR MORE:	36
SETBACK FOR A PRIVATE ACCESS EASEMENT, MINIMUM (FEET):	5

\* EFFECTIVE DATE: 06/30/2022

**SITE AREAS**

RIGHT-OF-WAY:	432,095 SF (9.92 AC)
TRACTS/ALLEYS/WQF:	226,258 SF (5.19 AC)
LOTS:	956,844 SF (21.97 AC)
PLA AREA:	30,056 SF (0.69 AC)
TOTAL AREA:	1,645,253 SF (38.44 AC)

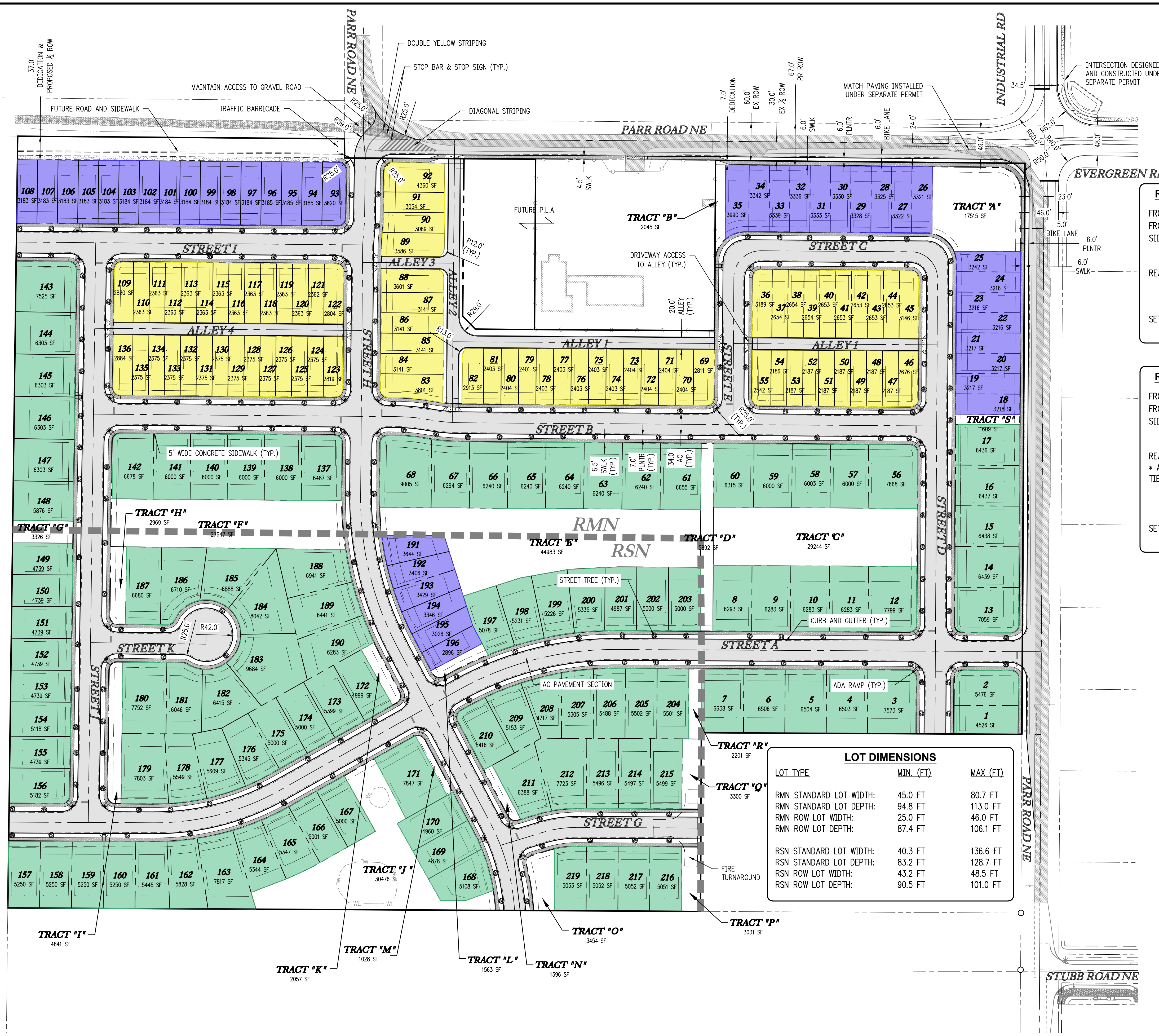
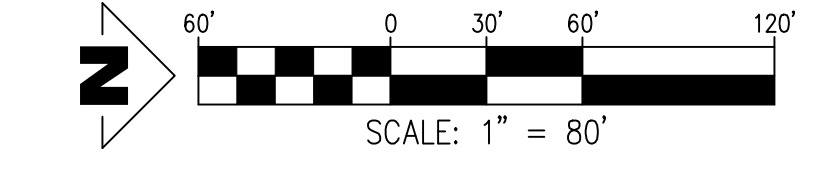
**LOT COUNTS**

TOTAL LOTS:	219 LOTS
-------------	----------

- STREET TREE PLANTING NOTES**
- ONE TREE PER EVERY ENTIRE 50 FEET OF STREET FRONTAGE SHALL BE PLANTED WITHIN THE RIGHT-OF-WAY, SUBJECT TO VISION CLEARANCE AREA STANDARDS AND PLACEMENT OF PUBLIC UTILITIES.
  - MEDIUM TREES SHALL BE PLANTED ALONG THE PARR ROAD NE FRONTAGE.
  - SMALL TREES SHALL BE PLANTED ALONG ALL OTHER NEW LOCAL RESIDENTIAL STREETS.

**LOT TYPE LEGEND**

	- STANDARD LOT (107 LOTS) (MIN: 4526 SF MAX: 9684 SF)
	- FRONT LOADED ROW HOUSE (40 LOTS) (MIN: 2896 SF MAX: 4027 SF)
	- ALLEY LOADED ROW HOUSE (72 LOTS) (MIN: 2186 SF MAX: 4452 SF)

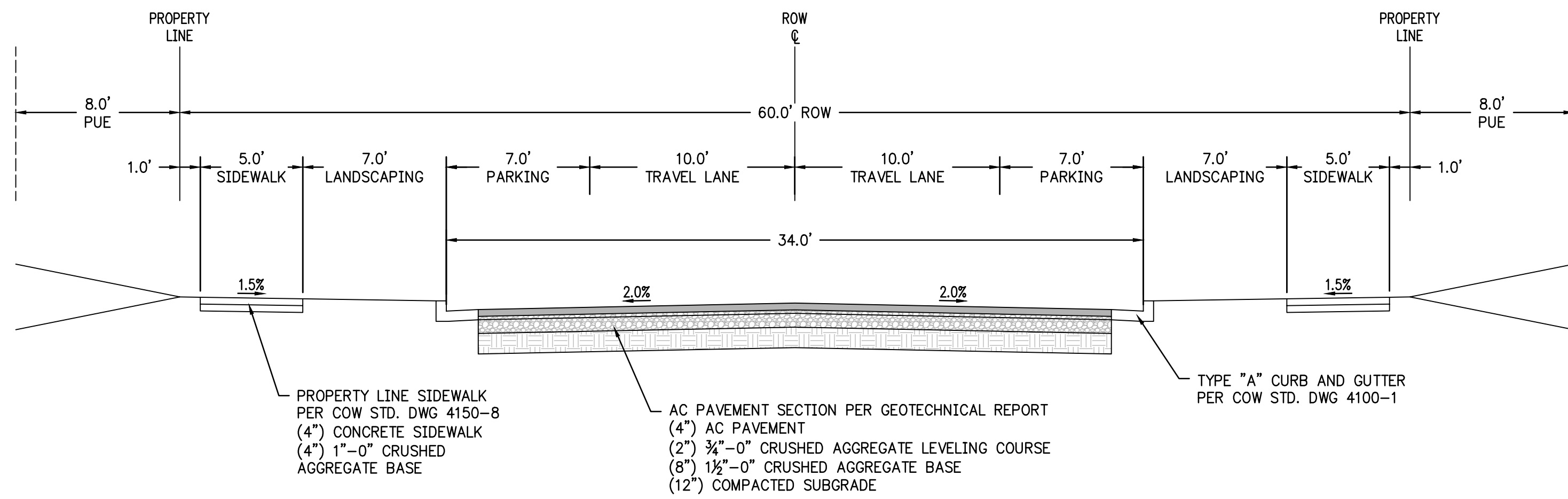


**LOT DIMENSIONS**

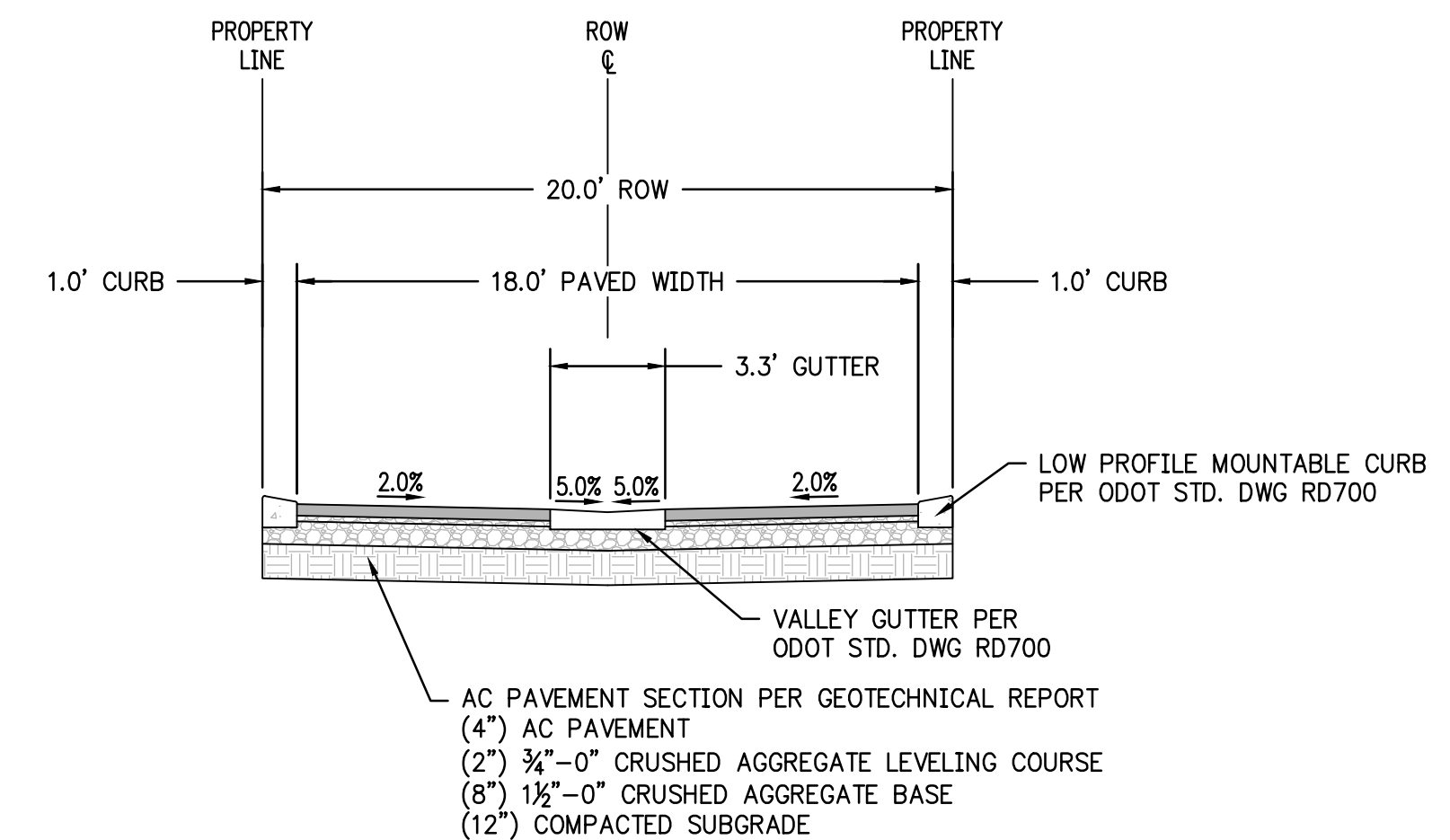
LOT TYPE	MIN. (FT)	MAX. (FT)
RMN STANDARD LOT WIDTH:	45.0 FT	80.7 FT
RMN STANDARD LOT DEPTH:	94.8 FT	113.0 FT
RMN ROW LOT WIDTH:	25.0 FT	46.0 FT
RMN ROW LOT DEPTH:	87.4 FT	106.1 FT
RSN STANDARD LOT WIDTH:	40.3 FT	136.6 FT
RSN STANDARD LOT DEPTH:	83.2 FT	128.7 FT
RSN ROW LOT WIDTH:	43.2 FT	48.5 FT
RSN ROW LOT DEPTH:	90.5 FT	101.0 FT

**TENTATIVE SITE PLAN**  
SCALE: 1" = 80'



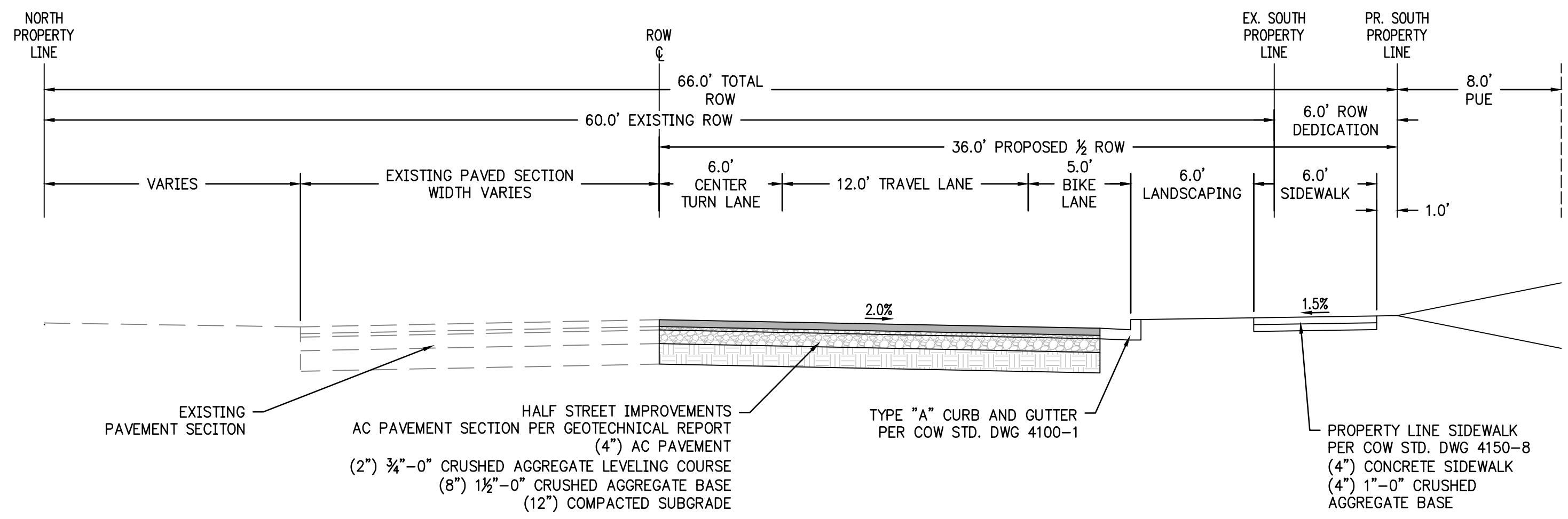


**1 LOCAL RESIDENTIAL STREET - TYPICAL SECTION**  
 4 1" = 5'

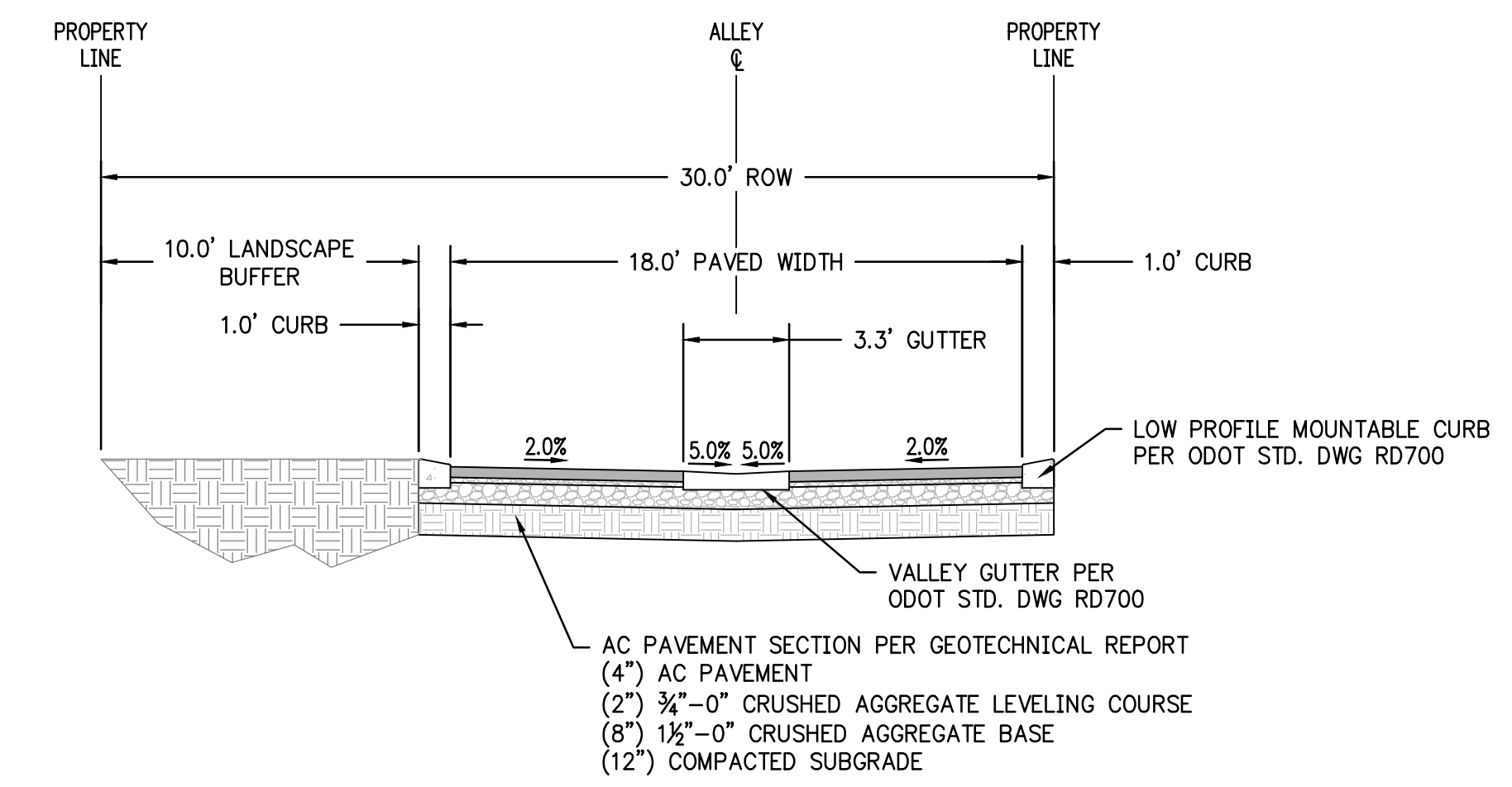


**4 ALLEY 1, 3, AND 4 - TYPICAL SECTION**  
 4 1" = 5'

\* NOTE: ALLEY WILL BE PRIVATELY MAINTAINED BY HOA

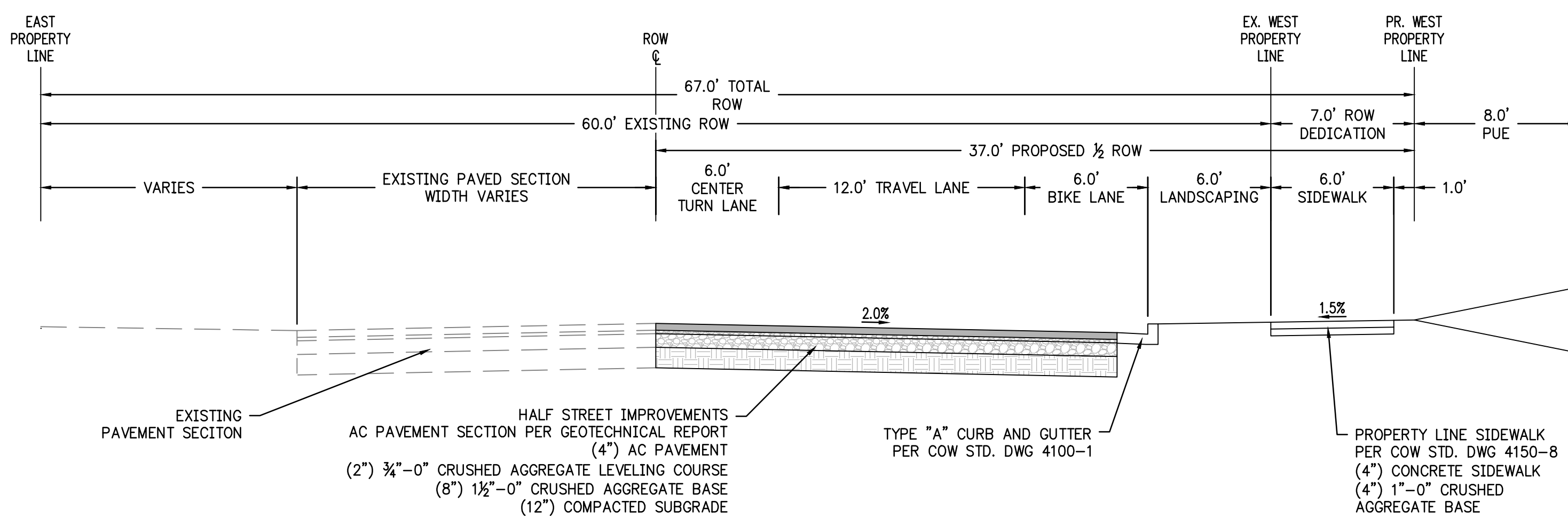


**2 PARR ROAD NE (EAST-WEST) - HALF STREET IMPROVEMENT SECTION (SERVICE COLLECTOR)**  
 4 1" = 5'

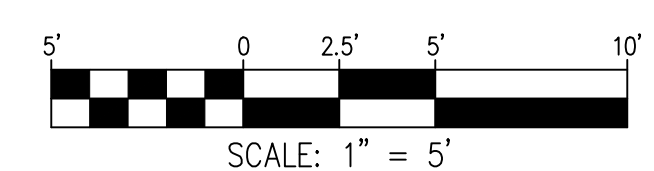


**5 ALLEY 2 - TYPICAL SECTION**  
 4 1" = 5'

\* NOTE: ALLEY WILL BE PRIVATELY MAINTAINED BY HOA



**3 PARR ROAD NE (NORTH-SOUTH) - HALF STREET IMPROVEMENT SECTION (MINOR ARTERIAL)**  
 4 1" = 5'



BRIGHTON POINTE  
 TAX MAP 052W13-TL 1001  
 MARION COUNTY  
 WOODBURN, OREGON

TYPICAL STREET  
 SECTIONS

NO.	DATE	DESCRIPTION

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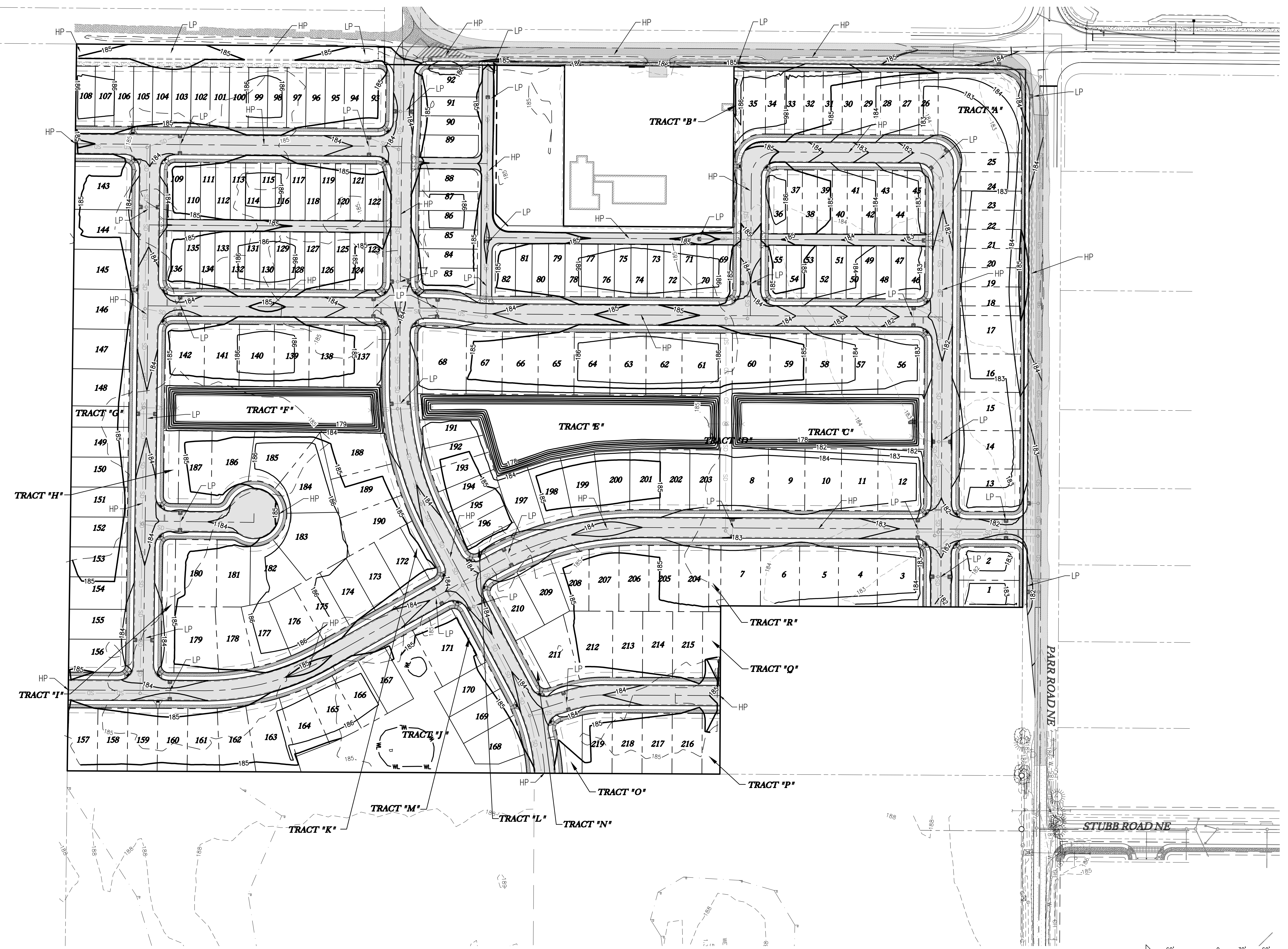
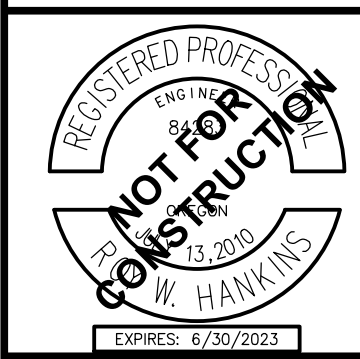
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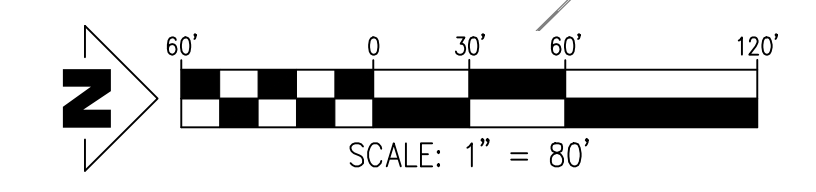
TENTATIVE GRADING PLAN

NO.	DATE	DESCRIPTION

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**TENTATIVE GRADING PLAN**  
 SCALE: 1" = 80'



FILE: P:\0196-007 Woodburn Subdivision - Kathryn.dwg | Plan 0196-007\_P6.0\_Pgrade, Layout: P6 TENTATIVE GRADING PLAN, Plot Date: 10/7/2022 1:14 PM, by: Tyler Korb







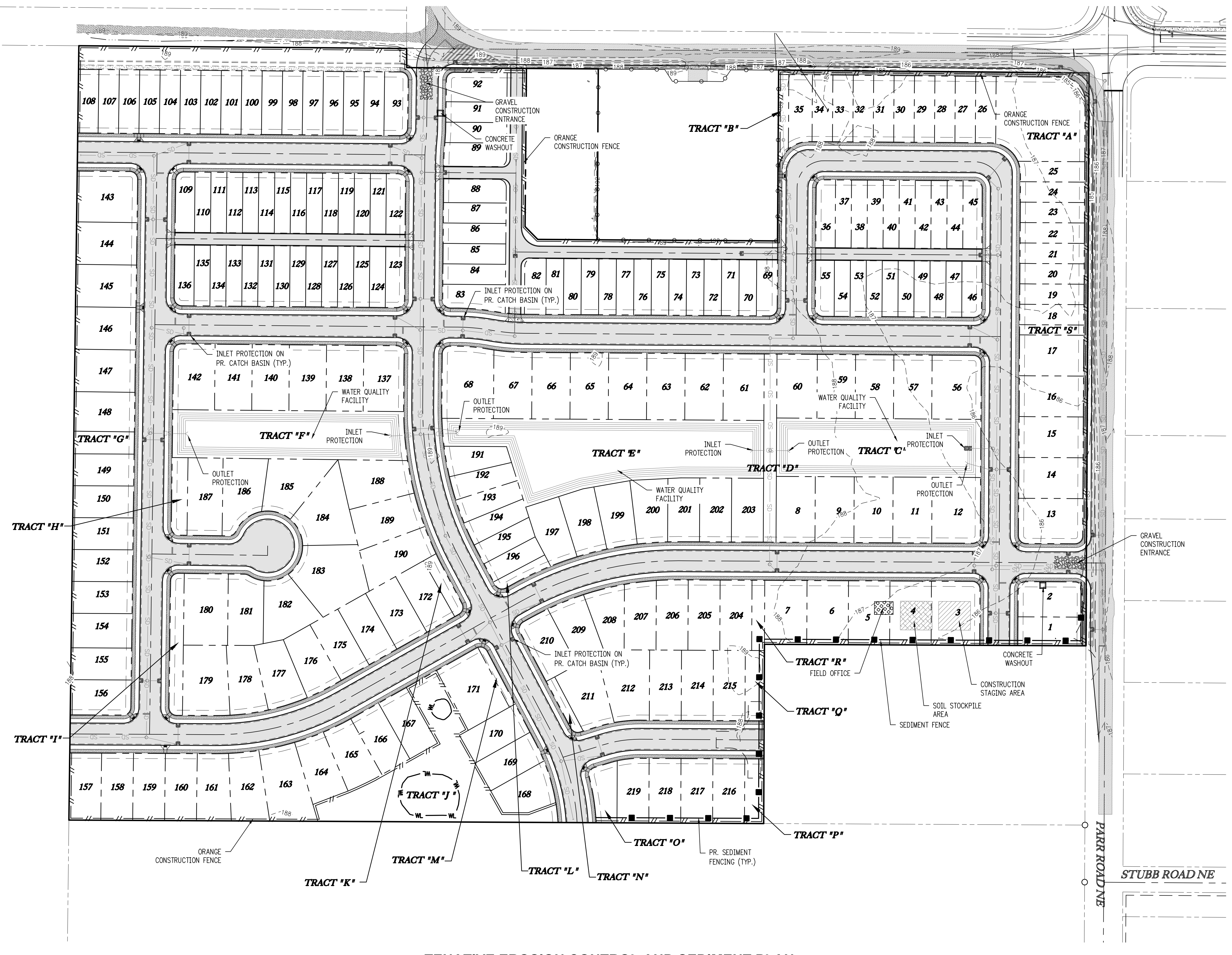
TENTATIVE EROSION  
 CONTROL AND SEDIMENT  
 PLAN

NO.	DATE	DESCRIPTION

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**DO NOT FOR CONSTRUCTION**  
 W. HANKINS  
 EXPIRES: 6/30/2023

FILE: P:\0196-007 Woodburn Subdivision - Katigh\dwg\plan\0196-007\_P8.0\_Pescp Layout: P8 TENTATIVE EROSION CONTROL AND SEDIMENT PLAN, Plot Date: 10/10/2022 11:25 AM, Dwg: Tyler Korb

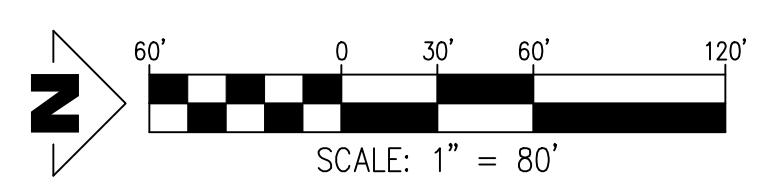


**ESCP LEGEND**

- //---//--- - CONSTRUCTION FENCE
- - SEDIMENT FENCE
- [Diagonal Hatching] - FIELD OFFICE
- [Diagonal Hatching] - CONSTRUCTION STAGING AREA
- [Square] - CONCRETE WASHOUT
- [Cross-hatching] - SOIL STOCKPILE AREA

TENTATIVE EROSION CONTROL AND SEDIMENT PLAN

SCALE: 1" = 80'

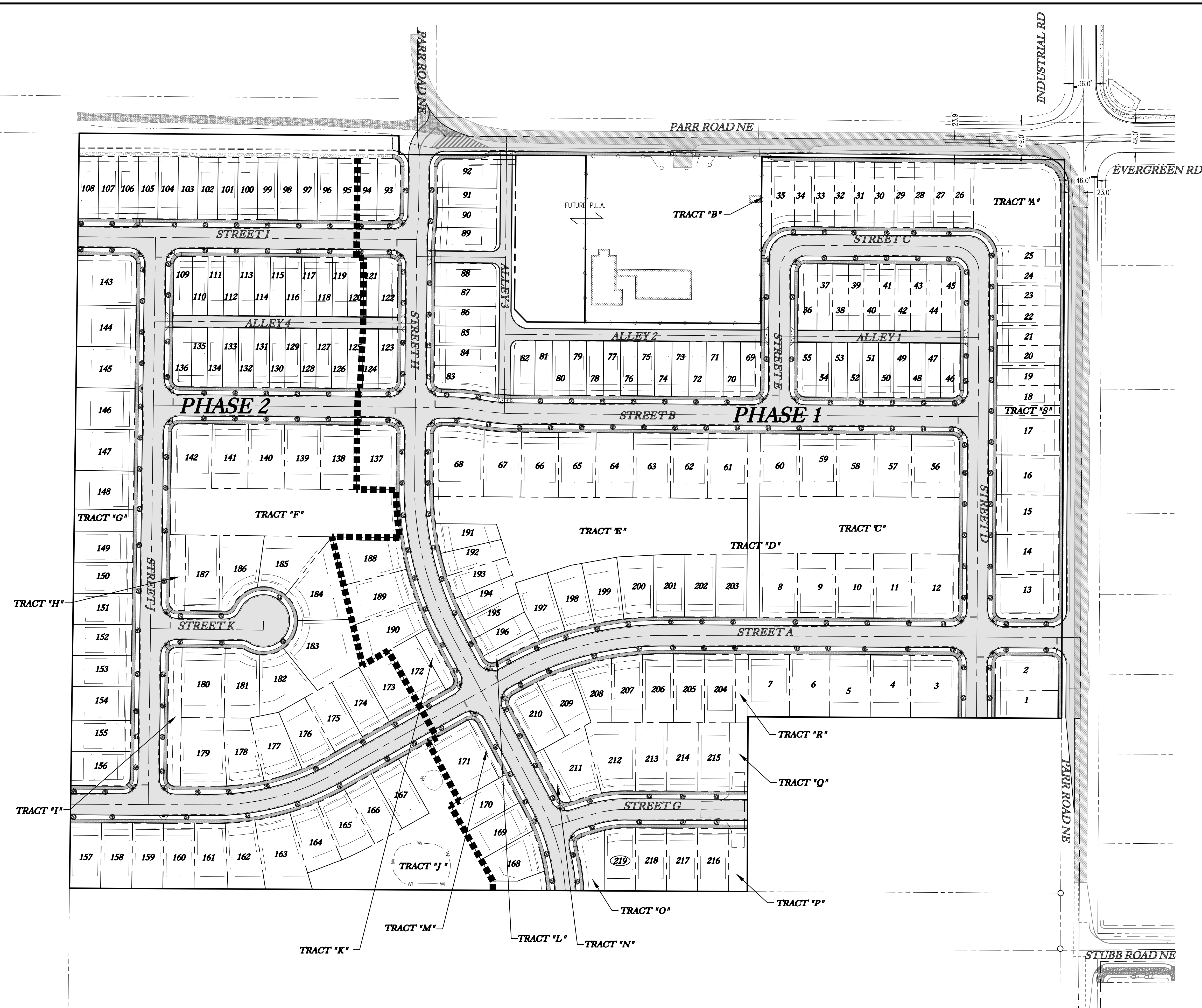
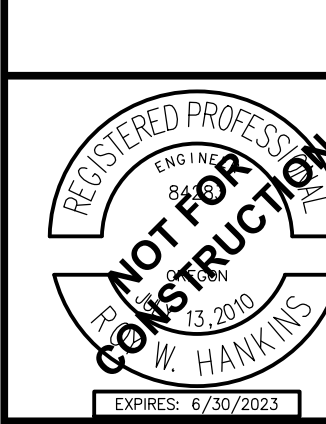




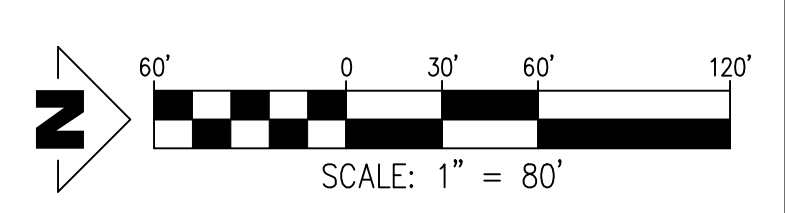
TENTATIVE PHASING PLAN

NO.	DATE	DESCRIPTION

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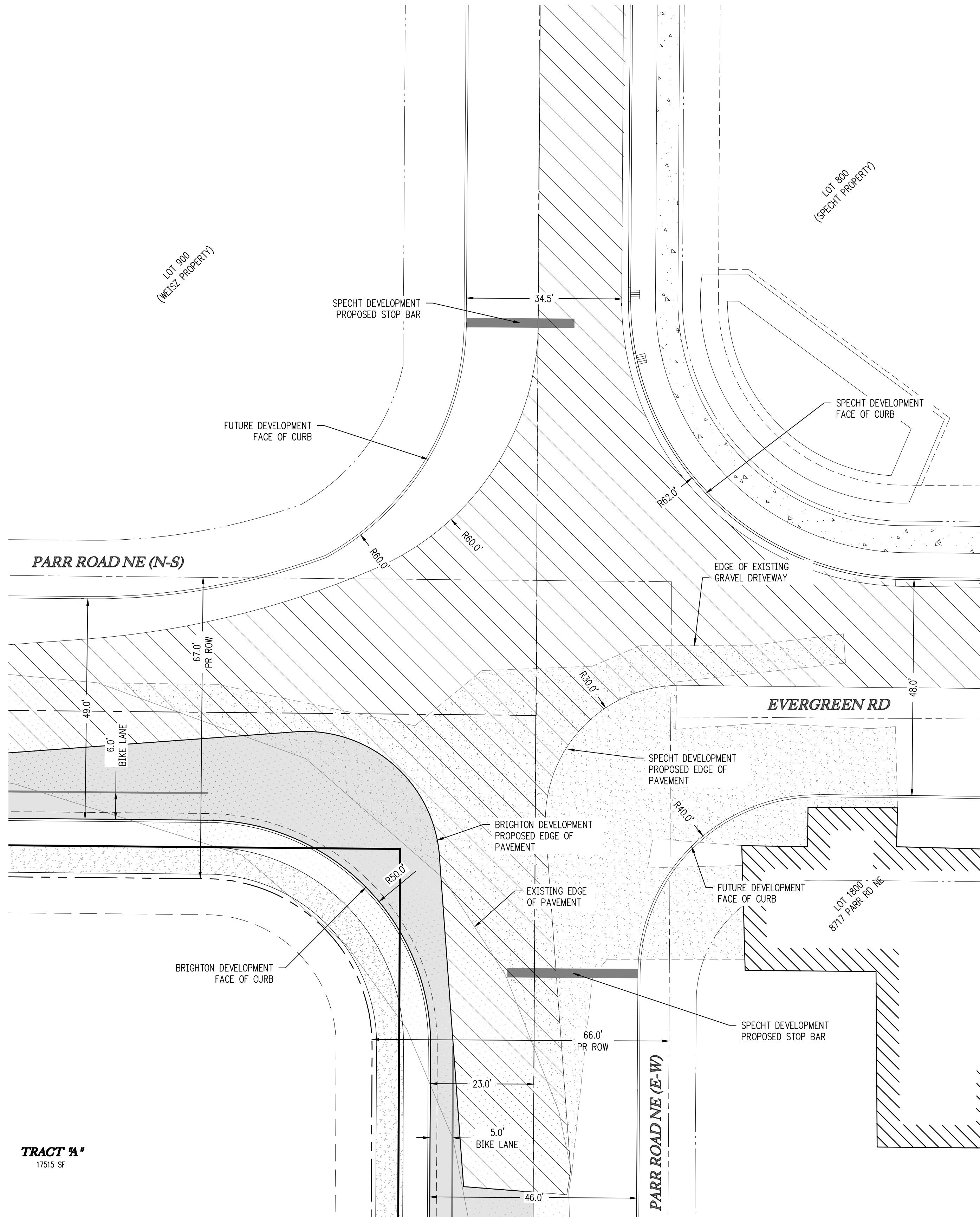


TENTATIVE PHASING PLAN  
 SCALE: 1" = 80'



FILE: P:\0196-007 Woodburn Subdivision - Kalign\dwg\plan\0196-007\_P9.0\_Phase Layout.dwg Plot Date: 10/10/2022 11:30 AM, by: Tyler Korb


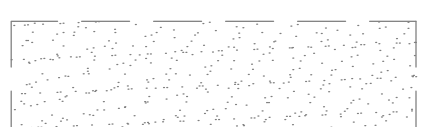




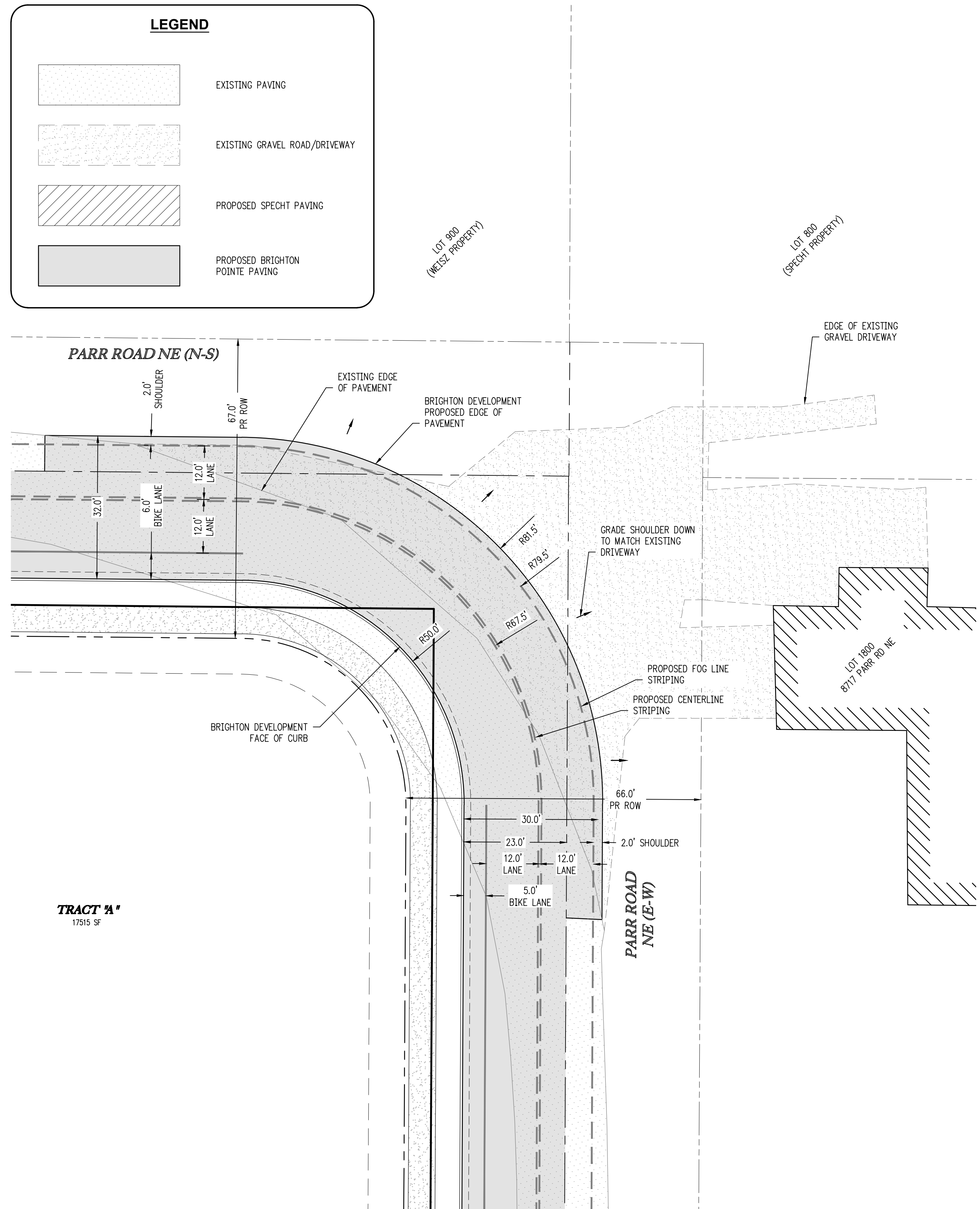
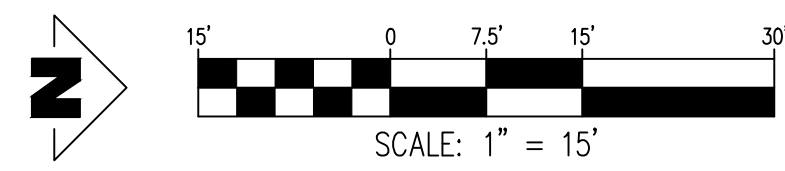


**PARR/EVERGREEN SPECHT CONSTRUCTED FIRST**

SCALE: 1" = 15'

**LEGEND**

-  EXISTING PAVING
-  EXISTING GRAVEL ROAD/DRIVEWAY
-  PROPOSED SPECHT PAVING
-  PROPOSED BRIGHTON POINTE PAVING



**PARR/EVERGREEN SPECHT NOT CONSTRUCTED**

SCALE: 1" = 15'

**BRIGHTON POINTE  
TAX MAP 052W13-TL 1001  
MARION COUNTY  
WOODBURN, OREGON**

**PARR/EVERGREEN  
CONSTRUCTION EXHIBIT**

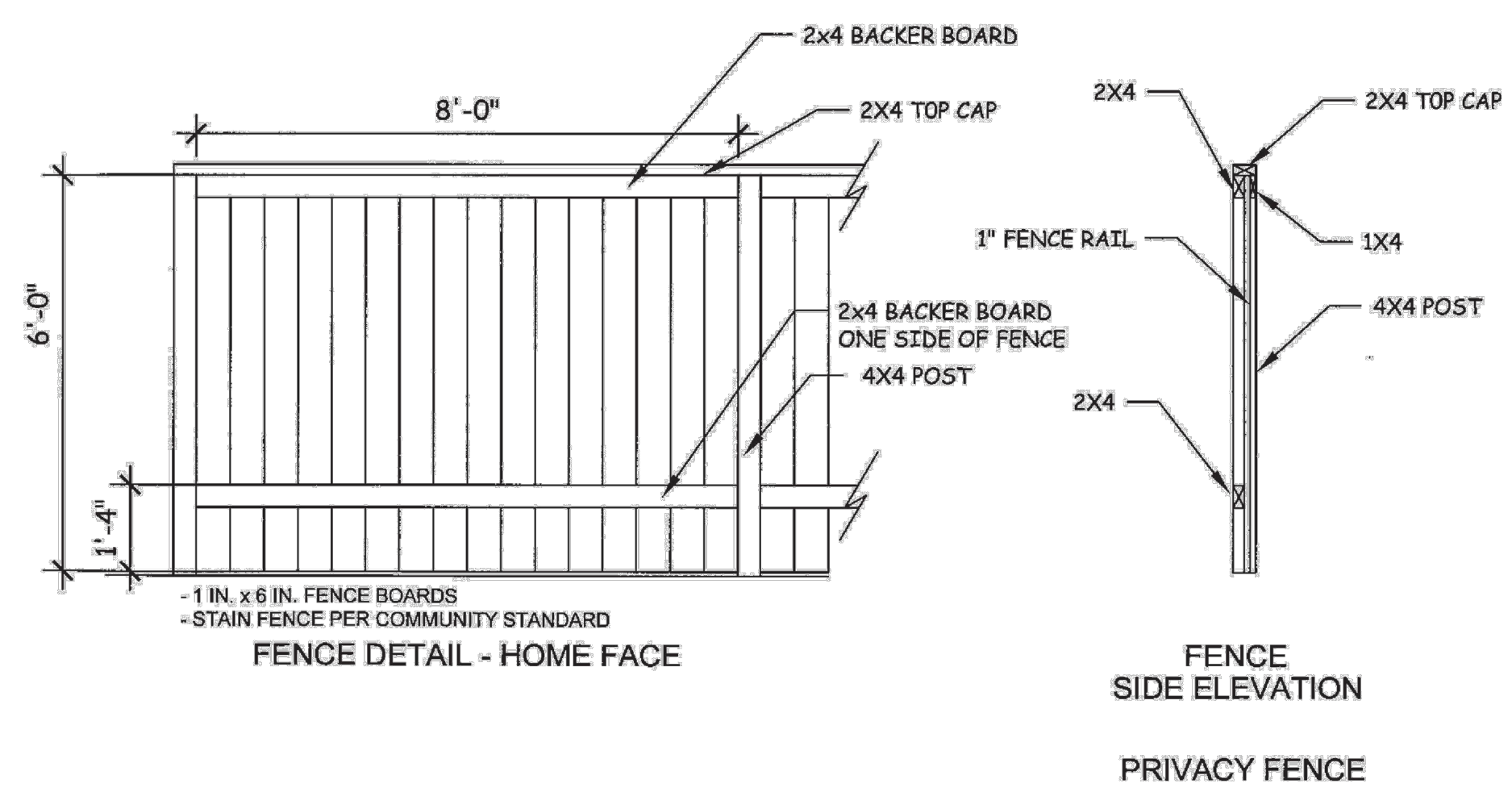
NO.	DATE	DESCRIPTION

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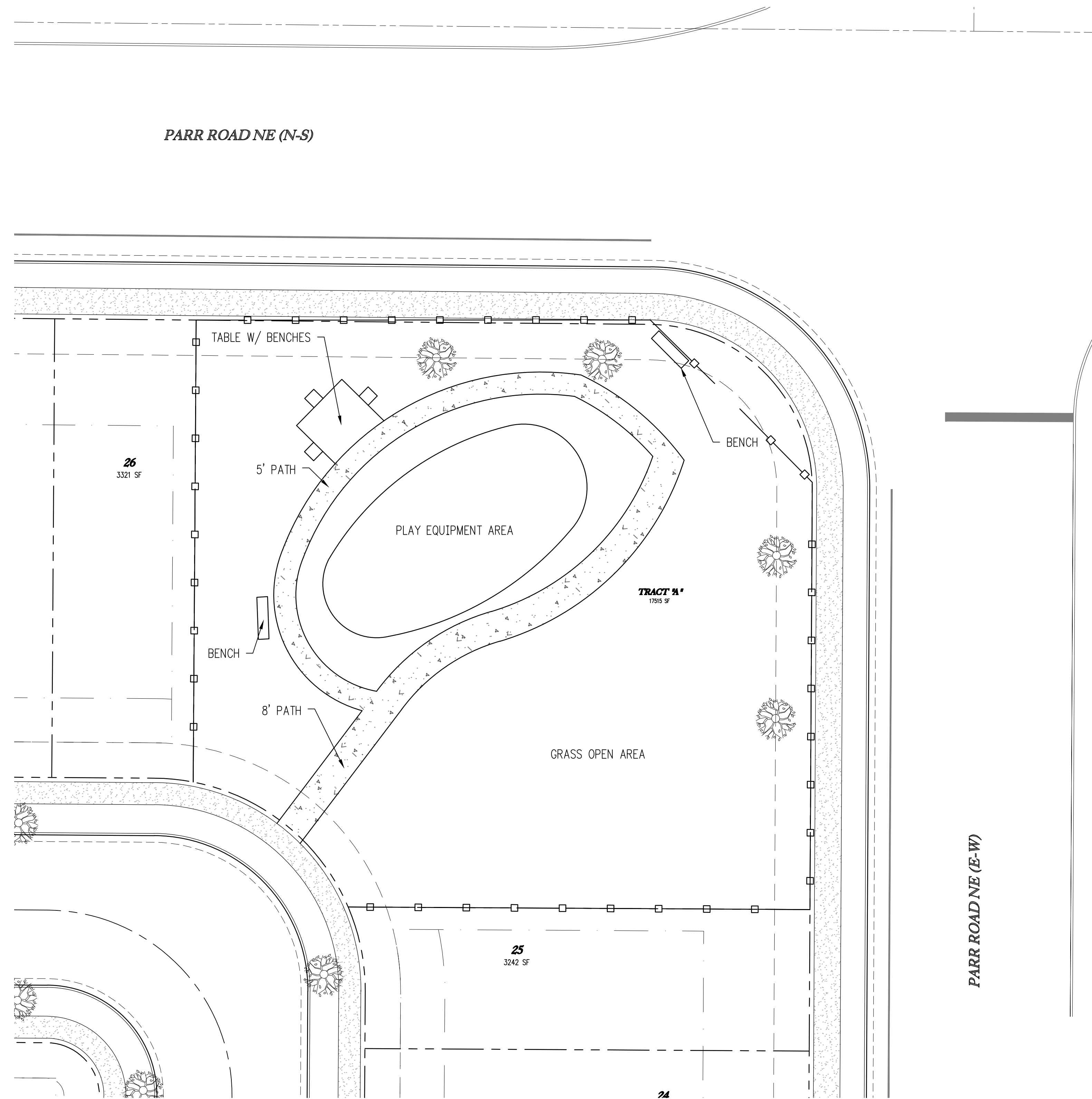


FILE: P:\0196-007 Woodburn Subdivision - Kalign\dwg\plan\EXHIBITS\2022-10-24 Parr-Evergreen Construction Exhibit Layout: PARR-EVERGREEN CONSTRUCTION, Plot Date: 10/25/2022 5:57 PM, by: Roy Hankins





**FENCE DETAIL**

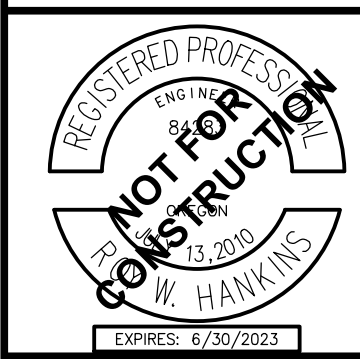


BRIGHTON POINTE  
 TAX MAP 052W13-TL 1001  
 MARION COUNTY  
 WOODBURN, OREGON

PARR/EVERGREEN TRACT  
 "A" OPEN SPACE EXHIBIT

REVISIONS	
NO.	DESCRIPTION

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SHEET  
**1** OF **2**

ATTACHMENT 106B





**infiNET™ INET-2205**  
INET-2205 • AGES: 5-12 • SPACE REQUIRED: 59' 5" X 62' 6"



**Challengers Tot Lot**  
350-2221 • AGES: 2-5 • SPACE REQUIRED: 28' 6" X 24' 6"



**Unity Basket Swing**  
350-BASKET • AGES: 2-12  
TOP INCLUSIVE PRODUCT



**Cone Spinner Double-Decker**  
ZZXX0914 • AGES: 5-12  
TOP INCLUSIVE PRODUCT



**Rectangle Table**  
• Rectangular shaped table with pedestal base  
• Two long benches attached to each side  
• 6' (1,83m) or 8' (2,44m) lengths

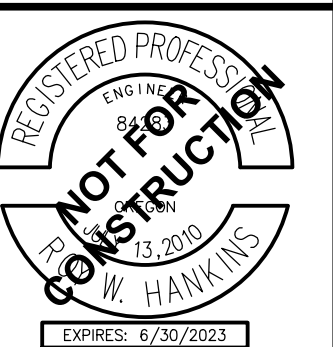


BRIGHTON POINTE  
TAX MAP 052W13-TL 1001  
MARION COUNTY  
WOODBURN, OREGON

**PARK DETAILS**

NO.	DATE	DESCRIPTION

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SHEET

2 OF 2